

Innovative Railway Safety Ltd
 Tŷ Penmynydd
 Llangennith
 Swansea
 SA3 1DT

Tel: 07974 – 065798
 E-mail: paul@inrailsafe.co.uk
 Web site: www.inrailsafe.co.uk

See videos at:



Approved **PA05**

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 across Switches and Crossings?

Erecting the system is simple and quick - a matter of a few steps:

Building 1st conventional adjustable stanchion

Place the stanchion in the web of the rail alongside the 'rail clip' and if possible make sure it is supported by the sleeper/ballast. Ensure that the vertical tube of the stanchion is in a 'vertical' position relative to the Rail. **(Using gloves, remove coarse soiling between the magnet and the rail.)**

The stanchion must be freely supported on the sleeper/ballast.)

Building 2nd conventional adjustable stanchion.

Place the 2nd stanchion at the opposite end of the switch you are intending to protect with the safety barrier a distance of approximately 30 metres from the 1st stanchion.

Placing handrail tubes.

Take the 3m tubes and lay them on the ground (over the track/switch) and join them together to form a straight line between each of the 2no conventional uprights you first positioned at either end of the intended protection area.

Erecting the Special stanchions.

You now need to position the 8no Special stanchions at 3m max intervals. Place them in the normal way on either side of the track. Release the safety clip and leave the vertical leg loose to enable further adjustment. Make approximate adjustments (in/out), so that they allow the handrail laid down previously to remain in a straight line. Do not fix at this juncture.

Securing the handrail and positioning the stanchions.

When you are satisfied that all the special stanchions are in the approximate position, place the handrail to rest on the bottom clip and with someone else guiding you from one end of the system, fix all the stanchions in place with the appropriate clips. Push the handrails into the clamps.

Finishing

It may take several attempts to ensure a straight line until you are proficient. Position and clamp in the top handrail.

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, including the areas where switches and Crossings occur, 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.

This product can only be Hired and erected by our Trained Approved 'Hire Contractors' – TPA Portable Roadways 0870 240 2381



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.



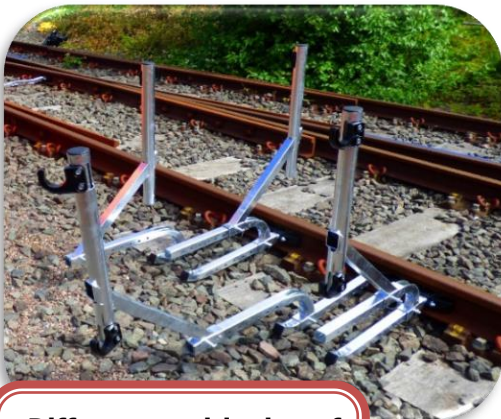
The RSS Safety Barrier also won two awards at Railtex 2013:
Best Product contributing to Health and Safety
Best Track and Infrastructure Maintenance Product
The International Award for Safety from IOSH (November 2016)



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** .
- ❖ **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!



Different positioning of stanchions with 'Swivel vertical section and swivel handrail clips'.



GRP Handrail
UK Colour~ Plain
Blue

Patented 'Quick Locking'
Handrail Connections



30m installed by one gang of 2 operatives in one 20minute shift



Rail Safety Systems B.V.
De Sondert 24,
5928 RV
Venlo, The Netherlands.



Exclusive GB & Éire Agent:
Phone: **P Scapens** – 07974 065798

