



RAIL SAFETY SYSTEMS

WORK SAFE.SAVE TIME

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

How does the Magnetically Attached 'Lookout Protection / Refuge Kit' work?

Lookouts are particularly vulnerable – they work on their own, sometimes considerable distances from other operatives on the worksite, often for long periods with the sole function of looking out for traffic and issuing warnings and until now have largely been unprotected, or not provided with a system to keep them in a Place of Safety. As a consequence, proportionately, Lookouts are constantly in a dangerous position and are more often seriously injured, often fatally, when compared to the rest of the workforce.

This has now changed with the introduction of the RSS Lookout Protection Safety Barrier Kit:

Until now, offering protection using conventional barrier systems that are attached to the underside of the rail, has meant that the Lookout would have to place themselves in danger by working within 'the 4' 00"' to dig out the ballast and attach a Safety Barrier.

This is NOT the case with the **RSS Lookout Protection Safety Barrier Kit.**



The **RSS Lookout Protection Safety Barrier Kit** comes in a Kit form with all the requisite stanchions and handrail poles in a bag which can be carried like a rucksack on the shoulders, leaving their hands free to carry other objects (bags, flags, detonators etc). It can be erected and dismantled from a position of safety and keeps the Lookout in a position of Safety 1300 mm from the edge of the rail. It is simple to erect and dismantle, light to carry, and offers a level of protection never before afforded Lookouts.

Erecting the system is a matter of a few steps:

- 1) With the stanchion folded and from a position of safety, insert the stanchion using the magnet into the web of the rail
- 2) Insert the next stanchion into the web of the rail at a distance of about 1.0 metre using the same procedure.
- 3) From a position of safety, remove the pin holding the vertical leg and pull it to its upright position – re-insert the pin in the appropriate hole.
- 4) Place the Aluminium handrail tube(s) in the holder(s).
- 5) You are now in a position of safety!

Dismantle in reverse:



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 presented to Mr Jan Bakker, CEO of Rail Safety Systems (RSS) in Venlo.

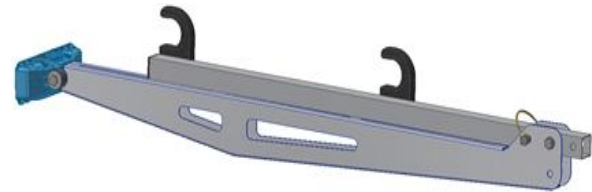
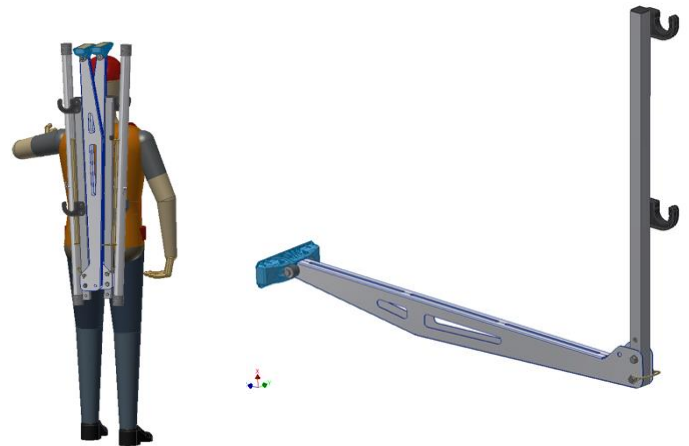


*The RSS Safety Barrier also won two awards at **Railtex 2013**:
Best Product contributing to Health and Safety
Best Track and Infrastructure Maintenance Product*



The Magnetically Attached RSS Lookout 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.



Benefits of the Magnetic Safety Barrier

The RSS Railway Safety System consists of only two components

- ❖ The RSS Railway Safety System has been tested by HHC/DRS Inspecties B.V. and **certified to EN 13374 (Class A)**, and is **approved by Network Rail PA05 05085**
- ❖ **No loose** components
- ❖ **No tools** needed
- ❖ **No danger of damaging underground signalling cables**
- ❖ **Allows tamping & ballast cleaning** to continue whilst in-situ
- ❖ Very **strong magnet** (tensile force up to 600 Kg/N)
- ❖ **Easy dismantling** with one arm movement
- ❖ **Does NOT affect track circuits or Axle counters**
- ❖ **Can be used in areas with S & C**
- ❖ **Safe to use**, with no **hazardous pathogens or 'Silica Ballast Dust'** generated.
- ❖ **Safe and fast assembly/disassembly**, with a simple magnetic attachment to the web of the rail, with **no removal or replacement of ballast** and thus a **major saving in working and possession costs** (within a Safe System of work can be erected in a line-blockage – 100m/15mins)
- ❖ Can be **used in freezing temperatures** (to -20°C) **with frozen ballast** or in **high temperatures** (to +80°C) when **'track distortion'** is an issue.



The patented **Magnetically Attached Safety Barrier** is **easy to use and will therefore, be used!**

Rail Safety Systems
De Sondert 24,
5928 RV
Venlo

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

