

Let there be light

A roofing solution aimed at rail stations and depots is helping create a more natural environment for train passengers at platforms

Replacing the old canopy glazing used at rail stations with products from Twinfix's ever-growing range of polycarbonate glazing options floods the area with daylight while eliminating leaks.

Polycarbonate is the ideal material for station canopy glazing because it is lightweight and absorbs the vibrations caused by train movements without cracking, crazing or breaking. It also provides a low-maintenance, long-lasting rail roof solution. From its multi-wall varieties through to solid, glass-like grades, which are tough and resistant to breakage, Twinfix's solutions create a welcoming atmosphere for station users.

NEW – GW polycarbonate glazing

One of Twinfix's latest variants is a 6mm solid sheet that combines the appearance of Georgian wired glass with all the material benefits of polycarbonate.

Installed at traditional 600mm centres it helps satisfy the Heritage requirements at many older stations. The use of solid polycarbonate glazing also fits in well with today's need for future proofing as this product is virtually unbreakable, requires little maintenance, and has a long life span. Pre-glazed into a factory-assembled rooflight, the Twinfix Multi-Link-Panel NF also meets the HSE's

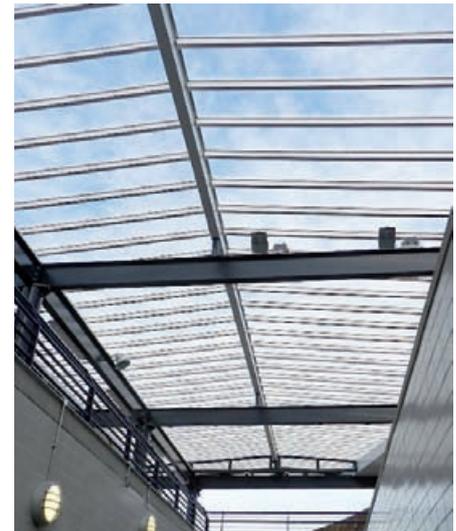


recommendation for non-fragile roofing assemblies.

With safety very much in mind, another recent innovation is the manually removable Twinfix in-line access hatch. Fitted at the base of a panel it enables valley gutters to be cleaned from a scaffolding tower, eliminating the requirement of access above the roofline.

Quick to fit Multi-Link-Panels

With its innovative 'fix and link' design,



Twinfix's Multi-Link-Panels are quick to install and allow the developer to make the most of limited possession times. They are factory manufactured to size for each individual project, which eliminates the risk of mistakes onsite. The Multi-Link-Panels consist of low maintenance durable glazing, and non-rusting aluminium frames add to their longevity.

Twinfix sales director Vicky Evans said: 'The aluminium used in the Multi-Link-Panels can be powder-coated to virtually any colour and will not rust or require repainting, which helps cut down on future maintenance costs. Add to this the light weight of the polycarbonate glazing and you have rooflights that can help extend the life of any existing canopy structure.'

Twinfix offers a range of different glazing and non-glazing options for these non-fragile rooflight panels:

- multiwall polycarbonate: incredibly light in weight (16 & 25mm weigh 2.8 & 3.5 Kg/m²)
- solid polycarbonate: the clear product looks like laminated glass but is virtually unbreakable
- GW Solid: both 6mm thick obscure and clear grades are available
- aluminium sandwich panels: an alternative option where natural daylight is not required.

NEW In-Line Access Hatch

In response to a request from Network Rail, Twinfix developed an in-line access hatch that fits discreetly into the Multi-Link-Panel for Network Rail. →



This enables staff to safely carry out gutter cleaning without having to gain access above the glazing.

Historically, many station canopies were installed without a walkway above the glazing and it was often not possible to gain approval for one to be post-fitted as part of a refurbishment project. The Twinfix hatch solves this problem. The hatch was designed to be unobtrusive, using solid polycarbonate glazing fitted with polycarbonate handles, and with as small a sightline as possible where the hatch meets the standard Multi-Link-Panel. Fitted adjacent to the gutter at the end of a Multi-Link-Panel, the Twinfix hatch can be removed by undoing four thumb screws, a process that requires no special tools. The hatch then lifts out, and is easily replaced once cleaning is completed.

The Twinfix In-Line Access Hatch was tested to the ACR[M]001:2011 Test for Fragility of Roofing Assemblies on the Twinfix in-house rig, where it passed with a 'B' designation.

Non-fragile roofing

The safety of people on roofs is of paramount importance and CDM regulations are very specific in advising designers and specifiers to design out any future possible dangers wherever possible. Specifying non-fragile rooflights helps them do that.



The Twinfix Multi-Link-Panel NF fitted with the following glazing has been tested to the HSE's recommended test (ACR[M]001:2011) and they all pass with a 'B' designation.

- 16mm and 25mm multiwall polycarbonate
- 6 mm solid polycarbonate
- 6mm GW polycarbonate – both

- obscure and clear
- 8mm solid polycarbonate In-Line Access Hatch

Test fails were recorded for the 6.8mm laminated glass, and the 16mm multiwall polycarbonate installed in a standard split two-part glazing bar system also failed due to the polycarbonate flexing out of the glazing bars.

The Multi-Link-Panel NF passed because it consists of specially designed bars combined with a patented method of installing the polycarbonate that holds it in place when subjected to the drop test.

With many years' experience working on stations across the UK, the Twinfix team has developed design knowledge and expertise in the rail sector.

For the polycarbonate glazing projects Twinfix undertook at Stratford-upon-Avon and Crewe stations, where renovation had to conform to strict heritage guidelines, the company secured Network Rail approval for its product. Its projects at London's Edgware Road and Baling Broadway stations were completed utilising multiwall polycarbonate.

Evans summarised: 'With countless years' experience working on stations and depots across the UK, from Edgware Road in London, to Blackburn in the North West, and Stafford in the Midlands the Twinfix team has developed a wealth of design knowledge and expertise in the rail sector. Heritage considerations have always been important and now we can offer an even wider range of non-fragile rooflight panels that conform to these heritage requirements.'



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