

Ref:	NR/SIN/139
Issue:	1
Date:	09 February 2015
Compliance date:	06 July 2015

Special Inspection Notice

Assessment and control of flange climb risks on sub-250 metre radius plain line curves

Endorsement and Authorisation

Endorsed by:


 David Godley, Professional Head [Track]

Authorised by:


 Neal Lawson, Director Maintenance and Operations Services

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User information

This Network Rail standard contains colour-coding according to the following Red–Amber–Green classification.

Red requirements – *No variations, could stop the railway*

- **Red requirements shall** always be complied with and achieved.
- Red requirements shall be presented in a red box **with the word “shall” or expressed as a direct instruction**.
- Accountability for the efficacy of red requirements lies with the Professional Head/Standard Owner.
- Red requirements are monitored for compliance.
- Corrective actions shall be enforced if variations are discovered through functional checks (e.g. engineering verification visits, audit or Operations Self-Assurance).

Amber requirements – *Controlled variations, approved risk analysis and mitigation*

- **Amber requirements shall** be complied with unless variation has been approved in advance.
- Amber requirements shall be presented with an amber sidebar **and with the word “shall” or expressed as a direct instruction**.
- Accountability for the efficacy of these requirements lies with the Professional Head/Standard Owner, or their nominated Delegated Authority.
- Amber requirements are monitored for compliance.
- Variations **may** be permitted. Variations are approved by the Standard Owner or through existing Delegated Authority arrangements.
- Corrective actions shall be enforced if **non-approved** variations are discovered through functional checks (e.g. engineering verification visits, audit or Operations Self-Assurance).

Green – *Guidance*

- Guidance is based on good practice. Guidance represents supporting information to help achieve **Red** and **Amber** requirements.
- Guidance shall be presented with a dotted green sidebar **and with the word “should” (usually in notes) or as a direct instruction**.
- Guidance is **not mandatory** and is not monitored for compliance.
- Alternative solutions may be used. Alternative solutions do not need to be formally approved.
- Decisions made by a competent person to use alternative solutions should be backed up by appropriate evidence or documentation.

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Issue record

Issue	Date	Comments
1	February 2015	First issue

Compliance

This Special Inspection Notice (SIN) is applicable to ALL Network Operations Route Organisations (and its contractors if applicable) as detailed below:

A SINAC (see Appendix A) confirming completion of all inspections, together with identification of the proposed repairs associated with this SIN, is to be submitted to the Professional Head [Track] within 16 weeks of the date of this SIN.

Reference documentation

NR/L2/TRK/2102 Design and construction of track

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