

Cleveland Tramrail® Monorail System Eliminates Down Time and Increases Safety For Lab Workers



The College of Veterinary Medicine at Auburn University necropsy lab examines and studies deceased livestock to prevent spreading illness. Farmers and cattlemen will bring the animals – usually horses, cows and pigs – by truck where lab workers unload them and move them into cold storage until the necropsy can be performed. When the procedure is about to begin, the animal is moved from cold storage across the loading area and into the necropsy room.

An I-beam monorail system with curves and switches was installed when the room was built in the late 1960's. The original hoist was powered by a cable that dropped from the hoist to be plugged in at floor level, and was damaged several times. The hoist was replaced 10 years ago and powered by electrification bar to eliminate the dangling wire.

The system's switches were suspended by hanger rods, and when a large animal was moved around a curve, the weight of the animal would cause the rail to deviate. When the track shifts out of alignment, the electrification bar breaks its connection and power to the system is lost. With the power off and the system down, animals as large as a one-ton bull would be left suspended in mid air until facility maintenance arrived.

“With our application, we must have a powered system,” said Joseph Newton, DVM, PhD of the Auburn University Necropsy Lab. “Doing it manually is far too difficult.”



Maintenance was required frequently and was getting progressively worse. For the final six months that the system was used, it was down an average of twice per week.



The Cleveland Tramrail® Solution: A 2-ton Cleveland Tramrail® monorail system, with roughly 90 feet of straight and curved Tarca® track and Safpowrbar, was installed to replace the oft-maligned monorail that existed previously. A Gorbels® dealer installed new support steel in the loading, cold storage and necropsy areas and two new columns on concrete piers in front of the loading dock. Header beams and bracing were bolted to the new columns to provide rigid support to the monorail and switches.

With the switches secured by the rigid mounting, the system was aligned once, and after repeated use, continues to be aligned properly.

“We’re tickled to death with the new system,” said Dr. Newton. “It’s very rigid. I don’t expect any deviation from this rail at all.”



New Cleveland Tramrail® System