

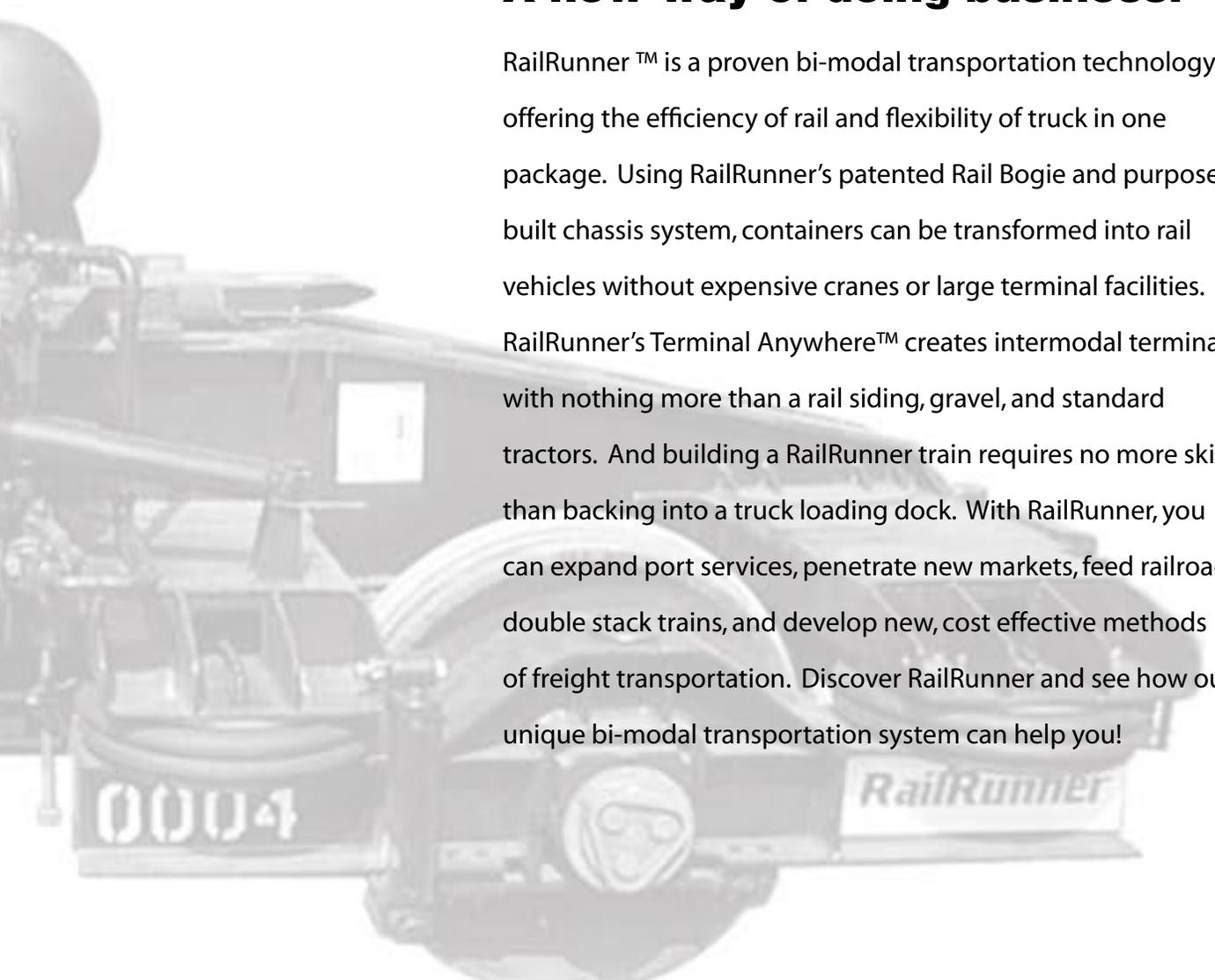
# RailRunner

## BI-MODAL TECHNOLOGY

### **New technology. New markets. A new way of doing business.**

RailRunner™ is a proven bi-modal transportation technology offering the efficiency of rail and flexibility of truck in one package. Using RailRunner's patented Rail Bogie and purpose-built chassis system, containers can be transformed into rail vehicles without expensive cranes or large terminal facilities.

RailRunner's Terminal Anywhere™ creates intermodal terminals with nothing more than a rail siding, gravel, and standard tractors. And building a RailRunner train requires no more skill than backing into a truck loading dock. With RailRunner, you can expand port services, penetrate new markets, feed railroad double stack trains, and develop new, cost effective methods of freight transportation. Discover RailRunner and see how our unique bi-modal transportation system can help you!



# The RailRunner Bi-Modal System:

## Flexible. Affordable. Profitable.

RailRunner's bi-modal system can handle any standard freight container. The system has three main components: a RailRunner Rail Bogie, a RailRunner Rail Transition Bogie, and a RailRunner Chassis. Each component is carefully designed for ease of use, safety, and low-cost maintenance and operation. The system is flexible enough to adjust to your changing transportation requirements and durable enough to withstand the toughest freight conditions. Fully Transportation Technology Center, Inc. (TTCI)/AAR tested and using standard rail components, RailRunner is ready for your business.



### The RailRunner High-Speed Rail Bogie

RailRunner's Rail Bogie transforms RailRunner Chassis from highway equipment to a high-speed rail freight vehicle. Each bogie supports and connects two RailRunner Chassis. The bogie's patented wedge-shaped, bayonet design aligns the chassis to the bogie without lengthy jockeying by a tractor to position itself correctly. RailRunner's Bogie has passed all TTCI/AAR tests at 70 mph and runs smoothly at 106 mph. Slackless coupling and airbag suspension ensures damage free transportation for even the most fragile cargo.



### The RailRunner Rail Transition Bogie

RailRunner's Transition Bogie connects RailRunner Chassis/Container units to standard locomotives and railcars. One end has a standard knuckle coupler, the other a specially designed RailRunner Coupler. The RailRunner Coupler attaches to the lead RailRunner Chassis/Container. The knuckle coupler attaches to the locomotive or railcar. Each bogie has hand-bar, crossover tables and access ladders on both sides. Bogies use standard railroad equipment and can operate as dedicated trains or behind mixed freight trains.



### RailRunner's High-Speed, Light-Weight Container Chassis

RailRunner Chassis travel like conventional highway equipment or run like railroad freight cars. The chassis carry any standard container and attach to tractors exactly like any over-the-road chassis. Minor RailRunner modifications produce minimal additional weight. RailRunner Chassis are also symmetrical: the same coupler is used on both sides. This speeds up terminal operations since equipment is not turned around to match different couplers. Each container takes three minutes to connect.

# RailRunner's Unique Features:

**A complete bi-modal package to meet today's changing transportation needs.**

## Terminal Anywhere

RailRunner's Terminal Anywhere capability allows RailRunner trains to be assembled with minimal property and without expensive intermodal cranes or costly paving. All that is needed for a RailRunner terminal is a rail siding, a standard truck tractor, and gravel grading. This translates into lower capital costs, broad flexibility, and rapid penetration into markets difficult to reach by conventional intermodal systems.

## Low-Cost Operation

RailRunner's system is designed to be cost efficient in operation and maintenance. RailRunner Bogies use only standard, commercially available railcar equipment components for ease in parts repair and replacement. Each bogie is equipped with radial steering that mitigates wheel wear and extends product life. And RailRunner's lower tare weight and close coupling results in lower train operating costs by reducing fuel consumption and improving ride dynamics.

## Safety and Security

RailRunner has performed reliably and safely in actual freight operation field tests, mixed freight simulation, and controlled testing. All required AAR/TTCI testing requirements have been met or exceeded and the system operates safely up to speeds over 100 mph. RailRunner's train design reduces vandalism, substantially lowering cargo loss and damage. A failsafe-locking pin feature secures the chassis coupler safely and securely to the RailRunner Bogie.



## Fast and Easy to Use

RailRunner's unique coupling system and symmetrical chassis design make terminal operations easier than any other bi-modal system. Train assembly at the terminal is as simple as backing into a truck dock - no special training is required. The result is smooth and speedy terminal operations - each container takes only 3 minutes to be properly connected at the terminal.

## Superior Ride Quality

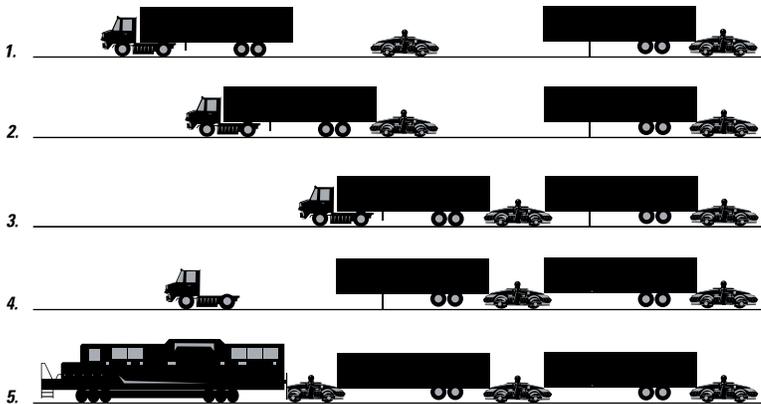
RailRunner's air bag suspension system insures a smooth, damage-free ride. The air bags are mounted on the RailRunner Bogie rather than the chassis as in other bi-modal systems. This reduces the tare weight of the chassis and permits heavier payload efficiency. In addition, RailRunner's slack free coupler system provides almost 100% less slack than conventional intermodal and 95% less slack than typical double stack.

## Flexibility

RailRunner's flexibility can meet your freight transportation requirements no matter how challenging. The system handles any standard size container and can easily be modified for custom applications. RailRunner can quickly and easily be sized to accommodate changing freight volumes and is portable enough to move to other, more desirable locations as market conditions dictate. No other system offers such flexibility in today's ever-changing transportation market.

## Terminal Operations: RailRunner in action.

The diagram below shows the simplicity and flexibility of RailRunner's bi-modal system in the terminal.



1. Tractor positions RailRunner Container and Chassis on track and backs into RailRunner Bogie. As chassis slides on to bogie, chassis wheels lift clear of track. Once chassis is positioned on bogie, locking pin on bogie automatically attaches chassis. Tractor detaches from chassis, leaving it on landing gear.
2. Tractor repeats steps 1 for second RailRunner Container/Chassis and Bogie.
3. Tractor backs entire second unit (combined container, chassis, and bogie) to front of first chassis. As second bogie connects to first chassis, landing gear of first chassis raises clear of track. No manual rising of landing gear is required.
4. Tractor disengages from chassis and repeats above process until entire RailRunner train is ready for locomotive.
5. Rail locomotive backs RailRunner Transition Bogie into RailRunner train. Air hoses are connected and air bags on all RailRunner Bogies are activated, further raising all chassis on train clear of rail and cushioning cargo. RailRunner train departs terminal.

## Technology, expertise, and experience you can count on.

New port services, double stack feeder lanes, shorter haul truck markets, and specialized container commodities such as solid waste, wood products, and auto parts are all prime candidates for RailRunner. RailRunner's trained staff has the transportation expertise, railroad experience, and tools necessary to evaluate your specific application. Our economic model can develop a detailed financial analysis of your business and determine the best way to support your operations. Contact RailRunner today at 339-970-0442 or info@railrunner.com, or visit our web site at <http://www.railrunner.com>. Start learning about a new, exciting way to do business!

