FFU® Synthetic Sleepers as Longitudinal Baulks
Faversham – Monkton Marsh bridge 1942 ACR
Rochester – Bridge 149 Gas House Lane

November 2015
Ashford Maintenance Delivery Unit undertook the renewal of cross timber on Monkton Marsh Bridge 1942 ACR at 80m 05ch.

The work included the removal and replacement of the following timbers:

- Up line – Remove 2 timbers install 2 No. longer timbers.

All works detailed in the WPP were undertaken under protection with a possession of the line (safeguarded protection) and current isolation.

The works detailed in this work package plan involved the following key tasks:

- Jacking of existing track infrastructure which sits upon existing Longitudinal timbers
- Removal of existing Longitudinal timbers
- Installation of new Sekisui FFU Synthetic longitudinal timbers and transoms
- Reinstatement of track infrastructure
- Removal from site all work equipment and redundant material
- Inspect and sign off of all completed work

All works were undertaken in full compliance with Network Rail lifesaving rules.
Permanent Way and Wheel timber Works

Life expired timbers have been jacked / lifted from existing position and slung with chains or webbing strops, they were lifted and loaded by a RRV for removal from site.

The new FFU longitudinal timbers were brought to site by the RRV loaded onto a trailer.

The new FFU longitudinal timbers were slung lifted into position by the RRV the levels and alignment was checked by the engineer and any alteration required was made.
The work continued until all the life expired FFU longitudinal timbers and transoms on the schedule were renewed to the correct level and alignment.
With the timber work completed and straps fitted, the permanent way infrastructure reinstated and checked for level, gauge, and alignment.

The track was inspected by a competent Network Rail “Hand Back Manager” to ensure that the infrastructure is fit for the resumption of rail traffic.
Ashford Maintenance Delivery Unit undertook the renewal of cross timber on Bridge149 Gas House Lane on the VIR at 33m 23ch.

The work included the removal and replacement of the following timbers

- Up line – Remove 6 timbers install 4 No. longer timbers.

All works detailed in the WPP were undertaken under protection with a possession of the line (safeguarded protection) and current isolation.

The works detailed in this work package plan involved the following key tasks:

- Jacking of existing track infrastructure which sits upon existing Longitudinal timbers
- Removal of existing Longitudinal timbers
- Installation of new Sekisui FFU Synthetic longitudinal timbers and transoms
- Installation of new cleats
- Reinstatement of track infrastructure
- Removal from site all work equipment and redundant material
- Inspect and sign off of all completed work

All works were undertaken in full compliance with Network Rail lifesaving rules.
Life expired timbers have been jacked / lifted from existing position and slung with chains or webbing strops, they were lifted and loaded by a RRV for removal from site.
The existing cleats were burned off using oxy-propane cutting equipment.

The new FFU longitudinal timbers were brought to site by the RRV loaded onto a trailer.
The new FFU longitudinal timbers were slung lifted into position by the RRV the levels and alignment was checked by the engineer and any alteration required was made.

The work continued until all the life expired FFU longitudinal timbers and transoms on the schedule were renewed to the correct level and alignment.
The new cleats were fixed to the structure using MMA welding methods and following NR procedures and risk control sheets.
With the timber and cleat work completed and straps fitted, the permanent way infrastructure reinstated and checked for level, gauge, and alignment.

The track was inspected by a competent Network Rail “Hand Back Manager” to ensure that the infrastructure is fit for the resumption of rail traffic.
Network Rail
Guy Simpson
Senior Engineer [project lead]
The Quadrant: MK | Elder Gate | Milton Keynes |
MK9 1EN
Furzton Building F3-ZD-Agile
Mobile: +44 (0)7801 841285
Email: Guy.Simpson@networkrail.co.uk

Network Rail South East Route
St. Mary’s Road Sidings
Faversham, Kent.
ME13 8BS
Jordan Faulkner
Track Maintenance Engineer
Tel: +44 (0)7917 857851
Email: Jordan.Faulkner@networkrail.co.uk
Dan Shearman
Assistant Track Maintenance Engineer
Tel: +44 (0)7966 337074
Email: dan.shearman@networkrail.co.uk

SEKISUI CHEMICAL GmbH
Patrick Childs
Sales Manager UK
268 Bath Road
Slough
Berkshire
SL14DX
United Kingdom
Tel: +44 (0)7966 598055
Email: childs@sekisui.de
web: www.sekisui-rail.com