

AS SEEN IN JUNE 2016'S ISSUE OF RAILWAY AGE:

Herzog Railroad Services, Inc.

In 2015, Herzog Railroad Services, Inc. finished building the first half of its new, one-of-a-kind Automated Conveyor Train (A.C.T.), which is built with a single belt under each of the machine's 30 100-ton-capacity cars.

At the end of the car, material is transferred up an incline belt and discharged into a hopper at the end of the next car, allowing material unloading in a curve of up to 13 degrees with a superelevation of up to five inches. The cars can be unloaded in just under three minutes each at up to 2,000 tons per hour, and are capable of carrying multiple commodities simultaneously.

The A.C.T. automation system allows the operator to select which car to unload and in what order. The A.C.T. can unload material as fine as sand or as large as five-inch +/- "B" stone.

PRECISION BALLAST PLACEMENT WAS ONCE VIRTUALLY IMPOSSIBLE.

We solved that problem.

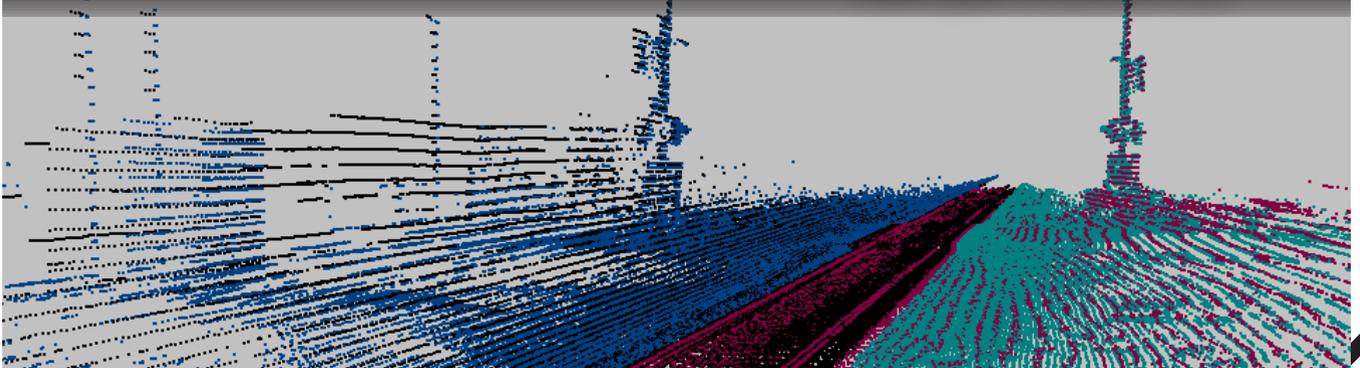
The track surface is scanned and the amount of ballast to be placed is determined in order to fill the template provided by the railroad to meet the railroad's ballast profile specification. This cutting-edge system is equipped with a GNSS inertial system with military grade technology, and has an accuracy that virtually eliminates over-dumping.

How it works: This state-of-the-art process requires a scan of the track surface, followed by a processing of the information gathered, including detection and accounting for anomalous track bed conditions such as mis-marked facilities and cut shoulders. Ballast surveys are then downloaded to the SMART train, providing railroads with the most comprehensive ballast distribution system available, effectively eliminating the subjectivity of visual estimation of tonnage requirements.

The SMART Ballast Train Advantage

- Train set up in siding or yard then taken to dump location, reducing needed track time
- Train can spread ballast in either direction, regardless of direction of survey
- Dumps up to 30 cars per mile on concrete skeletonized track

The patented technology of the Herzog LIDAR system is second to none.



HERZOG

Railroad Services, Inc.

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