



York to Church Fenton

Improvement Scheme – Project Tracker

Issue 8

June 2021

We're pleased to present you with Issue 8 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 June.

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.

Work	Locations								
	Church Fenton	Ulleskelf	Bolton Percy	Braegate Lane	Colton Junction	Dringhouses	Copmanthorpe	Model Railway	Holgate
Installation/ Testing of New Signalling Equipment	01, 05, 06, 09, 12, 15, 17, 19, 22, 24, 26 🌙								
Ground Survey Tests					06-11, 13, 15-19 🌙		06-11, 13, 15-19 🌙		
Trough Route Installation	01-05, 07, 09, 10-18 🌙	01-05, 07, 09, 10-18 🌙	01-05, 07, 09, 10-18 🌙	01-05, 07, 09, 10-18 🌙					
Installation of UTX	05, 12 🌙								07 🌙
OLE Pile Foundation		06, 13, 20 🌙	01, 02 🌙	01, 02 🌙					
Signal Base Foundations and Laydown/ Walkways	05, 07-12, 14-19, 21-30 🌙	05, 07-12, 14-19, 21-30 🌙	05, 07-12, 14-19, 21-30 🌙	05, 07-12, 14-19, 21-30 🌙	05, 07-12, 14-19, 21-30 🌙				
OLE Structure Installation	01-05, 07-11, 15-19, 21-25 🌙	01-05, 07-11, 15-19, 21-25 🌙	01-05, 07-11, 15-19, 21-25 🌙	01-05, 07-11, 15-19, 21-25 🌙	01-05, 07-11, 15-19, 21-25 🌙				
RRAP Removal		26-27 🌙	19 🌙						
Drain/Catch-pit Clearances		06 🌙	06, 26-30 🌙	06 🌙	06, 20 🌙	07-10 🌙	26, 27 🌙	07-10 🌙	
OLE SPS Installation		14-18 🌙			14-18 🌙				
Lift & Shift of Cables	01, 06 🌙	01, 06 🌙	01, 06 🌙	01, 06 🌙	01-13, 19, 20, 26, 27 🌙	07-10, 12, 13, 19, 20, 26, 27 🌙			
Sheet Pile Trial Holes					05, 06, 12, 13, 15-18 🌙	05, 06, 12, 13, 15-18 🌙	05, 06, 12, 13, 15-18 🌙	05, 06, 12, 13, 15-18 🌙	05, 06, 12, 13, 15-18 🌙

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Most of the signalling in this area is outdated and needs replacing.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

A road rail vehicle (RRV) will deliver the troughing to site. The RRV and hand tools will be used for installation. We expect the noise level to be low to moderate.

Signal Base Foundations and Laydown/Walkways

Why we are doing it:

Installing foundations to support signals, which we call piling, is part of this preparatory work. Once the cylindrical steel piles have been installed, we then begin to erect signals. Piling involves driving the piles deep into the ground. The laydown and walkway areas are for the safe access and maintenance of the signals.

The equipment that will be used:

To undertake this work, we will be using a Movax attachment mounted to an RRV – this will be used to vibrate cylindrical steel piles into the ground. If the piles refuse, a hydraulic hammer will be mounted to an RRV to hammer the cylindrical steel piles into the ground. An RRV will take the materials for the laydown and walkways to the specified locations and these will be installed using small tools. We expect the noise level to be moderate to high.

Lift and Shift of Cables

Why we are doing it:

Movement of cabling into plastic sheathing along the route to protect the cabling from damage.

The equipment that will be used:

Hand tools – no on track plant required. We expect the noise level to be low to moderate.

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.

Installation of UTX

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:

Materials will be transported to site using an RRV. An excavator will be used to dig and install the UTX. We expect the noise level to be low to 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.

Overview of works continued...

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.

RRAP Removal

Why we are doing it:

Road rail access points (RRAP) are small ramps which allow machinery to get on and off the railway quickly and efficiently. From RRAP the machinery can be used on site. Some RRAP's are temporary or require replacement, and so must be removed when no longer needed.

The equipment that will be used:

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

Drain/Catch-pit Clearance

Why we are doing it:

Drains periodically fill with silt and other material carried by water. Routine maintenance involves clearing this material to ensure efficient drainage and reduce risk of flooding both on and off the railway.

The equipment that will be used:

Specialised RRV and hand tools will be used during for the works. We expect the noise level to be moderate.

Sheet Pile Trial Holes

Why we are doing it:

To determine ground conditions prior to installation of the sheet piles so the most suitable installation method can be used.

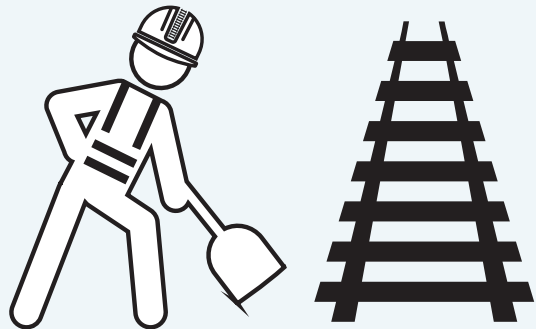
The equipment that will be used:

Hand tools – no on track plant required. We expect the noise level to be low to moderate.

Please note: There are five shifts booked for OLE Pile Foundation work on the 1st, 2nd, 6th, 13th and 20th of June. We would like to apologise in advance for any inconvenience this may cause.

We would also like to take this opportunity to raise awareness that trespassing on the railway is illegal and dangerous. You could be taken to court and face a £1,000 fine.

We partner with the British Transport Police to encourage people to report incidents of trespassing and vandalism. If you see someone trespassing on the railway, call 0800 40 50 40 or 999, or text 61016.



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