



## York to Church Fenton Improvement Scheme – Project Tracker

Issue 32

Mid-December 2023 – January 2024

Welcome to the latest issue of our periodic 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 as part of the Transpennine Route Upgrade.

To learn more about the York to Church Fenton Improvement scheme, please visit our dedicated webpage: [www.theTRUpgrade.co.uk/leeds-york](http://www.theTRUpgrade.co.uk/leeds-york)

If you have any further questions or concerns, you can get in touch with us at [www.networkrail.co.uk/contact](http://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	Holgate
Track Renewal Work				Weekends Midweek nights Follow-up work	Weekends Midweek nights Follow-up work			Christmas Day & Boxing Day (see over for details)
Ballast Retention	January 02–05, 08–12, 15–19, 22–26	January 02–05, 08–12, 15–19, 22–26	January 02–05, 08–12, 15–19, 22–26	January 02–05, 08–12, 15–19, 22–26	January 02–05, 08–12, 15–19, 22–26			
Signalling Installation	December 11–15, 16–22, 23–27 January 07, 14–19, 21–26, 28–31	December 11–15, 16–22, 23–27 January 07, 14–19, 21–26, 28–31	December 11–15, 16–22, 23–27 January 07, 14–19, 21–26, 28–31	December 11–15, 16–22, 23–27 January 07, 14–19, 21–26, 28–31	December 11–15, 16–22, 23–27 January 07, 14–19, 21–26, 28–31			December 11–15, 16–22, 23–27 January 07, 14, 21, 28
Access Chamber installation	January 15–19							
Points heating base/Speed Sign base installation							December 09–10	
Trial Holes						December 16–17		
Junction Lighting	December 11–15, 18–22 January 22–26, 29–31 13–14, 15–19	December 11–15, 18–22 January 22–26, 29–31 13–14, 15–19	December 11–15, 18–22 January 22–26, 29–31 13–14, 15–19	December 11–15, 18–22 January 22–26, 29–31 13–14, 15–19	December 11–15, 18–22 January 22–26, 29–31 13–14, 15–19			
Trough Route Installation and Ballast Backfilling & levelling			January 06–07, 13–14, 20–21	December 11–15, 18–22 09–10, 16–17 January 08–12, 15–19, 22–26 06–07, 13–14, 20–21	December 11–15, 18–22 09–10, 16–17 January 08–12, 15–19, 22–26 06–07, 13–14, 20–21		December 09–10	
Culvert Works	December 04–09, 11–16, 18–20	December 04–09, 11–16, 18–20						
Kango Packing				December 09–10	December 09–10			

# Overview of works

## Track Renewal Work

### What we will be doing:

We're replacing the old, worn railway track by lifting it up, removing it, laying a new stone base and relaying new track.

At Holgate we will be replacing a set of life-expired track points just south of Holgate Bridge throughout Christmas Day and Boxing Day, using a large crane.

This will help to ensure that trains arriving in York on this busy section of line run reliably.

### 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.

## Ballast Retention

### What we will be doing:

We will be packing in the ballast to keep it in place and where it should be but still allowing space for engineering works to take place if needed.

### 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.

## Signalling Installation

### What we will be doing:

We are installing new signalling equipment alongside the line during the night.

### The equipment that will be used:

A hand-trolley and small petrol-driven power tools will be used. We expect the noise level to be low to moderate, and short in duration.

## Access Chamber Installation

### What we will be doing:

We will be installing access chambers alongside the line, so utility services can be easily connected and maintained in the future.

### The equipment that will be used:

We will be using small plant and hand tools. We expect the noise level to be low to moderate.

## Points heating base/Speed Sign base installation

### What we will be doing:

We will be installing bases alongside the line for new points heaters and speed signs. Points heaters ensure that sets of track points, which enable trains to change from one line to another do not freeze during cold weather.

### The equipment that will be used:

We will be using small plant and hand tools. We expect the noise level to be low to moderate.

## Junction Lighting

### What we will be doing:

We will be carrying out excavations for concrete bases for new lighting columns.

### The equipment that will be used:

Plant (Telehandler), small plant and hand tools. We expect the noise level to be moderate.

## Trial Holes

### What we will be doing:

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.

## Culvert Works

### What we will be doing:

We are carrying out this work to strengthen existing culverts.

### The equipment that will be used:

An excavator/telehandler and small tools. We expect the noise level to be moderate.

## Trough Route Installation and Ballast Backfilling & Levelling

### What we will be doing:

We are going to install new troughing to house and protect 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.

## Culvert works

### What we will be doing:

We are carrying out this work to strengthen existing culverts.

### The equipment that will be used:

An excavator/telehandler and small tools. We expect the noise level to be moderate.

## Kango Packing

### What we will be doing:

Kango packing is the manual tamping of the ballast stones beneath the track in individual locations which does not require the use of a tamping train. Tamping ensures that the ballast is even and the tracks above are correctly aligned.

### The equipment that will be used:

We will be using hand-held tools. We expect the noise level to be moderate.

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