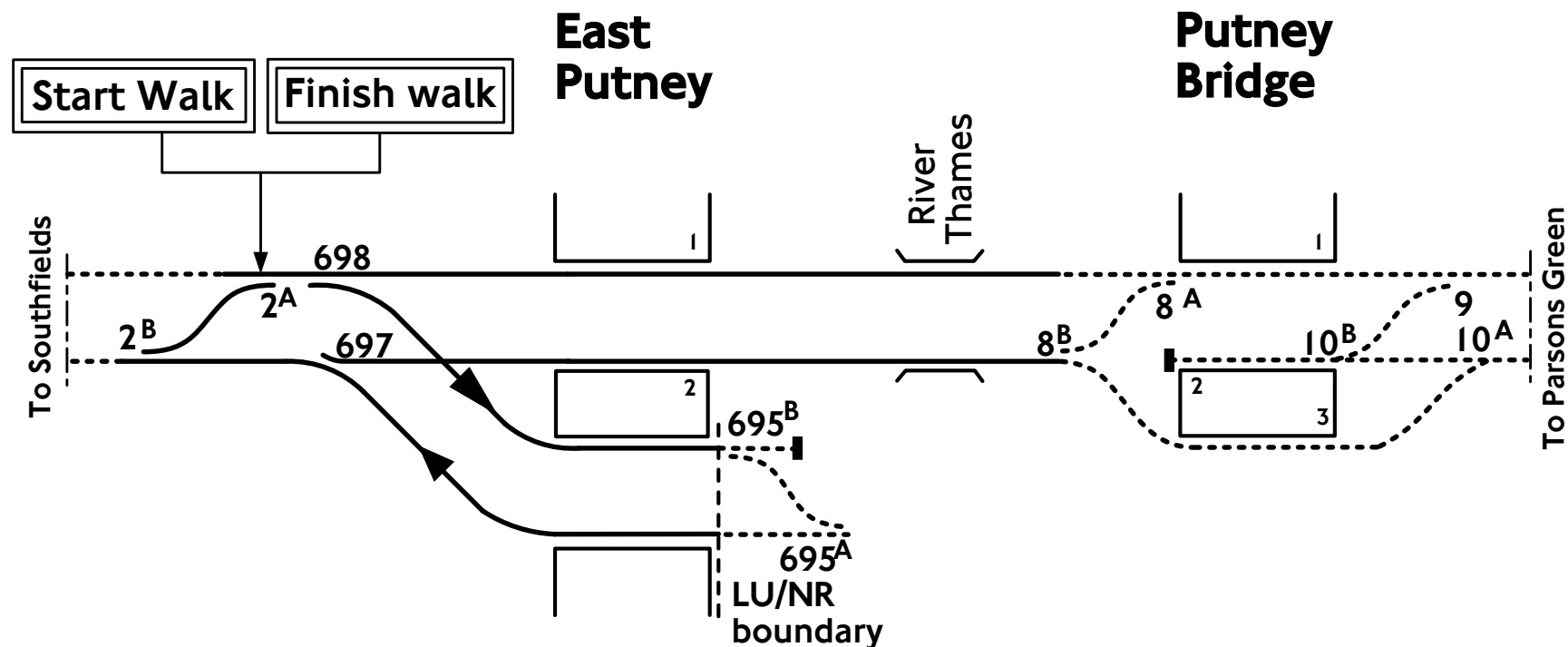


Patrol Route Plan District Line Route D01: East Putney to Putney Bridge



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D01 Patrol

District Line Route D01: East Putney to Putney Bridge

Patrol starts at the East Putney access gate at 50.625 km.

Obtain briefing and travel to the East Putney Access gate.

Once traction current has been discharged and protection arrangements are in place, walk from the access gate to the toes of 2A points.

Inspect all P&C associated with 2A and 2B points to the toes of 2B points on the westbound road.

Patrol the westbound road eastwards from the toes of 2B points to 697 points.

Inspect all P&C associated with 697 points.

Patrol eastwards on the "Down" road to the LUL/Network rail at the east end of the disused platform.

Cross to the "Up" road and patrol westwards to the 697/698 diamond, including the East Putney platform.

Inspect all P&C associated with 697/698 diamond.

Patrol the Westbound road from the 697/698 diamond to the toes of 8B points, including East Putney platform 2.

Crossover to the eastbound road immediately behind 8A points and patrol eastwards to the toes of 698 points including East Putney platform 1.

Inspect all P&C associated with 698 points.

Patrol the eastbound road eastwards from the toes of 698 points to the toes of 2A points and finish the patrol.

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

Items needing particular attention

Check:

- The retaining wall for movement of ballast on Putney Bridge.
- All hook switches, loose bolts and cables leading to hook switch.
- All conductor rail friction plates.
- For possible train strikes on any infrastructure no matter how minor.
- For broken brackets in all P&C.
- All joints on the bridge between Putney Bridge and East Putney, both roads.
- Broken crossing bolts, broken chairs/baseplates, safety blocks, sidecut wear and damage and wear to P&C on 2A, 2B 697 and 698 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.