
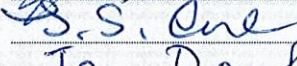



(i)	Use in other rail networks	N/A					
(ii)	Use in the ARTC network	N/A					
(iii)	Issues arising from usage of the equipment/system	<p>The speed over the changeover will be limited to 60 km/h for the standard gauge and 45 km/h for the broad gauge.</p> <p>The moving point (bladed) design required that gauge detection to be incorporated into the signalling. This is being done at various locations at the approach to the changeover by standard gauge detection technology.</p> <p>A signalling engineering review and Risk Assessment has been carried out by ARTC SC and others to review the rodding suitability from a locking and detection viewpoint.</p>					
(iv)	Changes required to infrastructure or systems for use of the equipment	N/A					
9	Reliability	The reliability will be as per conventional turnouts, but without the complexity of 'V' and 'K' crossings.					
10	Maintainability	<p>A Maintenance Plan has been prepared covering routine inspections.</p> <p>The frequency of routine inspections for most components should be the same as that adopted for the section of adjacent track except for switch operation settings where inspections should be carried out daily initially and then relaxed to normal levels as reliability is proven.</p> <p>See condition below for rodding.</p>					
11	Approval *	COMMON RAIL CHANGEOVER ON DUAL GAUGE 1600 mm / 1435 mm TRACK.					
12	Conditions of Approval *	ARTC SC to monitor the CRX frequently after commissioning. Detailed records to be kept for the settings and the maintenance regime to be adjusted accordingly as the history is developed.					
13	Does the Originator accept the additional Conditions of Approval as set by the Review Panel:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>

14	Sign off		ARTC office use only
	Review Panel:		
	John Furness		Date: 3/1/08
	Tim Calver		Date: 3/1/08
	Ian Domleo		Date: 3/1/08

Approved by ARTC Safety Committee

11/3/08