



York to Church Fenton Improvement Scheme – Project Tracker

Issue 11

September 2021

We're pleased to present you with Issue 11 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 September.

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
Track Renewal Work	04–11, 13–18, 20–24, 25–30 🌙	04–11, 13–18, 20–24, 25–30 🌙	04–11, 13–18, 20–24, 25–30 🌙	04–11, 13–18, 20–24, 25–30 🌙	04–11, 13–18, 20–24, 25–30 🌙		
Installation of UTX				04, 11 🌙	04, 11 🌙		
Sheet Pile Installation					18, 20-24, 25, 27–30 🌙		
OLE Pile Foundation				04, 11, 18 🌙	04, 11, 18 🌙		
Signal Base Foundations and Laydown/Walkways	04, 11, 18, 25 🌙	04, 11, 18, 25 🌙	04, 11, 18, 25 🌙	04, 11, 18, 25 🌙	04, 11, 18, 25 🌙		
OLE SPS Installation	25, 27, 28, 29, 30 🌙	01, 02, 04, 11 🌙		03, 04, 13, 14, 15, 20, 21, 27, 28, 29, 30 🌙			
Installation of Location Cabinets	01–03, 04, 06–10, 11, 13–17, 18, 20–24, 25, 27–30 🌙	01–03, 04, 06–10, 11, 13–17, 18, 20–24, 25, 27–30 🌙	01–03, 04, 06–10, 11, 13–17, 18, 20–24, 25, 27–30 🌙	01–03, 04, 06–10, 11, 13–17, 18, 20–24, 25, 27–30 🌙	01–03, 04, 06–10, 11, 13–17, 18, 20–24, 25, 27–30 🌙		
Lift and Shift of Cables				11, 18–24, 27–30 🌙	11, 18–24, 27–30 🌙	11, 18–24, 27–30 🌙	11, 18–24, 27–30 🌙
Construction of Church Fenton Power Supply Building	01–03, 06–10, 13–17, 20–24, 27–30 ☀						

Overview of works

Track Renewal

Why we are doing it:

We are going to replace the old, worn railway track by lifting it up, removing it, laying a new stone base and relaying new track.

The equipment that will be used:

To carry out this work we will have on-track rail machines, generators, lights and small hand tools in use within the area. 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.

Sheet Pile Installation

Why we are doing it:

Sheet piles are installed into the ballast to support the track and stop it from moving.

The equipment that will be used:

An RRV will be used with an attachment to install the sheet piles along with support from rail workers using hand tools. We expect the noise level to be moderate to high.

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 an attachment mounted to an excavator – this will be used to vibrate cylindrical steel piles into the ground. If the piles refuse, a 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.

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 an 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 place 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.

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:

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

Installation of Location Cabinets

Why we are doing it:

Location cabinets will be installed for power and telecoms supplies.

The equipment that will be used:

Materials will be transported to site using an RRV and hand tools will be used. We expect the noise level to be low to moderate.

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.

Construction of Church Fenton Power Supply Building

Why we are doing it:

We are constructing a new power supply building.

The equipment that will be used:

Use of small excavator, dumper and fork truck will be used for the construction of the building. There will be an occasional usage of wagons for the delivery of materials. We expect the noise level to be low to moderate.

If you have any additional questions or concerns, visit www.networkrail.co.uk/contact or telephone our 24-hour National Helpline on 03457 11 41 41.

