

<b>NEW EQUIPMENT &amp; SYSTEM APPROVAL PROFORMA</b>		<b>Ref: 14/6594</b>
<p>Note: the prompts given below are only a guide to the information required for approval. Dependent on the type of equipment or system that requires approval delete any section that is not applicable or include additional information if necessary. <b>Mandatory</b> fields are marked with an asterisk (*).</p>		
<b>1</b>	<b>Equipment or System to be approved *</b> <b>WESRAIL RAILSEAL INFILL ACCESS SYSTEM</b>	
<b>2</b>	<b>Originator *</b> Name: Peter Vesperman Company: ARTC	
<b>3</b>	<b>Introduction *</b> A panel infill assembly that is used in conjunction with Polycorp Epiflex Railseal Interface which is already type approved (type approval # 08-08-11-115). The panels are made from recycled materials by manufacturer Microfibre based in Newcastle. This assembly is only for applications for track access and slow vehicle speed.	
<b>4</b>	<b>Determination of Need *</b> The Panels provide a low cost and safe option for use on access and low speed vehicle level crossing. The assembly is designed to enhance the Railseal product, to provide a complete removable road surface.	
<b>5</b>	<b>Significant Change or Not (as determined by the Manager Standards) *</b> This change in equipment or system is assessed as SIGNIFICANT	
<b>6</b>	<b>Review Panel (as determined by the Manager Standards) *</b> <ul style="list-style-type: none"><li>• John Furness - Manager Standards</li><li>• Steve Smith - Project Delivery Manager - South</li><li>• Peter Vesperman - Project Manager - South Cootamundra</li><li>• David Ogucha - Track and Civil Standards Engineer</li></ul>	
<b>7</b>	<b>Safety</b>  As the assembly is designed to fit between the Railseal material it fits within the confines of the field and gauge areas of any standard level crossing panel and does not encroach on any other rail infrastructure. The assembly is restrained for its total length via the use of steel holding bars, threaded on each end and fixed with plates and locking bolts to prevent any spreading of the panels during service.	
<b>8</b>	<b>Performance and Suitability</b> The Epiflex Railseal that is used in conjunction with this product is type approved and meets both AS1742.7 and ARTC standards - Track and Civil Code of Practice. The panels are only to be used for track vehicles access therefore requirements for skid resistance and stability during the life of the crossing have been exempt from the requirements. The performance of the panels will be reviewed after twelve months.	
(i)	<b>Use in other rail networks</b> These panels have not been used in any other rail network.	
(ii)	<b>Use in the ARTC network</b> These panels have not been used in the ARTC network prior to this installation.	
(iii)	<b>Issues arising from usage of the equipment/system</b> There are no foreseen issues arising from the use of this assembly.	
(iv)	<b>Changes required to infrastructure or systems for use of the equipment</b> No changes are required to the existing infrastructure or system for the use of this assembly.	
<b>9</b>	<b>Reliability</b> The panel material is made from recycled rubber and resin binder, a combination used in many outdoor applications where ultraviolet exposure is common, with no adverse results. The locking bars ensure the panels are held together to prevent gaps opening up between panel thus encouraging the surface to become one continuous surface	
<b>10</b>	<b>Maintainability</b>  There is no maintenance to be carried out on the product. Regular service inspections can be undertaken to inspect, surface deterioration or excessive wear. Damage from passing train traffic may cause surface gouges or splits and these should be repaired using a mixture of rubber crumb and epoxy resin in the ratio of 3:1 rubber to resin mixed well. Any loose locking nuts on the holding bars should be retightened as necessary..	
<b>11</b>	<b>Approval *</b> Rubber Panel access level crossing system used with EpFlex Railseal for use as track access for track vehicles. The approval is only for hi-rail take-off on the up and down goods at 18.744km Flemington South (MFN).	

12	<b>Is the supplier accredited to ISO 9001 specifically for this product? *</b>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>												
<b>13 Conditions of Approval *</b> 1. Installation in accordance with supplier/manufacturer instruction. And all relevant ARTC Track and Civil C.O.P shall be followed. 2. Only to be used with EpFlex Railseal. 3. Only approved for use on up and down goods line at the 18.744km in Flemington South (MFN). 4. Materials used for constructing the approach surface to the level crossing shall not be allowed to contaminate ballast. 5. Appropriate WHS procedures to be followed during installation.															
14	<b>Does the Originator accept the additional Conditions of Approval as set by the Review Panel:</b>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/> N/A <input type="checkbox"/>												
<b>15 Sign off Review Panel:</b> <span style="float: right;"><b>ARTC office use only</b></span> <table border="0" style="width: 100%;"> <tr> <td style="width: 20%;">John Furness</td> <td style="width: 50%; border-bottom: 1px solid black;">Approval on file</td> <td style="width: 30%;">Date: 27/02/2014</td> </tr> <tr> <td>Steve Smith</td> <td style="border-bottom: 1px solid black;">Approval on file</td> <td>Date: 28/02/2014</td> </tr> <tr> <td>Peter Vesperman</td> <td style="border-bottom: 1px solid black;">Approval on file</td> <td>Date: 28/02/2014</td> </tr> <tr> <td>David Ogucha</td> <td style="border-bottom: 1px solid black;">Approval on file</td> <td>Date: 27/02/2014</td> </tr> </table>				John Furness	Approval on file	Date: 27/02/2014	Steve Smith	Approval on file	Date: 28/02/2014	Peter Vesperman	Approval on file	Date: 28/02/2014	David Ogucha	Approval on file	Date: 27/02/2014
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Approval:

Operations Safety & Environment Review Group      11 March 2014