ADVANCE LIFTS®

Rail Transfer Bridges

Why Use Rail Transfer Bridges

The primary use of rail transfer bridges is to span from floor to floor or dock to dock over railroad tracks. The platforms are left in the horizontal position most of the time and then elevated to the vertical position when trains need to pass on the railroad spur. In the most common application there is a single bridge recessed in the face of one floor or dock and when the bridge is lowered, the traveling end of the platform rests in a recess on the opposing dock. Sometimes due to overhead clearance problems or very long spans, two bridges are positioned end to end, each hinged on opposing docks so that their traveling ends meet in the middle of the span. In these instances, the traveling ends of the bridges are either supported by a concrete pier or each bridge leaf is equipped with automatic folding legs.

Note that if a unit is specified that is wide enough for two way traffic, then the bridge capacity specified must exceed the combined weight of the passing traffic and the axle capacity rating must exceed the combined maximum axle weight of the two (2) passing vehicles. Sometimes it is more economical to install two (2) narrower units; each limited to one way traffic.

Architectural Specifications For Rail Transfer Bridges

Scope: This specification covers Advance Lifts, Inc. Rail Transfer Bridge model number " A ".

Platform: The bridge deck shall be " B " wide x " D " minus 2-1/2" long. The clear span between docks is " C ". (Actual platform length is clear span plus 24" for the ram cutout, plus 6" for lip cutout, less 1" clearance at the lip end and 1-1/2" at the ram end.) The bridge shall have a safety tread steel deck and be fabricated from structural steel shapes and forms, which are rigidly welded and reinforced for maximum stability and minimum deflection.

Capacity: The bridge shall have a loading capacity of " E " with an axle capacity of " F " at a traffic speed of 3 mph.

Travel: The bridge travel shall be a full 90º arc so that none of the bridge mechanism projects beyond the dock when fully raised.

Rams: The bridge shall be equipped with " G " heavy duty double acting hydraulic rams which have chrome plated rods to inhibit rusting. The rams shall also be equipped with steel internal cylinder stops and ceramic wear rings for long life and velocity fuses.

Electrical Controls: The bridge shall be equipped with two (2) NEMA 1 "deadman" style wall mounted pushbutton control stations (one for each dock) and a UL approved controller assembly consisting of a NEMA 12 control box, magnetic motor starter and a 24 V. control transformer with fused secondary and primary.

Power unit: The electrical power unit shall be self-contained with all components built onto a single oil reservoir. It shall consist of a continuous duty 5HP 230/460V-60HZ-3PH motor, high pressure pump, counter balance valve, oil filters and mild steel reservoir. The overall dimensions shall be approximately 22" x 20" x 21" H.

Speed: The bridge shall raise in " I " seconds.

Work To Be Performed By Owner: All electrical work, excavation, concrete work, building modifications, pit angle framing, underground piping and embedded items.

Work To Be Performed By Installer: Furnish the hydraulic oil and install the bridge complete less the above exceptions.

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Advance Lifts Rail Transfer Bridges

A	Model No.	14-101	14-102	14-103	14-104	14-105	14-106	14-107	14-108	14-109	14-110	14-111	14-112	14-113	14-114	14-115	14-116	14-117	14-118	14-119	14-120	14-121	14-122	14-123	14-124	14-125
B	Width	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'
C	Clear Span at Docks	14'	15'	16'	17'	18'	14'	15'	16'	17'	18'	14'	15'	16'	17'	18'	14'	15'	16'	17'	18'	14'	15'	16'	17'	18'
D	Overall span*	16-1/2'	17-1/2'	18-1/2'	19-1/2'	20-1/2'	16-1/2'	17-1/2'	18-1/2'	19-1/2'	20-1/2'	16-1/2'	17-1/2'	18-1/2'	19-1/2'	20-1/2'	16-1/2'	17-1/2'	18-1/2'	19-1/2'	20-1/2'	16-1/2'	17-1/2'	18-1/2'	19-1/2'	20-1/2'
E	Capacity	10000	10000	10000	10000	10000	15000	15000	15000	15000	15000	20000	20000	20000	20000	20000	25000	25000	25000	25000	25000	30000	30000	30000	30000	30000
F	Axle Capacity	8000	8000	8000	8000	8000	12000	12000	12000	12000	12000	16000	16000	16000	16000	16000	20000	20000	20000	20000	20000	24000	24000	24000	24000	24000
G	Rams	1	1	2	2	2	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
H	Weight	3800	4000	4500	4700	4900	4200	4400	4800	5000	5200	4800	5200	5500	5700	5900	5000	5300	5500	5800	6100	5200	5500	5800	6100	6400

A	Model No.	14-201	14-202	14-203	14-204	14-205	14-206	14-207	14-208	14-209	14-210	14-211	14-212	14-213	14-214	14-215	14-216	14-217	14-218	14-219	14-220	14-221	14-222	14-223	14-224	14-225
B	Width	7'	7'	7'	7'	7'	7'	7'	7'	7'	7'	7'	7'	7'	7'	7'	7'	7'	7'	7'	7'	7'	7'	7'	7'	7'
C	Clear Span at Docks	14'	15'	16'	17'	18'	14'	15'	16'	17'	18'	14'	15'	16'	17'	18'	14'	15'	16'	17'	18'	14'	15'	16'	17'	18'
D	Overall span*	16-1/2'	17-1/2'	18-1/2'	19-1/2'	20-1/2'	16-1/2'	17-1/2'	18-1/2'	19-1/2'	20-1/2'	16-1/2'	17-1/2'	18-1/2'	19-1/2'	20-1/2'	16-1/2'	17-1/2'	18-1/2'	19-1/2'	20-1/2'	16-1/2'	17-1/2'	18-1/2'	19-1/2'	20-1/2'
E	Capacity	10000	10000	10000	10000	10000	15000	15000	15000	15000	15000	20000	20000	20000	20000	20000	25000	25000	25000	25000	25000	30000	30000	30000	30000	30000
F	Axle Capacity	8000	8000	8000	8000	8000	12000	12000	12000	12000	12000	16000	16000	16000	16000	16000	20000	20000	20000	20000	20000	24000	24000	24000	24000	24000
G	Rams	2	2	2	3	3	2	2	2	3	3	2	2	2	3	3	2	2	2	3	3	2	2	2	3	3
H	Weight	4800	5000	5300	5700	6000	5200	5400	5700	6200	6500	5900	6100	6500	7000	7300	6200	6400	6800	7300	7600	6500	6700	7100	7600	7900

A	Model No.	14-301	14-302	14-303	14-304	14-305	14-306	14-307	14-308	14-309	14-310	14-311	14-312	14-313	14-314	14-315	14-316	14-317	14-318	14-319	14-320	14-321	14-322	14-323	14-324	14-325
B	Width	8'	8'	8'	8'	8'	8'	8'	8'	8'	8'	8'	8'	8'	8'	8'	8'	8'	8'	8'	8'	8'	8'	8'	8'	8'
C	Clear Span at Docks	14'	15'	16'	17'	18'	14'	15'	16'	17'	18'	14'	15'	16'	17'	18'	14'	15'	16'	17'	18'	14'	15'	16'	17'	18'
D	Overall span*	16-1/2'	17-1/2'	18-1/2'	19-1/2'	20-1/2'	16-1/2'	17-1/2'	18-1/2'	19-1/2'	20-1/2'	16-1/2'	17-1/2'	18-1/2'	19-1/2'	20-1/2'	16-1/2'	17-1/2'	18-1/2'	19-1/2'	20-1/2'	16-1/2'	17-1/2'	18-1/2'	19-1/2'	20-1/2'
E	Capacity	10000	10000	10000	10000	10000	15000	15000	15000	15000	15000	20000	20000	20000	20000	20000	25000	25000	25000	25000	25000	30000	30000	30000	30000	30000
F	Axle Capacity	8000	8000	8000	8000	8000	12000	12000	12000	12000	12000	16000	16000	16000	16000	16000	20000	20000	20000	20000	20000	24000	24000	24000	24000	24000
G	Rams	2	2	2	3	3	2	2	2	3	3	2	2	2	3	3	2	2	2	3	3	2	2	2	3	3
H	Weight	5100	5400	5700	6100	6400	5500	5800	6100	6600	6900	6200	6500	6900	7400	7700	6500	6800	7200	7700	8000	6800	7100	7500	8000	8300

Notes:
"I" Speed - 1 ram=60 sec., 2 rams=120 sec., 3 rams=180 sec.

** Actual platform length is "D" (overall span length) minus 2-1/2".*

Please note that we have made bridges up to 100,000 lb. capacity. If you do not see what you need, simply consult the factory.

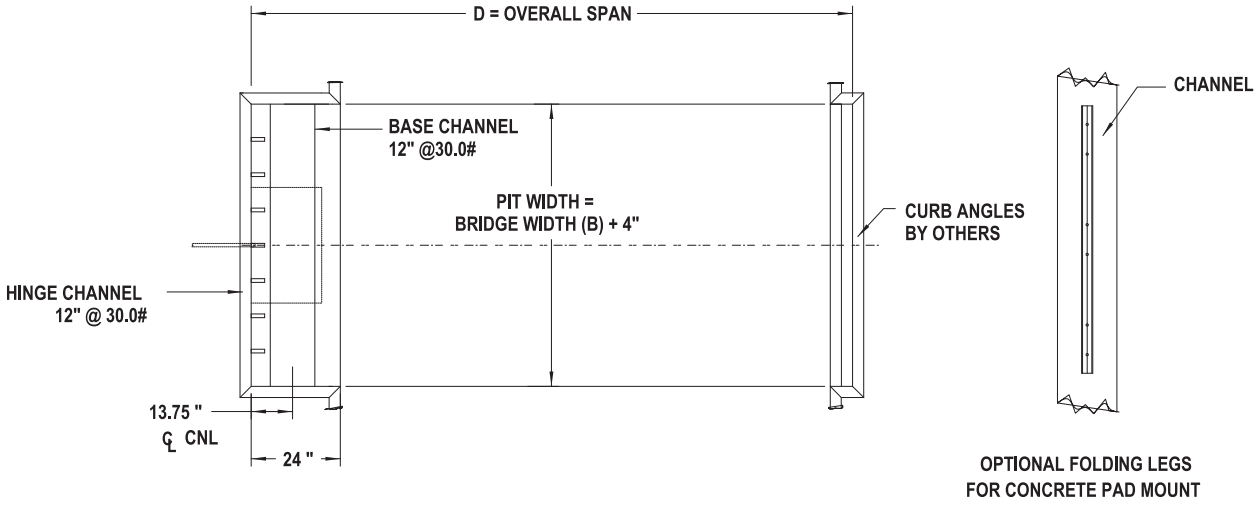


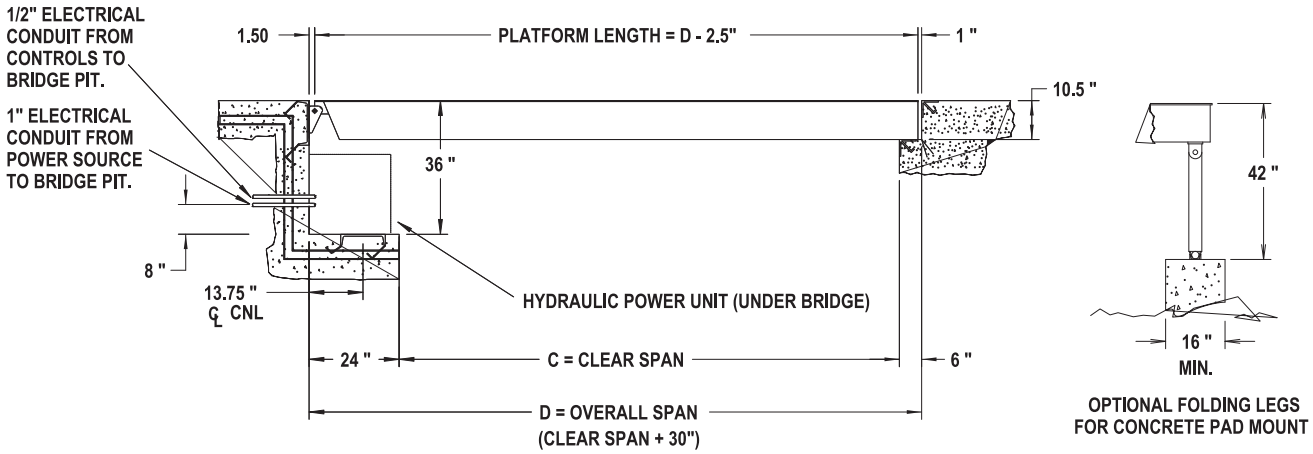


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Rail Transfer Drawings





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