



# York to Church Fenton

## Improvement Scheme – Project Tracker

Issue 1

November 2020

We're pleased to launch our first 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 November. We have also set up a dedicated telephone number that provides a voice-recorded summary of work in your area (see overleaf ↗).

### 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				
	Dringhouses	Bolton Percy	Copmanthorpe	Ulleskelf	Church Fenton
Installing Kingposts		9 to 20 Nov 2020 (day☀ / night 🌙)			
Installing Armco barriers		21 Nov to 4 Dec 2020 (day☀ / night 🌙)			
Installing handrails to the top of sheet pile walls			28 Aug to 13 Nov 2020 (day☀)		
Ballast levelling			1 Oct to 13 Nov 2020 (night 🌙)		
Installation of UTX's	31 Oct to 29 Nov 2020 (night 🌙)				
Installing troughing			27 Oct to 13 Nov 2020 (night 🌙)		
Distributing materials			31 Oct to 23 Dec 2020 (day☀ / night 🌙)		
Installing a Road Rail Access Point (RRAP)					7 Nov 2020 (night 🌙)

# Overview of works

## Installing Kingposts

### Why we are doing it:

Kingposts 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.

## Installing Armco barriers

### Why we are doing it:

Armco barriers are fitted to areas where vehicles may be present. They act as a road/ rail separation barrier.

### The equipment that will be used:

A road rail machine and trailer will transport the Armco barriers to the area. Rail workers will install the handrails using hand tools. We expect the noise level to be moderate.

## Installing handrails to the top of sheet pile walls

### Why we are doing it:

The handrails are fitted to the top of the sheet pile walls to allow safe pedestrian access for workers.

### The equipment that will be used:

A road rail machine and trailer will transport the handrails to the area. Rail workers will install the handrails using hand tools. We expect the noise level to be moderate.

## Ballast levelling

### Why we are doing it:

The additional ballast which has been tipped into the railway foundations must be compacted and flattened to create a level surface which can be walked on by rail workers.

### The equipment that will be used:

A sit on motorised roller will be used to compact the material. We expect the noise to be level to be moderate.

## Installation of UTX's

### Why we are doing it:

A UTX is an Under-Track Crossing. These are plastic pipes buried under the track ballast which allow cables to pass from one side of the tracks to the other.

### The equipment that will be used:

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

## Installing troughing

### Why we are doing it:

Troughing is a cable management system which allows cables to be run parallel with the tracks providing protection for the cable whilst still being accessible for maintenance and repairs.

### The equipment that will be used:

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

## Distributing materials

### Why we are doing it:

To maximise the efficiency of our railway possessions we place materials at the required location ahead of the works. These materials may consist of cable troughing, OLE piles, ballast and other materials.

### The equipment that will be used:

Depending on the materials various methods of delivery varying from Railway hopper wagons to road rail vehicles. We expect the noise levels to be moderate.

## Installing a Road Rail Access Point (RRAP)

### Why we are doing it:

A road rail access point is an assembly of solid rubber panels that is required to allow safe plant and machinery access on to the railway.

### The equipment that will be used:

A telehandler will lift the panels into place then rail workers will secure them with cordless impact drivers. We expect the noise level to be moderate.

**Please note that some of the information may be altered to meet project requirements.**

For a voice-recorded summary of work planned in your area please dial 03303200745. The first recording will be available from Monday 9 November and updated on Monday 23 November.

