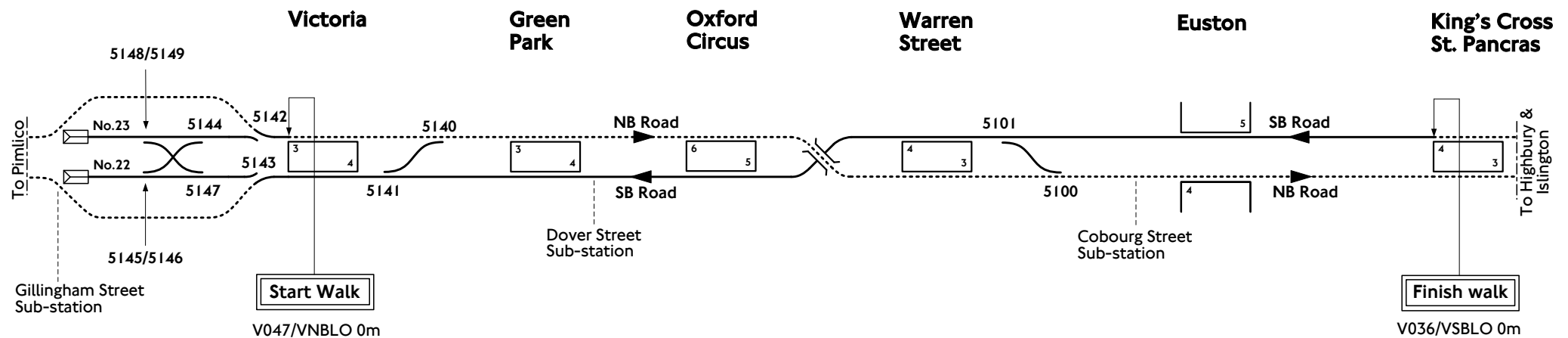


Patrol Route Plan

Victoria Line Route VN8: Victoria to King's Cross SB



R2715, Issue: A1, January 2014



VN8 Patrol

Victoria Line Route VN8: Victoria to King's Cross SB

Patrol starts at Victoria, south end of platform 3
LCS V047/VNBLO 0m.

Obtain briefing from supervisor and travel to Victoria.

Once traction current has been discharged and protection arrangements are in place, patrol the northbound road southwards via 5142, 5144 and 5149/5148 points to the buffer stops at the end of No 23 road.

Inspect all P&C associated with 5142, 5144 and 5149/5148 points.

Cross over to the buffer stop on No. 22 southbound road and patrol northwards via 5145/5146 and 5147 points to the toes of 5143 points.

Inspect all P&C associated with 5145/5146 points, including the diamond, 5147 and 5143 points.

From the toes of 5143 points, patrol the southbound road northwards to the toes of 5141 points via Victoria platform 4.

Inspect all P&C associated with 5141 points.

From the toes of 5141 points, patrol the crossover to the toes of 5140 points on the northbound road.

Inspect all P&C associated with 5140 points.

Cross back to the toes of 5141 points and patrol the southbound road northwards to the toes of 5101 points via Green Park, Oxford Circus and Warren Street platforms.

Inspect all P&C associated with 5101 points.

From the toes of 5101 points, patrol the crossover to the toes of 5100 points on the northbound road.

Inspect all P&C associated with 5100 points

Cross back to the toes of 5101 points and patrol the southbound road northwards to the south end of King's Cross platform 4 via Euston platform.

Finish the patrol at the south end of King's Cross platform 4, LCS V036/VSBLO 0m.

Complete the patrol reporting process as in W1328 Patrolling the track

Items needing particular attention

Check:

- For new signs of continuous or intermittent wear.
- For chips in rail i.e. running edge, rail head.
- For gauge corner cracking, RCF, field flow.
- For missing keys/clips – replace as necessary.
- Obstructions in flangeways.
- Lubrication of rails is satisfactory / lubricators are working
- For Early signs of snowing.
- For Evidence of sidecut since last patrol.
- All bolts are tight and plates are secure.
- For any environmental hazards i.e. build up of litter, spilled liquids, excessive grease or fluff

Inspect:

- Rails or scrap stored in the four foot and line side, check if secure.
- All storage areas, to make sure materials are stored securely and safely.
- Materials stored at designated storage locations. Make sure all items are secure and are clear of the track.
- Where under track storage lids are fitted these must be inspected to ensure the hinges and locking mechanism are intact and the lid is closed and secure from movement.
- Wooden keys are nailed in at train stops.
- Drains or drainage channels for blockages.
- Wet beds for ponding.
- Track for signs of flooding or wet patches in the six foot or cess.
- Around drainage areas for build up of debris.
- For any damage caused by water holding.