User Guide



Magnetic Points Run-Through Warning Sign



Important Notes:

All installation work must be thoroughly planned before work commences on site to identify hazards and assess risk.

These instructions form guidance for the operation and installation of Magnetic Points Run-Through Warning Signs. Non-standard applications should be approved by a suitably qualified engineer.

Ensure all personnel engaged in installation operations are properly briefed and adequately supervised by a <u>competent person.</u>

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Rev	Date	Comments	Initial
1.2	29/09/20	New issue	DSW



Introduction

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.

Employees that perform engineering work on the track must be able to work in total safety. The workforce needs to alert train drivers to reduce speeds in the area being worked on to protect them from trains that are still running. The RSS patented sign system is intended to realise effective protection for RRV's and trains entering a worksite, where points are not necessarily correctly set.

As well as providing effective signage, this system provides added protection in that no potentially hazardous ballast dust, containing Silica or pathogens, is disturbed which may expose operatives to infections such as Leptospirosis (Weil's disease).

Design Features

- Purpose designed for trackside signage
- The system is suitable for rails of all types 85-95lb, UIC 54 (113A) and UIC 60 (CEN 60 113A) Flat Bottomed and Bullhead Rail
- Strong magnet (tensile force up to 600 Kg/N)
- Removed manually with one arm anti-clockwise movement of the Stanchion assembly
- Safe and fast assembly with a simple magnet attachment to the web of the rail
- No requirement to remove ballast
- No danger of damaging underground signalling cables
- Does not affect track circuits or axle counters
- Can be used in areas with signals and crossings
- Consists of two components No loose parts No tools needed
- Wide range of operating temperature (-20°C to +80°C)
- Certified to EN 13374 (Class A), World Patented, approved by Network Rail: PA05 05085

Equipment Identification



Magnetic Points Run-Through Warning Sign

- A. Magnet housing with magnet
- B. Horizontal Stanchion
- C. Vertical Stanchion
- D. Sign (not included in RSS)
- E. Type Plate
- F. Carrying Handle

Total weight: 8kg



Pre-installation Guidance

This equipment is intended as a temporary sign placed within the tracks (the 4' 00") with a clear indication and instruction to the driver/operator to 'Stop and check the points before proceeding' into a working possession. 'STOP - Check points are correctly set before proceeding' warning boards are used extensively on track work sites. The boards are placed at either end of signal and crossings layouts in the worksite at defined distances to ensure that any vehicle movements carefully consider the direction of the switches before proceeding: this will potentially prevent points run through. **Note:** This system is not designed to be used in situations where a 'third rail' is present.

- Check that all components of the system to be used are free of damage or any defects.
- Check beforehand that the rails are not fitted with noise-dampening rubber in the web of the rail. If noise dampening rubber is present in the web of the rail, the system cannot be used.
- Check that the magnet is moving freely in its plastic housing and that the plastic housing moves freely at the hinged joint to the stanchion. In the event of damage or cracks in the plastic, do not use contact TPA
- Check if the magnet is in the right position and swivels in the right direction.
- Check that all components of the system to be used are free of damage or any defects.
- Check that the sleeper of surface on which the sign stanchions are supported are free of obstacles or debris on the top surface. It is not essential to use a sleeper for support; the stanchion can rest on the ballast.

Installation Instructions

Safety Notes:

The magnet used on this products is very powerful with a force up to 600kg/N and can suddenly attract objects when items of steel are in the area. Wear gloves during installation or when clearing debris from the magnet. Stay clear of the magnet as it is being applied to the track. Take extra care to avoid trapping fingers between the track and the magnet.

When fitted in axle counter areas it is required that the head of the magnet is placed at least 100mm minimum distance either side of any trackside signalling equipment (e.g. magnets are no closer than 100mm from any axle counter head or track circuit). This requirement is to avoid any potential magnetic interference, and/or actually touching/attaching to any specialised equipment accidentally and causing damage during the installation or removal of the magnet.



1. Remove the 'Clip' at 'A' and lift the sign to the vertical position shown right and re-insert the 'Clip' to secure it in the vertical position.



Installation Instructions Cont...



2. Place the stanchion magnet between the rails in the web of the rail. Ensure that the tube of the sign stanchion is in a vertical position.

Note: Remove any coarse soiling between the magnet and the rail. The stanchion must be freely supported on the sleeper/ballast.

Dismantling





3. To dismantle the stanchion, take the weight and lift it vertically towards the rail until the magnet releases from the rail web and then gently withdraw it.

Prohibited



Note:

Attempting to pull the stanchion magnet away from the rail 'sideways' is not possible or recommended.

This will result in causing damage to the equipment.