KERSHAW® RH446 Rail Heater

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.

The Kershaw® RH446 Rail Heater is designed to heat the rail in order to expand it prior to installation. When the rail cools and contracts, the rail will be under tension. This will help reduce rail deformation during seasonal climate changes throughout the year. The Rail Heater consists of a prime mover (Power Car) and a burner car.

Progress Rail

A Caterpillar Company

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The overall length is 76 ft. 6 1/2 in. The Overall width is 8 ft. 2 3/8 in. The height of the rail heater from the ground to the top of the cab is 11 ft. 5 7/8 in. and is designed to conform to AAR Plate C when transported on 48 in tall equipment car.

Weight: 74, 220 lbs. With full load of propane

Engine: Equipped with a 6 cylinder, liquid cooled, Tier IV, Caterpillar C7.1 turbocharged engine producing 250 horsepower. Throttling of the engine is provided by an electronic engine controller located on the cab console.

Propel System: Hydrostatic propelling system consists of a variable displacement pump and motor. A Hydraulic propelling motor drives heavy duty industrial type axles through a 2-speed Powershift transmission (Same components as 4600 Ballast Regulator).

Wheels: 28 inch diameter cast steel AAR profile on power car. 16 inch diameter cast steel AAR profile burner car.

Axles: Power car consists of spring mounted, automotive type, and fully enclosed positive lock differential 6.14:1 ratio axles (Same components as 4600 Ballast Regulator). The burner car consists of a single dual bogie style axle to reduce risk of derailment while working in a curve.

Brakes: Power Car and Burner car equipped with pneumatic/ failsafe clasp type with Cobra composite shoes brakes. Spring applied air released emergency brake.

Hydraulic System: Double pump drive to transmit power from the engine to the hydraulic pumps. Hydrostatic propel system. Filters mounted to the outside of the frame for ease of access. Equipped with 24 volt emergency pump.

Electrical System: 24-volt DC negative-ground system which includes two 12-volt DC batteries and an engine driven alternator

Capacities: Fuel 120 gal, Hydraulic 100 gal, Propane 3000 gal

Dimensions:

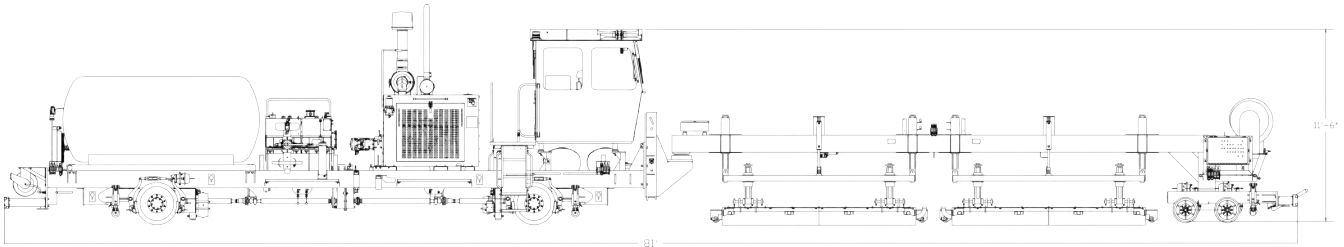
Burner Car: Length: 38 feet
Width: 7 feet 8 inches
Height: 7 feet 2 inches

Power Car: Length: 43 feet
Width: 9 feet 4 inches
Height: 11 feet 6 inches

Cab: Fully-enclosed, shock-mounted, rear entry cab. The cab is fully insulated and sound suppressed with heavy duty tinted safety glass windows. For operator comfort and safety, the cab is equipped with heating, air conditioning and pressurization provided by a MacBone 24 volt unit which uses R-134-A refrigerant for cooling.

Propane: The propane system consists of a 7,000,000 BTU/HR combustion system with proportional control. The system includes two 1500 gallon ASME certified propane tanks, a 1500 cfm blower, and an 80 gallon per hour vaporizer. The burner portion consists of four stainless steel thermally insulated burner manifolds with 46 stainless steel blast tip on each manifold and stainless steel pilots. The control system consists of four flame safety burner management systems with pilot UV scanners.

Optional Equipment: Five or ten gallon per minute selectable hydraulic tool circuit which includes: a hydraulic hose reel and quick disconnect couplings.



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