

IT'S ALL



CONNECTED®



# Dart's Wheel/Rail Initiatives to Manage Noise

- Manual lubrication verses Automated Lubrication
- Central Business District 118 Girder Rail replacement project

# Manual lubrication verses automatic lubricators.

## Automatic

- Ability to lubricate constantly and efficiently
- Reduces noise
- Reduces rail wear
- Controlled output
- Cost effective

## Manual

- Time/Labor
- Material
- Repeated application



**Crew manually applying lubrication**



**Gauge face brush bar**



**Top of restraining rail applicator bar**



**120v Dual pump applicator supplying lube to four track brush bars and two top of rail bars**



**Solar powered rail applicator unit**





**Crew filling lubricator unit**

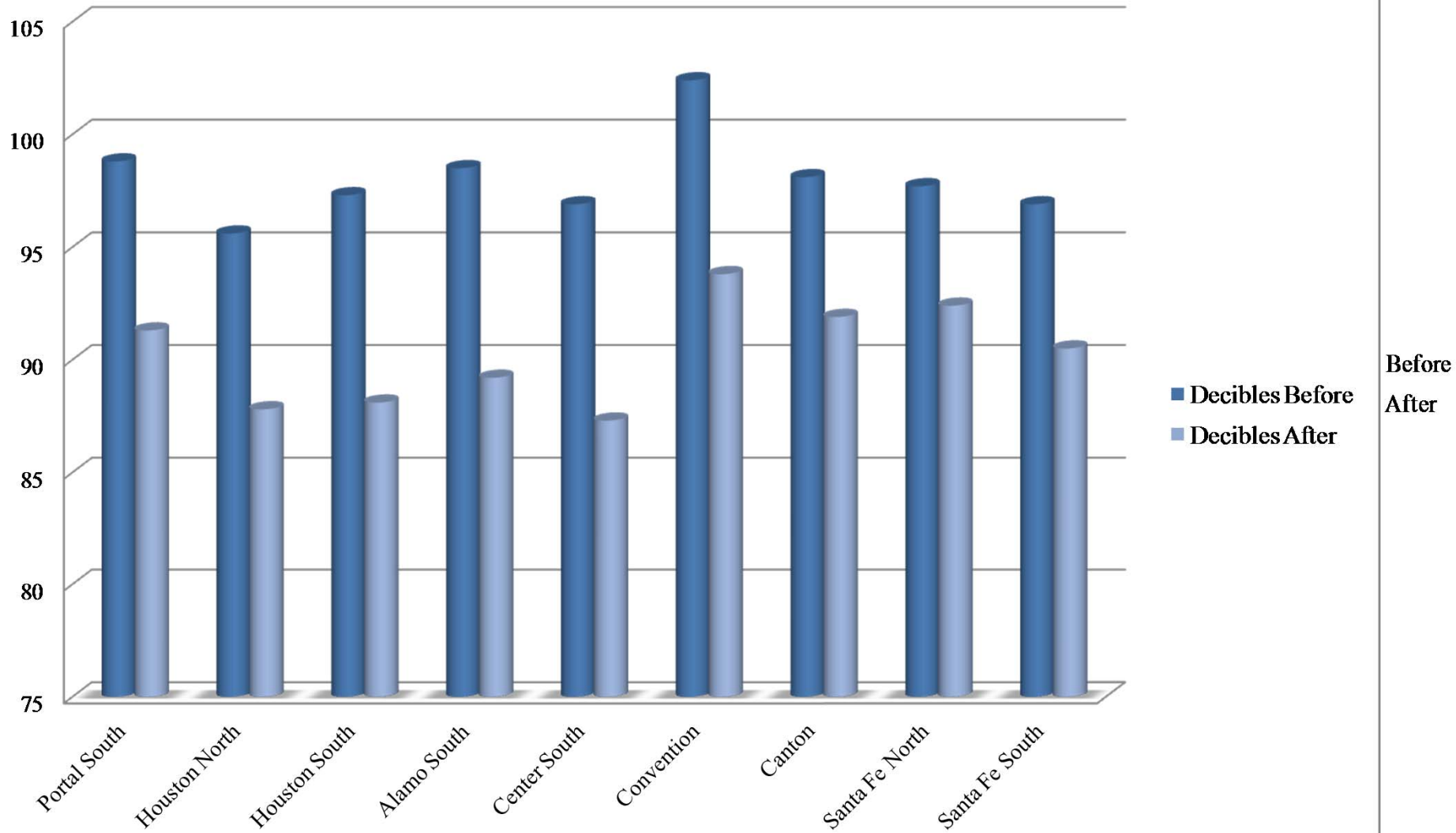


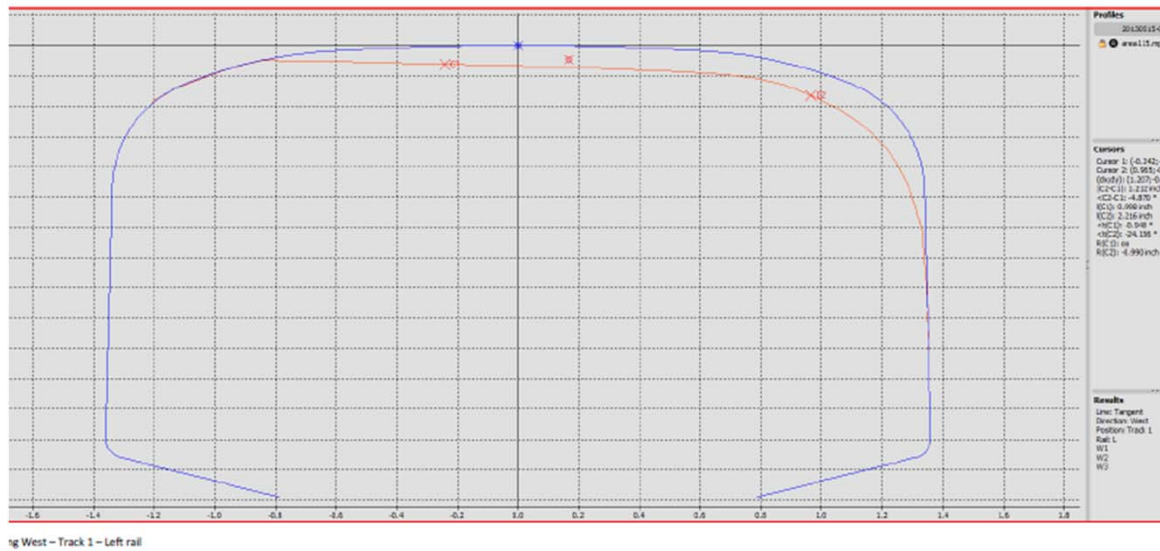
Front Wheel well area



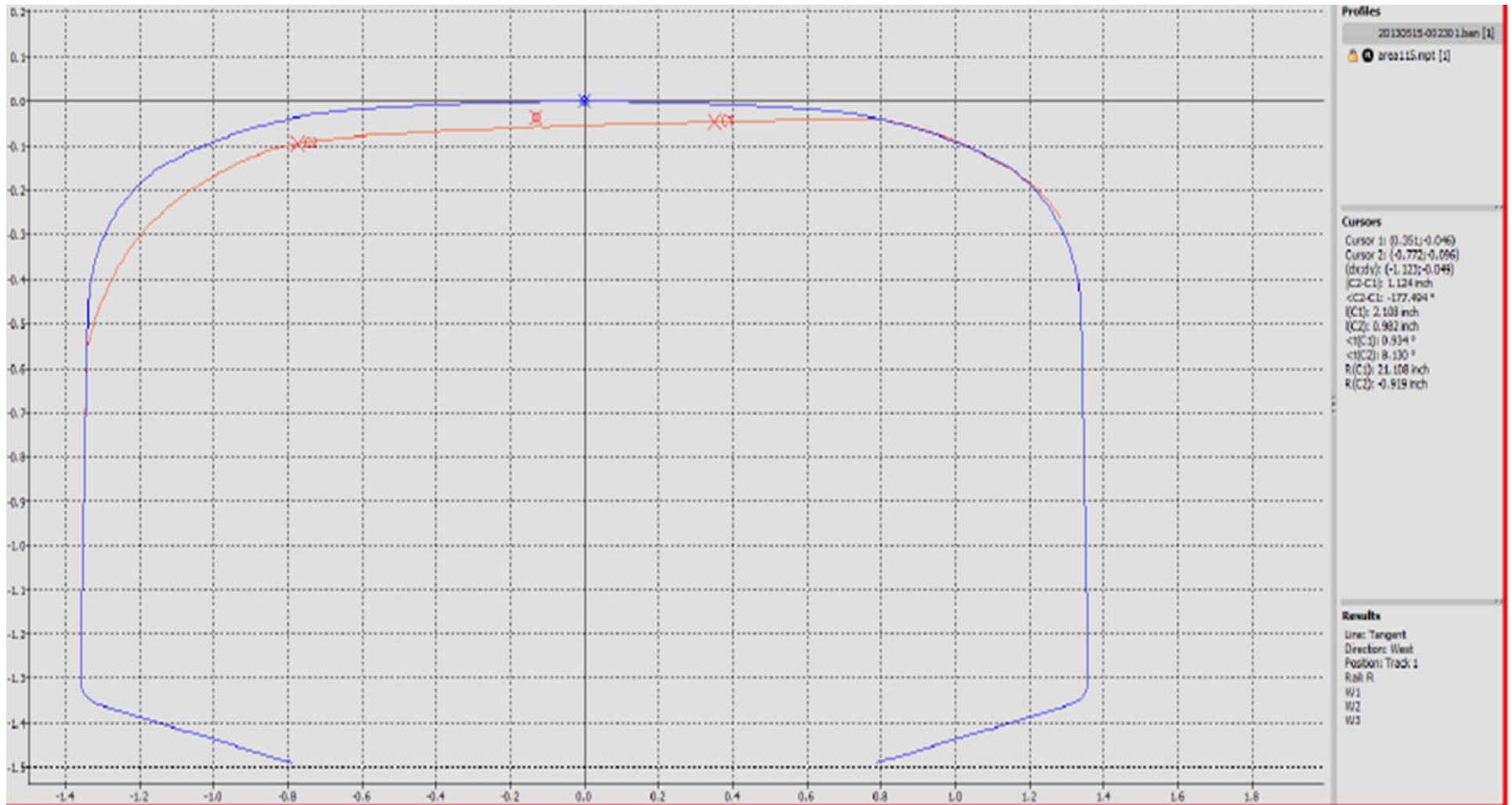
Rear wheel well area

# Decibel Readings





**115 Rail installed in 2009 Thanksgiving Curve, 250 ft. radius**



**115 RAIL INSTALLED IN 2009 THANKSGIVING CURVE, 250 FT. RADIUS**

IT'S ALL

**DART**

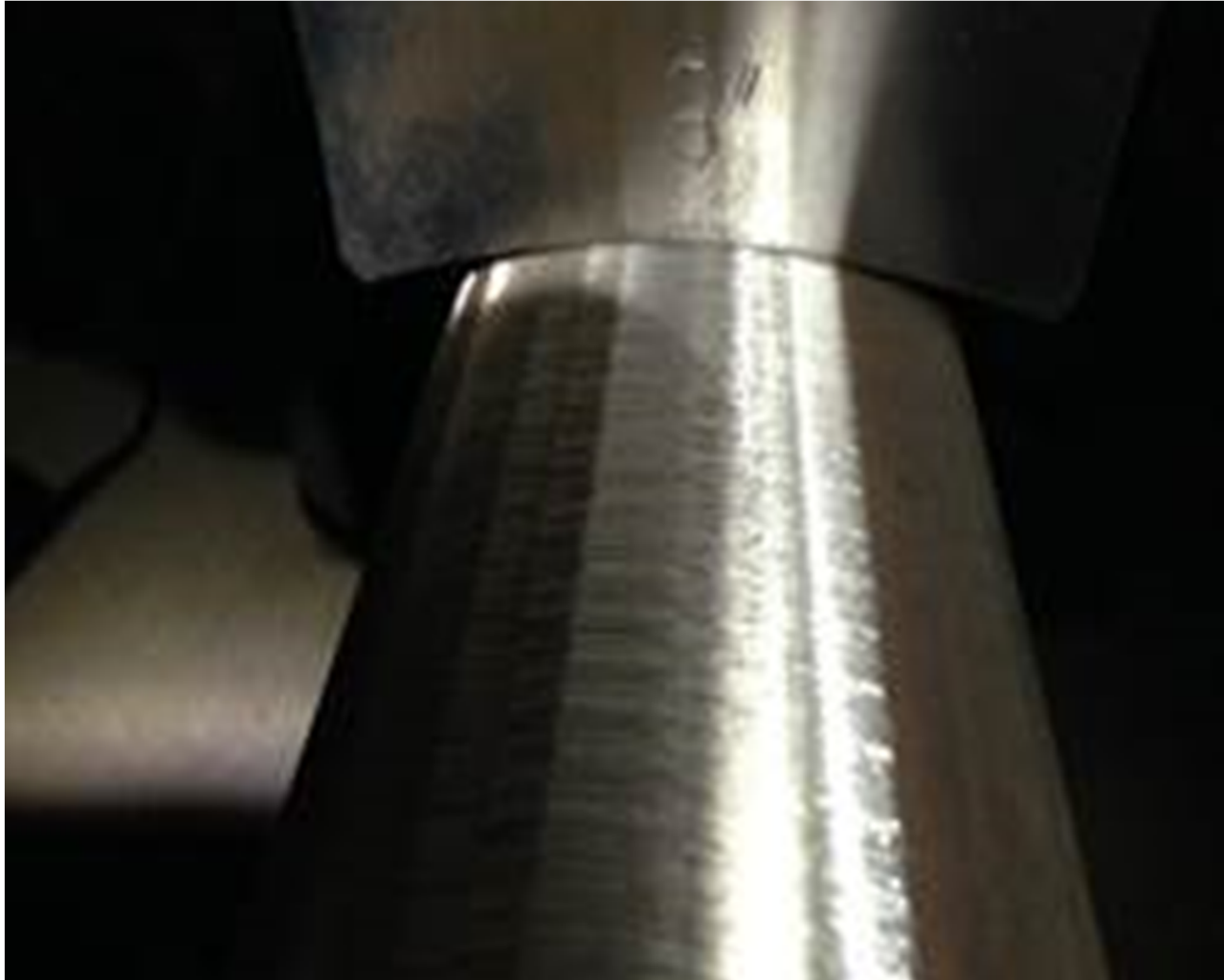
CONNECTED®

## Rail Grinding

- Corrugation
- Rail Profile







IT'S ALL

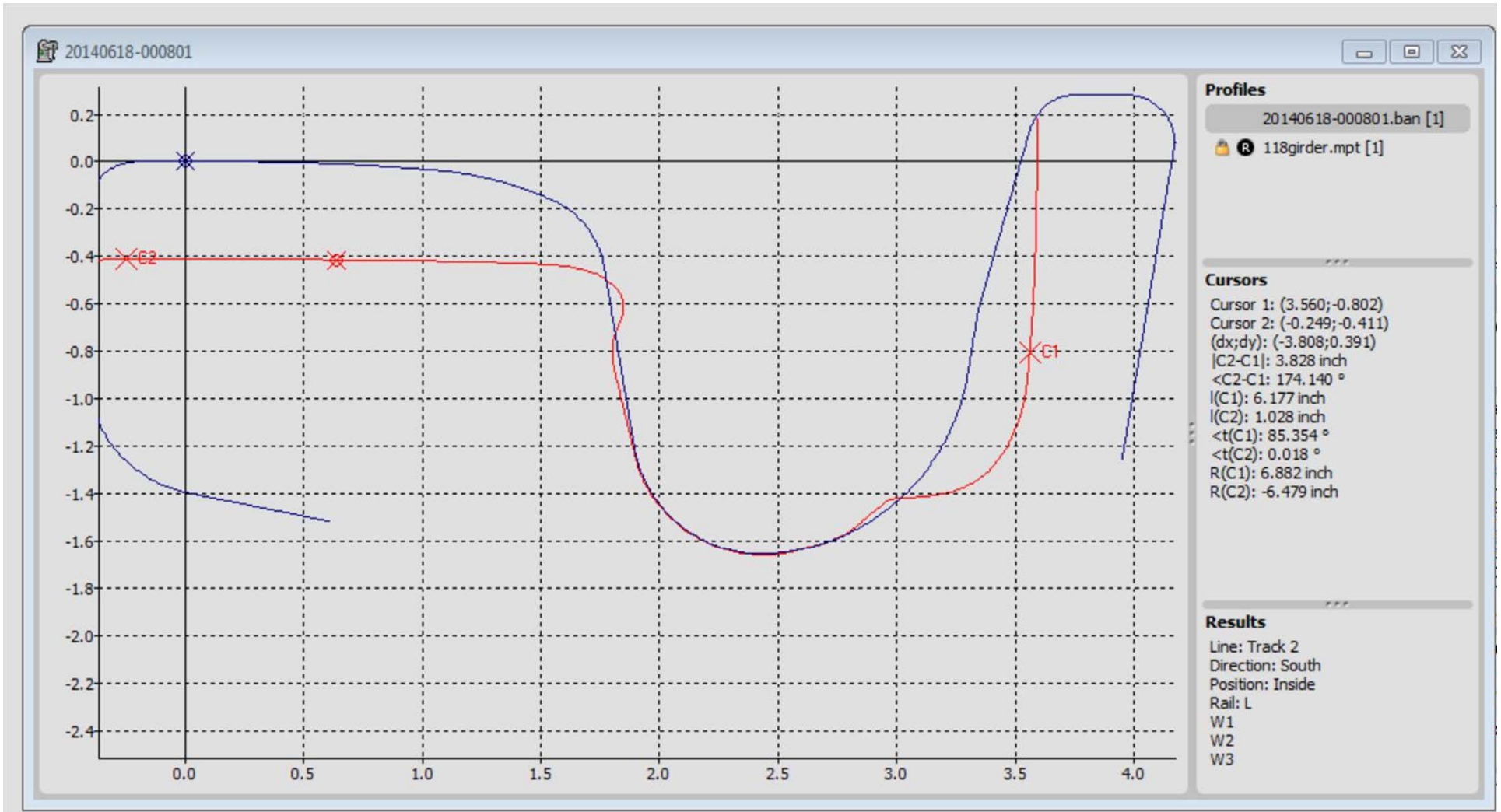
**DART**

CONNECTED®

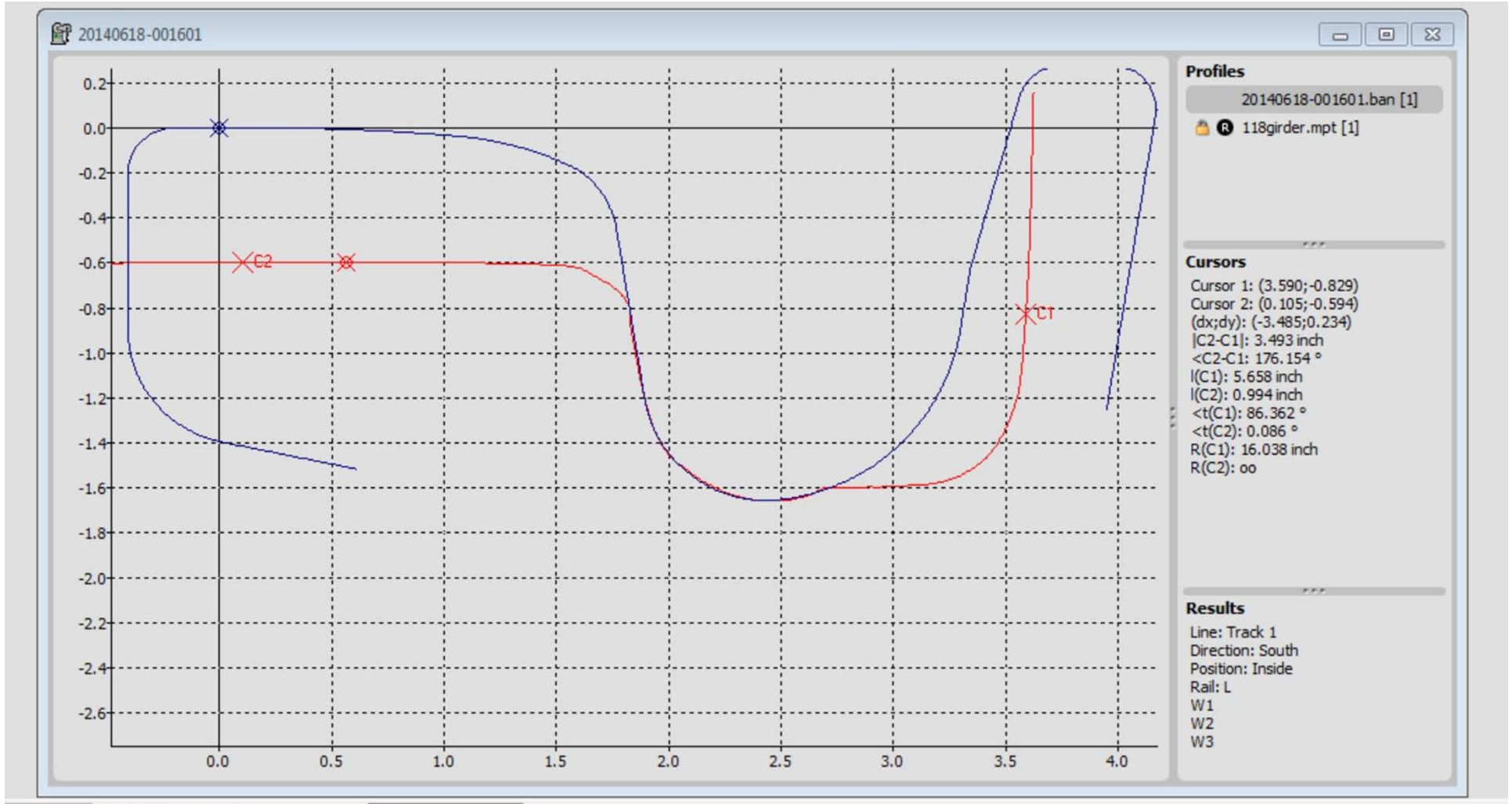


# **118 Girder Rail replacement project in Central Business District**

- **Critical worn 118 Girder Rail**
- **Severe corrugation**
- **Wheel flange riding on guard**
- **Head wear up to ½ inch**



**Worn rail measurement**



**Worn rail measurement**



**118 lb girder rail being removed**



**118 lb girder rail being removed**





**Final product**