

### **Winter track re-laying: Joining up the previously re-laid sections. End of week 1 – 16 January 2022**

*The re-laying covers 15 panels of 60 feet and one of 32', at Milepost 9/1 (between Lindfield Wood and Waterworks), which is the last significant stretch to be re-laid between Sheffield Park and Horsted Keynes, although a section south of Freshfield Bank, and a short section over New Road Bridge remain to be tackled.*

*We start with Kevin Tucker's photos from the start of the week, as the old rails and sleepers are lifted, and note the new rail and sleepers stacked ready for laying:*



*Mike Hopps' photos, also from the start of the week, show the dozer, driven down from Horsted Keynes, then the front rail-wheels removed. After calibration with the staff and the tripod mounted laser (at the other end of the formation), dozing commences. Then the remote controlled triple wacker consolidates the ballast layer that remains. At the end of that day, we had started marking the end positions ready for sleeper positioning.*





*This report concludes with Jon Goff's photos from Sunday 16 January 2022, which covers the progress by the end of the first week:*

Lovely weather today at the Bluebell as we laid 8 panels of track. The photos show sleepers being lifted in place, four at a time, and checked for correct spacing using a tape measure marked with green spots which mark the centre of each sleeper every 653 mm. Rail is shown being lifted into place by a Road Railer and a tracked digger after the mud is scrapped off the bottom.





Near the end of the job the white line shows where the end if the sleepers will be laid and the laser dozer used to get the track bed smooth.



On the curve the inside rail has to be cut a couple of inches shorter than the outside rail and drilled after it is put in place. We cut every second or third rail, but cut off a larger amount to save cutting every rail.

