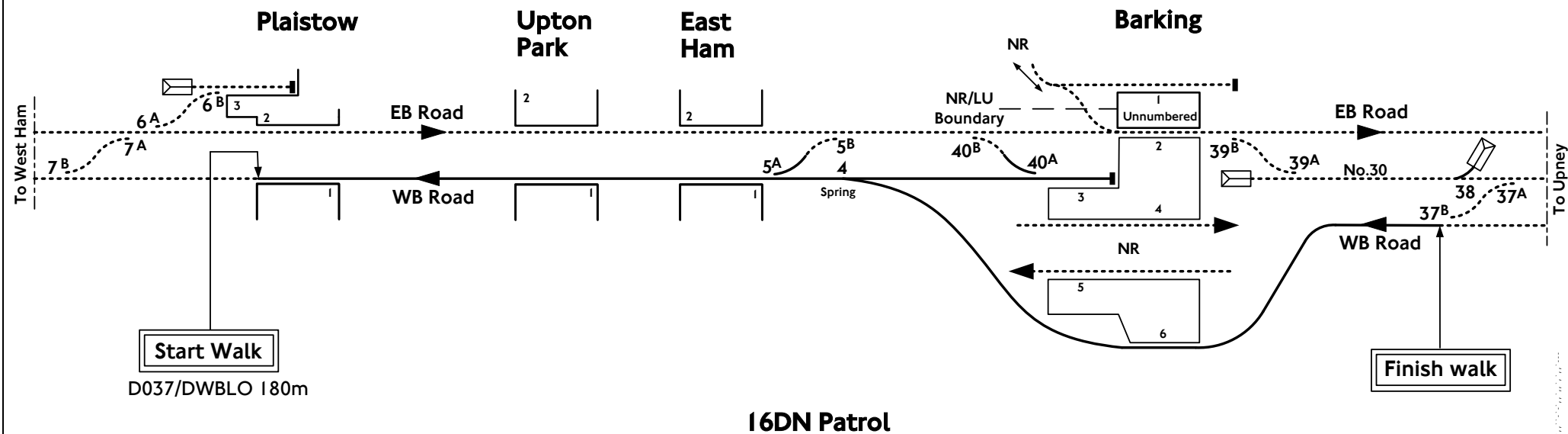


Patrol Route Plan

District Line Route 16DN: Plaistow to Barking WB



R2773, Issue: A1, January 2014



District Line Route 16DN: Plaistow to Barking WB

Patrol starts at Plaistow, west end of platform 1 LCS D037/ DWBLO 180m

This patrol runs alongside Network Rail lines, therefore all staff carrying out this patrol require PTS certification and a COSS/Rimini are required at all times to provide a safeguarded green zone. In areas where the 10ft distance is 2m or less a separated green zone or T11 is required.

Obtain briefing from supervisor and travel to Plaistow station.

Once traction current has been discharged and protection arrangements are in place, patrol the westbound road eastward from the start to the toes of 5A points east of East Ham Station, including platforms 1 at Plaistow, Upton Park and East Ham.

Inspect all P&C associated with 5A and 5B points.

Return to the toes of 5A points and patrol the westbound road eastward to the toes of 4 spring points at Barking.

Inspect all P&C associated with 4 points.

Patrol the bay road eastward to the buffers at Barking platform 3.

Walk back to the toes of 40A points.

Inspect all P&C associated with 40A and 40B points.

Return to the toes of 40A points and walk westward to the toes of 4 points at Barking.

Patrol the westbound road eastward over the 'flyover' to the toes of 37B points including Barking platform 6 and finish the patrol.

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

Items needing particular attention

- Materials or debris blocking drains
- Movement or misalignment of sleepers at all plated joints
- Irregular non standard gaps at all short rail sites
- Scarf switch assembly, gaps and over laps at all CWR sites
- Transition junction plates where fitted
- Conductor rail ramp at tunnel portals for movement during summer months
- Platforms for possible train strikes due to Platform Gauging Non Compliance

Check:

- Broken crossing bolts, broken chairs/baseplates, safety blocks, sidecut wear and damage and wear to P&C on 4, 5A, 5B, 40A and 40B points
- Timber, sound, signs of decay or splits.
- Timber Indentation.
- For signs of excessive grease around lubricators
- Fastenings, packing, bolts kept tight.
- Signs of chair movement.
- Tie rods or deforming.
- Top, line and gauge.
- Build up of flammable materials.
- Rails stored both sides of negative rail in the four foot.
- TSR signs are working and dirty signs are to be wiped down during the patrol.
- For worn/poorly fitted fishplates which causes wear to the fishing angle.

Connect radio tags are still attached: locations of area are in documents in the cabin and report to your manager if any is missing.