

KERSHAW 46-2 BALLAST REGULATOR

MAINTENANCE-OF-WAY



Progress Rail's Maintenance-of-Way (MOW) division was born out of the movement toward mechanization in the railroad industry and introduced the first Kershaw Ballast Regulator in 1945.

Today, Progress Rail supplies Kershaw MOW equipment, providing machines to all Class I railroads, transit and short lines and contractors around the world.

Engineered for speed, power, efficiency and performance, our Kershaw Ballast Regulators outperform all others.

The Kershaw 46-2 Ballast Regulator is a medium production ballast shaping and profiling machine. Equipped with a one-pass transfer plow, 36" (914 mm) wide reversible wings and a broom attachment, this powerful, versatile machine can perform ballast shaping, shoulder profiling and a variety of other track maintenance operations.

Progress Rail
A Caterpillar Company

800-633-5766

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KERSHAW 46-2 BALLAST REGULATOR

Frame: Welded construction using tubular steel and structural steel cross members.

Weight: 39,000 lbs. (17690 kg)

Engine: Cat® C7, 225 hp @ 2200 rpm.

Propel System: Hydrostatic drive, variable displacement pump, fixed displacement motor standard with four speed manual-shift transmission. Optional variable displacement pump and variable displacement motor with “shift on the go” transmission. Travel speed 30 mph (48 km/h). Optional 50 mph (80 km/h).

Transmission and Axles: Propel motor powers a four-speed transmission or optional two-speed “shift on the go” transmission. Dual propeller shafts, two (2) spring-mounted industrial type axles equipped with no spin differential. Gear ratio is 4.63:1 standard with a optional 6.14:1. Single control handle controls speed and direction in each gear range.

Wheels and Brakes: 24” (610 mm) cast steel wheels bolted to each axle, clasp brakes (two shoes per wheel). Service brakes; air applied/spring released. Parking brakes; spring applied/air released.

Electrical System: 24-volt DC negative ground, 95 amp alternator, two 205 amp/hour batteries, color coded and numbered wiring.

Air System: Air compressor, engine oil lubricated, cam shaft driven, water-cooled, 13.2 cfm free air volume @ 1250 rpm. System pressure is 100-120 psi, 613 in .3 (9.8 liters) air tank. Service brakes are controlled by a pressure reducing valve and the parking brakes by a manually-operated dump valve. System is also equipped with a dual tone air horn, safety relief valve.

Hydraulic System: Engine driven dual pumpdrive with clutch system which powers a hydrostatic propel pump and a triple pump for control and broom functions. Control circuit includes pressure beyond manual valves, electrically actuated control valves and remote mounted oil cooler. 100 mesh suction screens and 10 micron return filters. Electric emergency pump to operate selected circuits.

Cab: Fully enclosed, insulated, safety glass, dome light, front windshield wiper and pivoting seat. Cab access from either side of machine. Two-operator cab is available with two seats and split controls.

Capacities - Fuel: 122.5 gal (464 liters),

Hydraulic: 98 gal (371 liters),

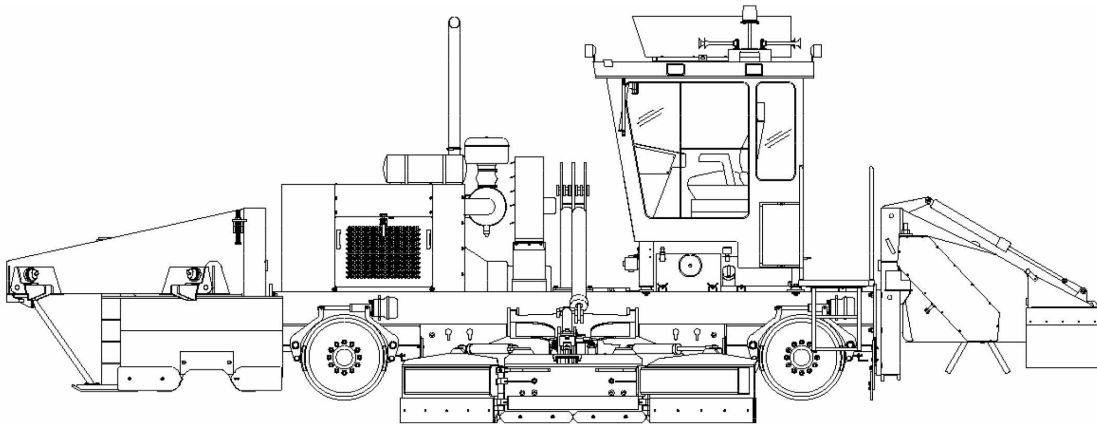
Engine Crankcase: 7.4 gal (28 liters),

Cooling System: 11 gal (41.6 liters),

Pump Drive: 4 1/2 qt (4.2 liters),

Transmission: 2 qt (1.9 liters),

Optional Equipment: Scarifier teeth in wings, articulating wing templates, 2-speed “shift on the go” transmission, two operator cab, climatized cab, v-type snow plow, snow wings, combination broom/snow switch cleaner, side set-off wheels, reversible broom, 4-season plow, dust collection system. Other options available on request.



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