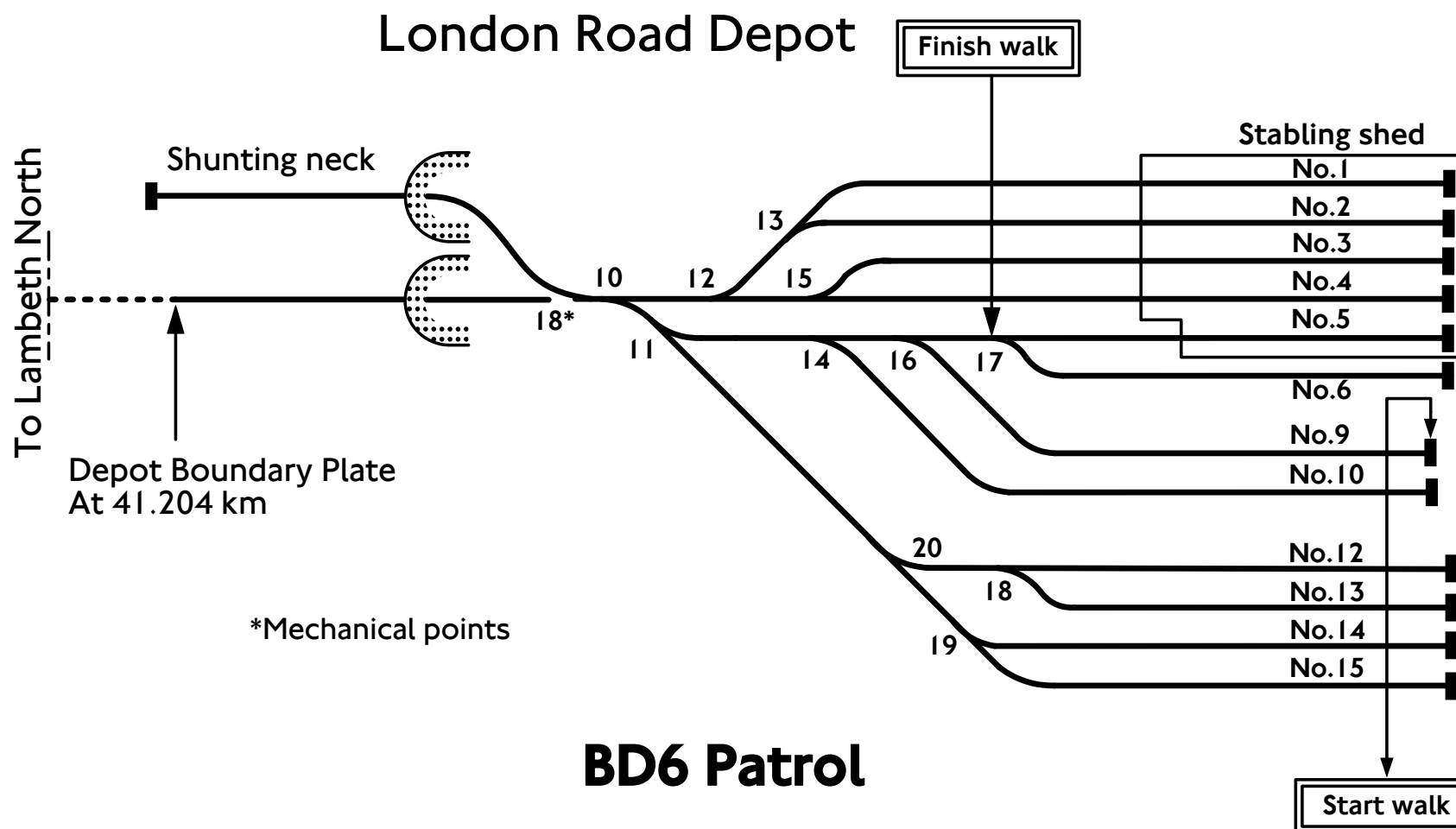


Patrol Route Plan

Bakerloo Line Route BD6: London Road Depot



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Bakerloo Line Route BD6: London Road Depot

Patrol starts at the buffer stop end of No 9 siding in London Road Depot.

Obtain briefing and walk to the buffer stop end of No 9 siding
Patrollers must look out for and report to their manager, any tripping hazards which may be present in the track environment.

NOTE:

- This is an active area for train movements and caution must be exercised as trains will approach in both directions.
- One lookout required
- Patrollers must report in to Control before commencing a track patrol in the depot.

Patrol No 9 siding from buffer stop end to the toes of 14 handpoints via 16 handpoints.
Inspect all P&C associated with 14 and 16 handpoints.

From 14 handpoints, patrol to the buffer at the end of No 10 siding.

Cross over to the buffer stop at the end of No 12 siding and patrol to the toes of 20 handpoints via 18 handpoints. Inspect all P&C associated with 18 and 20 handpoints.

Patrol from 20 points to the buffer stop at the end of No 13 siding.

Cross over to the buffer stop on No 14 siding and patrol to the toes of 20 handpoints via 19 handpoints. Inspect all P&C associated with 19 handpoints

Patrol from the toes of 20 handpoints to the buffer stop at the end of No 15 siding.

Dead walk back to the toes of 20 points and patrol to buffer stop at the end of the shunting neck via 11& 10 handpoints and 18 mechanical points. Inspect all P&C associated with 11& 10 handpoints and 18 mechanical points.

Dead walk back to No 12 handpoints. Inspect all P&C associated with 12 handpoints and patrol from the toes to the buffer stop at the end of No 1 siding.

Cross over to the buffer stop at the end of No 2 siding and patrol to the toes of 12 handpoints, inspecting all P&C associated with 13 handpoints on the way.

Patrol from the toes of 12 handpoints to the buffer stop at the end of No 3 siding, inspecting all P&C associated with 15 handpoints on the way.

Cross over to the buffer stop at the end of No 4 siding and patrol to the toes of 15 handpoints,

Cross over to the toes of 16 handpoints patrol to the buffer stop at the end of No 5 siding, inspecting all P&C associated with 17 handpoints on the way.

Cross over to the buffer stop at the end of No 6 siding and patrol to the toes of 17 handpoints and finish the patrol.

Complete the patrol reporting process as in W1328 Patrolling the track.

Items needing particular attention

Check:

- For new signs of continuous or intermittent wear and early signs of snowing.
- For missing keys/clips – replace as necessary.
- For cracks, breaks or excessive wear.
- Obstructions in flangeways.
- Lubrication of slide chairs and rails is satisfactory / lubricators are working.
- Evidence of sidecut since last patrol.
- Condition of crossing noses and wing rails.
- For defects in check, stock, splice, point and wing rails and switch tips.
- All bolts are tight and plates are secure.
- For any environmental hazards i.e. build up of litter, spilled liquids, excessive grease or fluff.

Inspect:

- Rails or scrap stored in the four foot and line side, check if secure.
- All storage areas to make sure materials are stored securely and safely.
- Materials stored at designated storage locations. Make sure all items are secure and are clear of the track.
- Where under track storage lids are fitted these must be inspected to ensure the hinges and locking mechanism are intact and the lid is closed and secure from movement.
- Wooden keys are nailed in at train stops.
- Drains or drainage channels for blockages.
- Wet beds for ponding.
- Track for signs of flooding or wet patches in the six foot or cess.
- Around drainage areas for build up of debris.
- For any damage caused by water holding.

Glass Reinforced Plastic slipper runs-check for any signs of breaks or cracking.