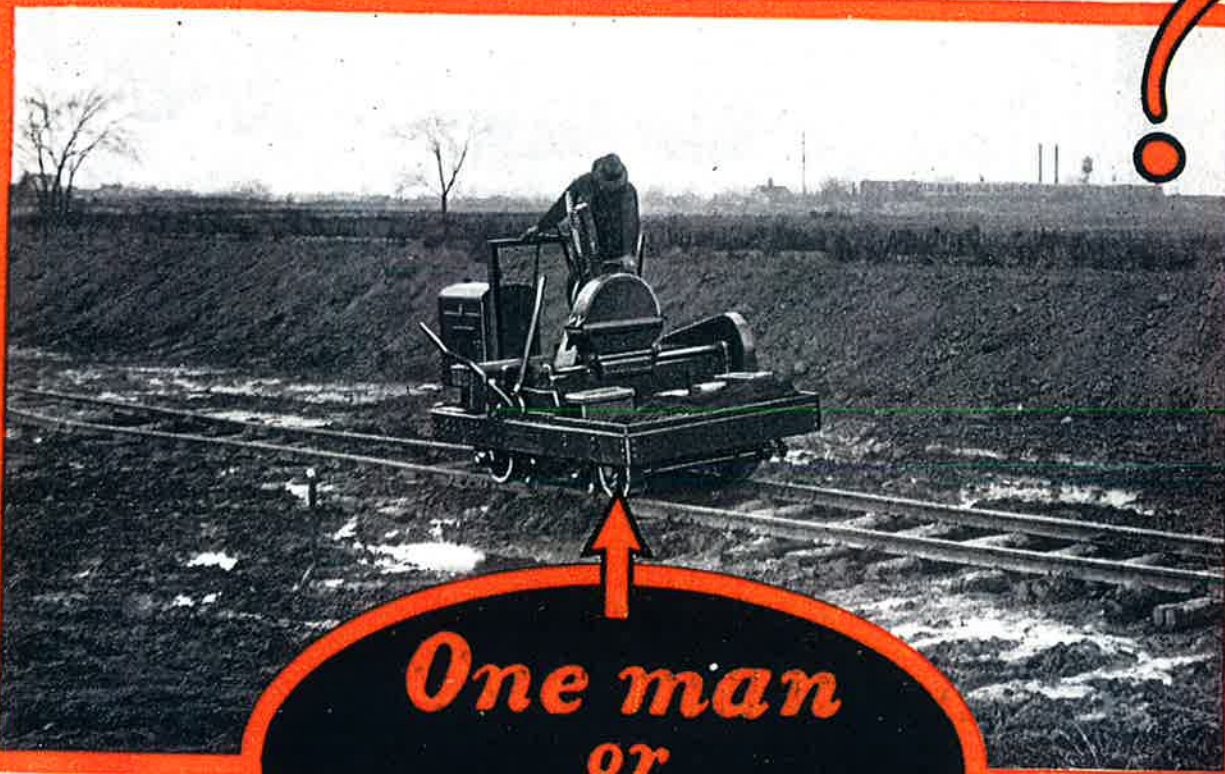
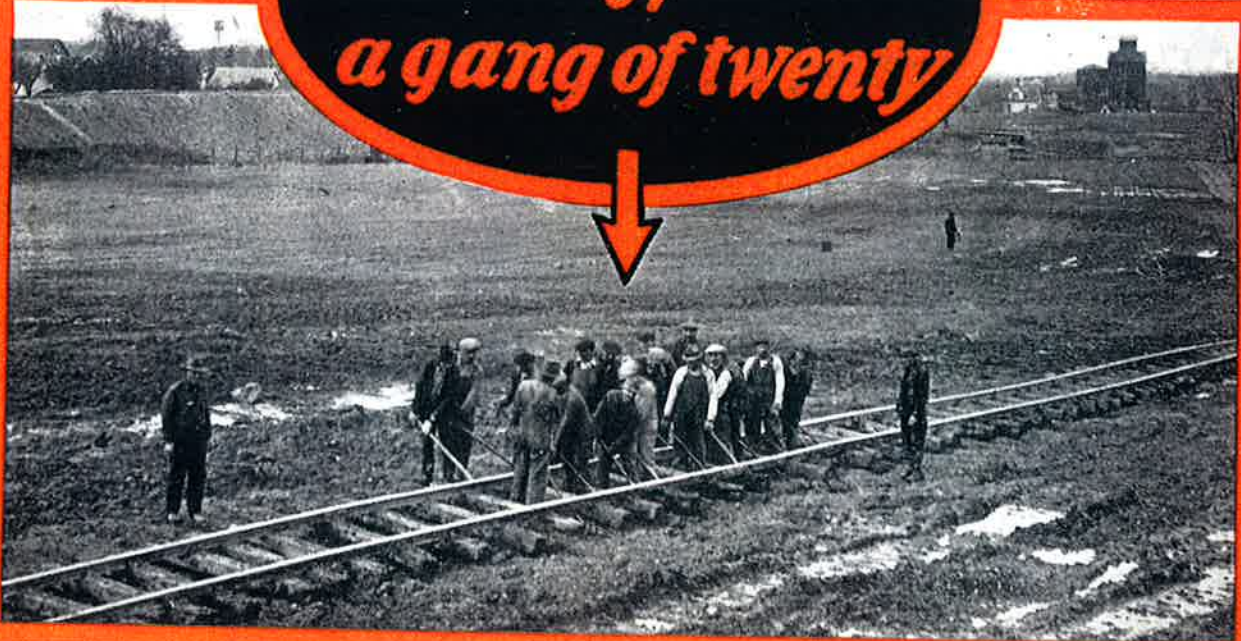
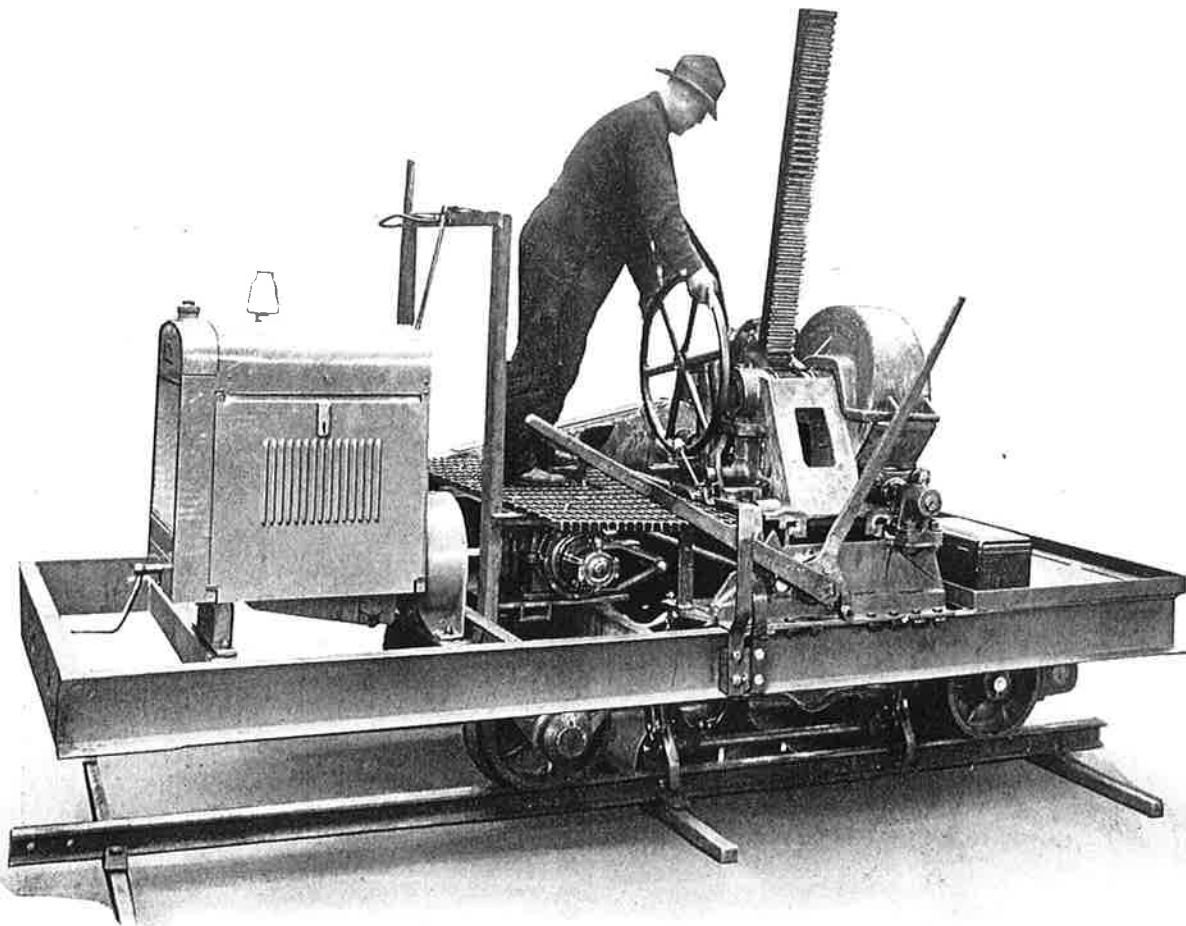


How do you shift and raise narrow gauge track?



*One man
or
a gang of twenty*





THE NORDBERG TRACK SHIFTER

Model O

For Narrow Gauge Track — 36 to 48 inch

SHIFTING and raising narrow gauge track can now be done with a few men. No longer does it require a large track gang working with aligning bars and jacks, as was formerly the case where hand methods were employed. In quarries, open pit mines, gravel plants and on railroads and construction jobs, the standard gauge Nordberg Track Machine has demonstrated the labor and time saving possibilities of this unusual machine. With the development of the narrow gauge model, it is now possible to secure this same performance for track from 36 to 48 inch gauge.

Design Similar to Standard Gauge Model

This narrow gauge model functions in the same manner as does the larger machine. With the machine clamped to the rails, the racked

spud set between the ties is forced downward lifting the rail at one side and then gently sliding the track over to a new position. The action is rapid, yet without danger of injury to the track.



The 36-inch track on this 30-foot fill was raised and shifted by a Nordberg Track Shifter.

Not Hampered by Soft Footing

On a shifting job it will do more than 80 men can accomplish with aligning bars. Where track is to be raised, the spud is set over near one rail and the track raised at that side. After fill is shoveled in and the track blocked up, the process is repeated on the other side, bringing the track up rapidly without the use of jacks, thereby dispensing with the jack gang. When working on soft materials such as slag, sand, cinders or even mud, the Nordberg Track Shifter will shift and raise track where hand methods would be difficult if not impossible. The spud has a downward travel of $5\frac{1}{2}$ feet, thus assuring a considerable lift being secured even when the footing is soft.

Lifts 42,000 Pounds

With its lifting capacity of 42,000 pounds, it will easily raise and shift track, even when firmly embedded or frozen in. On fills of soft clay and similar materials, the track is often depressed especially during rainy periods which usually proves to be a hard shifting job if done by hand. With the Track Machine, such track can readily be raised and shifted at one operation.

Transports Men, Tools and Materials

Being self-propelled with a low speed of $4\frac{1}{2}$ miles per hour and a high speed of 13 miles, the machine with its auxiliary platform can be used in transporting men, tools and materials to the job. It is powered by a 15 horsepower, four-cylinder gasoline motor.



Shifting track on the waste dump of a stone quarry.



Starting a waste dump for the disposing of the overburden of a clay pit.

Soon Pays For Itself

No other machine used in the same field of service can equal the Track Shifter as a saver in time and labor. Many users report that even though there was not sufficient work to keep the machine busy at all times, the saving in labor soon paid for the original investment.

Easy to Operate

Although the action of the Track Shifter is unique and difficult to visualize to those who have never seen it in operation, the machine is not difficult to handle or operate. Any ordinary workman with a little mechanical knowledge, will after a few days experience, shift track with speed and precision. It is of rugged and sturdy construction, built to withstand the severe service commonly found in track work. Wherever used its performance has exceeded expectations.



Another quarry shifting job; an easy task for the Track Shifter.



Building a long 40-foot fill on a railroad construction job. In raising the track, the rail at one side is lifted first as is shown in the illustration at the left; the fill is then shoveled in and the other rail then raised to the same height.

Specifications for Model O Track Shifter

TRACK GAUGE — 36" to 48" inclusive.

WEIGHT — 7,200 pounds.

LIFTING CAPACITY — 42,000 pounds on spud at a maximum raising speed of 15 ft. per minute.

POWER UNIT — Four-cylinder, 15 horsepower, 1200 r.p.m., fully-enclosed, gasoline power unit.

FRAME — 5' 5" wide x 12' 1" long. 8" channels, heavily reinforced with welded joints.

WHEEL BASE — 5' 5". Front axle mounted on center point giving three point suspension to car.

AXLES — 3 $\frac{1}{8}$ " S.A.E. Chrome Nickel Steel; drive axle mounted in roller bearings in cast steel housings bolted to frame. Substantial front axle mounted in floating front axle casting.

WHEELS — 16" cast iron chilled M.C.B. wheels. Front wheels mounted on roller bearings on axle. Drive wheels keyed to drive axle.

TRANSMISSION — Through bevel gear reverse with two friction clutches, controlling all movements by means of

double acting foot pedal. Foot must be held on pedal to drive any unit.

CAR DRIVE — Two speeds; 4 $\frac{1}{2}$ miles per hour in low; 13 miles per hour in high.

SPUD DRIVE — Spud rack pinion on worm gear shaft driven through worm and gear and reversing friction clutches.

SPUD CARRIAGE — Cast steel babbitted guides. Bronze bushed for spud pinion. Moved from side to side by hand operated self-locking pawl lever.

SPUD AND SHOE — Cut teeth in spud rack. Downward travel 5 $\frac{1}{2}$ feet. Shoe of cast steel with bearing for all conditions of footing.

RAIL CLAMPS — Chrome Nickel Steel rail clamps operated from platform through convenient levers. Locked in safe position above rail for traveling.

AUXILIARY PLATFORM — 36" x 65", for transporting men and materials.

CONTROLS — All controls for the engine and Track Shifter convenient and easily operated.

BRAKES — Powerful hand brakes on front wheels.



Another track raising job. By the use of the Track Shifter, the jack gang is dispensed with entirely. When the fill is raised to the desired height, the track is shifted laterally as the width of the dump increases. It will be noticed in both illustrations that the spud is almost down to its limit of travel of 5 $\frac{1}{2}$ feet, which shows the softness of the filling material. This would have been a hard job for hand jacks.

For further particulars regarding the Nordberg Track Shifter, write Track Shifter Department

Nordberg Mfg. Co., Milwaukee, Wis.