

# Forging a rock-solid relationship

North American railroads install millions of tons of ballast annually. For help on the installation front, they rely on the technology and expertise that ballast management equipment suppliers and service providers offer

## **Herzog Railroad Services Inc.**

The Herzog Automated Conveyor Train's (A.C.T.) entire consist (15 cars minimum) can unload in a curve of up to 13 degrees with a super elevation of up to five inches. The machine also meets "plate C" specifications. Each car within the consist can carry 97 tons of material up to five inches in diameter and as small as a particle of sand, the company says. It takes about three minutes to unload a car, and the material is distributed as far out as 50 feet from the track center — without fouling adjacent tracks.

The Herzog patented automation also enables operators to select individual cars for unloading, which enables the machine to carry and

unload multiple materials within the same consist. The A.C.T. also features an automated plow at the front of the discharge car that can be seen from the operator's cab with the aid of two strategically placed cameras. This enables the operator to distribute material in front of the machine and safely plow it off without having to push a tie along in front of the machine.

The stacker car also features a positive lock system for the discharge conveyor, enabling the operator to lock the conveyor to the side that is being unloaded and eliminating the opportunity to swing back to the opposite side without manually removing the lock. ■

HERZOG RAILROAD SERVICES INC.



Shown: Herzog Railroad Services Inc.'s Automated Conveyor Train unloading material in a curve.