



# Union Pacific Railroad's Track Renewal Train TRT-909

Union Pacific's Track Renewal Train, known as the TRT 909 is a one-of-a-kind tie and rail-laying machine that removes existing wood ties and rail, and installs new concrete, composite, or wood ties and rail while simultaneously cleaning and replacing the ballast located below the track structure. Utilizing the TRT 909 machine allows Union Pacific to perform maintenance to its infrastructure more efficiently and quickly by replacing an entire rail corridor during one continuous project. When the TRT 909 leaves an area, it leaves behind a completely new rail structure that includes quieter continuously welded rail, smooth roadway crossing surfaces, and a clean rail right-of-way free of debris and rail materials.



Before

After

## Operating the TRT 909:

Nearly 50 pieces of equipment make up the several mile convoy that supports a TRT 909 project. These include an in-track welder, several tampers for surfacing, a rail train for loading used rail, a multi-purpose machine for ditching and material removal, and other specialty equipment.

There are nearly 250 Union Pacific employees and contractors who travel with and operate the TRT 909. At any given time, there will be multiple crews performing different functions along the TRT convoy to ensure its safe and efficient operation. One of the advantages of the TRT 909 is its speed. The former technology used in track renewal projects installed an average of 2,400 concrete ties per day while the TRT 909 can install 5,000 ties over a twelve-hour period.

## Public Roadway Crossings:

During the track renewal project, Union Pacific removes, repairs, and replaces all public road crossings within the project area. Crews working ahead of the TRT 909 equipment will prepare the corridor by removing the existing at-grade road crossing panels and asphalt. A separate crew will follow the TRT 909 replacing the crossing panels and repaving the approaches to ensure a smooth roadway transition. Once the project is complete, the entire corridor will have brand new and smooth crossing surfaces.



Before

After

## Roadway Traffic Plans:

Before any roadway crossings are temporarily closed, Union Pacific Railroad coordinates with the local roadway authority in order to prepare comprehensive traffic reroute plans that will minimize vehicle delays. In advance of the project, signs will be placed throughout the project area so the traveling public is aware of the pending crossing closures. Detour signs will also be staged in order to easily identify alternate routes. In addition to the on-site signs, Union Pacific will provide daily updates regarding crossing closure and opening dates through a voice mail system.

## After the Project:

When the project is finished, the entire rail corridor will be completely renewed with rail, ties, and clean ballast. Broken crossing panels will be replaced and roadway approaches will be smoothed out. The right-of-way surrounding the tracks will also be clean of debris or other materials that may have accumulated over time.



## Fast Facts:

- Over 5,000 ties are carried on the TRT 909 on a series of 30 rail cars each day
- Three sets of gantry cranes move the new ties into place while simultaneously removing the old ties
- The TRT 909 and accompanying equipment can extend over six miles in length.
- A state of the art induction heating technique is used to ensure the new rail is installed at the proper neutral temperature.
- Nearly 250 employees operate the TRT 909 equipment
- The TRT 909 averages almost two miles a day
- The rail train can hold 80,000 feet of used rail
- All rail and metal removed from the site is recycled or reused

## Current TRT 909 Project:

Starting in January 2013, the TRT 909 will visit North Texas to renew approximately 31 miles between Fort Worth and Dallas. The TRT 909 will start on January 3rd in east Fort Worth heading into Arlington and then through Grand Prairie and west Dallas.

## Project Contacts:

For up to date information on the project call:  
1-877-243-1350

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