



SIGTECHRAIL
www.SigTechRail.co.uk

HAMMERTON LEVER FRAME CASE STUDY

CLIENT
NETWORK
RAIL



I would personally like to thank everyone who has been involved and dedicated to the Hammerton Lever Frame Renewal. There has certainly been many tense moments and issues to overcome however, as a team we have conquered and succeeded!

The renewal of the frame is a fantastic achievement which should be celebrated by everyone, bearing in mind the last time a lever frame renewal on this scale was conducted was by BR back in 1981. In my eyes this is an accomplishment that we should all be proud of!

Joe Young
Mechanical & Electrical Locking
Supervisor Network Rail North

HAMMERTON LEVER FRAME



OVERVIEW

SigTech Rail are proud to announce that over the weekend of the 12th – 15th August, we worked alongside the specialist Locking Fitters from Network Rail to renew the Lever Frame at Kirk Hammerton Station to the West of York. Hammerton is an intermediate station on the York to Harrogate route which is a real oasis of traditional branch line signalling sandwiched between the electronic signalling of York and Leeds. This small but beautiful station still retains its very old form of signalling box which is still in use today. The lever frame is thought to date from the signalling of the line in the 1880s, although little definite information has been traced. An 1895 survey records eight "signal boxes" on the line as being "Wood Cover on Platform". In 1914 a new McKenzie and Holland No.16 lever frame was provided and it was this frame that was being replaced over the weekend. This frame has now been retired after completing 108 years of solid service and due to it's heritage will now be kept in storage.

Unfortunately, a renewal of the existing Hammerton Frame was required as it was so heavily worn with salt and grit which had acquired over the many years from the Signallers boots after walking to and from the gated road crossing. A new / replacement frame was recovered from Bardon Mill, Northumberland. It was renovated and re-built at Holgate depot in York, but with only the required 10 levers from the full 20 recovered from Bardon Mill. It was then dismantled and transported to Kirk Hammerton.

HAMMERTON LEVER FRAME CASE STUDY



A big thank you from me for all of the hard work that went into this before and during this weekend.

It was good to meet many of you on Saturday and witness the attention to detail being undertaken to the work.

Please share my thanks with your teams, it was evident to see the prevailing hot conditions were taking their toll on people and pleasing to see the care for each other taking place.

Dan Heeley CEng MIET MIRSE
Network Rail Route Engineer
(Signalling) North & East



OUR ROLE

The role of the team provided by SigTech Rail, was to disconnect all the electrical lever locks and circuit controllers which were attached to the frame. After the frame was replaced by the teams of locking fitters, the Sigtech installers re-terminated the 8g wires under the control of the SigTech lead tester. Following installation it was then handed over to the joint test team of SigTech & Network Rail for them to undertake rigorous testing before handing back the lever frame ready for the first train on Monday morning. We have to say that working on the Hammerton Lever Frame was one of the most enjoyable projects that we've undertaken. It's not everyday a lever frame is installed, in fact the last frame that was installed on the main rail network, was back in around 1981.

