Telescopic Safety Barrier

Non Magnetic

Adding Value

The **Non magnetic** Telescopic Safety Barrier – suitable for all train speeds – is the UK industry standard for track worker protection.



The Telescopic Safety Barrier is a quick and easy-to-install barrier that creates a safe zone for track work, separating people from the live traffic area. It is clamped to the rail foot of the live traffic line and has been engineered for varying line speeds. It also has insulation properties, giving protection in overhead line and third rail environments.

The Telescopic Safety Barrier fits virtually all rail types and is widely used in many countries, including the UK, Germany, Australia, Belgium, Sweden and Norway. It is the UK industry standard for track working protection and won the 2002 Alstom Award for Innovation and Safety.

TECHNICAL FEATURES

Adjustability

The distance of the Telescopic Safety Barrier from the rail can be adjusted from 1.25m (4') to 2.0m (6'6"), depending on the line speed.

Installed by clamping

The barrier arm is clamped to the rail foot of the live traffic line. The clamp spacing is approximately 2.5 to 2.7 metres.

Ease of installation

The barrier arm is clamped to the rail foot of the live traffic line and no specialist tools or equipment are required. No buried services scan is needed before installation.

Insulation

The barrier has insulating properties, providing protection in overhead line and third rail environments.

Reusable components

All components are fully reusable and are supplied in their own storage stillages, convenient for transporting.

Compatibility

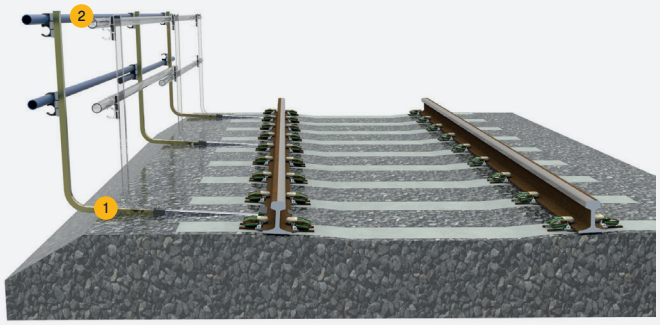
The Telescopic Safety Barrier is suitable for flat-bottomed rails, bull-head rails and third rail areas. It is Network Rail approved for AC, DC and non-electrified track. It can be used at all train speeds.

Track lighting

Track lighting can be attached to the barrier using the Network Rail approved Lightmast Bracket.

ADVANTAGES

- The Telescopic Safety Barrier improves track safety by providing a physical barrier that prevents workers accidentally entering the live traffic area.
- The barrier can be used with any line speeds.
- Workers caught on the wrong side of the safety barrier can easily re-enter the safe zone.
- The barrier enables higher train running speeds on adjacent lines, resulting in significant cost savings thanks to fewer train delay penalties.
- Installation is fast and efficient, with no need for specialist tools or equipment.



COMPONENTS

1. Safety barrier arm
2. Removable pole

BARRIER ACCESSORIES



1. Bungee Tool

Used to change the configuration of the barrier from flat-bottomed to bullhead and back again.

2. Cocking Lever

This tool is used to help fit the barrier arm where there is bullhead rail and third rail electrification. It is only needed when the barrier is fitted to the third rail side of the bullhead. It is not required for flat-bottomed third rail sites.

3. Corner Post

This fits to the barrier upright to allow the protective spars to be mounted at an angle to the normal barrier position so that the work area can be closed off. It is manufactured in steel box section and is plated to provide corrosion protection.

4. Safe Access Gate

Network Rail specifies that a gap is left every 40 metres of continuous barrier run, to allow on-track inspectors/walkers to reach a place of safety. The Safe Access Gate is a recommended one-way opening gate that retrofits to any barrier arm, creating a continuation of the green zone and granting safe access back into it.

5. Light Mast Support

This attachment supports lightweight lighting heads and masts (such as the SL Lighting and Linklite units). It avoids the need for separate lighting arrangements and points the light towards the work area.