Ref:	**NR/L2/TRK/001/mod17**
Issue:	**6**
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Sidings

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1 Scope

This module of NR/L2/TRK/001 covers:

a) the inspection for sidings (visually inspection and rail testing);

b) fishplate oiling for sidings and sidings connections;

c) track geometry recording;

d) rail adjusting for sidings and sidings connections.

2 Definitions

See Glossary (NR/L2/TRK/001/mod01).

3 Inspection

3.1 General

Except where specifically permitted elsewhere in this module, undertake sidings inspections on foot, walking within the length of the sleepers.

A maximum of two tracks shall be inspected at one time.

Provide a uniquely referenced patrolling diagram for all basic visual inspections of sidings.

3.2 Frequency

Inspect all Network Rail maintained sidings (basic visual inspection and Section Manager inspection).

Frequencies for sidings inspections are:

a) Inspect and ultrasonically test rails in through sidings and sidings separated from running lines by 10ft (3050mm) or less. Frequency shall be in accordance with the appropriate track category;

If track category not known, use assessment or default to category 6.

b) Inspect sidings separated from running lines by more than 10ft (3050mm) at a frequency determined by the Track Maintenance Engineer (TME) by risk assessment according to their use.

The TME shall review annually the frequencies applied in the inspection plans.

3.3 Sidings out of use

Regular visual inspections may be reduced or suspended if the siding is out of use for an extended period.

Frequency to be agreed by the Track Maintenance Engineer (TME) and noted in the register (see section 6).

Inspect the siding prior to re-opening to traffic.

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3.4 Sidings with stabled vehicles

It may not be possible to clear sidings of stabled vehicles on each occasion to enable basic visual track inspection to be undertaken.

It is permissible, in these circumstance, to carry out the inspection from beyond the sleeper ends if a clear view of the track components is available.
These inspections shall be carried out in daylight and from both sides of the siding.
The arrangements for the inspection shall be detailed on the track patrolling diagram.

The TME shall include in the register (see section 6) where this arrangement is in place, describing:

a) the inspection arrangements for when the siding is occupied;

b) the arrangements for having the siding periodically cleared for inspection purposes (e.g. for the SM[T] visual inspection);

c) access arrangements for carrying out remedial work.

3.5 Reporting

Arrangements for recording and reporting inspections are as described in NR/L2/TRK/001/mod02 (use of TEF forms, use of Ellipse, etc.).

4 Track geometry recording

TME shall arrange appropriate measures to monitor track geometry on sidings:

a) that are within 10ft (3050mm) of a running line;

b) that carry dangerous goods.

Other sidings do not normally require routine track geometry measurement.

5 Rail joints

5.1 In sidings

Where the line speed of the siding line is greater than 20mph, or the siding is separated from a running line by 10ft (3050mm) or less:

a) undertake fishplate lubrication.

b) undertake rail adjusting, unless the risk of a buckle occurring that would affect the running line in any way is considered small.

NOTE for detailed requirements for fishplate lubrication and rail adjusting, see NR/L2/TRK/001/mod04.

In other sidings there is no requirement to undertake fishplate oiling or rail adjusting unless a specific need is identified.

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5.2 In Connections from running lines to sidings

a) undertake fishplate lubrication for at least three consecutive rail joints into the siding beyond the connection,

b) undertake rail adjusting as required (determined by undertaking a rail joint survey).

6 Register

Keep a register of sidings detailing:

a) frequency of inspection;

b) inspection arrangements;

c) sidings and connections where fishplate lubrication and rail adjusting will be undertaken.

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