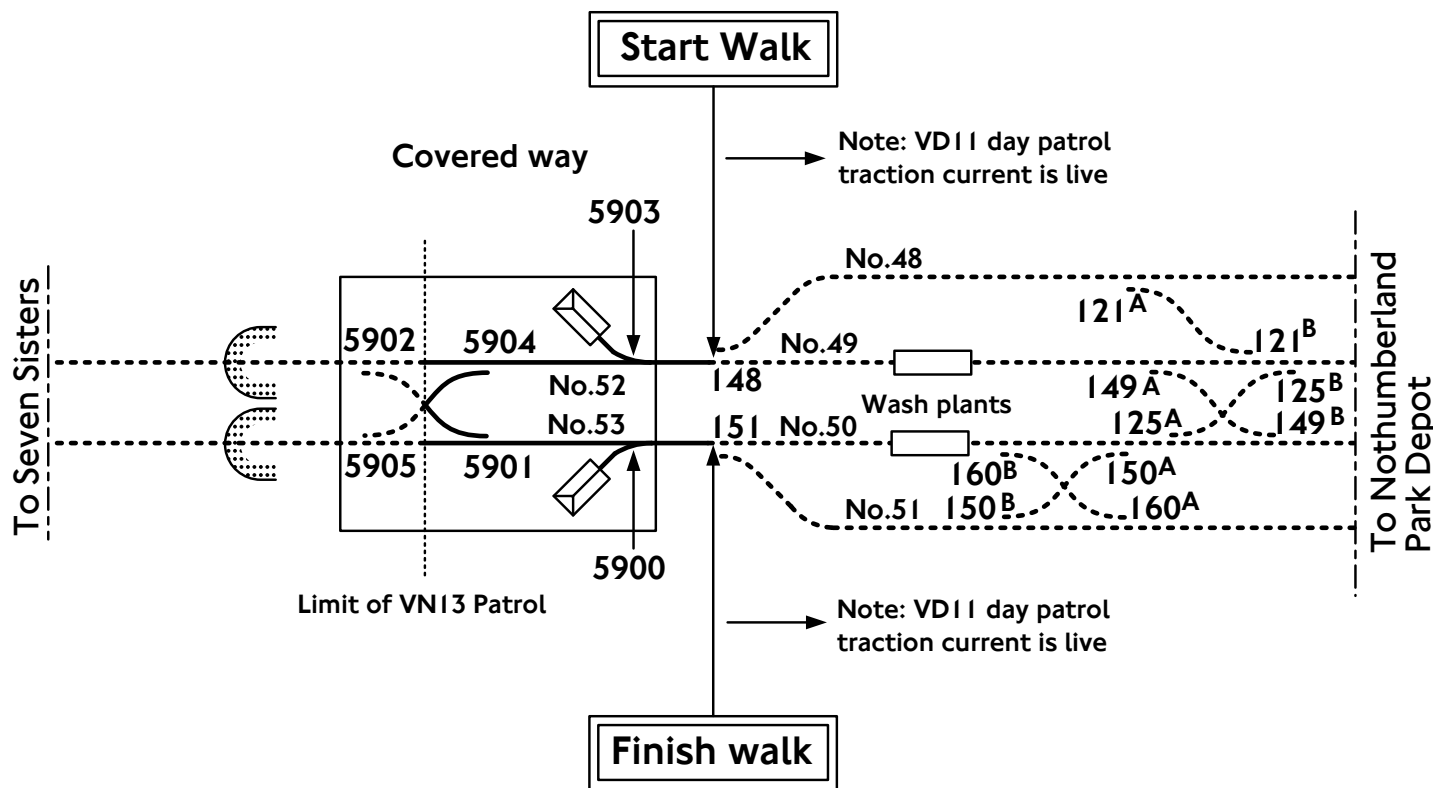


Patrol Route Plan

Victoria Line Route VN13: Northumberland Park Depot entrance to the Covered Way section gap



R2720, Issue: A1, January 2014



VN13 Patrol

Victoria Line Route VN13: Northumberland Park Depot entrance to the Covered Way section gap

Patrol starts at the toes of 148 points, at the entrance to Northumberland Park Depot

Obtain briefing from supervisor and travel to Northumberland Park Depot.

Once traction current has been discharged and protection arrangements are in place, patrol the northbound depot road, No.52 southwards to the toes of 5903 points.

Inspect all P&C associated with 5903 points and the track to the buffer stops.

Return to the toes of 5903 points and patrol the northbound depot road southwards to the section gap at the back of 5902 points, which is the boundary with VN12 patrol route.

Return to the toes of 5904 points and inspect all the associated P&C.

Patrol from the toes of 5904 points through the diamonds to the section gap at the back of 5905 points

Inspect all P&C associated with the diamonds.

Cross over to the section gap behind 5902 points and patrol through the diamond to the toes of 5901 points.

Inspect all P&C associated with 5901 points and patrol southwards from the toes to the section gap on No. 53 road behind 5905 points.

Return to the toes of 5901 points and patrol No 53 road northwards to the toes of 5900 points.

Inspect all P&C associated with 5900 points and the track to the buffer stops.

Return to the toes of 5900 points and patrol to the toes of 151 points at the entrance to Northumberland Park Depot 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.
- Wooden keys are nailed in at train stops.
- 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.

Pay close attention to wheel burns on head of rail.