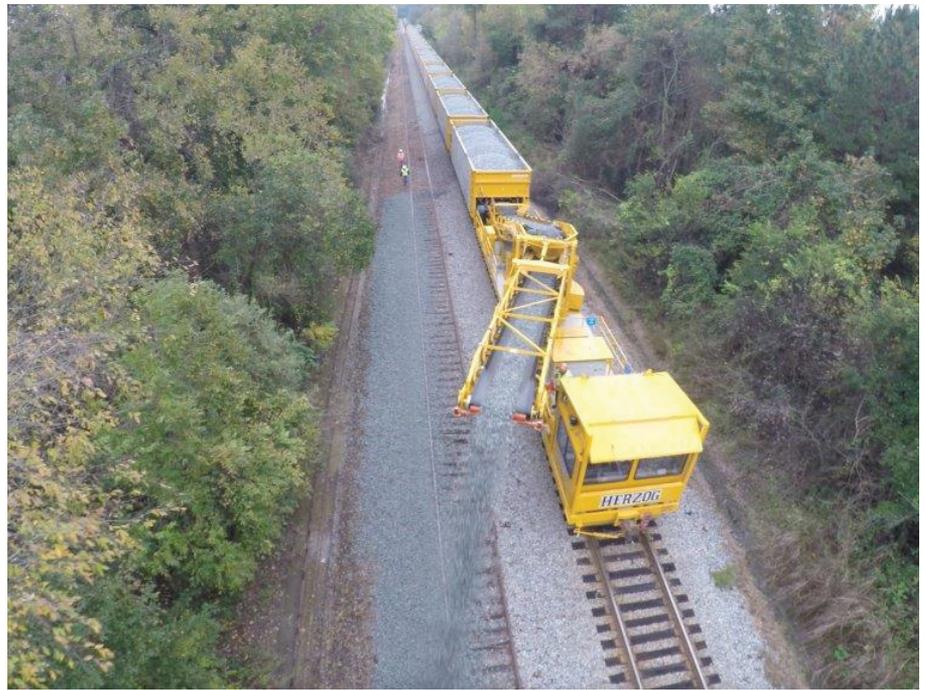


SEMI-ANNUAL BALLAST UPDATE



Ballast maintenance equipment continues to become more flexible, with solutions that offer quicker, safer-to-use products.

by Kyra Senese, assistant editor

Effective ballast maintenance is crucial to a safe and useful track for any railroad. Suppliers are continuously working to develop equipment to better address concerns regarding flexibility, innovation, safety and efficiency, among other factors.

HRSI

In 2016, Herzog Railroad Services, Inc. (HRSI), launched a new ballast maintenance product, the Automated Conveyor Train (A.C.T.).

The company says its new A.C.T.'s discharge belt reaches 35 feet in length from the tip of the belt to the

track center. HRSI also stated that the A.C.T. is capable of discharging material at a 90-degree angle from the track and reaches up to 50 feet from the track center.

The front of the discharge car also has an automated plow, which the company says allows the car to strike off material that is off-loaded in front of the machine and directly in the center of the track.

With a super-elevation of up to 5 inches, HRSI says that the A.C.T. can unload at up to a 13-degree curve. The A.C.T. also meets Plate C specifications, which the company says allows for the train to unload on the

field side while still in motion.

The A.C.T. can offload multiple material sizes, such as "B" stone, mainline ballast, sand and walking ballast, as well.

The A.C.T. unit's cars can carry as much as 97 tons each and the company says the A.C.T. can regulate which car is unloaded first, which is meant to allow the product to handle multiple material types in one consist.

Tim Francis, vice president of marketing for the company, added that the size of the consist can be adjusted based on individual customers' needs, providing added flexibility when working on projects.