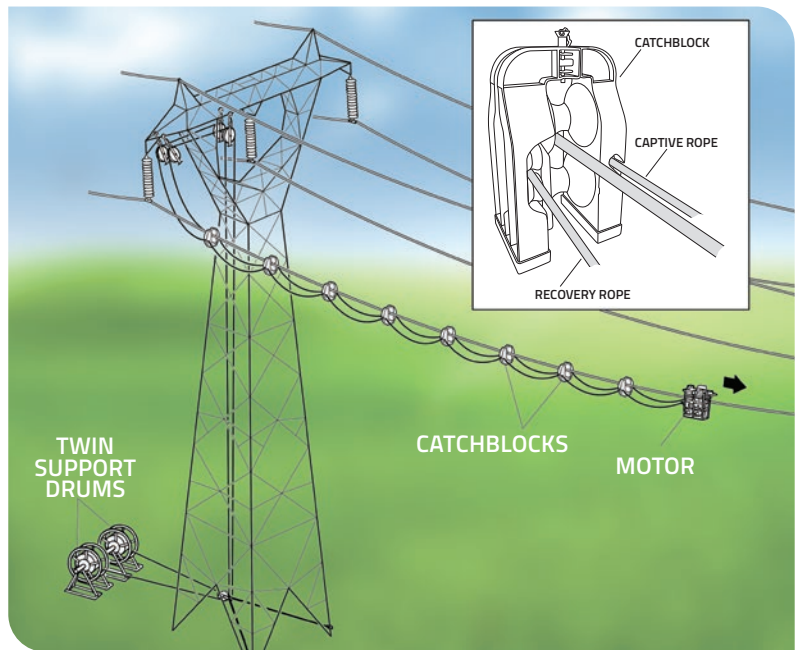
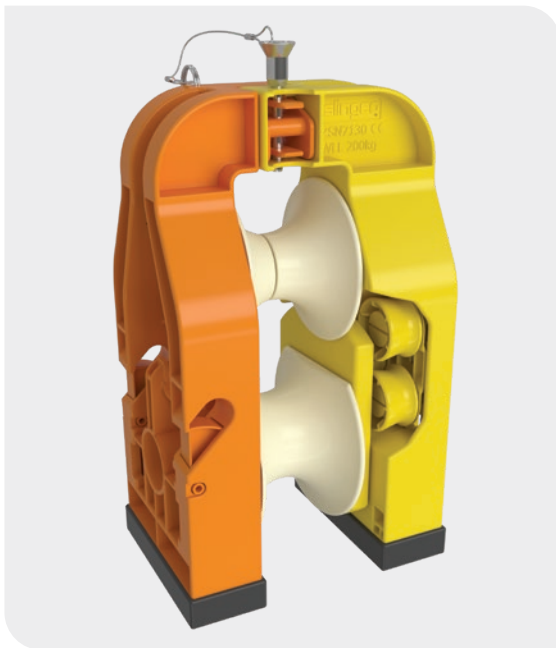


**CATCHBLOCK
OHL CATENARY ROLLER
RECOVER BROKEN
CONDUCTORS WITHOUT
THE NEED FOR
POSSESSION ORDERS**

RECOVER BROKEN CONDUCTORS WITHOUT THE NEED TO TAKE OUT POSSESSION ORDERS FOR PROPERTY OR INFRASTRUCTURE



ABOUT THE CATCHBLOCK SYSTEM

The challenges faced by the OHL industry due to the growing number of infrastructure projects built beneath existing transmission and distribution networks - alongside increasingly stringent OHL regulations - can make maintenance costly, time-consuming and challenging. Lightweight, robust and easy to deploy, CatchBlock helps overcome these issues, increasing efficiency and reducing costs.

CatchBlock is an innovative overhead line (OHL) catenary roller system. Designed to deploy a two-rope system, it allows the recovery of broken conductors without

the need to take possession of client/third party property or infrastructure.

Though the majority of off-the-shelf systems offer efficient single rope deployment, they frequently fail to meet the specifications required by third party clients who own property below overhead conductors. The CatchBlock system not only satisfies the most demanding requirements, but also - because it removes the need to close down essential infrastructure for conductor repairs or in the event of an emergency - its use means that estimating the costs of maintenance and refurbishment schemes is made far easier and more accurate.

TRUSTED INNOVATION, OUTSTANDING SUPPORT, BESPOKE SOFTWARE

In addition to our complete engineering support service, we offer bespoke software for the CatchBlock system to replace spreadsheet calculations. Intuitive and easy to use, this software needs only limited training in order for site staff to complete regulatory checks.

The CatchBlock system has been rigorously trialled and tested. At no point has there been the need to take out possession orders for property or infrastructure, even with a failed conductor.

KEY PRODUCT FEATURES

- Ropes are secured in position in the CatchBlock frame, avoiding the need for ferrules to be moulded or bonded to their outer surface
- Both ropes are tensioned simultaneously, hence the CatchBlock does not turn or flip
- Ropes are controlled to avoid build-up of slack in any sub-spans
- Both ropes are identical and have the same external marking to indicate where the CatchBlock is to be fitted
- One rope is contained in the main housing of the CatchBlock, the frame needs to be opened to allow the second rope to be installed (fig. 5)

WORKING IN PARTNERSHIP

In response to growing demand for systems that avoid the need to use scaffolding over operational crossings, Slingco Ltd have worked in partnership with Transmission and Distribution Innovation Ltd (TDI) and LS Transmission Consultancy Ltd (LSTC) to develop the CatchBlock system.

APPROVALS AND ENDORSEMENTS

- This product has been fully endorsed by National Grid
- Certificate of Acceptance PA05/07163 from National Rail
- Approval of Catchblock Conductor Recovery System from Highways England

HOW THE CATCHBLOCK SYSTEM WORKS

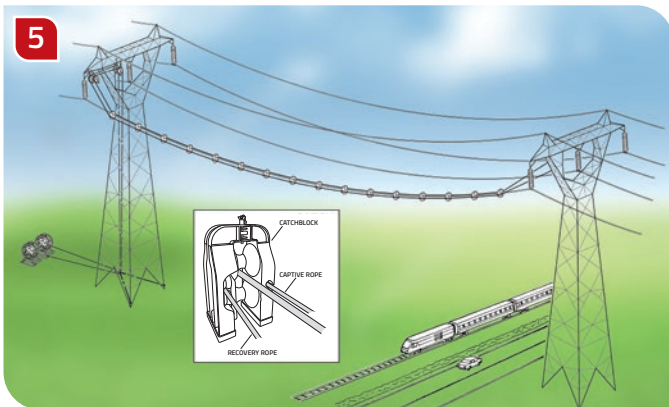
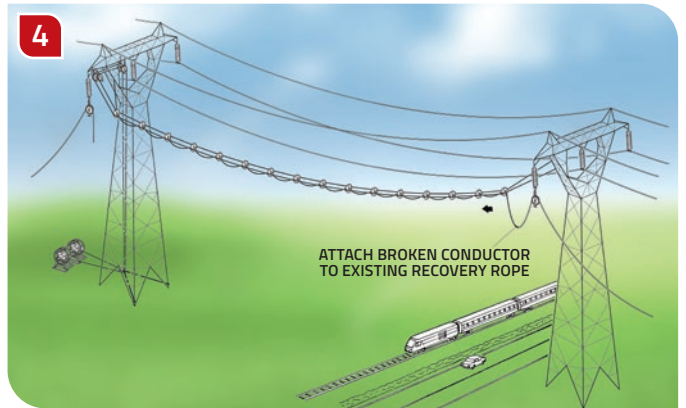
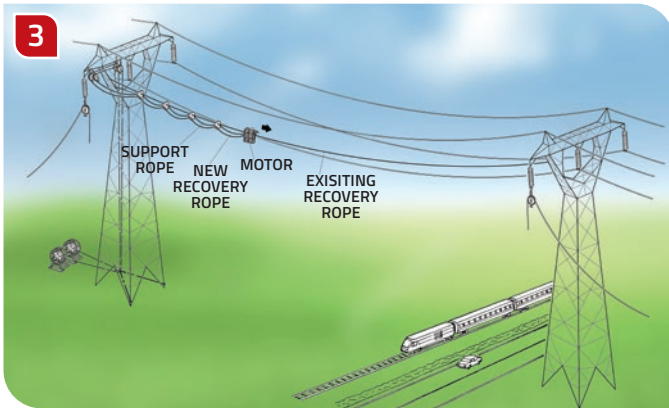
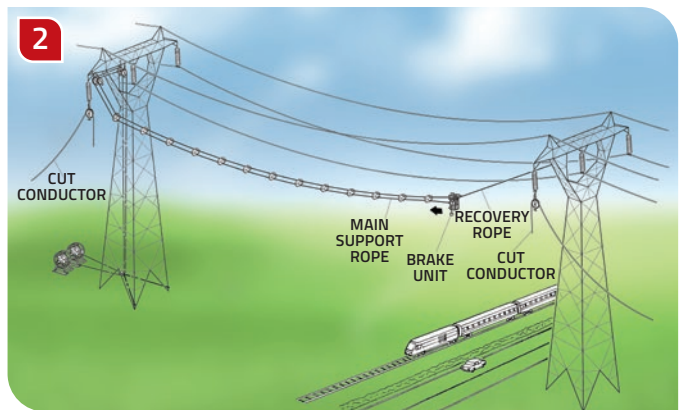
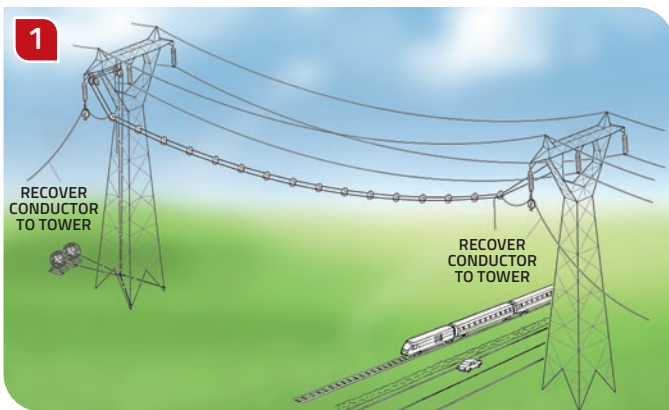
Though off-the-shelf, single rope systems are designed to deal with broken conductors, if a break occurs either in spans, over or adjacent to the obstacle, two tails of broken conductor can be left hanging over the obstacle in the span.

The CatchBlock system combines a support rope and a recovery rope so that, in the event of conductor failure (figure 1), both the conductor and CatchBlock system

can be recovered to the towers on both sides of the obstacle by pulling back the support rope and leaving the recovery rope in place (figure 2).

The CatchBlock system can then be easily re-deployed (figure 3) on the recovery rope and tensioned as normal. The initial recovery rope is then disconnected and joined up to the two conductor tails in order to pull one tail towards the other and re-connect them (figure 4).

Unlike conventional systems the Catchblock retains both deployment ropes at all times, avoiding any slack between the rollers. This means that even during the recovery phase the support rope is captured and distance is maintained between the rollers. Both ropes are controlled at all times and are not allowed to run freely in any of the roller mechanisms.



**THE CATCHBLOCK SYSTEM
COMBINES A SUPPORT ROPE
AND A RECOVERY ROPE
IN THE EVENT OF CONDUCTOR
FAILURE BOTH CONDUCTOR AND
CATCHBLOCK CAN BE RECOVERED**

FOR ANY ENQUIRIES CALL TODAY ON
+44 [0]1706 855558

Slingco Limited
Gateway Business Park, New Hall Hey Road, Rawtenstall, BB4 6JG, England
Tel: +44 [0]1706 855558 · sales@slingco.com



[slingco.com](https://www.slingco.com)