

CSX RAILROAD AND PARAGON 3000



We (CSX Railroad) became a TRC customer in February 2019.

When our sales rep demonstrated the grease, we immediately saw that it was better than our current grease, Mystik JT6. We had been using Mystik for over 10 years, but we made the switch to Paragon 3000. When I saw the demo with the grease impact tester, I knew it was going to be better, but I was not expecting it to be this good.

We use a Railtech 02500 1" impact wrench. Previously, when we took apart the Railtech (using Mystik), I found that all the grease slung around the hammer case. It needed to be on the hammers and the anvil. The parts wore out prematurely due to no lubrication, because the Mystik had slung off. The anvil alone is \$570. Hammers are \$240 each. Failure rate was extremely high. Since switching to Paragon 3000, there's been at least a 60% savings in parts replacement. Metal fatigue calls for replacement. Now when we take apart the Railtech, the Paragon 3000 is still exactly where it needs to be.

After using and seeing a big difference in the quality of the grease, we began using Paragon in the Stanley IW16 Impact. Having good success with that, we started using Paragon on the rail puller. The rail puller will pull 120 tons. So, it's under extreme pressure and has a \$14,000 price tag.

Now CSX is using Paragon 3000 on our backhoes and high rail trucks. When using Mystik grease, high rail trucks are notorious for rusty water off the track caking up in the high rail mechanism. Paragon repels water and stays put.

Our favorite aspect of Paragon 3000 is that it stays where you put it. Bottom line.

Joe Provenzanol (machinist) and Scott Meadows (road master)

