

Vegetation Control Engineers Tour Herbicide-Treated Tracks

Seeing is believing! That's why Elanco Products Company invited railroad vegetation control engineers and railroad commercial application contractors to see results of demonstration plots treated with Spike 80W alone and in combination with a variety of weed-control chemicals.

The three-day tour began in Chicago at the Burlington Northern yard and mainline towpaths where a pre-emergence application of three pounds of Spike per acre had been made in early April. Tour takers observed the control of ground vegetation which greatly enhances ballast drainage and provides safer working areas for train and maintenance crews.

Chemical residual effectiveness was demonstrated at the next tour site in Kankakee, Illinois, on the Illinois Central Gulf branch line. Here, most of the plots had not been chemically treated since October, 1973, or October, 1974.

The group finished the tour in Lebanon, Indiana, on the Penn Central branch lines where Elanco had treated 27 different quarter-mile-long experimental plots in May and early June with post-emergence applications of chemicals alone and in tank-mix combinations. Also at this site, interest was high in the brush control experiment using 10, 20, or 40 percent Spike granular pellets.

On almost all the plots where Spike was used, Dr. Tom Perkins, Lilly coordinator, specialty and technical products research, rated the control for bluegrass, Canadian bluegrass, horsetail, ragweed, maretail, foxtail, spurge, and toad-flax as excellent.

Railroad personnel and commercial contractors left the tour with eyewitness evidence of Spike's residual characteristics and low-rate efficiencies and of the broader weed spectrum of tank-mix combinations. □



On the Lebanon, Indiana, Penn Central branch line, vegetation engineers and application contractors stop to make a thorough check of experimental plot results.



Foreground shows the results of an herbicide application made in May, 1975, compared to check area.