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Approved **PA05 05458**

IRS RSS Temporary Safety Signs - conform to the new GI/RT 7033 standard and the Railway Group Standard code together with the Traffic Signs Regulations and General Directions 2002 and Private Crossings (Signs and Barriers) Regulations 1996.



RAIL SAFETY SYSTEMS

WORK SAFE:SAVE TIME



How do the RSS magnetically attached 'Points Run-through' Safety Signs work?

Erecting the system is a matter of a few steps:

- ❖ Select the appropriate signage for the task being undertaken and the specifics of the area being worked in.
- ❖ The stanchion is fixed on the inside of the flange of the rail so that the sign stands within the 4" 0', and is clearly visible to 'oncoming trains'. It should be placed at the commencement of a possession and removed at the completion of the work.
- ❖ Furthermore, all safety precautions and all Network Rail rules and standards applicable to safety on the track must be observed.
- ❖ If necessary, safety personnel also need to be present.
- ❖ The maximum permissible working temperatures of the system are -20° and +60° Celsius.
- ❖ Repeat the steps above, until the entire length of the working area has been appropriately 'signed'.

Dismantle in reverse by lifting the stanchion towards the rail to 'roll-off' the magnet:

The Barrier Safety Signs when working on the track

Employees that perform engineering work on the track must be able to work in total safety. A system of 'safety signage' appropriate to the task being carried out and the specific requirements of the area being worked in close to any track on which trains are still running, **MUST** be in place.

Using innovative approved technology, the IRS Railway Safety Signage System has been designed to conform to the new GI/RT 7033 standard and the Railway Group Standard code together with the Traffic Signs Regulations and General Directions 2002 and Private Crossings (Signs and Barriers) Regulations 1996.

- ❖ The signs are magnetically retained, very strong and are not easily blown over like 'A' frames
- ❖ Easy erection, dismantling and storage

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 05458**.
- ❖ **No loose components. No tools needed.**
- ❖ **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** (tensile force up to 600 Kg/N) but **easy dismantling** with one arm movement.
- ❖ **Safe to use**, with no **hazardous ballast dust (Silica = Silicosis) or pathogens (e.g. Weil 's disease, Leptospirosis)** generated by disturbing ballast.
- ❖ **Safe and fast assembly/disassembly**, with a simple magnetic attachment to the web of the rail, with **no removal or replacement of ballast** there are **major savings in working and possession costs** (within a Safe System of work, 102m can be erected in a 15min line-blockage).
- ❖ 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 when ballast is removed.



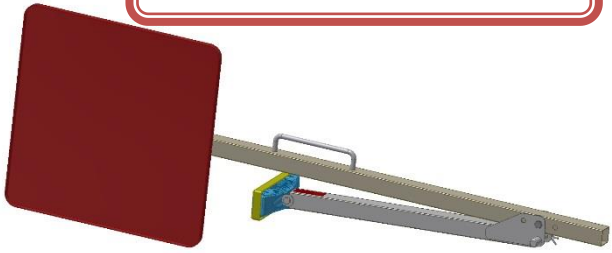
The patented **Magnetically Attached Safety Barrier is easy to use and will therefore, be used!**



Can be positioned within S & C or very close!



The horizontal leg is easily foldable to assist ease of carrying



You can either use the standard signs or have your own 'tailor-made' set for site use. Please ask for further details.



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