

Airports



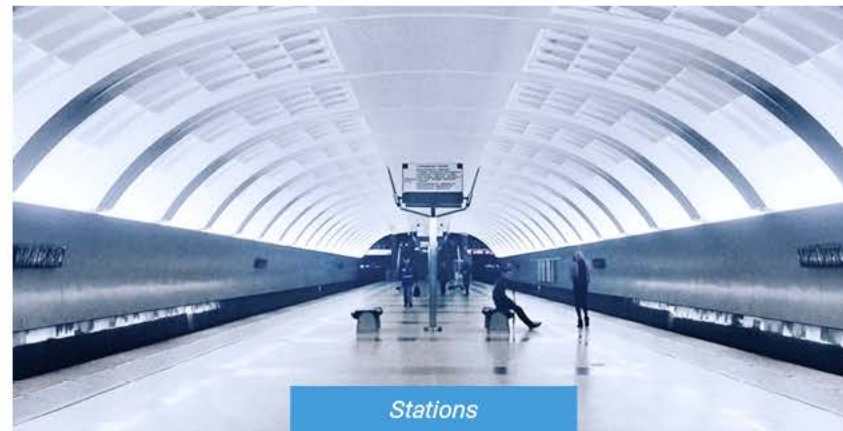
Car parks



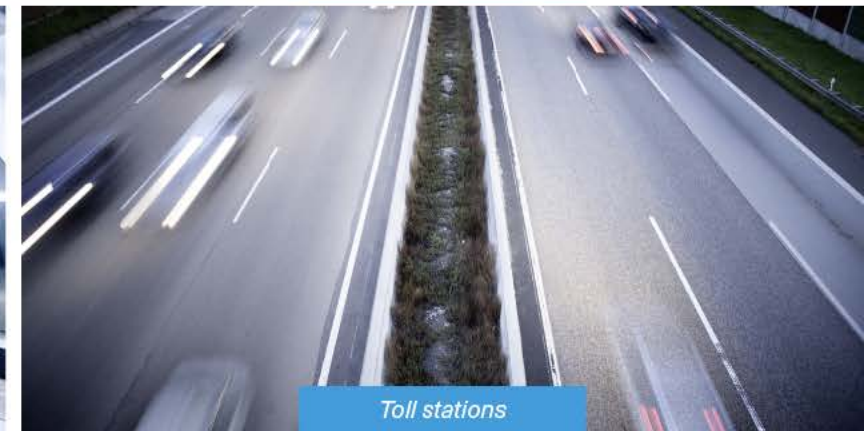
Commerce and Industry



Public buildings



Stations



Toll stations

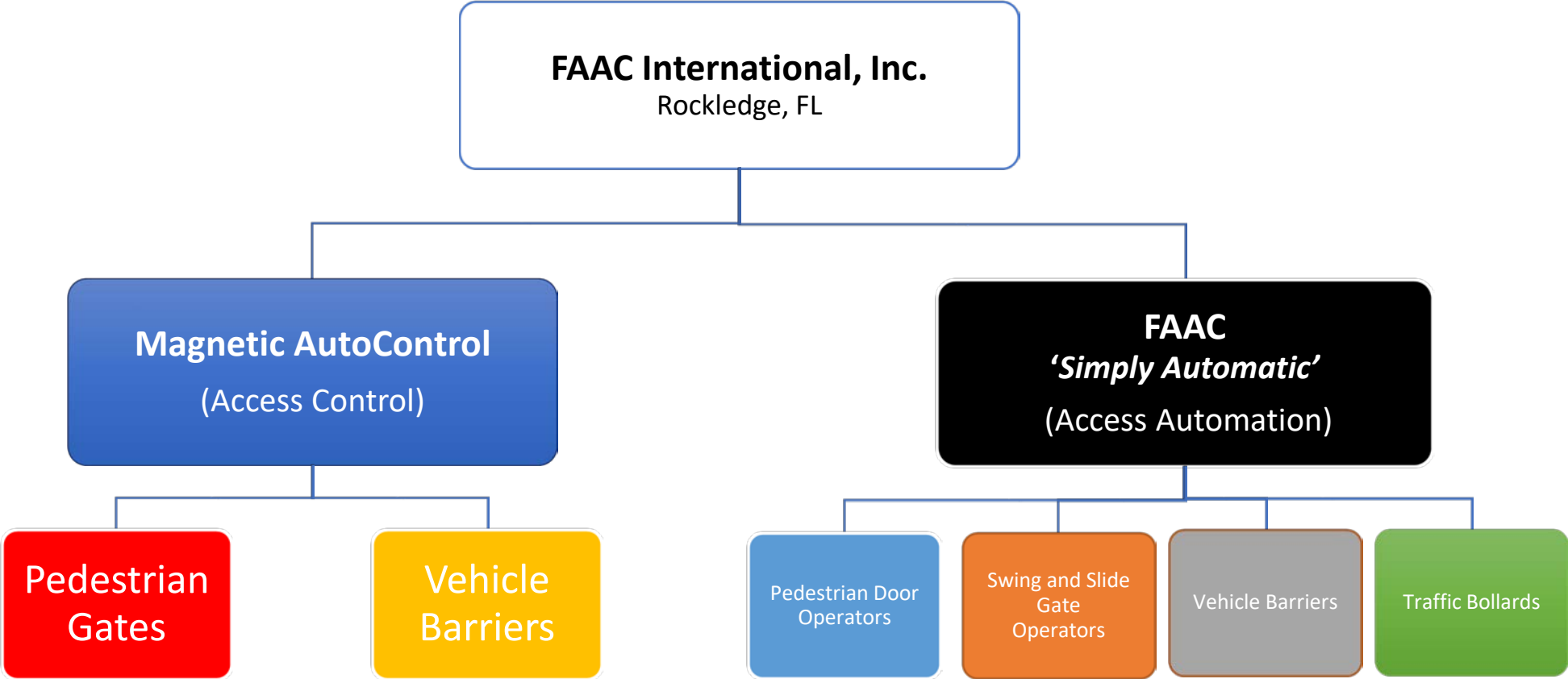
## Magnetic AutoControl

### Balancing Passenger Rail Safety with Public River Access

# Magnetic AutoControl Worldwide



# USA Corporate Organization





# MRG Pedestrian Railway Security Gate Operator

## Wide passage & protection, fully motorized

- Protects pedestrians from rail traffic @ crossings
- Each operator can move up to 8' wide gate
- Motor box is powder coated (color = RAL 7042)
- Gate can be existing or provided with operator



# Project: Pedestrian Railway Security Gate

@ Scott Ave. Crossing Point, Castleton-on-Hudson, NY

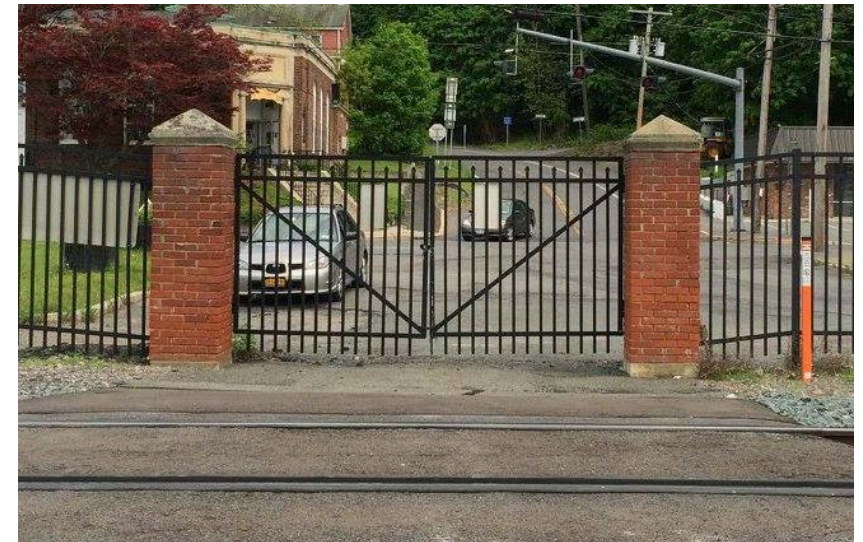
## Project Overview & Scope

- Provide secure, automated pedestrian crossing area
- Gate to remain 'open' unless rail traffic is signaled
- Provide alert/alarm @ electro-mechanical gate during train pass
- Potentially provide for 'emergency exit' alternate path

# Proposed Solution: Scott Ave. Crossing

- 2 qty. Magnetic MRG Railway Gate Operators on existing gates\*
- Gates to face each other 'saloon door' style
- Gates open inward (towards tracks/park) to accommodate emergency exit
- Gate operators are continually powered to remain in 'open' state (allowing pedestrian crossing)
- Gates will 'close' (blocking pedestrian traffic across rails) on any power failure, or when a train signal is received
- Need to work with transit authority to acquire signal input from transit system

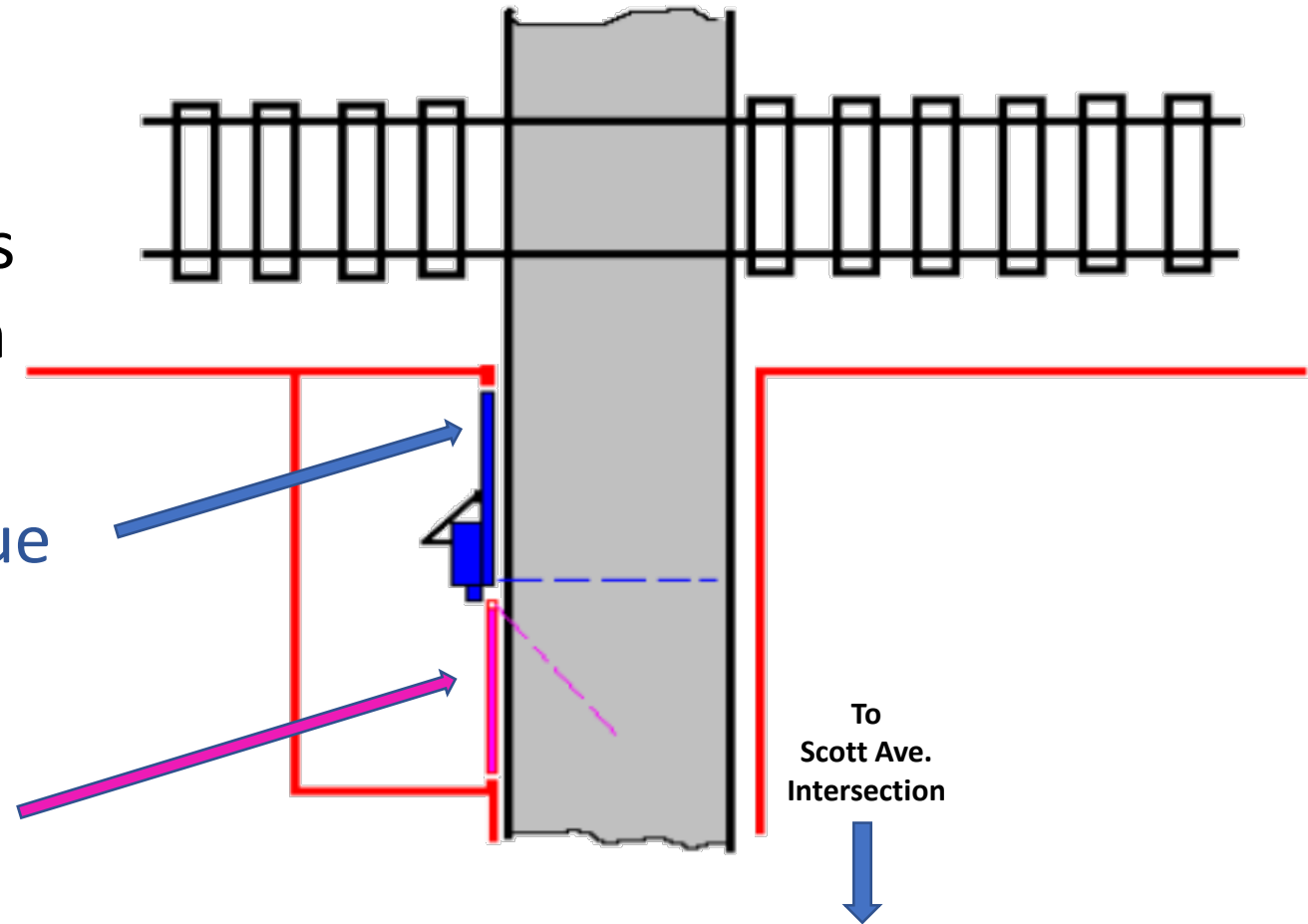
\* Depending on size of gates existing



# How it works: Pedestrian Gate 'Open'

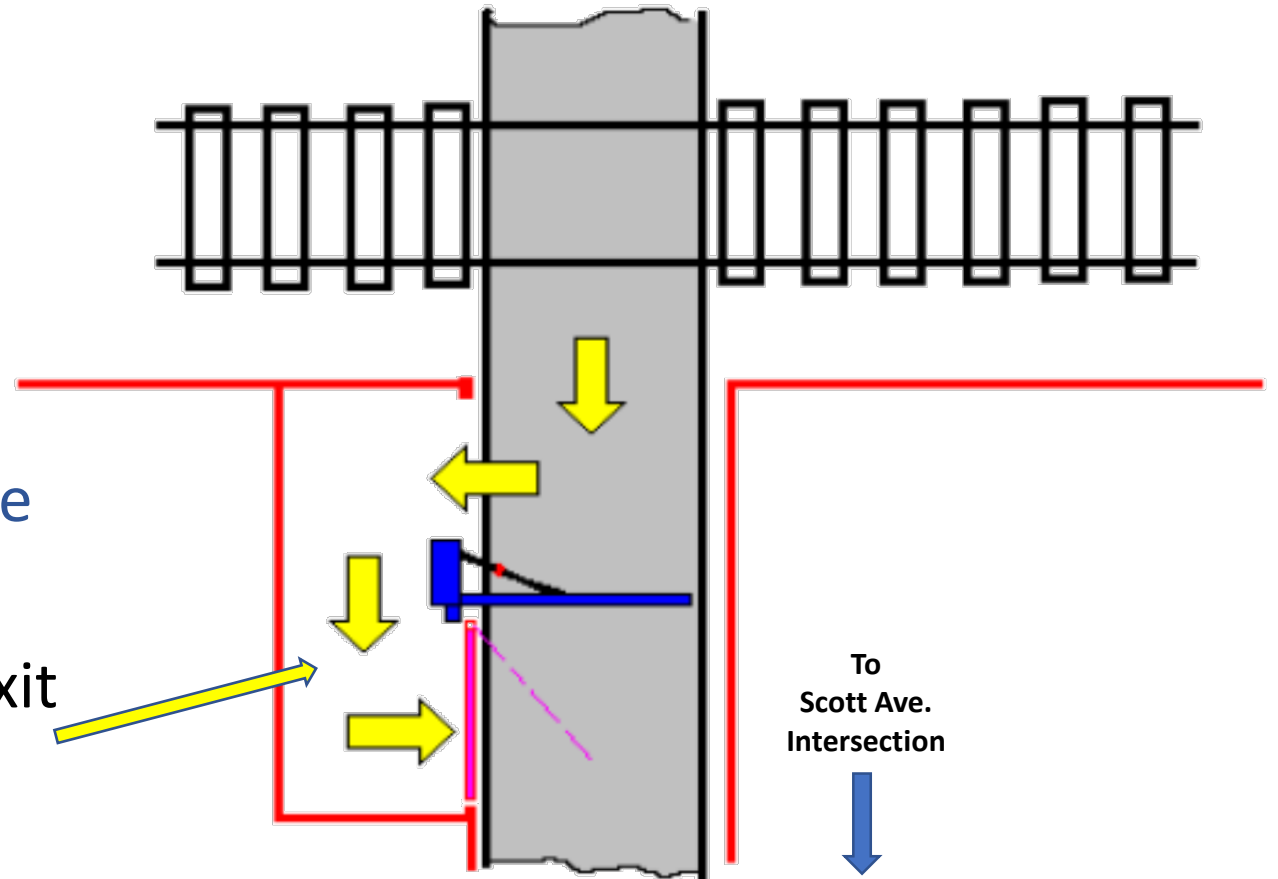
## DURING "OPEN" STATE:

- Gate is held open under low power exposing a walkway across tracks via existing pavement path
- 'Open' gate position shown in blue
- In this position, it also closes off an emergency exit @ track side



# How it works: Pedestrian Gate 'Closed'

- When a train approaches the crossing:
  - An (optional) audible alert located in the gate operator's drive mechanism housing sounds
  - Under power, the gate closes to prevent access across the tracks
- 'Closed' gate position shown in blue
- At the same time the emergency exit pathway opens up





# Operation of MRG Railway Gate Operator

- Gate operator swings gate ~90 degrees in approx. 5 to 7 seconds
- After train has safely passed:
  1. Alert sound stops
  2. Gate operator swings gate open (under power)
  3. Access across the tracks is now possible
  4. Emergency exit is 'closed' once gate is fully opened for foot traffic
- If AC power is lost, the gate closes automatically via its spring assembly
  - Automatically reopens upon resumption of power, if train is not present/passing



# Questions?



# Speaker Contact Information

Larry North

Magnetic AutoControl USA

321.506.7293 mobile phone

321.252.4841 direct office

[LNorth@magnetic-usa.com](mailto:LNorth@magnetic-usa.com)

[www.magnetic-access.com/usa](http://www.magnetic-access.com/usa)