



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, we supply Kershaw MOW equipment, providing machines to all Class I railroads, transit and short lines and contractors around the world.

The Kershaw 34-7 Horizontal Scarifier scarifies the tie bed with minimum disturbance to the line and surface of the track.

The proven head design enables the machine to consistently scarify the right amount of ballast for easy tie insertion reducing both tie bed disturbance and tamping requirements.

When working in a high production gang that utilizes tie inserters, the Horizontal Scarifier can scarify up to five tie beds per minute with one operator. For those railroads that prefer horizontal scarification, the 34-7 Horizontal Scarifier is more than a viable alternative to rotary scarification. It is a highly flexible and effective machine that will help to increase the efficiency standards of most tie renewal systems.

**Progress Rail**  
*A Caterpillar Company*

800-633-5766

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# KERSHAW 34-7 HORIZONTAL SCARIFIER

**Frame:** The all welded frame has been constructed using structural channel and formed plate.

**Weight:** 15,800 lbs

**Engine:** Liquid cooled John Deere or Cummins diesel rated at approx. 85 hp.

**Propel System:** 3-in (76 mm) diameter solid axles with chain drive from separate hydraulic motors driving both axles.

**Travel speed:** 20 mph (32 km/hr). Two propel drive motors for quicker response in work mode. #100 drive chain with hardened tooth sprockets. Heavy duty axle bearings.

**Wheels and Brakes:** 16-in (406 mm) cast steel wheels. External, individual composite brake shoes applied directly on centerline of wheel tread. Service brakes are air applied, spring released. Emergency/parking brakes are spring applied, air released.

**Electrical System:** 12-volt DC negative ground. System maintained by engine driven alternator. Color coded and numbered wiring.

**Hydraulic System:** Pressure compensated piston type pump direct coupled to engine. Hydraulic oil is filtered through a 100 mesh (145 micron) suction screen and 10 micron return line filter. Manifold-type stack valves for improved serviceability. Electric emergency pump.

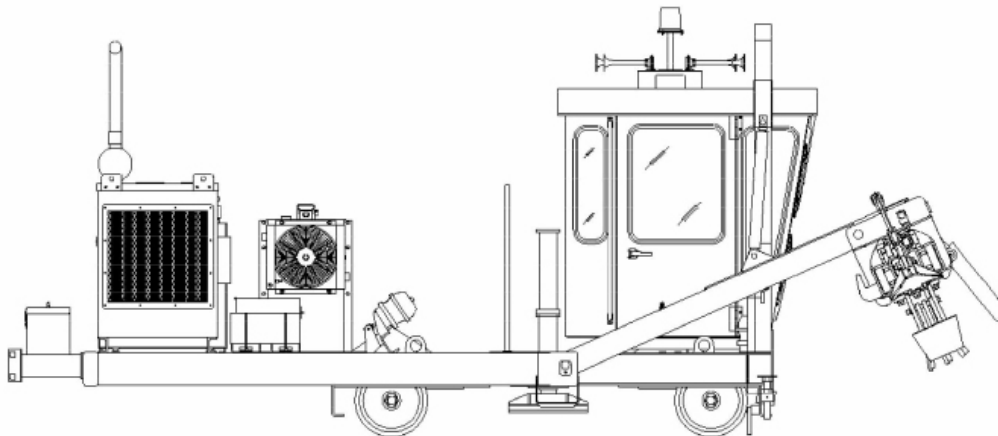
**Capacities - fuel:** 70 gal, hydraulic: 60 gal

**Air System:** A 12 cfm (.34 m<sup>3</sup>/min) @ 1,250 rpm air compressor, engine oil lubricated, air-cooled; pressure - 110-120 psi (758-927 kPa), 613 cubic inches (10 liter) air tank.

**Cab:** Large enclosed cab with 99.5 cubic foot capacity. Ergonomically designed seat. Large front windshield with unobstructed view of operation. Hydraulic pilot pressure bottom-ported joystick controls on operator seat with heat shields. Self contained hydraulically driven air conditioner/ heater/pressurizer unit mounted on rear wall of cab (roof mount optional).

**Options:** Non-insulated wheels, extended reach head extension, tie inserter winch with sweeper to remove ballast from new ties, rock axle kit and rear rubber padded bumpers.

**Dimensions:** Length: 21-ft, 2-in; width: 10-ft, 1-in; height: 8-ft, 10-in



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