

# LORAM®

RAPTOR RAIL  
HANDLING SYSTEM



## Bringing Rail Trains Into The 21st Century

Since the introduction of continuously welded rail delivering that rail from the welding plant to the worksite and picking up the used rail from trackside has been a messy process. Large work gangs operating potentially dangerous equipment were the norm throughout North America. Much of this equipment is still in use today and it's old, obsolete and will soon face retirement.

Times are changing on the railroad as well. Work windows are getting smaller and harder to come by. Work trains are costly and unreliable. And maintenance budgets are straining under the weight of record traffic volumes. What's needed is a safer, more cost effective way to manage cradle-to-grave rail logistics.

### Introducing The Raptor.

Built for safety and performance, the Raptor rail handling system also reduces operating and manpower costs. The result: More rail picked up in less time for less money.

The Loram long rail pick-up and delivery system consists of:

- Twin independent gantry cranes with telescoping booms
- 3-car work unit, with rail joining workstations and integrated power cars
- High-capacity rail transport trains

After grasping rail on the ground, the high mounted gantry rails allow the gantries to pull it on to the work unit and down the length of the transport train. Rail cutting and joining workstations centralize these tasks to improve safety and efficiency. And the integrated, remote-equipped power cars improve operational coordination and eliminate the work train requirement.

### Safety.

The Raptor rail handling system improves safety by reducing manual handling of rail and keeping people out of harm's way. The gantry booms' capabilities

virtually eliminate the need for a ground crew, and since pushing of rail down the train is eliminated, no one must walk point.

Rail pick-up crews also must deal with the random length of rail segments created during rail change-out operations. They presently bolt these segments together trackside, but this process is time consuming and a serious safety concern. The Raptor keeps the benefits of this process but moves the joining and cutting functions to the work unit, where both ends are controlled and connections can be made quickly and safely.

### Performance.

The Raptor can grasp and load any rail segment located within twelve feet of the track centerline and four feet below top of rail. This eliminates the need for a separate set-up crew. If a rail lies beyond this zone, the Loram unit is equipped to pull the rail to within reach of the booms.

Each gantry is equipped with 20,000 lbs of tractive effort to pull many rail lengths onto the train without assistance. Working with the integrated power cars, this allows the Loram system to load right and left rails independently, delivering a vast productivity advantage over other gantry-style rail trains.

### Service.

Loram offers the Raptor rail handling system as part of a complete pick-up and delivery service, fully staffed, supervised and supported by Loram. With Loram managing your rail pick-up and delivery, capital dollars for new rail trains can be invested elsewhere even as productivity is improved and unit cost reduced.

Take advantage of the Raptor's 'best of all worlds' combination of efficiency, flexibility and safety. For more information contact Loram at (763) 478-6014.

# Specifications

## LORAM RAPTOR RAIL HANDLING SYSTEM

- Gantries:**
- Twin independent gantries
  - Tractive effort of 20,000 lbs.
  - Telescoping boom can grasp rail 12' from centerline of track and 4' below top of rail
  - Fully enclosed, climate controlled operator cab with ergonomic operator controls
  - Height adjustable rear cab for tie down operator

- Work Unit:**
- 3 car work unit, plus power cars
  - Superintendent control station
  - Adjustable, boom-mounted rotator boxes
  - Safe and secure cutting and joining workstations for each rail
  - Places of safety for cutting/joining operators
  - Integrated power cars equipped with slow-speed remote control

- Rail Trains:**
- Modular 3-post design for strength and durability
  - 50 rails per train – 5 rows of 10 pockets (other configurations of up to 50 rails possible)
  - Holds 1,560 feet of rail per pocket (other lengths possible)
  - Design fully configurable to meet customer needs
  - AAR compliant

- General:**
- Rail train, work unit and gantries conform to C Plate at all times – with the exception of the gantry boom while picking up rail from trackside
  - Equipped to plow a trench in ballast shoulder for stable rail placement during unloading
  - Capable of traveling at speeds up to 60 mph and in curves up to 16 degrees



Improved safety by reducing manual handling of rail and eliminating ground crews.



Rail cutting and joining is centralized on the work unit.



Capable of loading and unloading in curves up to 12 degrees.



# LORAM

Reliable Cost Effective Service Solutions

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