



Innovative Railway Safety

'Simply Efficient'

See videos at: www.inrailsafe.co.uk



DB BAHN



ProRail



Approved PA05 05085



RSS Magnetic Safety Barrier is a patented system and meets the safety requirements of the European standard EN 13374 class A.



RAIL SAFETY SYSTEMS

WORK SAFE:SAVE TIME

How does the Magnetic Safety Barrier work?

Erecting the system is a matter of a few steps:

1. Click the stanchion using the magnet into the web of the rail
2. Click the next stanchion into the web of the rail at a distance of about 3 metres
3. Place the GRP handrail tube in the holder and attach the next tube with a simple patented interlocking system.
4. Repeat the steps above until the entire length of the working area has been secured.

Dismantle in reverse:

The Magnetic Safety Barrier when working on the track

Employees that perform engineering work on the track must be able to work in total safety. A fence needs to screen the area being worked from the track on which trains are still running.

- ❖ The RSS Railway Safety System has been tested by HHC/DRS Inspecties B.V. and certified to EN 13374 (Class A), the industry directive RLN0077-V004 July 2010 and the Health & Safety regulation 3.16 of The Netherlands Ministry of Social Affairs & Employment
- ❖ The magnet is very strong (tensile force up to 600 Kg/N) and cannot be pulled off
- ❖ Easy dismantling with one arm movement, using the patented head attachment
- ❖ Stanchions made of high-quality galvanized steel – handrails in GRP

Benefits of the RSS Magnetically Attached Safety Barrier

- ❖ Consists of **two components. No loose parts. No tools** needed
- ❖ **Certified to EN 13374 (Class A), World Patented, approved by Network Rail: PA05 05085.**
- ❖ **Stanchions placed at 3m intervals, twice the distance** of conventional barriers.
- ❖ **No ballast is removed**, operatives are not required to go into the 4'00".
- ❖ **No danger of damaging underground signalling cables.**
- ❖ **Does NOT affect track circuits or Axle counters.**
- ❖ **Can be used in areas with S & C.**
- ❖ Very **strong magnet** but **easy dismantling** with one arm movement.
- ❖ **Safe for operatives**, with no **hazardous ballast dust (Silica) or pathogens (e.g. Weil's disease, Leptospirosis)** disturbed in ballast.
- ❖ **No removal/replacement of ballast - major savings in working and possession costs**
- ❖ **Safe quick assembly/disassembly**, simple **magnetic attachment to the web of rail**,
- ❖ In a Safe System of work, **102m can be erected in a 15min line-blockage.**
- ❖ Can be **used in freezing temperatures (-20°C) or high temperatures (+80°C)** when 'track distortion' is an issue.



It is easy to use and will be used!

Magnetic Safety Barrier wins Rail-Tech Europe Innovation Award 2011

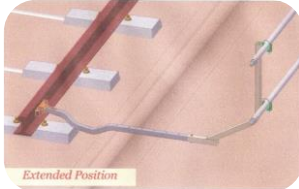
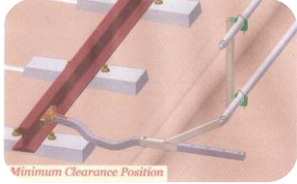
At the Rail-Tech Europe 2011 trade fair in Amersfoort, RSS B.V. won the **European Innovation Gold Award** - Sustainable fence system with magnet voted most innovative product as presented to Mr Jan Bakker, CEO of Rail Safety Systems (RSS) in Venlo.



The RSS Safety Barrier also won two awards at Railtex 2013:
Best Product contributing to Health and Safety
Best Track and Infrastructure Maintenance Product
 The International Award for Safety from IOSH (November 2016)



Multiple positions of the adjustable stanchion.



Patented 'Quick Locking' Handrail Connections



GRP Handrail
 UK Colour~ Plain Blue

Training on the GWEP Project for Network Rail



Interlocking, Stackable Handrail Tube Carriers. Two operatives can carry 8no 3m handrails with ease and safety.



2000m installed by one gang of 5 operatives in one 6hour shift



J Murphy & Sons saved **£1500.00** in one use of 102m!



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