

## OP4 trackwork restarted, including a three way point

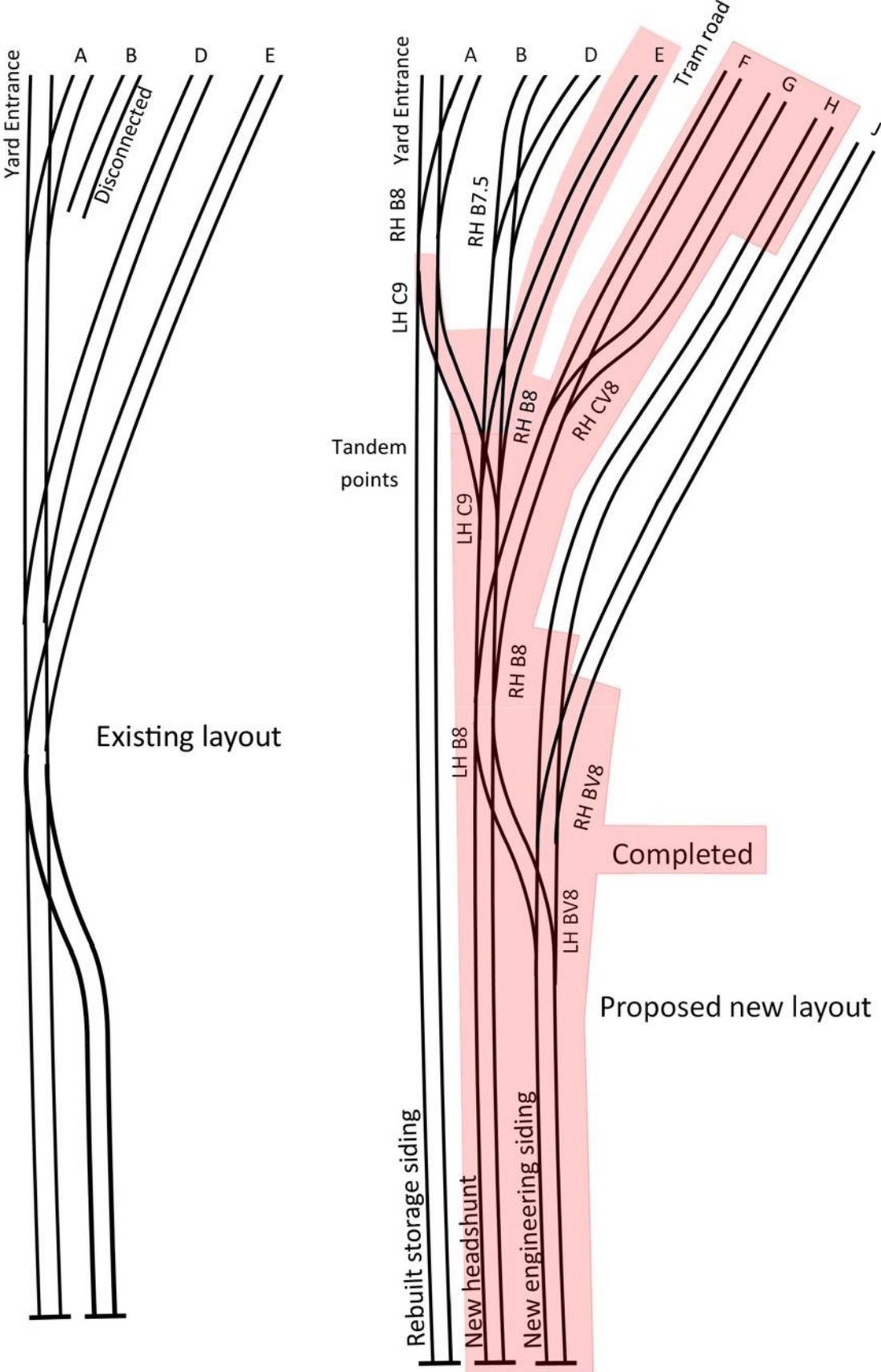
After a busy winter relaying three sections of track between Sheffield Park and Horsted Keynes totalling just over 0.8 miles ([Monteswood Lane to Sloop Bridge](#), [North of Caseford Bridge](#), and on [Freshfield Bank](#)), correcting a drainage problem under [the track north of Kingscote](#) and repairing two sets of points at the opposite end of the line (Sheffield Park 7B - [Part 1](#) and [Part 2](#), and at [East Grinstead](#)), the trackwork for Operation Undercover Phase 4 (OP4) in the Down Yard at Horsted Keynes has sprung back into life again.



The aerial photo by John Harwood shows the state as it has been in since last year.

The new trackwork is not just for OP4 but to upgrade all of the Horsted Keynes down yard including reconnecting B road. The diagram below shows the current plan for all the down yard track including which type of point is where.

# Horsted Keynes down yard proposed re-layout for OP4



**Not to scale**

The current running-in line will eventually be re-laid and will become a long siding where a full rake could be parked. The new route will run in and cross over via a gentle pair of left hand (C9) points, the second one of which will be part of a three-way point, currently under construction. The right hand part of the three-way point has a slightly sharper curve (B8) and will be a new E road which is the maintenance road, now under cover in OP4.



The middle part of the three way point will be the straight road going off to another set of points for B and D roads into the old shed.

B, D and E roads have been removed, dug out and levelled, Terram protective sheeting put down, ballasted and bulldozed flat already. E road is the most critical road and is to be disconnected for the shortest length of time and so the track inside the shed has already been re-installed straight and level.

*Setting the datum line*



*E road straight and level*

F and G roads are already in place with stock sitting on them. They are already connected to the new trackwork south of the three way point. The points for H and J roads are also complete and in place. Only a few yards of plain track are required to finish H road but J road will not be completed until the wall between it and the heritage centre is built.



*Three way point progress*



*Working on the three way point (John Harwood)*

When finished the trackwork will be able to support any rolling stocking in any road shunted by any engine we have, with the exception of A road because the existing layout has too sharp a curve coming out of the old shed.

The photo below (as at close of play on Friday 14 June) shows the new headshunt connected up, both to the station and to the maintenance road (E road), to enable the stock there to be swapped for the next batch of carriages due for maintenance.



Jon Goff