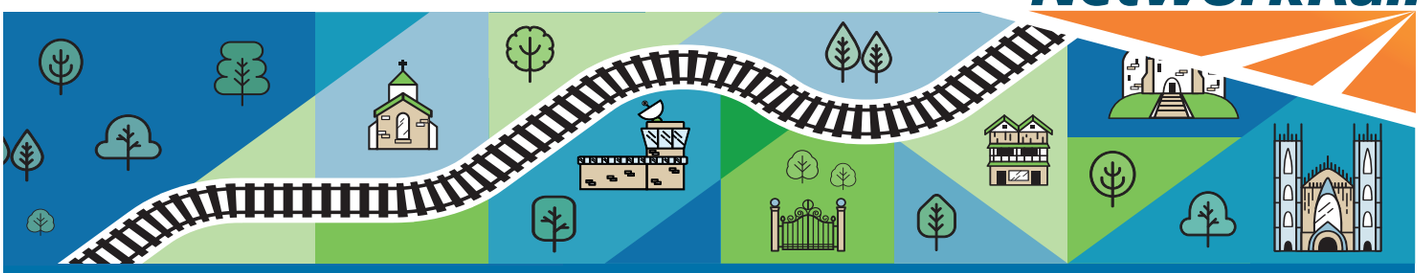

York to Church Fenton

Improvement Scheme – Project Tracker

Issue 5 March 2021

We're pleased to present you with Issue 5 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 March.

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	Dringhouses	Copmanthorpe	Model Railway	Holgate
Compound set up			01–06 Mar	01–06 Mar					
Installation/ Testing of New Signalling Equipment	06 & 13 16–27 Mar	06 & 13 16–27 Mar	06 & 13 & 16 Mar	06 & 13 & 16–27 Mar	06 & 13 & 16–27 Mar	06 & 13 & 16–27 Mar	06–13 & 16–20 & 27 Mar	06–13 & 16–20 & 27 Mar	
Ground Survey Tests	27 Mar					06, 13, 20 & 27 Mar		06, 13, 20 & 27 Mar	06, 13, 20 & 27 Mar
Trough Route Installation	06 & 13–31 Mar	06 & 13–31 Mar	06 & 13–31 Mar						
Installation of UTX Chamber	06 Mar								
King Post Installation	06 & 13–31 Mar	06 & 13–31 Mar	06 & 13–31 Mar						
OLE Pile Foundation	06 Mar contingency	06 Mar contingency	06 Mar contingency						
OLE Structure Installation	08–23 Mar	01–27 Mar	01–27 Mar	06–27 Mar	13 Mar				
OLE SPS Installation	24–26 Mar		29–31 Mar	19–31 Mar					

Overview of works

Compound set up

Why we are doing it:
These sites are a vital element in the organisation of the York to Church Fenton Improvement Scheme. Our compounds are primarily used for storage, welfare and gaining safe access to the track.

The equipment that will be used:
We will be using our compounds to store materials, machinery and essential welfare facilities for our team. There will be a low-moderate level of disturbance from the compounds, whilst the team access the railway for the improvements.

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Most of the signalling in this area is outdated and needs replacing.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 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 Pile 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.

OLE SPS installation

Why we are doing it:
We are installing new support equipment for the overhead line which we call 'Small Parts Steel' or 'SPS'. This will be used to support the conductors which will supply power to the electric trains that will use the route.

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 is a contingency shift booked to finalise the OLE Pile Foundation work on the 06 March.

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