

Jun 30, 2026

JCG & METKA

Invited Marco Meroni ikalfas@jgc.gr cvagias@jgc.gr Zamanakis, Leonidas
zamanleonidas@gmail.com

Attachments 📎 JCG & METKA

Meeting records 📄 Transcript 🎙️ Recording

Summary

Technical support session covered software connectivity, data preparation, and refined field measurement strategies for slab track operations.

Establishing Connectivity and Calibration

Initial connection difficulties between equipment were resolved via Bluetooth verification and sensor calibration. Establishing proper module selection ensures system accuracy.

Workflow and Data Alignment

Office data preparation requires importing alignment and reference points into the control unit. Linking coordinate systems ensures relevant data displays correctly in the software.

Field Measurement Optimization

Teams will utilize tracking mode for adjustments and stop and go mode for as-built documentation. Creating 25 percent overlap between station setups facilitates smooth data merging.

Next steps

- ☐ [Marco] Send recording: Forward the meeting video file to Ioannis and Christos once the system processes it.

Details

- **Slab Track Operation Support:** Leonidas Zamanakis is currently managing a heavy workload and tight deadlines regarding slab track operations, which previously experienced a project misunderstanding. Ioannis Kalfas requested that Marco Meroni provide technical support to assist Leonidas in resolving these operational challenges ([00:02:38](#)).
- **Technical Connectivity Troubleshooting:** The participants encountered initial difficulties connecting the TC7 Total Station to the trolley. Marco Meroni attempted to assist the team by establishing a TeamViewer session to troubleshoot the connection settings ([00:03:37](#)).
- **Recording and Software Navigation:** The team agreed to record the session for future reference. Marco Meroni shared their screen to guide Leonidas through the Trimble Access Rail software, advising them to ensure the trolley was powered on and to select the correct modules for track design and measurement ([00:07:46](#)).
- **Trolley Connectivity and Sensor Calibration:** Marco Meroni confirmed the trolley was powered and successfully connected via Bluetooth. They guided the team in verifying the inclination sensor calibration to ensure the system was functioning properly within the software ([00:11:08](#)).
- **Office Data Preparation:** Marco Meroni outlined the necessary data preparation workflow, which requires importing alignment and reference points in the office software and exporting them as Trimble Access Rail data. They advised the team to copy this folder to the Trimble Data projects directory on the control unit and noted that the count alignment must be set to zero if it is missing from the data ([00:14:10](#)).

- **Job Creation and Data Alignment:** Marco Meroni guided Leonidas through the process of creating a new training job. They emphasized setting the coordinate order to East-North-Elevation and properly linking the reference and track files to ensure the map displays the relevant data correctly ([00:17:18](#)).
- **Display Configuration:** To optimize efficiency during field adjustments, Marco Meroni helped define the display views. They suggested configuring the first page to show chainage, delta lateral, delta elevation, and twist; the second page for rail-specific deltas; and the third page for inner geometry metrics, including gauge and count ([00:20:45](#)).
- **Target and Prism Setup:** Marco Meroni instructed the team on target configurations, specifying a prism constant of -35 millimeters. They defined the settings for fixed points with a height of zero and for the trolley with a height of 0.34 meters ([00:25:55](#)).
- **Hardware Positioning:** Marco Meroni clarified that the prism should be placed on the same rail as the Total Station to maximize precision. They recommended maintaining an operational distance between 15 meters and 80 meters between the Total Station and the prism ([00:28:36](#)).
- **Field Measurement Strategy:** Marco Meroni advised the team to avoid jumping the Total Station ahead of the trolley; instead, they recommended moving the equipment incrementally to maintain accuracy. They noted that the adjustment process is the primary bottleneck of the operation because the team requires time to physically adjust the track ([00:30:31](#)).
- **Adjustment versus As-Built Measurement:** Marco Meroni distinguished between the two operational modes. During track adjustment, the team should use tracking mode without storing data, allowing them to make live corrections. For as-built documentation, they directed the team to switch to Stop and Go mode for higher measurement precision ([00:33:00](#)) ([00:39:01](#)).
- **Merging Measurements and Overlap:** For as-built measurements, Marco Meroni recommended that the team mark the last 20% to 25% of points from each station setup to create an overlap. This practice allows the team to merge data in the office, ensuring a smooth, continuous track trajectory and avoiding kinks caused by differences in station setup accuracy ([00:35:41](#)) ([00:39:01](#)).
- **Closing and Future Follow-up:** The participants discussed future site visit coordination, with potential plans for late autumn. Marco Meroni committed to

sharing the recorded session with the team to assist with ongoing slab track operations ([00:40:15](#)).

You should review Gemini's notes to make sure they're accurate. [Get tips and learn how Gemini takes notes](#)

*How is the quality of **these specific notes**? [Take a short survey](#) to let us know your feedback, including how helpful the notes were for your needs.*