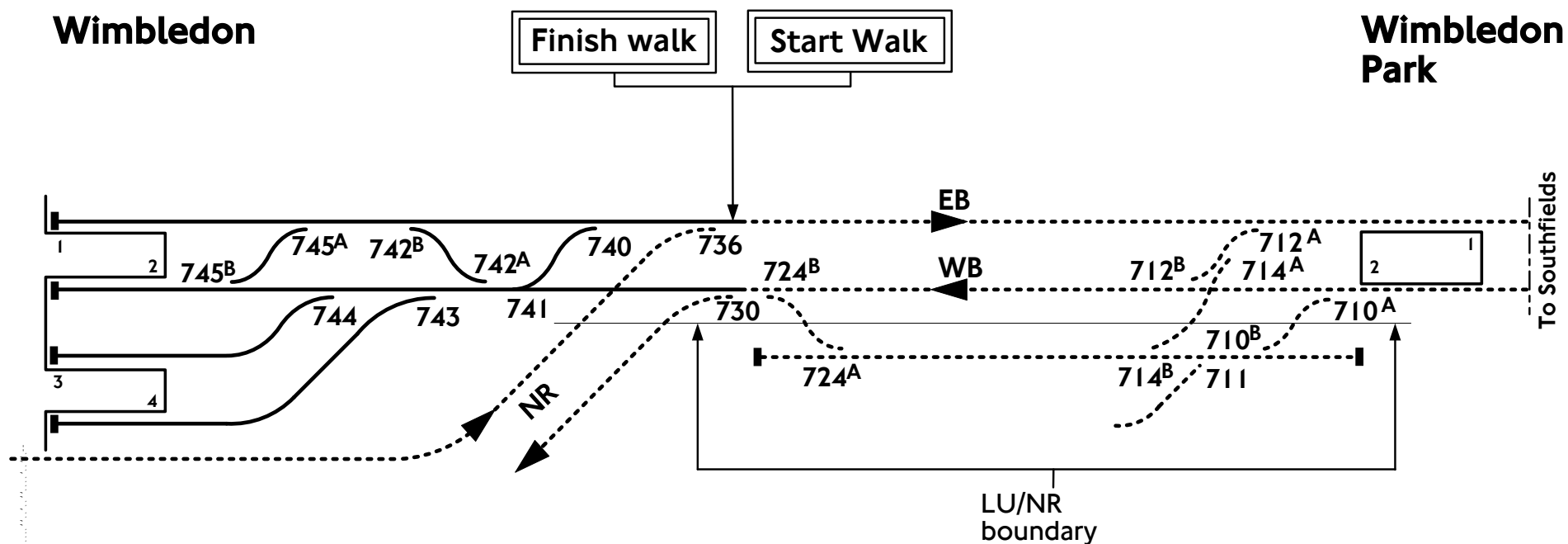


Patrol Route Plan

District Line Route D04:

R2786, Issue: A1, January 2014



D04 Patrol

District Line Route D04: Wimbledon towards Wimbledon Park, 736 points

Patrol starts at the Wimbledon access gate adjacent to 736 points

Obtain briefing and travel to the Wimbledon Access gate.

Once traction current has been discharged and protection arrangements are in place, cross over to the toes of 730 points on the westbound road.

Inspect all P&C associated with 730 points.

Patrol the westbound road westwards from the toes of 730 points to the toes of 741 points.

Inspect all P&C associated with 736 points/diamond, 741 points and the two spurs to the LU/Network Rail boundary.

Patrol the westbound road westwards from the toes of 741 points to the toes of 744 points.

Inspect all P&C associated with 743 points and 744 points.

Patrol all the track from the toes of 744 points to the buffer stop at the end of platform 3.

Cross to the buffer stop at the end of platform 4 and patrol all the track to the toes of 743 points.

Walk to the toes of 744 points and patrol all the track to the buffer stop at the end of platform 2.

Inspect all P&C associated with 745B points.

Cross to the buffer stop at the end of platform 1 and patrol all the track to the toes of 742B points.

Inspect all P&C associated with 745A points and 742B points.

Patrol the eastbound road eastwards from the toes of 742B points to the toes of 736 points.

Inspect all P&C associated with 740 points and 736 points.

Finish the patrol and exit through the access gate at Wimbledon.

Complete the patrol reporting process as in W1328 Patrolling the track

Items needing particular attention

Check:

- 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 and 712A 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.