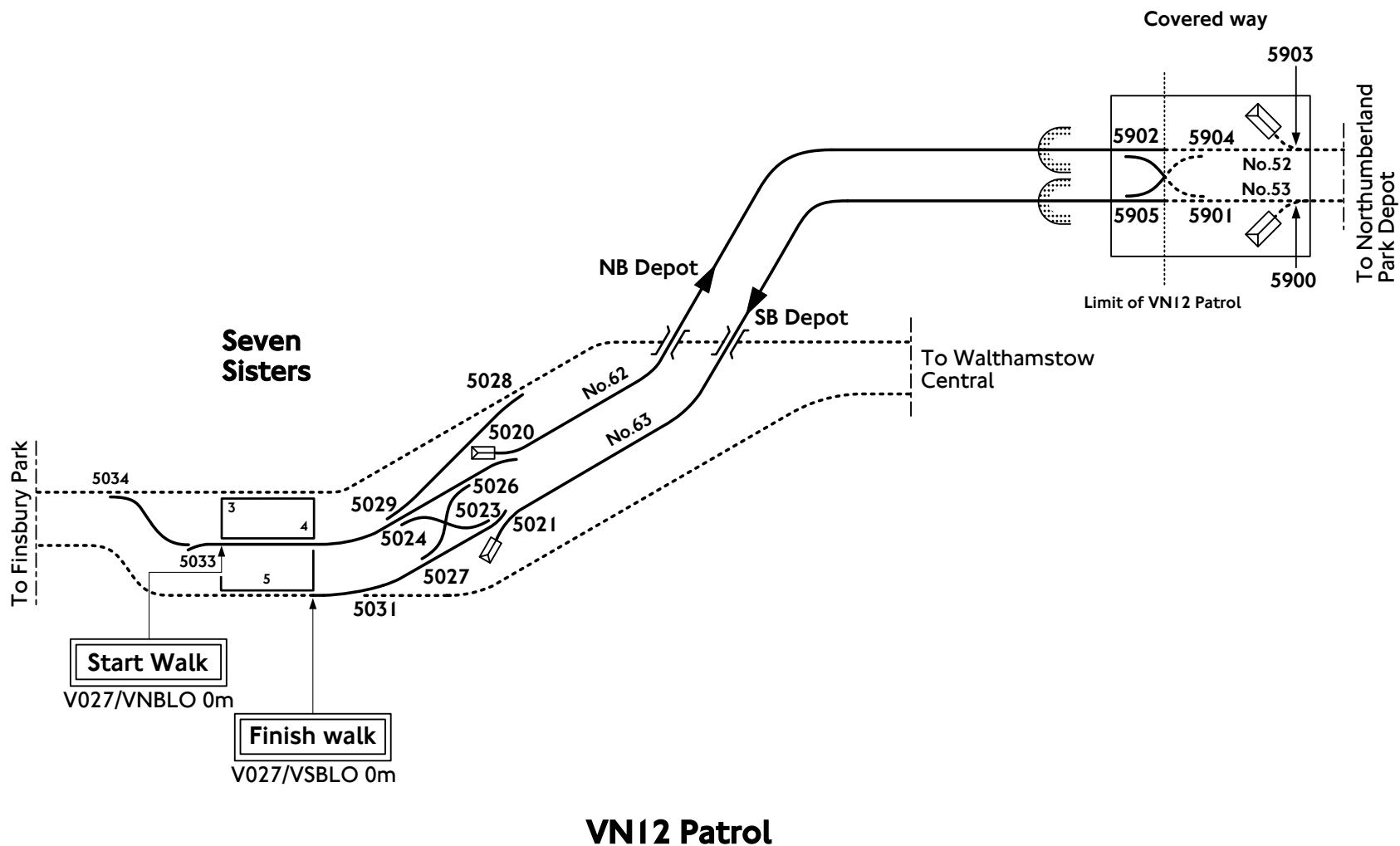


Patrol Route Plan

Victoria Line Route VN12: Seven Sisters - Northumberland Park Depot including both depot roads



R2719, Issue: A1, January 2014



Victoria Line Route VN12: Seven Sisters - Northumberland Park Depot including both depot roads

Patrol starts at Seven Sisters, south head wall of platform 4
LCS V027/VNBLO 0m

Obtain briefing from supervisor and travel to Seven Sisters.

Once traction current has been discharged and protection arrangements are in place, patrol the northbound depot road southwards via 5033 points to the toes of 5034 points.

Inspect all P&C and associated with 5033 and 5034 points.

Return to platform 4 and patrol to the toes of 5028 via 5029 points.

Inspect all P&C associated with 5028 and 5029 points.

Return to toes of 5029 points and patrol to the toes of 5023 points via the crossover and 5024 points.

Patrol back to toes of 5027 points and through the crossover to the toes of 5026 points. Inspect all P&C associated with 5023, 5024, 5026, 5027 points and the diamond.

Return to toes of 5024 points and patrol to Northumberland Park Depot via 5020 points on No.62 road.

Inspect all P&C associated with 5020 points, including back to the buffer stop and continue to Northumberland Park Depot.

Patrol up to the depot sub gap/boundary via 5902 points.

Inspect all P&C associated with 5902 points and cross over to the toes of 5905 points.

Patrol southwards on No. 63 road to the toes of 5021 points and inspect all P&C associated with 5905 and 5021 points, including the buffer stop.

Return to toes of 5021 points; continue patrol to platform 5 via 5031 points.

Inspect all P&C associated with 5031 points and continue patrolling from the toes of 5031 points southward to the north end of platform 5, LCS V027/VSBLO 0m and finish the patrol.

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.
- Continuous train stops i.e. loose, broken, and missing.
- For any damage caused by water holding.
- Ballasted track i.e. ballast height/low beds, shoulder profile

Pay close attention to rolling contact fatigue (RCF) on Stock and Switch rails.