



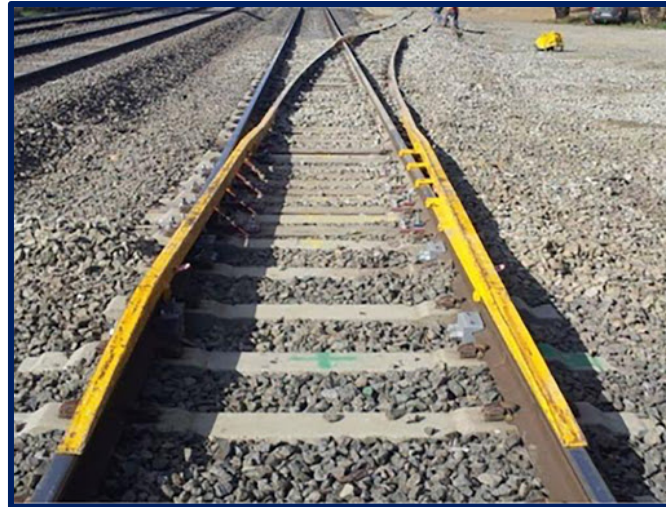
***R*SWITCH**
Patent Pending

**Maintenance of Way
Portable Project Switch for
Spur Connection**

Save up to 3 hours project travel time/day

Switch to *R*SWITCH - Increase Production

Other MOW Portable Switches- “Lots of Shortcomings”



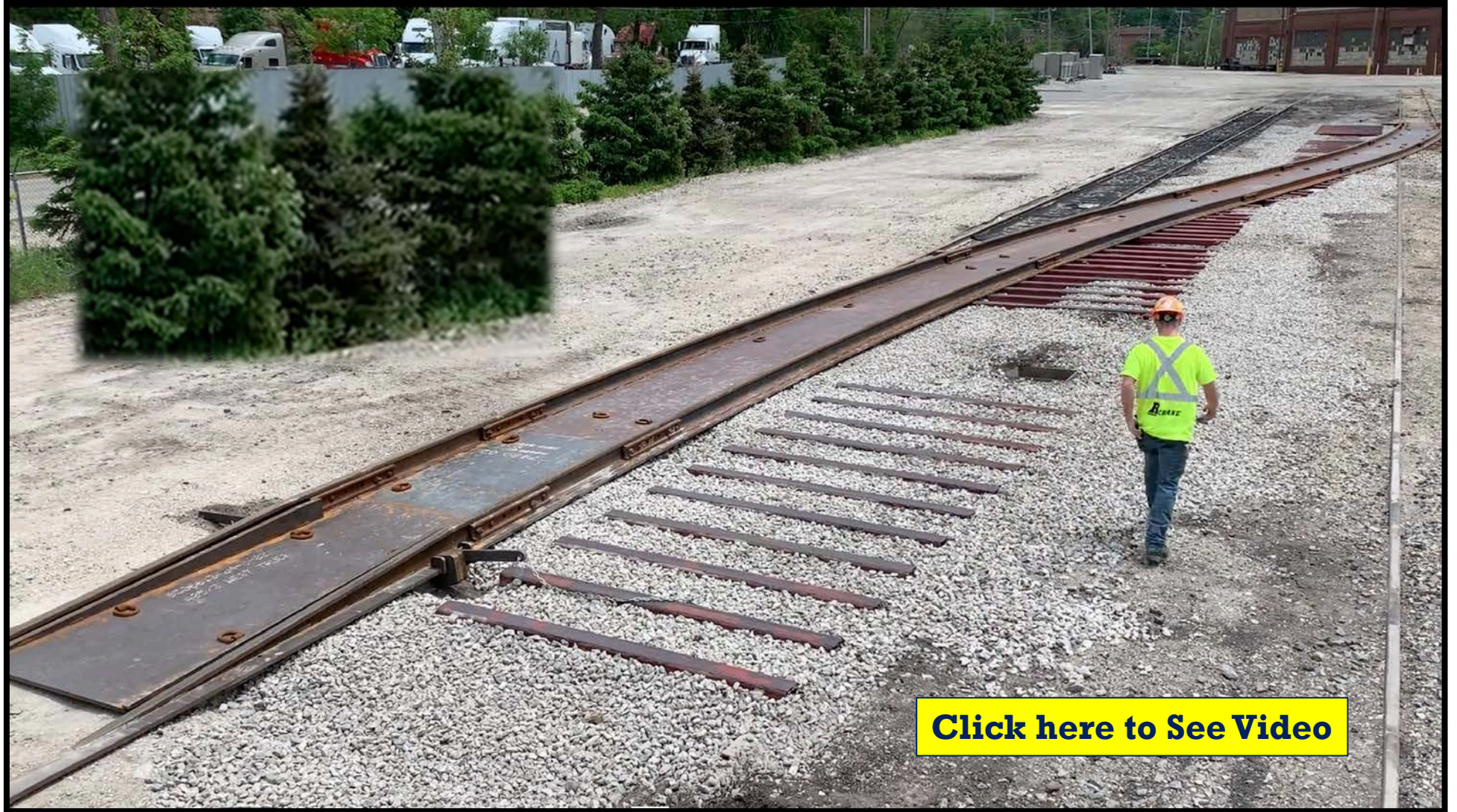
Labor Intensive
Long Install time
Long Open/Close Times
Requires Lift Machine
Derailment Issues
Train Delay Issues



**Using the
closest
siding/spur
can leave
you with
long travel
times**

Are you saving up to 3 hours project travel time/day?
Not if you spend time installing, then using these daily

RSWITCH - Safe, Fast, Easy, Reliable, Outstanding Features



[Click here to See Video](#)



Switch to ***RSWITCH*** - Increase Production

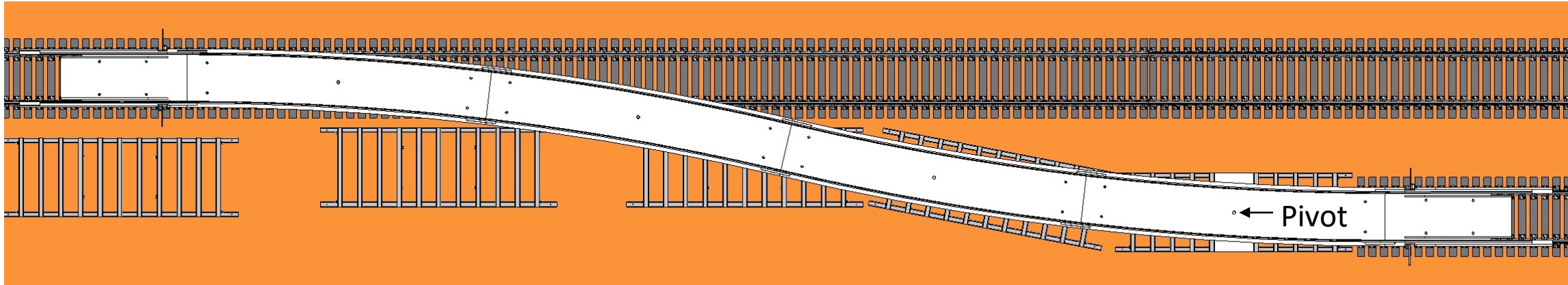
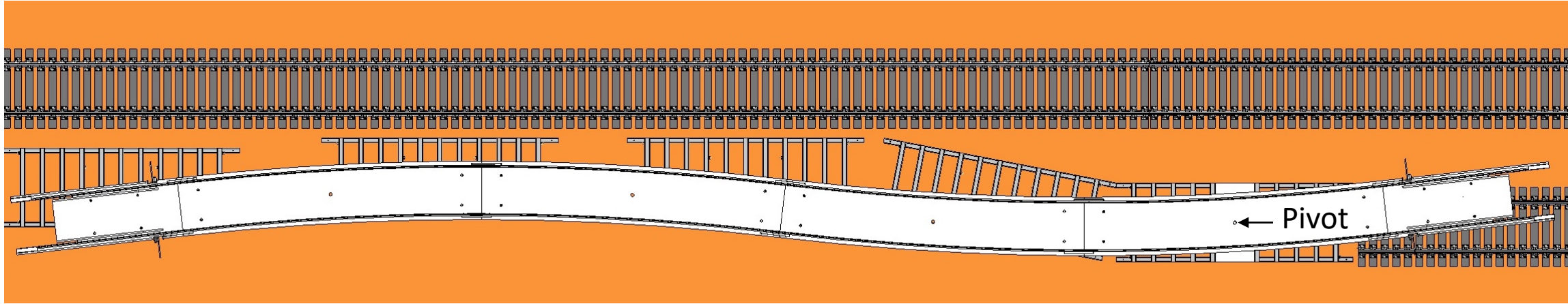
RSWITCH - Developed to Stage Rcranes near Project Sites

Rswitch connects mainline to temporary work spur for equipment & material staging



Switch to *RSWITCH* - Increase Your Production

***R*SWITCH – MOW for 14' track centers, 22° curves, 1 end pivot**



Total Length = 155'
 Total Weight complete = 65,300#
 Total weight of 6 Rswitch panels = 47,300#
 Total lateral force to Open and Close with assist machine = 2,000#
 4" rails on 1" steel base plate
 When closed it is 40" from outside of mainline running rails
 Time to Open and Lock = 2 minutes
 Time to Close = 1 minute
 Set up time with 4 men = 8 hours
 Removal time with 4 men = 4 hours

4 ea. Curve Panels

Length = 30'
 Weight = 9400#
 Qty. 4 = 37,600#

2 ea. Ramp Panels

Length = 17'
 Rise = 5"
 Weight = 4850#
 Qty. 2 = 9,700#

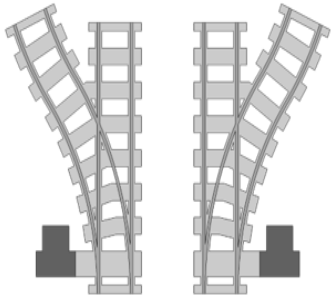
1 ea. Pivot Ballast Frame

Length = 24'
 Width = 8'
 Qty. 1 = 6000#

4 ea. Standard Ballast Frames

Length = 24'
 Width = 8'
 Weight = 3000#
 Qty. 4 = 12,000#

RSWITCH – Outstanding Features



Modular Design
Configure Right or
Left Movement



Optional One
Person Switch
Operation with
Electro-Hydraulic
Throw Assist
Continuous Solar
Charging

Main Track



Spur Track



Match any rail size
and any elevation
or plan differential

Simple Installation



+



+



+



4 People

8 Hours

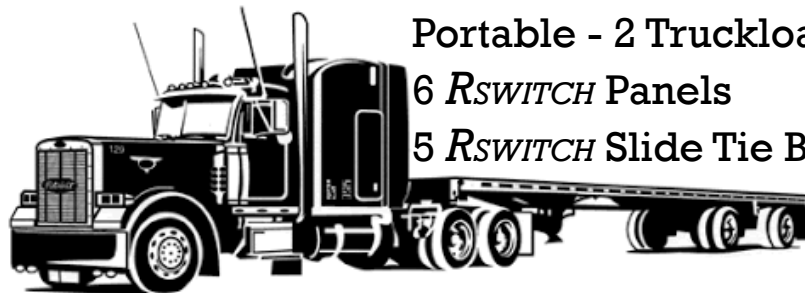
100 Tons



- Positive Impact
- Zero Full Speed Trains ever run on Rswitch
- No Slow Orders
- Safety Locks
- Shunts Track
- Dual Lock Ramp Clamps Secure Switch in Place

STEALTH

Not connected to mainline Track, no Signals/PTC required, no rails cut to install



Portable - 2 Truckloads – 65,000#

6 RSWITCH Panels

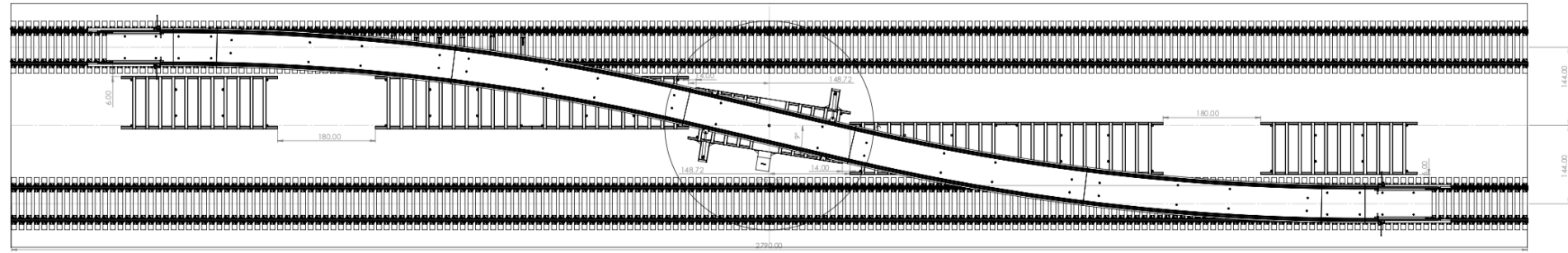
5 RSWITCH Slide Tie Ballast Frames



CAPACITY:
All Locomotives
All Loads
5 MPH over Rswitch

Rail or Truck-Track Panels to Build Temporary Equipment Spur with Off Rail Equipment

Rswitch Installation



Excavate and Fill as Needed



Dump Rock to match each track elevation, 8" below top of rails



Set Ballast Frames, Match top of Rail elevations, dump rock in frames



Grease top of Frames, Set Rswitch Panels, begin with pivot point and work outward



Bolt up Ramp Panels

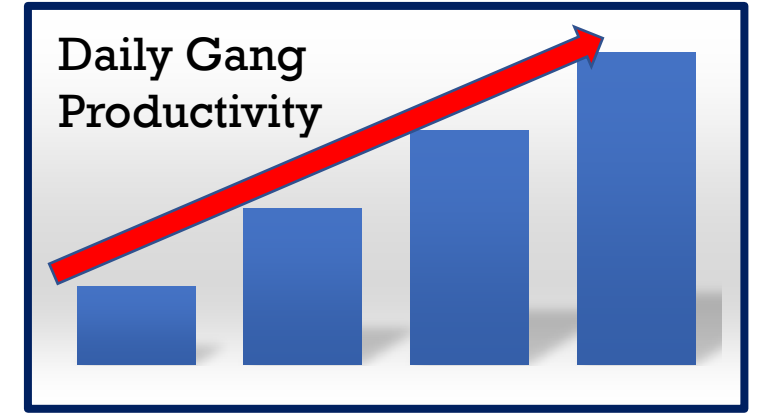


Lag bolt slide ties on top of main and siding ties



Open Rswitch, fine tune elevations

RSWITCH - High Value - Get Closer to the Work



Locate Rswitch Close to Worksite to Reduce Travel Time

No Mainline Interference
No Cut Rails No Delays

Reduced Travel Time Increases Daily Productivity-Less Project Time

RVALUE



VALUE POINT	MAINTENANCE OF WAY	RAILROAD
CLOSER TO WORK	▲ UP DAILY PRODUCTION	▼ REDUCE COSTS
LESS PROJECT TIME	▼ REDUCE COSTS	▼ REDUCE COSTS
LESS SLOW ORDERS	▲ MORE TRAINS ON-TIME	▼ REDUCE COSTS
NO TRACK RAIL CUTS	▲ IMPROVE SAFETY	▼ REDUCE COSTS
NO SIGNAL/PTC WORK	▼ REDUCE COSTS	▼ REDUCE COSTS
NO LONG TIES/TAMPING	▼ REDUCE 6 DAYS DEPLOY	▼ REDUCE COSTS

RSWITCH vs. Other Temporary Switches

RSWITCH

Components trucked/rail to work site and are applied adjacent to mainline. 8 hours, 4 persons to install and 4 hours to remove. No mainline cuts, no tamping, no shared long ties, and no connection to mainline required.

Workday 2 minutes to open and 1 minute to close.
12-minute delay over 4-day work week.

No slow order.

Temporary Mainline Railroad Switch

Set-up 3 days, requires cutting switch into mainline, insert long ties under mainline, work windows, & tamping.
Removal 3 days, requires work windows, removing long ties under mainline, replacing mainline track, & tamping.

Workday 1 minute open & 1 minute close.
8 minutes delay over 4-day work week.
Possible Slow Order during Installation and Removal.

Other Temp MOW Portable Switches

Components trucked/rail to work site and are applied on top of existing mainline each workday and removed after work complete. Requires track work with long ties and needs tamping to mainline. Set-up 3 days, removal 3 days.

Workday 45 minutes to open and 15 minutes to close.
4-hour delay over 4-day work week.
Possible Slow Order during Installation and Removal.

Switch to ***RSWITCH*** - Increase Production

We are **R**CRANE



Paul H. Markelz with the Rcrane Team

Paul H. Markelz, Founder/Inventor, CEO is a Civil/Structural Engineering Graduate of Marquette University. Paul is a career long bridge builder, starting with long span post-tension concrete highway bridges, who then Built the Rcrane Team to design/build long span types of bridges for the railroad industry. We observed how the railroads build bridges and developed new machines methods to build faster and safer, while reducing disruption to rail traffic. We saw opportunity to also build bridges with fewer, longer spans to reduce project duration and impact on railroad operations. We designed Rcrane as a crew safe, variable width, dual gantry, thru-crane, portable staging and delivery system.

Our motto: “Build Better, Safer, Sooner, Longer, Stronger”

Rcrane has a 100% record of delivering projects on-time, on-budget, and with ZERO injuries.

We are always looking for opportunities to improve and innovate new tools and services.

We identified an opportunity to move Rcrane closer to where our projects are located to save travel time, increase daily productivity, and deliver more value to our customers. Rswitch is our answer to the challenge; designed, prototyped, and proven in 3 months, we can deliver yours now!

Rcrane CUSTOMERS



Our MISSION is to fully understand your specific railroad bridge and track construction and replacement needs. This allows us to design and supply the most durable and economical bridge and track improvements. We we strive to be your most valuable infrastructure partner!

CUSTOMER *F*EEEDBACK

“This could be a great option for long term or one-off service to a temporary customer, giving the railroad the ability to offer affordable service to a customer. It seems lightweight and very easy to construct. Obviously, speed is the name of the game, so this fits the bill!”

- Prefabricated and portable
- Doesn't seem to rail size specific should either track have different rail sizes
- No permanent physical attachment to ether track
- Set up for service in a day or less
- Great for production gang set out to reduce travel time to a siding (could require track panels for this purpose)
- Almost instant access to abandoned team tracks to make a short term or infrequent customer profitable, broadening opportunity
- Very Practical
- High Value
- Portability
- Easy Access to and from Stub, Team and Multiple Main Tracks
- Can be used to store some machines on tracks that do not have an outlet to main.



Switch to ***R*SWITCH**
Increase Production!

Patent Pending

Information-Video-Pictures
at **www.r-crane.com**

Call or email Us Today

Paul Markelz

Founder/Inventor, CEO

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