

OP4 Progress Report to 20 March, 2019

Very little physical work has been carried out on OP4 (the Horsted Keynes Carriage Shed extension) during the winter months, while the infrastructure team has been engaged on work on the running line.

However, the time has not been wasted. The last few months have been focused on planning the work for the forthcoming year and the finalisation of some outstanding detailed design. With the completion of the work on the running line, the team has now restarted work on the carriage shed.



The photo shows the beginnings of the dwarf wall on the western side of the maintenance road.

The response to the 'Wall-to-Wall' appeal last autumn was fantastic. Thank you to all who contributed. The main focus for the appeal was to complete the wall cladding all around the east/north side of the shed, as well as the Heritage Skills Centre (HSC). However, because of the generosity of our donors, we will also be able to complete the cladding on the western (railway) side of the maintenance road as well as the southern face.



The interior blockwork of the dwarf wall on the western side of the maintenance road (Bruce Healey).

Before the cladding can be erected, there is a lot of preparatory work required, principally the completion of the dwarf wall all around the shed and HSC, the ground floor of the HSC, and the construction of the ramp at the north end of the shed. The contract for the cladding is being prepared with the intention of starting work during April.

The ground floor slab of the HSC is a significant piece of work, for which we are currently finalising the detailed design: structural calculations,

thermal insulation, and damp-proofing. We are looking at the most economical way of laying the floor, using either in-house resources or contractor.

The trackwork in the yard is substantially complete, the remaining items being the relaying of the connection to the running line (programmed for mid-May to mid-June); final connections to roads H and J; and road J inside the shed. These latter items will be completed later in the year, once the rear wall between the HSC and the shed is in place.

Inevitably the best laid plans are subject to change, but with a fair wind behind us, I am confident that all four roads will be available for use by September, later this year. The photos show the beginnings of the dwarf wall on the western side of the maintenance road.

Barry Luck, OP4 Project Manager (Infrastructure)

Renewal work on East Grinstead points

Not many people will know that the main set of points as you go into East Grinstead station from the viaduct, joining the platform road and the run round loop, had, in part, become life expired.

The crossing nose is a solid manganese steel casting that was given to us second hand ten years ago. The casting, which is a common type on Network Rail, is very hard but work hardens even more with time and grows brittle. It was worn out and needed to be changed before it broke up.



During the course of the last week of March the infrastructure team removed the old cast crossing, seen in the photo above, on the left, and in this photo, and put in a brand new “proper” rail built one which will last us many decades. In the distance the East Grinstead platform can be seen and the Network Rail connection.



IBJs (Insulated Block Joints) are fish plates that insulate the two rails that they join. The Thursday gang installed several of these for the S&T department in preparation for installing track circuits at East Grinstead. This is so that points and signals can eventually be controlled from Kingscote Signalbox.

Jon Goff

Upcycling

Bruce Healey’s photo shows some splendid adornments to the infrastructure lobby in the Salt Yard at Horsted Keynes. The new “upcycled” hanging baskets were beyond their certification dates for their original purpose!

