



Red Lines showing National Asset^{VIEW}TM Coverage

Asset^{VIEW}TM is an effective, user-friendly asset monitoring and analysis tool developed by signalling engineers that provides valuable information across many levels of the rail industry for maintenance, faulting, performance and renewals purposes.

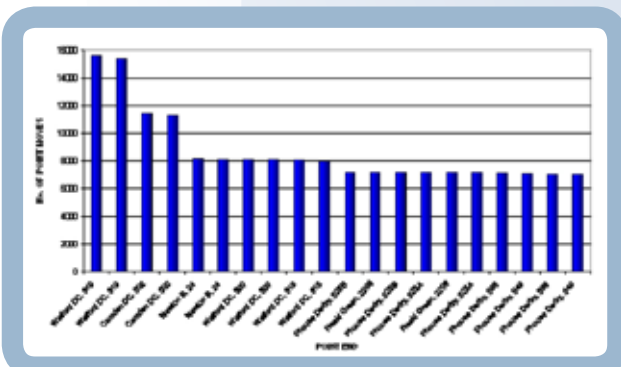
Since its inception over ten years ago at certain key signalling centres it has expanded to cover over two hundred interlockings and level crossings at locations across the country, most recently on all solid state interlocking (SSI) sites on the West Coast Main Line and several in the Newcastle area. Some overseas installation has also been carried out.

Asset^{VIEW}TM is particularly cost-effective when used in conjunction with electronic interlockings thanks to its ability to process digital telegrams, thereby covering several interlockings with a single connection to the maintenance system. Whatever the source the raw data is analysed for specific events or sequences and combinations that indicate anomalous equipment or operational behaviour.

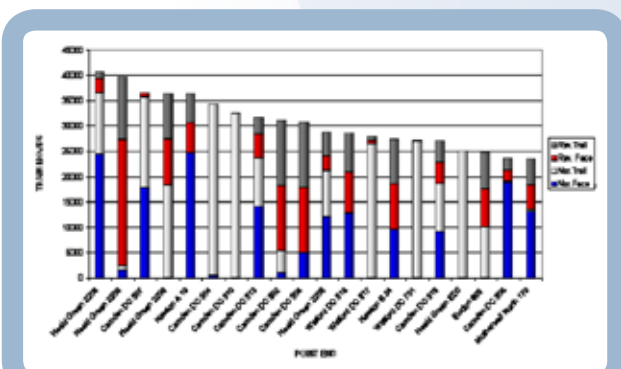
Statistical analysis and the level of duty performed by assets is conducted and presented in friendly graphical formats. Built-in track replay is in use at many sites; alternatively the replay files created at SSI sites can be presented for download.

Over the past few years in line with the demand for wider and more mobile data access Asset^{VIEW}TM has become web-based and can be viewed wherever internet access is provided, through a login and password allocated to each user. This means that centralised personnel can have desktop access to data that would otherwise require a site visit.

Each user is provided with a personalised list of sites and access rights according to their role, from specific local staff to a national overview according to requirements.



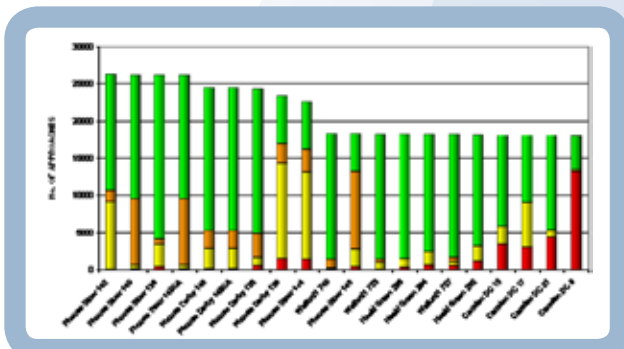
Top 20 Point End Movements for the Last 3 Months



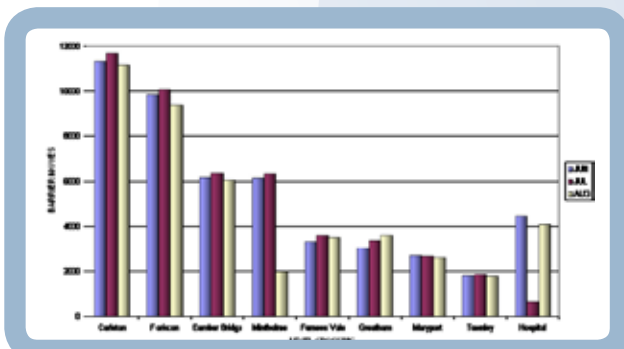
Top 20 Point End Traversals by Direction for the Last 3 Months

Asset^{VIEW}™ outputs have demonstrable and proven benefits for a variety of engineering and operational staff, designed to support the 'predict and prevent' maxim of the intelligent railway. These include:

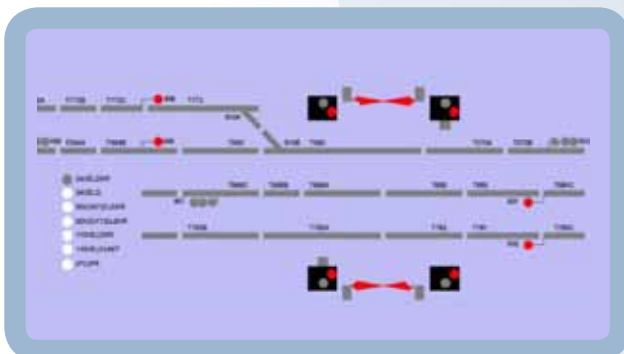
- **Operations** - track replay showing or excluding operator error
- **Maintenance** - targeted maintenance, failure prediction, faulting assistance, event replay
- **Performance** - movement statistics, failure frequencies, signal regulation
- **Renewals** - input to ROSE (Renewal of Signalling Equipment), usage statistics, asset traffic density



Top 20 Signal Approaches by Aspect for the Last 3 Months



Level Crossing Operations for the Last 3 Months



Track Replay

Monitoring signalling assets from the interlocking provides the most cost-effective solution as an entire centre can be connected easily to a single data collection and processing system with little or no proprietary hardware.

Track replay can be applied to level crossings or interlockings; the online animations can be downloaded, passed to others and run independently of **Asset^{VIEW}™**.

Asset^{VIEW}™ is capable of processing event-based data from a variety of data sources including the Balfour Beatty **Relay^{ALERT}™** / **SSI^{ALERT}™** range and data loggers from other suppliers.

Asset^{VIEW}™ is backed by a software development and support team that addresses the needs of users and allows for the controlled development of the system. It has been specially modified to work with the Network Rail 'Intelligent Infrastructure' initiative as it provides compatible data outputs and complementary features for signalling technicians and area signalling managers.

*The graphs shown here are high-level results of collected data from **Asset^{VIEW}™** sites for the past three months. The top 20 point ends for movements and traversal by trains are overleaf. The top 20 signals to be approached by trains and the number of level crossing operations in this period are shown left.*

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