



York to Church Fenton Improvement Scheme – Project Tracker

Issue 4

February 2021

We're pleased to present you with Issue 4 of our monthly 'project tracker', which is designed to give you a better overview of upcoming work as we continue to improve the railway between York and Church Fenton. Included are details of work scheduled for February.

To learn more about the York to Church Fenton Improvement scheme, please visit our dedicated webpage: www.networkrail.co.uk/York2CF

For any further enquires or questions, please refer to our 24-hour Helpline on: **03457 11 41 41**.

Schedule of works

☀ Day time shift runs from 07:00 to 18:00.
🌙 Night time shift runs from 21:00 to 08:00.

Works	Locations							
	Church Fenton	Ulleskelf	Bolton Percy	Braegate Lane	Colton Junction	Copmanthorpe	Moor Lane	Model Railway
Installation/ Testing of New Signalling Equipment	01–28 Feb 🌙	01–28 Feb 🌙	01–28 Feb 🌙	01–28 Feb 🌙	01–28 Feb 🌙	01–05 Feb ☀		
Ground Survey Tests						06–07 Feb 🌙	06–07 Feb 🌙	13–14 & 20–21 & 27–28 Feb 🌙
Trough Route Installation	01–28 Feb 🌙	01–28 Feb 🌙	01–16 Feb 🌙	01–16 Feb 🌙	01–16 Feb 🌙			
Installation of Catch Pits	01–28 Feb ☀							
Installation of UTX Chamber	21 & 28 Feb 🌙							
King Post Installation	01–28 Feb 🌙	01–28 Feb 🌙		01–07 Feb 🌙				
OLE Pile Foundation	07 Feb 🌙	07 Feb 🌙	07 & 14 & 21 Feb 🌙	07 & 14 & 21 Feb 🌙	07 & 14 & 21 Feb 🌙			
OLE Structure Installation		16-28 Feb 🌙	16-28 Feb 🌙	16-28 Feb 🌙	16-28 Feb 🌙			

Overview of works

Installation/Testing of New Signalling Equipment

Why we are doing it:

Most of the signalling in this area is outdated and needs replacing. That's why we are installing new signal gantries, lights and cabling. During this time, we will be installing and testing new signalling equipment.

The equipment that will be used:

A voltage test tool and hand tools will be used for the installation. We expect the noise level to be low.

Ground Survey Tests

Why we are doing it:

Ground Survey Tests are designed to ascertain ground conditions in advance of design and construction along the railway. This work will involve our contractors drilling a deep hole which will always be safely segregated with an exclusion zone put in place. At the end of the survey, the land will be returned to its original condition.

The equipment that will be used:

Hand tools, a generator and drilling rig will be used to carry out this work. We expect the noise level to be moderate.

Trough Route Installation

Why we are doing it:

Install new troughing to house and protect the newly installed cable along the length of the railway line.

The equipment that will be used:

An excavator will deliver the troughing to site. The excavator and hand tools will be used for installation. We expect the noise level to be low to moderate.

Installation of Catch Pits

Why we are doing it:

A catch pit is essentially an empty chamber with an inlet pipe and an outlet pipe set at a level above the floor of the pit. It is designed to collect silt and debris before it enters any drainage system. It is usually covered by a grill or manhole cover.

The equipment that will be used:

A machine digger will be used to create the catch pits. We expect the noise level to be low to moderate.

Installation of UTX Chamber

Why we are doing it:

A chamber is the access to the UTX (under track crossing) and is installed below ground.

The equipment that will be used:

An excavator will be used to dig and install the chambers. We expect the noise level to be low to moderate.

King Post Installation

Why we are doing it:

King posts are installed into the ballast to support the track and stop it from moving.

The equipment that will be used:

A road rail machine and mini-excavator will be used to install the king posts along with support from rail workers using hand tools. We expect the noise level to be moderate.

OLE Foundation Installation

Why we are doing it:

Installing foundations to support overhead line equipment (OLE), which we call piling, is part of this preparatory work. Once the cylindrical steel piles have been installed, we then begin to erect trackside posts and overhead wires. Piling involves driving the piles deep into the ground.

The equipment that will be used:

To undertake this work, we will be using a Movax attachment mounted to an excavator – this will be used to vibrate cylindrical steel piles into the ground. If the piles refuse, a BSP hydraulic hammer will be mounted to an excavator to hammer the cylindrical steel piles into the ground. We expect the noise level to be moderate to high.

OLE Structure Installation

Why we are doing it:

We are installing new overhead line masts for our programme of electrification.

The equipment that will be used:

RRV's, cranes and hand tools will be used during for the installation. We expect the noise level to be moderate.

Please note: Due to the recent weather conditions, there are three contingency shifts booked to finalise the OLE Pile Foundation work on the 7th, 14th and 21st of February. We would like to apologise in advance for any inconvenience this may cause.

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