

COMPLETELY INTEGRATED RAIL ROAD LOADING RACK

JSC 'PROMPRIBOR' implements design, production, installation works, start up and adjustment, and performs primary metrological verification of loaded/unloaded product metering skids, being the complete units of rail car loading racks and tank truck loading terminals.

Railroad loading rack contains in its design weight optimized steel structures, designated for different task implementation and to be operated under various conditions. Metal constructions are made of the standard profiles by laser or plasma numerically controlled (CNC) machining, ensuring thereby high accuracy of part dimensions. This solution allows to implement the complete unit installation and final product assembly without any on site equipment following modernization and generally ensures the facility commissioning in the shortest terms. The cost of the rail loading rack steel construction depends on the loaded car number, on the value of loads affected from the loading skid side, as well as on the protective coating type: hot dip galvanizing or paint and lacquer coating.



RR LOADING RACK METAL CONSTRUCTION IS EQUIPPED WITH THE FOLLOWING COMPLETE UNITS:

The gangway ladders with the carriers, designed to move the ladder along the rack and to fix it in a designated position upon the tilt towards the rail tanker with automatic blocking against longitudinal movement. The gangway ladder is completed with the spring shock absorber (balancing unit) and with a rail car support strip as well as with the locking chains, by which it's set to a vertical position. The gangway ladder is fitted with a vertical position retainer; is installed on the guide rails, which constitute the loading rack's complete part.



Safety stationary guards, opening in any ladder position, with a fence door, provided with a feature to be fixed in open position, and intended to tilt the ladder towards the rail tank, and allowing the operator to reach the filler for the purpose of opening or loading hose connection.

In case of the gangway ladder locking up in a permanent position with no option of being movable along the RR loading rack, only fixed guards are to be used.



There shall be provided the **evacuation crossover ladder** through the railway at every 100 m, containing the following complete units in its construction:

- supports;
- crossover bridge with the guarding elements,
- entry ladder to get onto the crossover bridge from the loading rack construction;
- ladder with an intermediate position platform for operator's getting out from the crossover bridge.



Ladders, designated for operator getting up onto the loading rack at the beginning of loading process and getting down from it at the end, and the necessary number of ladders, provided in the loading rack construction for operator's reaching downward for the purpose of rail car grounding connection and control implementation.

