

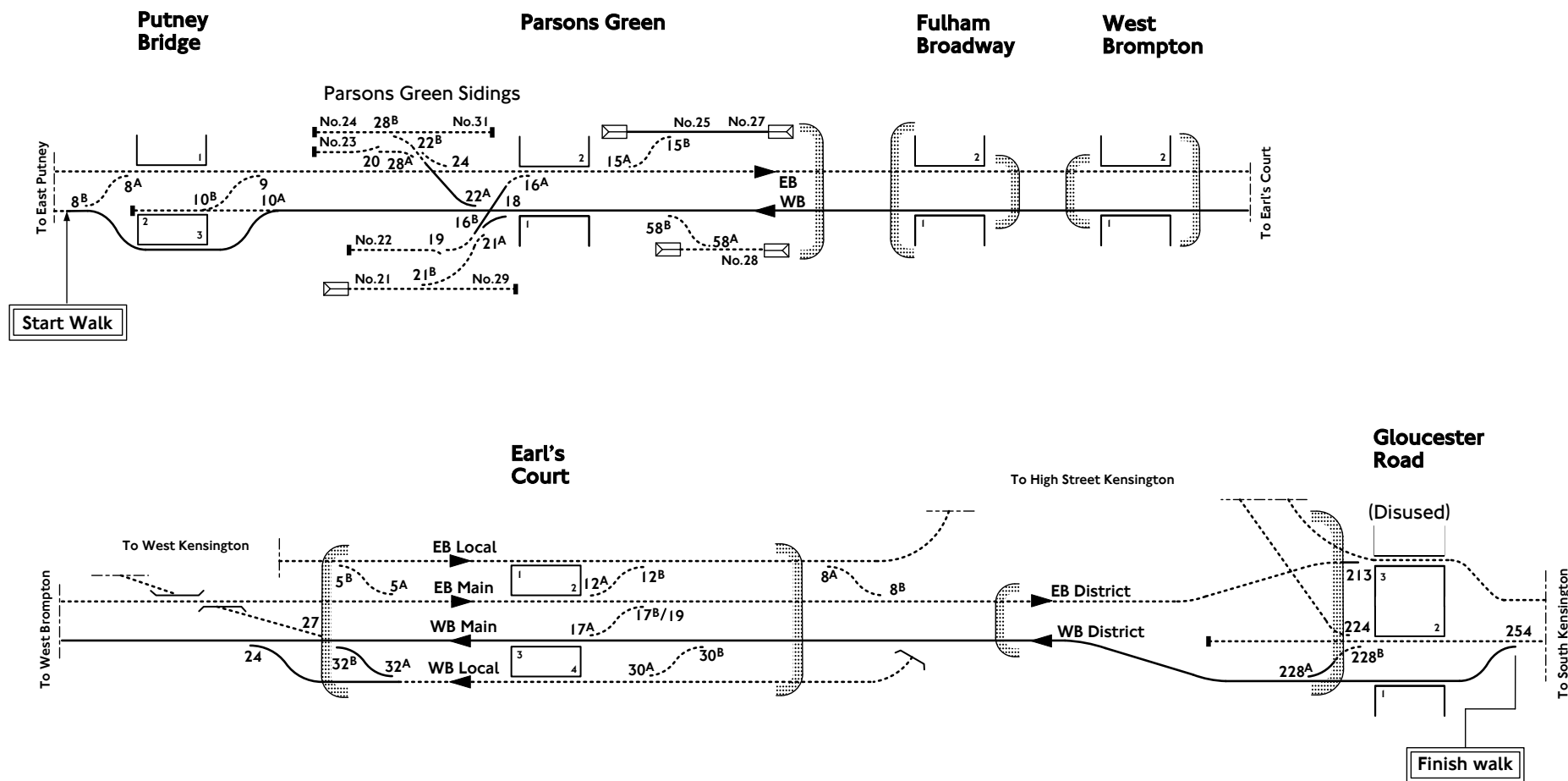
Patrol Route Plan

District Line Route 6DN:

Putney Bridge to 254 points, East of Gloucester Rd WB



R2763, Issue: A1, January 2014



District Line Route 6DN: Putney Bridge to 254 points, East of Gloucester Rd WB

Patrol starts at Putney Bridge at the toes of 8b points

Obtain briefing and travel to Putney Bridge station.

Once traction current has been discharged and protection arrangements are in place, patrol the westbound road eastwards from the start to the toes of 10A points, including platform 3 at Putney bridge.

Inspect all P&C associated with 8B, 8A, 10A and 10B points.

Patrol the westbound road eastwards from the toes of 10A points to the toes of 18 points at Parsons green.

Caution: be aware of live current at Parson Green sidings close to 22A and 58B points.

Inspect all P&C associated with 22A, 18 and 16B points.

Patrol the westbound road eastwards from the toes of 18 points to the toes of 58B points including Parsons Green platform 1.

Inspect all P&C associated with 58B points.

Patrol the westbound fast road eastwards from the toes of 58B points to 24 points and then the westbound local road to the toes of 32A points, including platforms 1 at Fulham Broadway and West Brompton.

Inspect all P&C associated with 24 and 32A points.

Walk back to the toes of 24 points and patrol the westbound main to the toes of 17A points including Earls Court platform 3.

Inspect all P&C associated with 27, 32, 17A and 17B/19 points.

Return to the toes of 17A pts and patrol to the toes of 30B points.

Inspect all P&C associated with 30B points.

Patrol the westbound District road eastwards from the toes of 30B points to the toes 254 points including Gloucester Rd platform 1

Inspect all P&C associated with 228B and 254 points.

Return to Gloucester Rd platform 1 and finish the patrol.

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

Items needing particular attention

Check:

- Broken crossing bolts, broken chairs/baseplates, safety blocks, sidecut wear and damage and wear to P&C on 8B, 8A, 10A, 10B, 16B, 18, 17A.17B/19 22A, 24, 27, 30B, 32, 32A, 58B, 228B and 254 points
- Cracks on stretcher bars
- Scrap and report
- Junction plates, which should be clearly marked.
- Corrosion from dripping structures on rails.
- Debris and ballast in all fixtures and fittings.
- Any line side storage licences which must have correct date shown.
- Broken juice pots, anchors.
- Wet beds
- Bad top and line, bad sleeper alignment, sidecut and wear.
- Vegetation problems
- Drainage problems
- For any dirty TSR signage which are to be wiped down during the patrol.
- For excessive grease around lubricators

Extra vigilance must be shown at unchecked curves of between 200 to 400 metres radius where high lateral forces are present.

At one or both running rails (but more likely to be on the high rail) pay particular attention if any of the following are evident:

Crushed keys, loose ballast on ends of sleepers (low rail) out of square sleepers, unusual wear patterns to rails including rail squats and wheelburns, chair shuffle, keys out, loose fitting plates, voiding, missing or loose bolts, sidecut, build up of ballast on the high rail.