

KERSHAW 47-6 TIE REPLACER

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.

Our Kershaw Model 47-6 Tie Replacer can remove or insert wood or concrete ties up to 18 feet long. The puller/inserter head operates on a slewing ring to allow functionality and versatility from either side of the track, without turning the machine. Rail lifters grip and lift the rail for tie insertion or removal. The rail lift height is automatically controlled for consistency. One operator controls all functions of the machine with two joysticks and foot pedals. The puller head is capable of 16,500 lbs. of force and the kicker head is capable of 14,000 lbs. The inserting force is 14,000 lbs.

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A Caterpillar Company

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KERSHAW 47-6 TIE REPLACER

Frame: Welded construction, lower frame is structural steel and 1" (25.4 mm) thick steel plate for the slewing ring support. Upper deck is structural steel and formed deck plates. Frame covered by a Five (5) Year Warranty. Oversize 46 7/8 inch diameter slewing ring rated for 80,000 ft-lb. Remote grease fittings for slewing ring and axle bearings. 8-channel 6,000 psi hydraulic swivel is accessible from upper deck.

Engine: Caterpillar C4.4, Tier III, 127 HP @ 2200 rpm.

Transmission and Axles: 3" (76 mm) diameter solid axles with chain drive from separate hydraulic motors driving both axles. Travel speed: 20 mph (32 km/hr). Two (2) propel drive motors for quicker response in work mode. #100 drive chain with hardened tooth sprockets.

Hydraulic System: Pressure compensated piston type pump direct coupled to engine. Deck rotation by hydraulic motor through gearbox. 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. Remote oil cooler accessible from ground level with dual electric cooling fans. Electric emergency pump.

Electrical System: 12 volt dc negative ground, 100 amp alternator, color coded and numbered wiring.

Air System: A 12 cfm (.34 m³/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. Because of Progress Rail's continuous desire to improve products, specifications and design are subject to change at any time and without notice and without incurring any obligation to incorporate these changes in previous models. Illustrations and photographs may include optional equipment and may not include standard equipment.

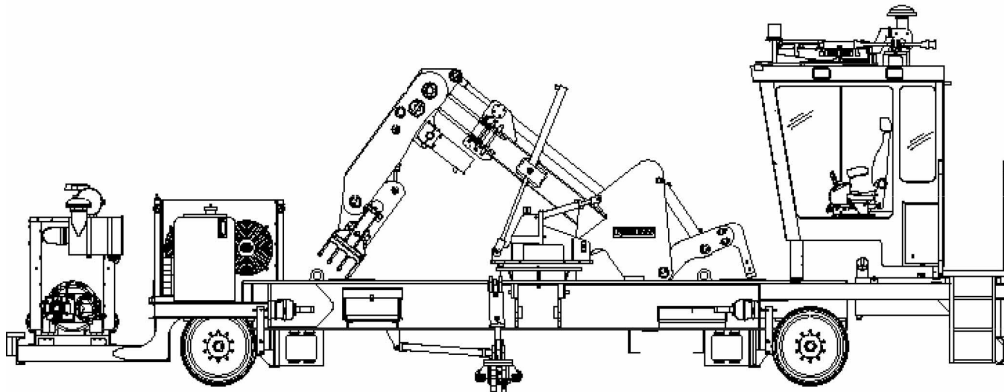
Cab: Large enclosed cab with 99.5 cubic foot capacity. Ergonomically designed seat. Large front windshield with unobstructed view of boom operation through full range of motion. Hydraulic pilot-pressure bottom-ported joystick controls on operator seat with heat shields. Self-contained, hydraulically driven air conditioner/heater/pressurizer unit mounted on rear wall of cab (roof mount optional). Remote controlled boom travel lock. Rubber suspension ladder steps. No service items located on cab roof on standard machine.

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

Capacities: Fuel: 75 gal. (284 liters), Hydraulic: 70 gal. (265 liters). Weight: 18,000 lbs (8164.8 kg).

Boom: Ultra-wide 32 inch (813 mm) spread base root boom mount. GV-12 grapple rotator. Single tie grapple.

Optional Equipment: Basket grapple; two tie grapple; timber grapple; concrete tie grapple; rail clamps; bridge crane package; timber crane package; boom winch; two-speed propel; boom-mounted flail mower.



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