

Ref:	NR/L2/CSG/10072/F03
Issue:	1
Publication date:	05/03/2016

Special Inspection Notice Closure (SINCF) Form



SIN Reference No.:	139
Issue:	1
Date of SIN:	09/02/2015
SIN Title:	Assessment and control of flange climb risks on sub-250 metre radius plain line curves

Closure Declaration (tick statement that applies)

Tick	I confirm that all the actions required for the above mentioned SIN are complete nationally.
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Summary of activities carried out

Confirm the presence of a check rail on all curves of radius of 200 m or less, irrespective of whether recorded by track recording vehicles or by manual recording.

If not present, the track construction details were to be recorded and a plan to undertake corrective actions established according to the criteria defined within the SIN.

Review results, prioritise corrective actions based on risk (with comparison to existing programmed work), and implement appropriate controls

Record significant findings, lessons learnt and national actions implemented

The number of unchecked curves is low and there is no history of derailment damage recorded.

The inspection notice information has enabled RAM[T]s to compare the risks at the identified sites with sites where work is currently authorised. The order of implementation will be amended if appropriate. The speed and nature of implementation will continue to balance risk against available budget. Mitigation actions, mainly lubrication, have been commenced where appropriate.

Network Rail standard NR/L2/TRK/2102 Track Construction Standards clause 10.10 re-emphasises fitment of continuous checks on below 200m radius and has been amended with the additional guidance:-

Decide whether to provide a check rail on curves with radii in the range of 201 m to 300 m where high volumes of traffic can be expected. When assessing these locations the following should be taken into account:

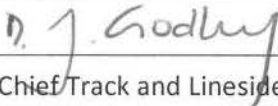
a) the requirements for the provision of effective lubrication;

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- b) current and future operations and usage of the route;
c) deterioration history for the curve;
d) likely consequences of any derailment; and
e) surrounding environment.

The non-availability of a routine Checked Concrete Sleeper for flat bottom rail is being addressed by a joint venture with London Underground Ltd to utilise their "CCD" type sleeper.

Name (BLOCK CAPITALS):	D J GODLEY
Signed:	
Job Title:	Chief Track and Lineside Engineer
Date:	17 th March 2016

This is completed by the Standards & Control document owner representative and submitted to the Standards and Controls Management Team and STE Risk Analysis & Assurance Team