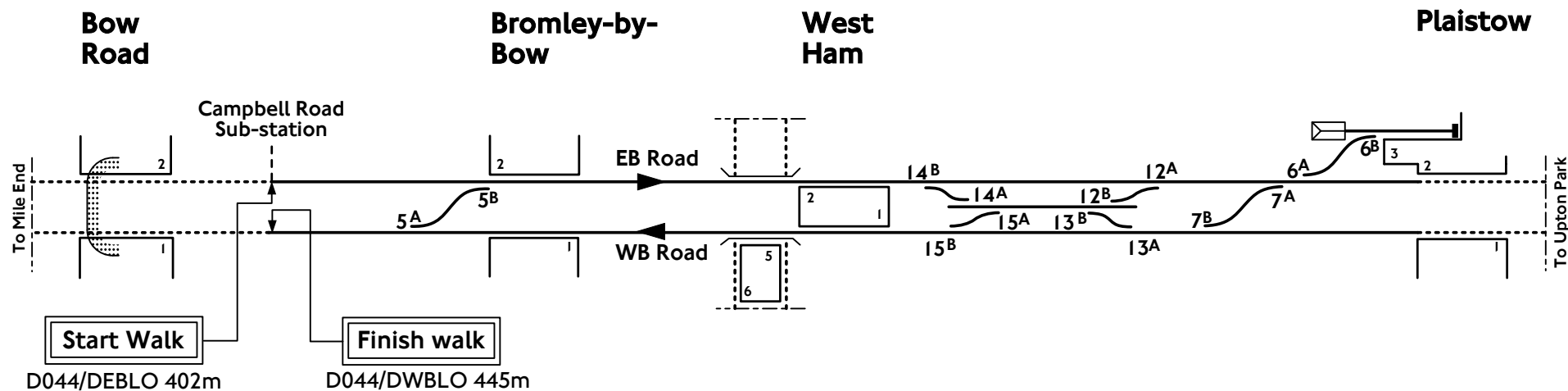


Patrol Route Plan

District Line Route 18DN: Campbell Road Sub-Gap to Plaistow Both Roads



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18DN Patrol

District Line Route 18DN: Campbell Road Sub-Gap to Plaistow Both Roads

Patrol starts on the eastbound road, at the Campbell Road sub gap
LCS D044/ DEBLO 402m

Obtain briefing from supervisor and travel to Campbell Road sub gap.
Once traction current has been discharged and protection arrangements are in place, patrol the eastbound road eastward from the start to the toes of 5B points.

Inspect all P&C associated with 5B points.

Patrol the eastbound road eastward from the toes of 5B points to the toes of 12A points, including platforms 2 at Bromley-By-Bow and West ham.

Inspect all P&C associated with 14B and 12A points.

Cross to the east end buffer stop of the siding and patrol the siding from the east end to the west end buffer stop.

Inspect all P&C associated with 12B, 13B, 15A and 14A points.

Walk to 12A points and patrol the eastbound road eastward to 6B points.

Inspect all P&C associated with 7A, 6A and 6B points.

Patrol the platform 3 road at Plaistow from the east end to west end buffer stop and return to the toes of 6A points.

Patrol the eastbound road eastward from the toes of 6A points to the west end of Plaistow platform 2.

Cross to the westbound road at the west end of Plaistow platform 1 and patrol westward to 13A points.

Inspect all P&C associated with 7B and 13A points.

Patrol the westbound road westward from the toes of 13A points to the toes of 15B points.

Inspect all P&C associated with 15B points.

Patrol the westbound road westward from the toes of 15B points to the toes of 5A points, including platforms 1 at West ham and Bromley-By-Bow.

Inspect all P&C associated with 5A points.

Patrol the westbound road westward from the toes of 5A points to the Campbell Road sub gap, LCS D044/ DWBLO 445m 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 5A, 5B, 6A, 6B, 7A, 7B, 12A, 12B, 13A, 13B, 14A, 14B, 15A and 15B 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.