



Wayside  
Lubrication  
Systems

**JSG Industrial Systems**  
quality industry solutions

Lubrication  
Management  
Systems

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Equipment

## Pump Station

The JSG WAYSIDE PUMP STATION Enclosures are fitted with the JSG & LINCOLN x "Standard Off the Shelf" products, that are readily available via any JSG / LINCOLN Distributor.

The Lincoln FlowMaster rotary driven piston pumps used in the systems are available with AC or DC motors.

The systems are designed to be available in either single track or double track configuration. Different pump tube lengths are available for various reservoirs or drum sizes, thus providing flexibility when designing the pump station.

Lincoln high pressure pumps and accessories are designed for the supply of high-viscous lubricants up to NLGI 2. This enables the usage of viscous, nonsprayable lubricants.

A lubricant with a higher viscosity adheres to the rails better and does not leak directly into the track ballast. High pressure systems also reliably supply the lubricant in cold winter conditions, thus a change between summer and winter lubricants is in most cases no longer necessary. The high-performance FlowMaster reliably pumps lubricant even at cold temperatures by simply changing the rpm of the motor, the required quantity of lubricant is easy to adjust.



### JSG Wayside Pump Station Product Number

03-000747WSPS	Gauge Face Pump Station
03-000747TORPS	Top Of Rail Pump Station

## Axle Counting



01-086001 Axle Counter for TOR Lubrication System



01-086001 Axle Counter swung 120+ deg. away from the rail to allow the 60Kg rail profile to be reground.



01-273265 Wheel Sensor Kit for Gear Face Lubrication System

Sensors determine the number of axles of the approaching train and initiate the lubrication impulse. The duration of the impulse which determines the lubricant supply, is adjustable and can be set to the applicable conditions.

The high pressure pump supplies the Gauge Face wiper bars and Top Of Rail application bars, with an exact metered amount of lubricant. through the use of a Lincoln metering valve.

## Power Supply

All pumps and controllers operate on 24 VDC. The AC units are equipped with an AC to DC power transformer to drop the AC input voltage to 24 VDC.

### Solar Panel

- 175W, modules engineered for 20 years of life without significant degradation.
- Sized to perform in extreme temperatures and low-light conditions maximizing up time.
- Operating voltage\* solar-powered unit 24-VDC (18 min, 32 max)

### 24-VDC System

- Two batteries provide a more efficient system and less current draw.
- Less affected by the power consumption of the load components.
- Low voltage-level cutoff to prevent battery freezing reduces replacement frequency.

### AC— Mains Power Supply System

- With the use of a transformer two 24V DC batteries are supplied with power for recharging
- Operating voltage AC units 90 to 264 VAC



## Pump-To-Port Technology

“Pump-to-Port Technology” represents the positive displacement feature of the Lincoln SSV & UV Progressive Divider Valves.

The lubricant fluid pressure pushes each metering piston in turn to displace the same amount of product to each piston of the divider valve at varying temperature and pressure resistance.

In the Gauge Face system a Lincoln SSV 12 Divider Valve is used to distribute a molybdenum based lubricant, while on the Top of Rail system a Lincoln Modular Lube divider valve is used to distribute a copper coat friction modifier product.

In some TOR Systems the SSV10 Divider Valve is used for the Water Based product.



Lincoln UV Modular Progressive Divider Valve



Lincoln SSV 12 Progressive Divider Valve

## Gauge Face Grease System

This technically advanced design allows the bars to be placed low, virtually eliminating the chances of wheel strikes. The rubber application tip guides the Gauge Face Lubrication product up the Gauge Face of the “High Rail” where the wheel flanges pick up the product from the two 600mm Wiper Bars and deposits the product up to 24Km+ from the wiper bars located in the tangent left and right hand rail curves.

The length and position of the 600mm Wiper Bars ensures that the wheel flanges have 100% contact with the product being dispensed.

The High-Pressure System automatically keeps ports open and free of debris without personnel maintenance and ensures grease delivery in cold temperatures. Capable of pumping long distances and high-viscosity lubricants, allows the reservoir to be placed in serviceable locations away from or even below track level reducing required track maintenance time.

Current results indicate that the lubricant that is being dispensed from the Wayside Gauge Face Grease System is being applied to the rail up to 24Km+ in distance either way from the Gauge Face Wiper Bars on a Dual Directional Track.

The JSG/Lincoln System has the facility to apply product in “Dual” or “Single” direction only, as required.



## Top of Rail Friction Modifier

The Top Of Rail System is field-side mounted. With a metal-to-metal seal there are no wearable items needing periodic replacement.

The spring mounted bar is capable of withstanding false-flange wheel strikes and has mounting brackets that allow bars to be folded out of the way for routine track maintenance and rail profile grinding.

The Pump-to-Port technology utilized in the Top Of Rail System dispenses precise volume of product in exactly the correct location.

Current results indicate that the Friction Modifier Product that is being dispensed from the Wayside Top Of Rail System is being applied to the rail up to 4Km+ in distance either way from the TOR Application Bars on a Dual Directional Track.



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