

Shoulder Clearance Safety Barrier

Track equipment

Adding Value

The Pandrol Shoulder Clearance Safety Barrier is the UK industry standard for track worker protection.



The Shoulder Clearance Safety Barrier is a quick and easy way to create a safe zone for track work, separating people from the live traffic area. Designed to clear a high ballast shoulder, it is clamped to the rail foot of the live traffic line with minimal ballast disturbance. It also has insulation properties, giving protection in overhead line environments.

The Shoulder Clearance 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 has won the Alstom Award for Innovation.

→ TECHNICAL FEATURES

Installed by clamping

The Shoulder Clearance Safety 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

No tools are required to install the barrier and the process of clamping it to the rail foot is quick and easy.

High ballast shoulder clearance

The barrier arm has been designed to clear a high ballast shoulder. The non-telescopic barrier is set at 4-foot (1.25m) from the running rail.

Insulation

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

Reusable components

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

Compatibility

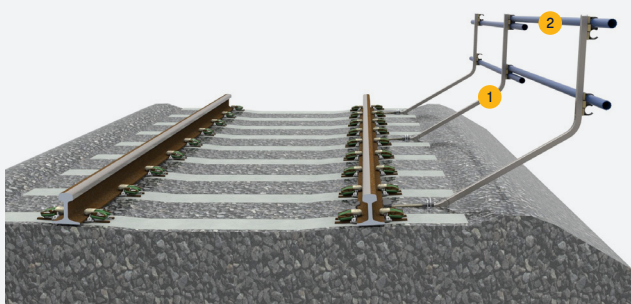
The Shoulder Clearance Safety Barrier has been designed for compatibility with flat-bottomed rail profiles.

Track lighting

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

→ ADVANTAGES

- The Shoulder Clearance Safety Barrier improves track safety by providing a physical barrier that prevents workers accidentally entering the live traffic area.
- The barrier is ideal for use where there is a high ballast shoulder.
- 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. There is no disturbance of the ballast shoulder.



→ 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.

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