

### **Winter track re-laying: Joining up the previously re-laid sections. Week 2 – January 2022**

*This report covers the second week of the re-laying of 311 yards of track at Milepost 9/1 between Lindfield Wood and Waterworks.*

*18 January report and photos from Jon Goff:*

Closure rails fitted, completing 15½ panels of the winter track relay. Closures cut to length and drilled.



Drilling the fishplate holes on the closure rail – using cutting fluid (which is mainly water with a little bit of cutting oil mixed in).







Plenty of grease on the plate bearing surfaces and on the bolt threads. Bolts done up with a Milwaukee impact driver but then finally tightened up with a hand spanner.





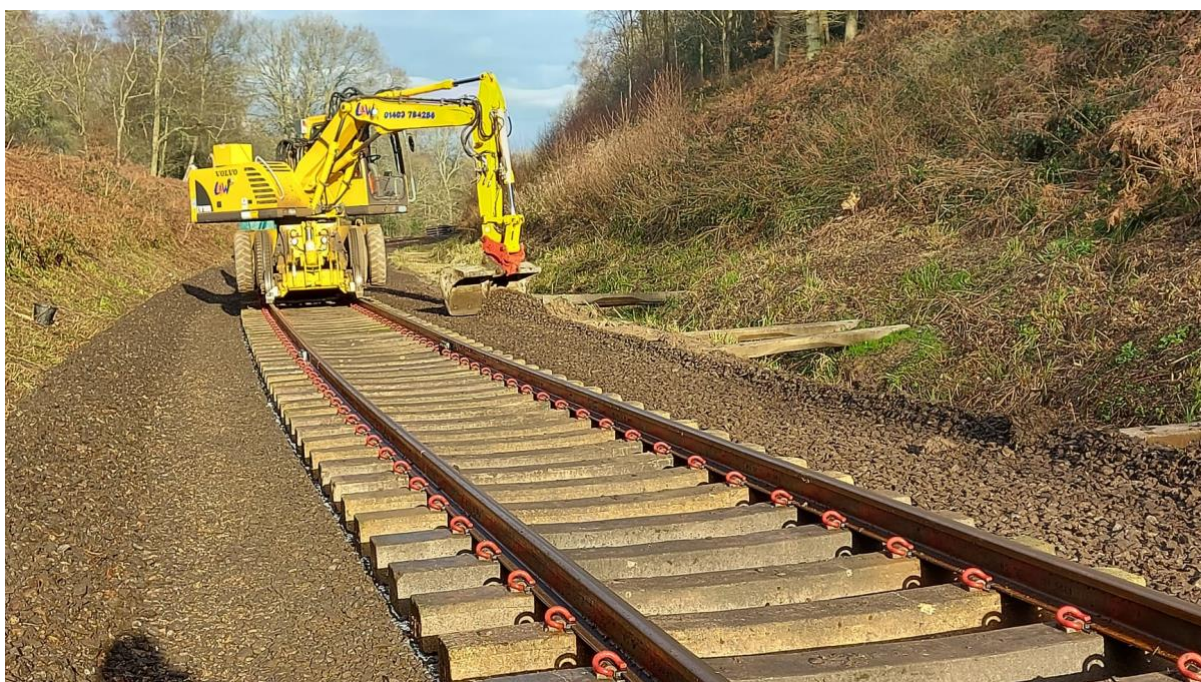
The stop board just past the laser dozer is on last winter's relay.



*20 January report and photos from Jon Goff:*

The winter relay is now fully reconnected. It still needs ballasting and tamping but can take a 10mph train straight on the as laid track.

The spare old ballast that was bulldozed aside when remaking the track bed formation is too soil-filled to be reused in between or under the sleepers. Darren in the RRV can be seen grading it out at the sides which will form a decent bed for the new ballast shoulders and give a drainage path to the cess ditch on top of the scraped out and lowered walk-way in the cess.







The new track looks very pleasing in the sun, despite being just “as laid” and not having the final alignment done yet, no ballast yet and not tamped either.

