

Vortok Universal Safety Barrier

Assembly instructions

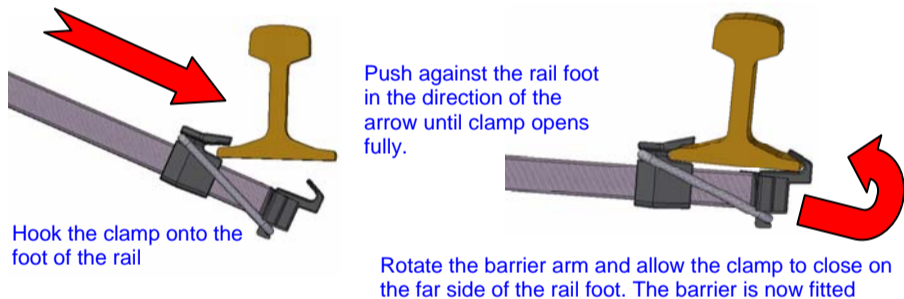
Separates people from Train Movements



A member of the Pandrol Group of Companies supplying Railway Maintenance Companies throughout the world

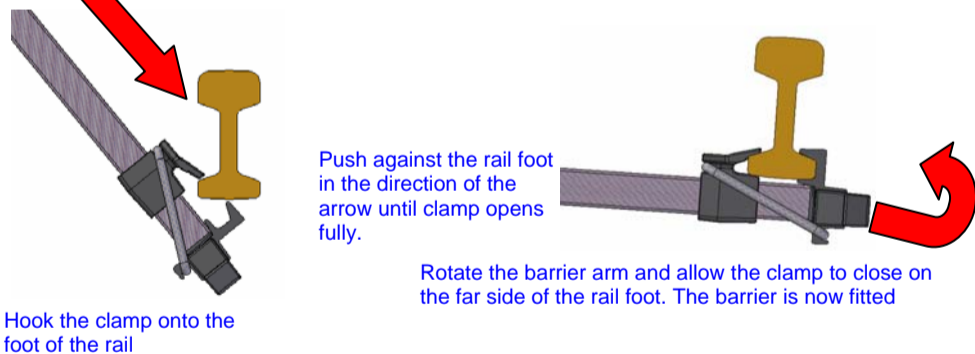
Adjust the fencing to the appropriate distance from the rail dependant on line speed.
Ensure the fence is clear of gauge and cannot foul any train movements.

Fitment & removal to Flat Bottom Rail



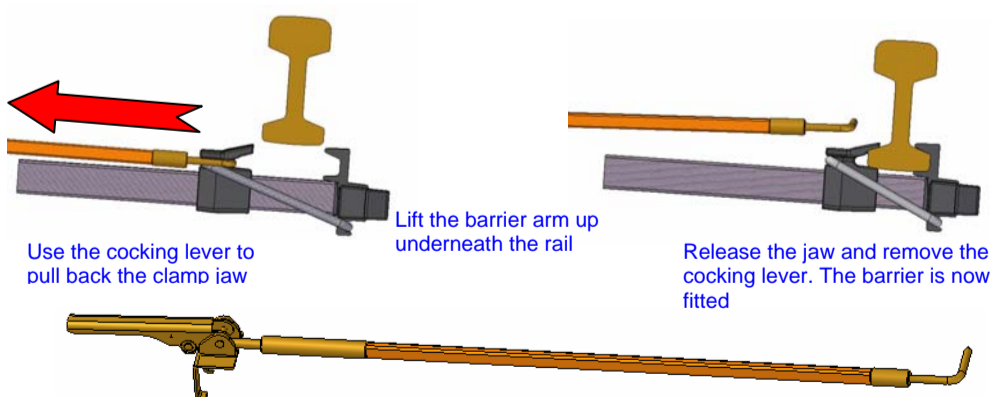
Fitment & removal to Bull Head Rail

Ensure correct end fitting is selected for bull head



Fitment & removal to Bull Head Rail in third rail areas

The third rail prevents fitment in the standard manner and so a fully insulated cocking lever is used (pictured below)



Installation aid (cocking lever)

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Fits all AC, DC and non-electrified track.

Easy and Quick installation without tools or equipment.

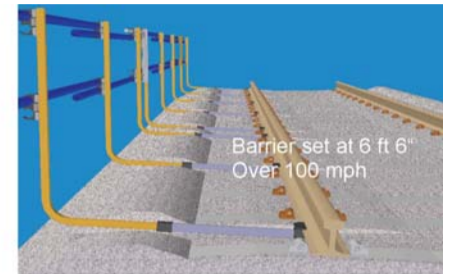
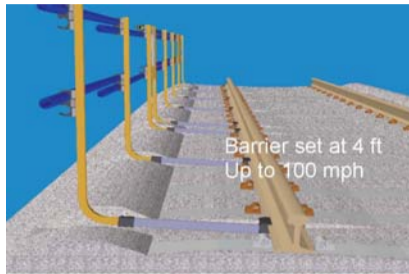
Attention : At conductor rail sites do not assemble, disassemble or move during heavy rain or when equipment is very wet.

Do not fit barrier where it may interfere with movable parts such as switch blades or signal rodding.

1. Pre-Use Checks

Ensure no part of the equipment is damaged. Check free movement of clamp and that the rubber bungee is not damaged. Ensure that the telescopic section is fully compressed and that the locking pin is in place. Check to ensure that there is no heavy scoring of the insulated section of the arm, report any faults to your supervisor.

Important : Use only undamaged parts.



To create a safe working area (green zone), set up the barrier 4 ft (1.2 m) from the running rail for speeds of up to 100 mph. For speeds over 100 mph set the barrier to 6 ft 6" (2.0 m). Care must be taken at heavily canted sites that the barrier height does not fall outside acceptable limits.

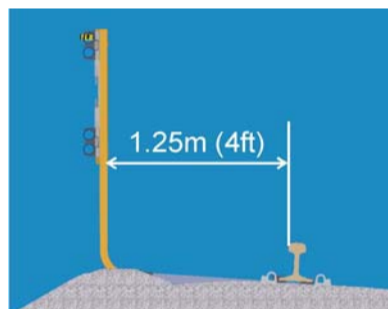
2. Assembly of the Clamps

Attention : Assemble, disassemble and move only when both parts of the telescopic connection are pushed completely into one another and secured by a spring pin.

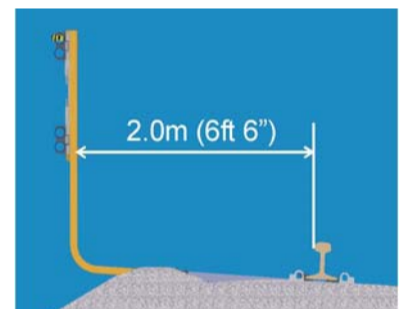
Remove the ballast under the rail at the point of clamping, so that there is a gap of at least 10 cm between the rail foot and the track bed. Clamp spacing approx. 2.5 m – 2.7 m (4 sleepers between clamps). All work should be carried out in accordance with the Network Rail rule book and COSS instructions.

3. Adjustment of the safety area

To adjust to the safe distance from 1.2 m (for speeds 100 mph or less) to 2.0 m (for speeds in excess of 100 mph) from the rail in accordance with Rule Book section Bii carry out the following; - Pull out the spring pin. Adjust the telescopic connection to the required distance and reinsert the pin from the side, so that the 'eye is down.



Adjustment of the safety distance from 1.2 m (4 ft) To 2.0 m (6 ft 6")



4. Fitting the blue poles

Hold the upright in one hand. Snap the pole into the clip with the other hand supporting frame if necessary.



5. Attaching Lighting

Lighting may only be attached to Vortok Barrier with the Vortok Lightmast Support Bracket. Tie-wraps and other attachment methods are not permitted.



Barrier should be inspected at each change of COSS

6. Disassembly

Disassemble by reversing steps 4-3-2

7. Transport

Transport the equipment whenever possible in the special stillages and only when telescopic connection is completely pushed into itself and secured by the spring pins. Max. 101 clamps per stillage. Put the poles into the special frame and strap with a belt. Max 200 poles per frame. The stillage and contents weigh more than 220 kgs but less than 500 kgs. Do not undertake manual handling of this stillage. Use only approved methods for both movement of stillage and for handling its contents.

Weights of individual contents; Barrier arm(plated metal) -2.4 kgs GRP Arm (with black castings on one end) -4.2 kgs 3m Blue Pole -2.3 kgs

Where working in AC electrified Line areas, AC Electrified line working instructions must be complied with.