



York to Church Fenton Improvement Scheme – Project Tracker

Issue 19

May 2022

Welcome to Issue 19 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 May 2022.

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

If you have any further questions or concerns, you can get in touch with us at www.networkrail.co.uk/contact or call our 24-hour National 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	Dringhouses
Track Renewal Work	01–31 Weekend only ☀🌙	01–31 Weekend only ☀🌙	01–31 Weekend only ☀🌙	01–31 Weekend only ☀🌙			
Sheet Pile Installation and Ballast Backfilling	07, 09-13, 14, 16-20, 21, 23-28 🌙				02-06, 07, 09-13, 14, 16-20, 21, 23-27, 28, 30-31 🌙		
Sheet Pile Handrail and Safety Barrier Installation	02-07, 09-14, 16-21, 23-28 ☀ 07, 09-13, 14, 16-20, 21, 23-28, 30-31 🌙	02-07, 09-14, 16-21, 23-28 ☀ 07, 09-13, 14, 16-20, 21, 23-28, 30-31 🌙	02-07, 09-14, 16-21, 23-28 ☀ 07, 09-13, 14, 16-20, 21, 23-28, 30-31 🌙	02-07, 09-14, 16-21, 23-28 ☀ 07, 09-13, 14, 16-20, 21, 23-28, 30-31 🌙	02-07, 09-14, 16-21, 23-28 ☀ 07, 09-13, 14, 16-20, 21, 23-28, 30-31 🌙		
Signal Base Foundations and Laydown & Walkways	07, 14, 21, 28 🌙	07, 14, 21, 28 🌙	07, 14, 21, 28 🌙	07, 14, 21, 28 🌙			
Installation of Location Cabinets	02-06, 09-13, 16-20, 23-27, 30-31 ☀ 07, 09-14, 16-21, 23-28, 30-31 🌙	02-06, 09-13, 16-20, 23-27, 30-31 ☀ 07, 09-14, 16-21, 23-28, 30-31 🌙	02-06, 09-13, 16-20, 23-27, 30-31 ☀ 07, 09-14, 16-21, 23-28, 30-31 🌙	02-06, 09-13, 16-20, 23-27, 30-31 ☀ 07, 09-14, 16-21, 23-28, 30-31 🌙	02-07, 09-14, 16-21, 23-28 🌙	02-06, 09-13, 16-20, 23-27 🌙	02-06, 09-13, 16-20, 23-27 🌙
Trough Route Installation					02-06, 09-13, 16-20, 23-27, 30-31 🌙	02-06, 09-13, 16-20, 23-27, 30-31 🌙	02-06, 09-13, 16-20, 23-27, 30-31 🌙
Ulleskelf & Brumber Hill site compound demolition		06-07, 13-14, 20-21, 27-28 🌙		06-07, 13-14, 20-21, 27-28 🌙			
Culvert & Bridge Works			09-13, 16-20, 23-27, 30-31 ☀ 07, 14, 21, 28 🌙	02-06, 09-13, 16-20, 30-31 ☀ 07, 14, 21, 28 🌙	02-06, 09-13, 16-20, 30-31 ☀ 07, 14, 21, 28 🌙	02-06, 09-13, 16-20 ☀	

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.

Sheet Pile Installation and Ballast Backfilling

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:

A road-rail vehicle will be used with an attachment to install the sheet piles and an attachment to backfill the ballast to the sheet pile walls along with support from rail workers using hand tools. We expect the noise level to be moderate to high.

Sheet Pile Handrail and Safety Barrier Installation

Why we are doing it:

Handrails will be installed onto the sheet pile walls to prevent fall from height. Also, roadside safety barriers will be installed.

The equipment that will be used:

A road-rail vehicle will be used on the weekends to deliver the handrails and roadside safety barriers out to the required locations. Small hand tools will be used when working on days and nights midweek. We expect the noise level to be low to moderate.

Ulleskelf & Brumber Hill site compound demolition

Why we are doing it:

Demolition works at Ulleskelf and Brumber Hill will take place where assets are no longer required.

The equipment that will be used:

A road-rail vehicle will be used with an attachment to demolish the assets along with support from rail workers using hand tools. We expect the noise level to be moderate to high.

Installation of Location Cabinets

Why we are doing it:

Location cabinets will be installed for power and telecommunications supplies.

The equipment that will be used:

Materials will be transported to site using a road-rail vehicle with hand tools also being used. Off-track machinery will also be used during the day. We expect the noise level to be low to moderate.

Trough Route Installation

Why we are doing it:

We are installing new troughing to contain and protect the new cables along the length of the railway line.

The equipment that will be used:

A road-rail vehicle will deliver the troughing and ballast. A road-rail vehicle, excavator 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 an attachment mounted to a road-rail vehicle. This will be used to vibrate cylindrical steel piles into the ground. If the piles cannot be driven into the ground, a hydraulic hammer will be used to insert the cylindrical steel piles. A road-rail vehicle 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.

Culvert & Bridge works

Why we are doing it:

We're carrying out this work to strengthen existing culverts and bridges.

The equipment that will be used:

An excavator, a telescopic lifter and small tools. We expect the noise level to be moderate.

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