CATALOG 400

MERCURY

MATERIAL HANDLING EQUIPMENT

THE MERCURY MANUFACTURING COMPANY Chicago

A "Half-Century" of Progress

Throughout the ages, handling of materials has presented mankind with a major problem. Not however, until the Twentieth Century did the "manual-to-mechanized" need for movement of vast amounts of materials become evident.

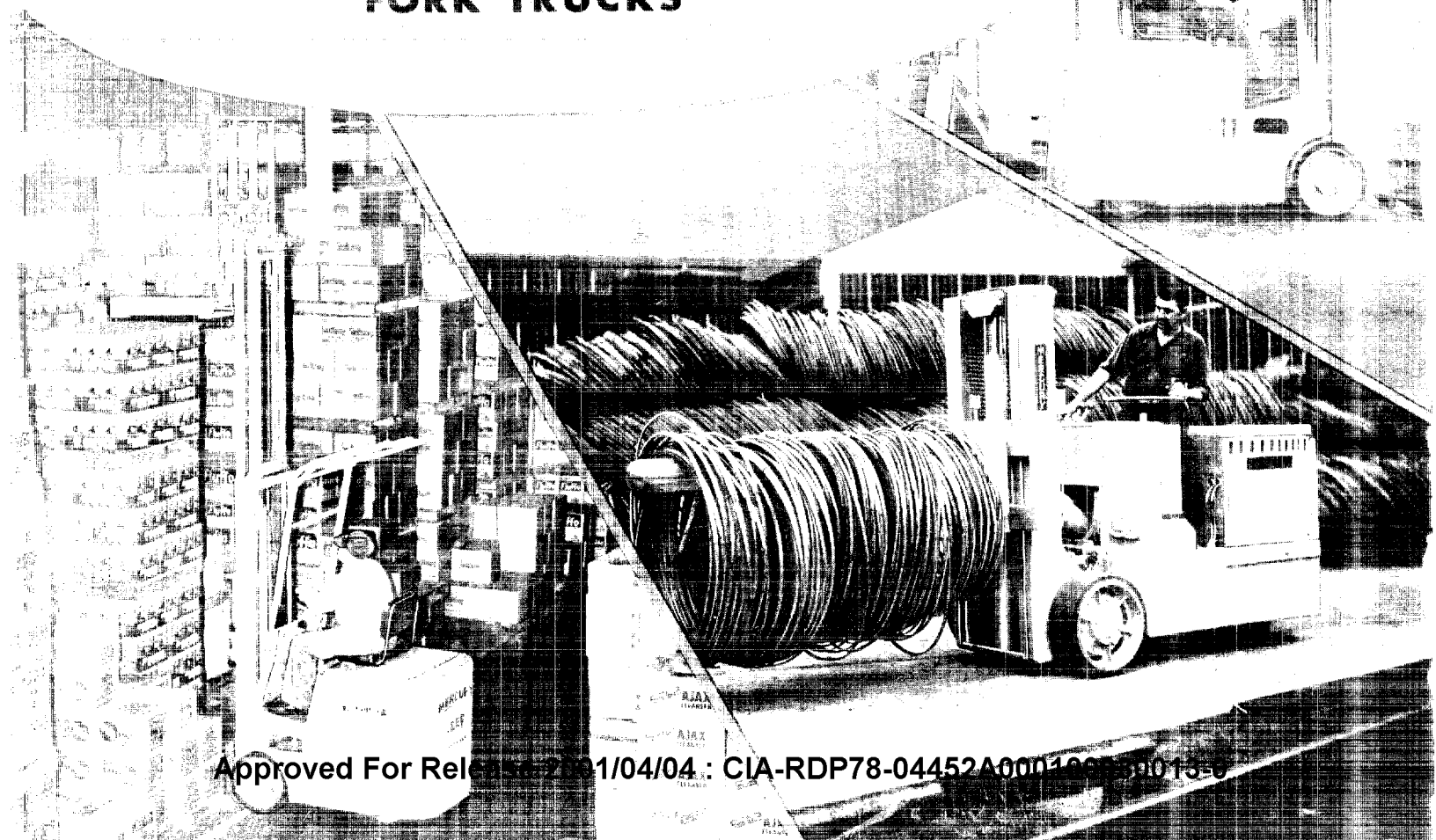
Mercury Manufacturing Company pioneered this great new industry of mechanized material handling with the development of its now famous "Trackless Train" system of inter and intra-plant movement of materials. Originally developed to solve the hauling problems of a major industry in the midwest, this tractor-trailer system met with startling and immediate success. Continuous engineering research on tractors and trailers increased the efficiency of material handling, until today the name "Mercury" is synonymous with the phrase "material handling".

In the span of a few short years, gas and electric tractors, along with trailers (of all sizes and capacities) gained acceptance in all industries. Industries' demands after the First World War for power driven equipment that could move material vertically as well as horizontally in order to utilize overhead space, prompted Mercury to investigate the country's finest machines and to equip themselves with sufficient material to develop an unexcelled line of lift trucks. Many startling innovations in lift truck design were introduced with the Mercury line, and like the "Trackless Train", the fork truck line soon became the talk of the industry.

With the Twentieth Century half gone, Mercury Manufacturing Company has earned an enviable position, having gained the reputation of being the leader in the material handling field. The wealth of experience obtained through half a century of progress, research and development is available to all industry at no cost or obligation.

Consult your nearest Mercury representative and find out how you can "move tonnage for less" the Mercury way.

A COMPLETE LINE OF INDUSTRIAL FORK TRUCKS



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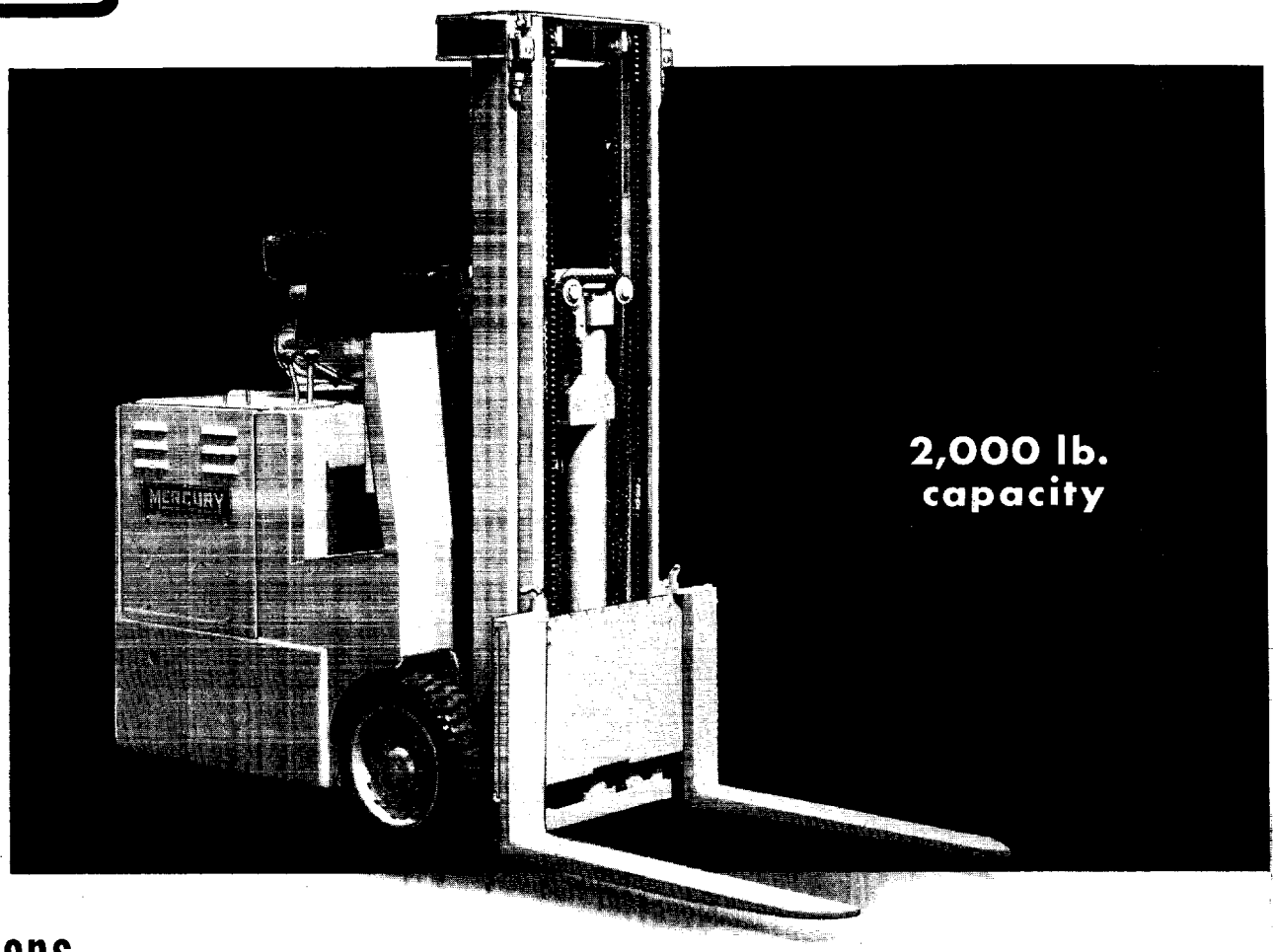
"JEEP" FORK TRUCK



Specifications

Capacity—2,000 lb. with 48" length of load.
Travel Speed—No load 5.75-6.25 M.P.H.
—Full load 5.25-5.75 M.P.H.
Hoist Speed—No load—40 F.P.M.
—Full load—26 F.P.M.
Lowering Speed—No load or Full load—42 F.P.M.
Tilt—3° forward and 10° rearward.
Weight—Single lift-tilting model—4,750 lbs.
—Duoscopic and Triscopic-tilting model—5,150 lbs.
Dimensions—Overall length (with 36" forks) 95½".
—Overall width 36".
—Overall height (Standard) 83".
—Wheel Base—34".
—Outside turning radius—60".
—Right angle stacking aisle—73¾" plus load length.
—Forks—1¼"x5" Alloy Steel
—Maximum fork elevation—Single Lift 65".
—Duoscopic Lift 130".
—Triscopic Lift 130".
—Free Lift—Single Lift 65".
—Duoscopic Lift 12½".
—Triscopic Lift 59".

Travel Control—Full magnetic type control with timed acceleration and controlled plugging. Four speeds forward and four reverse. Foot accelerator pedal controls speed. Directional control lever mounted on steering column.

Hoist and Tilt Control—Valve lever operated switches actuate pump motor contractor.

Motors—Travel and pump motors are series wound type of high torque and load capacity.

Power Source—15 cells of 17 plate high type lead-acid battery or 24 cells of C-7A Edison battery or Ready-Power gas electric unit. For heavy duty service standard compartment will accommodate 15 cells of 19 plate high type lead-acid battery. Truck can also be modified to take C-8 cells by making it 2" wider and 2" longer or MC7A cells which raises seat 1¾".

Drive Axle—Double reduction, spiral bevel and spur gear unit, both ball and Timken roller bearing mounted. Full floating drive shafts.

Trail Axle—Compensating, controlled castor type. Wheels and forks Timken roller bearing mounted.

Steering—Two wheel steer by centrally located inclined Ross cam and twin lever gear with sturdy hand wheel.

Hoist System—Motor driven low pressure vane pump actuates single acting hydraulic cylinder which elevates the lifting element. Mercury patented "Balanced Suspension" eliminates destructive side forces when handling off-center loads.

Tilt System—Pressure supplied by hoist pump to one centrally located double acting cylinder effects tilt.

Brakes—External contracting type on intermediate pinion shaft extension. Applied when foot pedal is depressed or operator leaves seat. Interlocked with controller.

Wheels—Disc type with smooth exterior.

Tires—Cushion type. Drive 17¾"x6". Trail 10½"x5".
—Solid rubber type. Drive 18"x5".

Safety Devices—Hoist and tilt limit switches. Hydraulic overload relief valve. Key type switch.

Lubrication—Drive gearing operates in oil bath. Pump, valves, hoist and tilt cylinders lubricated by hydraulic fluid. All other bearings provided with Alemite-Zerk pressure fittings.

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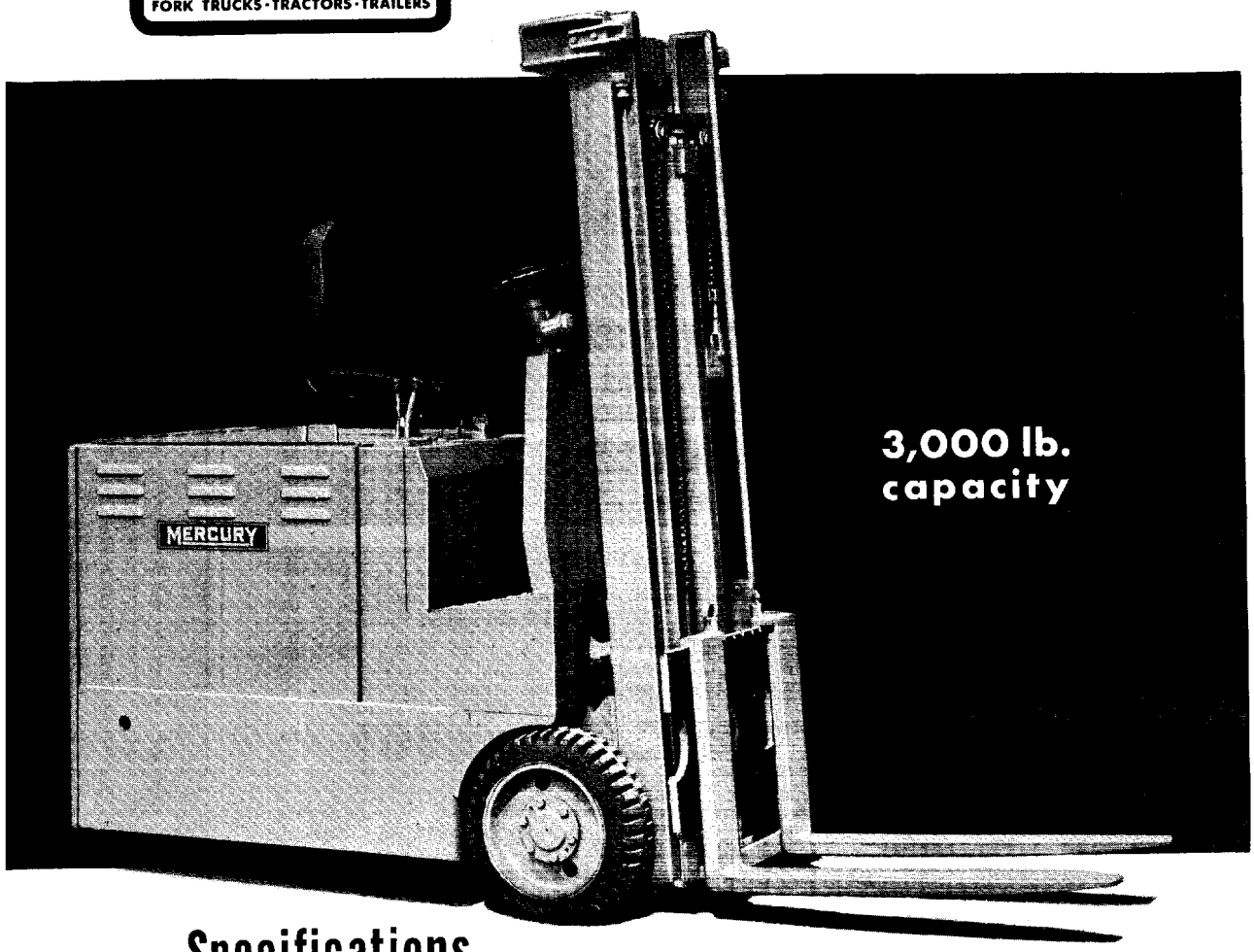
"JEEP" FORK TRUCK



Specifications

Capacity—3,000 lbs. with 48" length of load.
Travel Speed—No load 5.75-6.25 M.P.H.
—Full load 5.00-5.50 M.P.H.

Hoist Speed—No load 40 F.P.M.
—Full load 26 F.P.M.

Lowering Speed—No load or Full load 40 F.P.M.

Tilt—3° forward and 10° rearward.

Weight—Single lift, tilting model 5,600 lb.
—Duoscopic and Triscopic, tilting model 6,100 lb.

Dimensions—Overall length (with 36" forks) 108"
—Overall width (Cushion tires)—37½".
(Solid tires)—39½".
—Overall height (Standard) 83".
—Wheel Base—44".
—Outside turning radius—70".
—Right angle stacking aisle—83¾", plus load length.
—Forks—1¼"x5" Alloy steel.
—Maximum Fork Elevation—Single lift 65".
—Duoscopic Lift 130".
—Triscopic Lift 130".
—Free Lift—Single Lift 65".
—Duoscopic Lift 12½".
—Triscopic Lift 59".

Travel Control—Full magnetic contactor control with timed acceleration and controlled plugging. Four speeds forward and four reverse. Foot accelerator pedal controls speed. Directional control lever mounted on steering column.

Hoist and Tilt Control—Valve lever operated switches actuate pump motor contactor.

Motors—Travel and pump motors are series wound type of high torque and load capacity.

Power Source—18 cells of 17 plate high type lead-acid battery or 30 cells C-6 Edison battery or Ready-Power gas-electric unit. For heavy duty service standard compartment will accommodate 18 cells of 19 plate high type lead-acid battery or 30 cells of C-7 Edison battery.

Drive Axle—Double reduction, spiral bevel and spur gear unit, both ball and Timken roller bearing mounted. Full floating drive shafts.

Trail Axle—Compensating, controlled castor type. Wheels and forks Timken roller bearing mounted.

Steering—Two wheel steer by centrally located inclined Ross cam and twin lever gear with sturdy hand wheel.

Hoist System—Motor driven low pressure vane pump actuates single acting hydraulic cylinder which elevates the lifting element. Mercury patented "Balanced Suspension" eliminates destructive side forces when handling off-center loads.

Tilt System—Pressure supplied by hoist pump to one centrally located double acting cylinder effects tilt.

Brakes—External contracting type on intermediate pinion shaft extension. Applied when foot pedal is depressed or operator leaves seat. Interlocked with controller.

Wheels—Disc type with smooth exterior.

Tires—Cushion type. Drive 17¾"x6". Trail 10½"x5".
—Solid rubber type. Drive 18"x7".

Safety Devices—Hoist and tilt limit switches. Hydraulic overload relief valve. Key type switch.

Lubrication—Drive gearing operates in oil bath. Pump, valves, hoist and tilt cylinders lubricated by hydraulic fluid. All other bearings provided with Alemite-Zerk pressure fittings.

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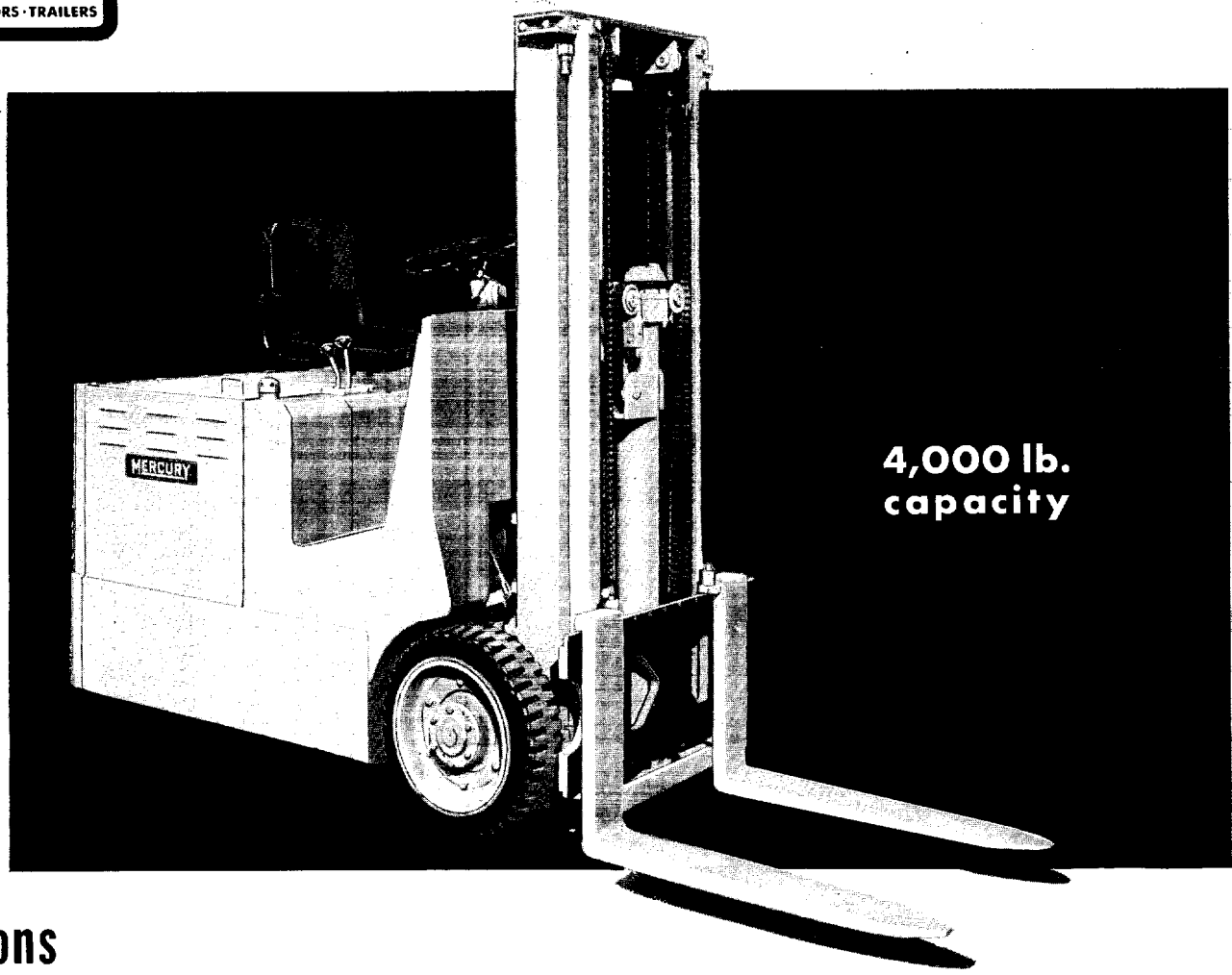
"YAK" FORK TRUCK



Specifications

Capacity—4,000 lbs. with 48" length of load.
Travel Speed—No load 6.25-6.50 M.P.H.
—Full load 5.25-5.75 M.P.H.
Hoist Speed—No load 45 F.P.M.
—Full load 30 F.P.M.
Lowering Speed—No load or Full load 40 F.P.M.
Tilt—4° forward and 10° rearward.
Weight—Single lift, Tilting model 7,225 lb.
—Duoscopic and Triscopic, Tilting model 7,950 lb.
Dimensions—Overall length (with 36" forks) 118½".
—Overall width—42".
—Overall height (Standard) 83".
—Wheelbase—48".
—Outside turning radius—79".
—Right angle stacking aisle—94¾", plus load length.
—Forks—1¾"x5" Alloy steel.
—Maximum fork elevation—Single lift 62".
—Duoscopic lift 130".
—Triscopic lift 130".
—Free lift—Single lift 62".
—Duoscopic lift 11¼".
—Triscopic lift 58".

Travel Control—Full magnetic contactor control with timed acceleration and controlled plugging. Four speeds forward and four reverse. Foot accelerator pedal controls speed. Directional control lever mounted on steering column.

Hoist and Tilt Control—Valve lever operated switches actuate pump motor contactor.

Motors—Travel and pump motors are series wound type of high torque and load capacity.

Power Source—18 cells of 21 plate high type lead-acid battery or 30 cells of C-7 Edison battery or Ready-Power gas-electric unit. For heavy duty service standard compartment will accommodate 18 cells of 23 plate high type lead-acid battery. Truck can also be modified to take C-8 Edison cells by making it 2½" longer, or MC-8 Edison cells which raises seat 1¾" and makes truck 2½" longer.

Drive Axle—Double reduction, spiral bevel and spur gear unit, both ball and Timken roller bearing mounted. Full floating drive shafts.

Trail Axle—Compensating, controlled castor type. Wheels and forks Timken roller bearing mounted.

Steering—Two wheel steer by centrally located inclined Ross cam and twin lever gear with sturdy hand wheel.

Hoist System—Motor driven low pressure vane pump actuates single acting hydraulic cylinder which elevates the lifting element. Mercury patented "Balanced Suspension" eliminates destructive side forces when handling off-center loads.

Tilt System—Pressure supplied by hoist pump to one centrally located double acting cylinder effects tilt.

Brakes—Internal expanding self-centering hydraulic type within drive wheels, applied when foot pedal is depressed. A separate Timken Duo-Grip brake electrically interlocked with controller and mounted on pinion shaft, is automatically applied when operator leaves seat.

Wheels—Disc type with smooth exterior.

Tires—Cushion type. Drive—21"x7". Trail—15½"x6".
—Solid Rubber type. Drive—20"x7".

Safety Devices—Hoist and tilt limit switches. Hydraulic overload relief valve. Key type switch.

Lubrication—Drive gearing operates in oil bath. Pump, valves, hoist and tilt cylinders lubricated by hydraulic fluid. All other bearings provided with Alemite-Zerk pressure fittings.

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"YAK" FORK TRUCK

Specifications

Capacity—5,000 lbs. with 48" length of load.
Travel Speed—No load 5.75-6.25 M.P.H.
—Full load 5.00-5.50 M.P.H.

Hoist Speed—No load 45 F.P.M.
—Full load 26 F.P.M.

Lowering Speed—No load or Full load 40 F.P.M.
Tilt—4° forward and 10° rearward.
Weight—Single lift, Tilting model 8,400 lb.
—Duoscopic, Tilting model 9,150 lb.

Dimensions—Overall length (with 36" forks) 118½".
—Overall width—44".
—Overall height (Standard) 83".
—Wheelbase—48".
—Outside turning radius—79".
—Right angle stacking aisle—94¾", plus load length.
—Forks—1¾"x5" Alloy steel.
—Maximum fork elevation—Single lift—60".
—Duoscopic lift—126".
—Free lift—Single lift—60".
—Duoscopic lift—15¼".

Travel Control—Full magnetic contactor control with timed acceleration and controlled plugging. Four speeds forward and four reverse. Foot accelerator pedal controls speed. Directional control lever mounted on steering column.

Hoist and Tilt Control—Valve lever operated switches actuate pump motor contactor.

Motors—Travel and pump motors are series wound type of high torque and load capacity.

Power Source—18 cells of 21 plate high type lead-acid battery or 30 cells of C-7 Edison battery or Ready-Power gas-electric unit. For heavy duty service standard compartment will accommodate 18 cells of 23 plate high type lead-acid battery. Truck can also be modified to take C-8 Edison cells by making it 2½" longer, or MC-8 Edison cells which raises seat 1¾" and makes truck 2½" longer.

Drive Axle—Double reduction, spiral bevel and spur gear unit, both ball and Timken roller bearing mounted. Full floating drive shafts.

Trail Axle—Compensating, controlled castor type. Wheels and forks Timken roller bearing mounted.

Steering—Two wheel steer by centrally located inclined Ross cam and twin lever gear with sturdy hand wheel.

Hoist System—Motor driven low pressure vane pump actuates single acting hydraulic cylinder which elevates the lifting element. Mercury patented "Balanced Suspension" eliminates destructive side forces when handling off-center loads.

Tilt System—Pressure supplied by hoist pump to one centrally located double acting cylinder effects tilt.

Brakes—Internal expanding self-centering hydraulic type within drive wheels, applied when foot pedal is depressed. A separate Timken Duo-Grip brake electrically interlocked with controller and mounted on pinion shaft, is automatically applied when operator leaves seat.

Wheels—Disc type with smooth exterior.

Tires—Cushion type. Drive—21"x8". Trail—15½"x6". Solid Rubber type. Drive—20"x8".

Safety Devices—Hoist and tilt limit switches. Hydraulic overload relief valve. Key type switch.

Lubrication—Drive gearing operates in oil bath. Pump, valves, hoist and tilt cylinders lubricated by hydraulic fluid. All other bearings provided with Alemite-Zerk pressure fittings.

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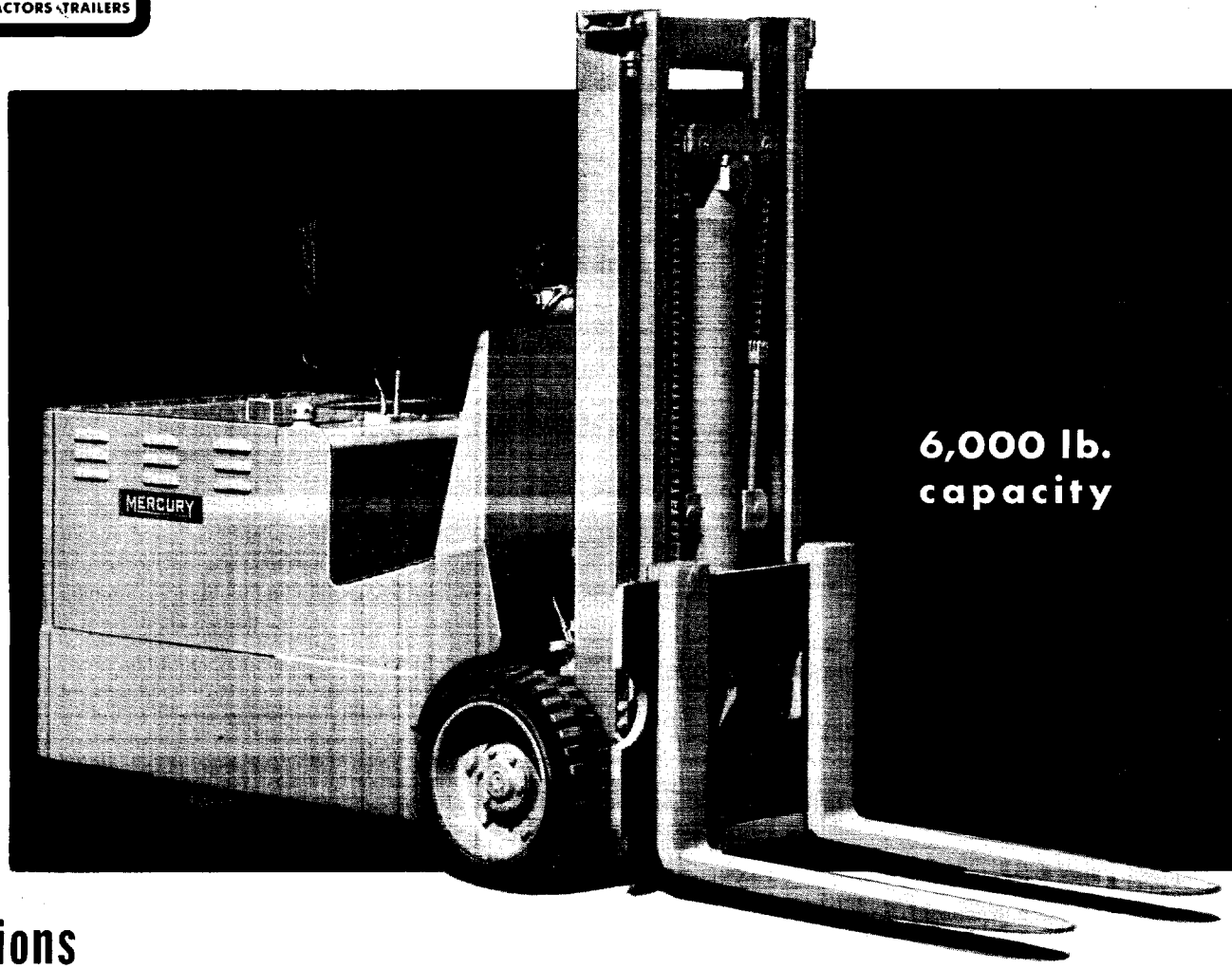

Specifications

Capacity—6,000 lbs. with 48" length of load.
Travel Speed—No load 5.75-6.25 M.P.H.
—Full load 4.75-5.25 M.P.H.
Hoist Speed—No load 34 F.P.M.
—Full load 22 F.P.M.
Lowering Speed—No load or Full load 40 F.P.M.
Tilt—4° forward and 10° rearward.
Weight—Single lift, Tilting model 9,050 lb.
—Duoscopic, Tilting model 10,000 lb.
Dimensions—Overall length (with 36" forks) 125½".
—Overall width—44".
—Overall height (Standard) 83".
—Wheelbase—54".
—Outside turning radius—84".
—Right angle stacking aisle—100¼", plus load length.
—Forks—2"x5" Alloy steel.
—Maximum for elevation—Single lift—60"
—Duoscopic lift—126".
—Free lift—Single lift—60".
—Duoscopic lift—13".

Travel Control—Full magnetic contactor control with timed acceleration and controlled plugging. Four speeds forward and four reverse. Foot accelerator pedal controls speed. Directional control lever mounted on steering column.

Hoist and Tilt Control—Valve lever operated switches actuate pump motor contactor.

Motors—Travel and pump motors are series wound type of high torque and load capacity.

Power Source—18 cells of 23 plate high type lead-acid battery or 30 cells or C-8 Edison battery or Ready-Power gas-electric unit. For heavy duty service standard compartment will accommodate up to 18 cells of 27 plate high type lead-acid battery. Truck can also be modified to take MC-8 Edison cells by raising seat 1¾", or C-10 Edison cells which increases turning radius and right angle stacking aisle by 2".

Drive Axle—Double reduction, spiral bevel and spur gear unit, both ball and Timken roller bearing mounted. Full floating drive shafts.

Trail Axle—Compensating, controlled castor type. Wheels and forks Timken roller bearing mounted.

Steering—Two wheel steer by centrally located inclined Ross cam and twin lever gear with sturdy hand wheel.

Hoist System—Motor driven low pressure vane pump actuates single acting hydraulic cylinder which elevates the lifting element. Mercury patented "Balanced Suspension" eliminates destructive side forces when handling off-center loads.

Tilt System—Pressure supplied by hoist pump to one centrally located double acting cylinder effects tilt.

Brakes—Internal expanding self-centering hydraulic type within drive wheels, applied when foot pedal is depressed. A separate Timken Duo-Grip brake electrically interlocked with controller and mounted on pinion shaft, is automatically applied when operator leaves seat.

Wheels—Disc type with smooth exterior.

Tires—Cushion type. Drive—21"x8". Trail—15½"x6". Solid Rubber type. Drive—20"x8".

Safety Devices—Hoist and tilt limit switches. Hydraulic overload relief valve. Key type switch.

Lubrication—Drive gearing operates in oil bath. Pump, valves, hoist and tilt cylinders lubricated by hydraulic fluid. All other bearings provided with Alemite-Zerk pressure fittings.

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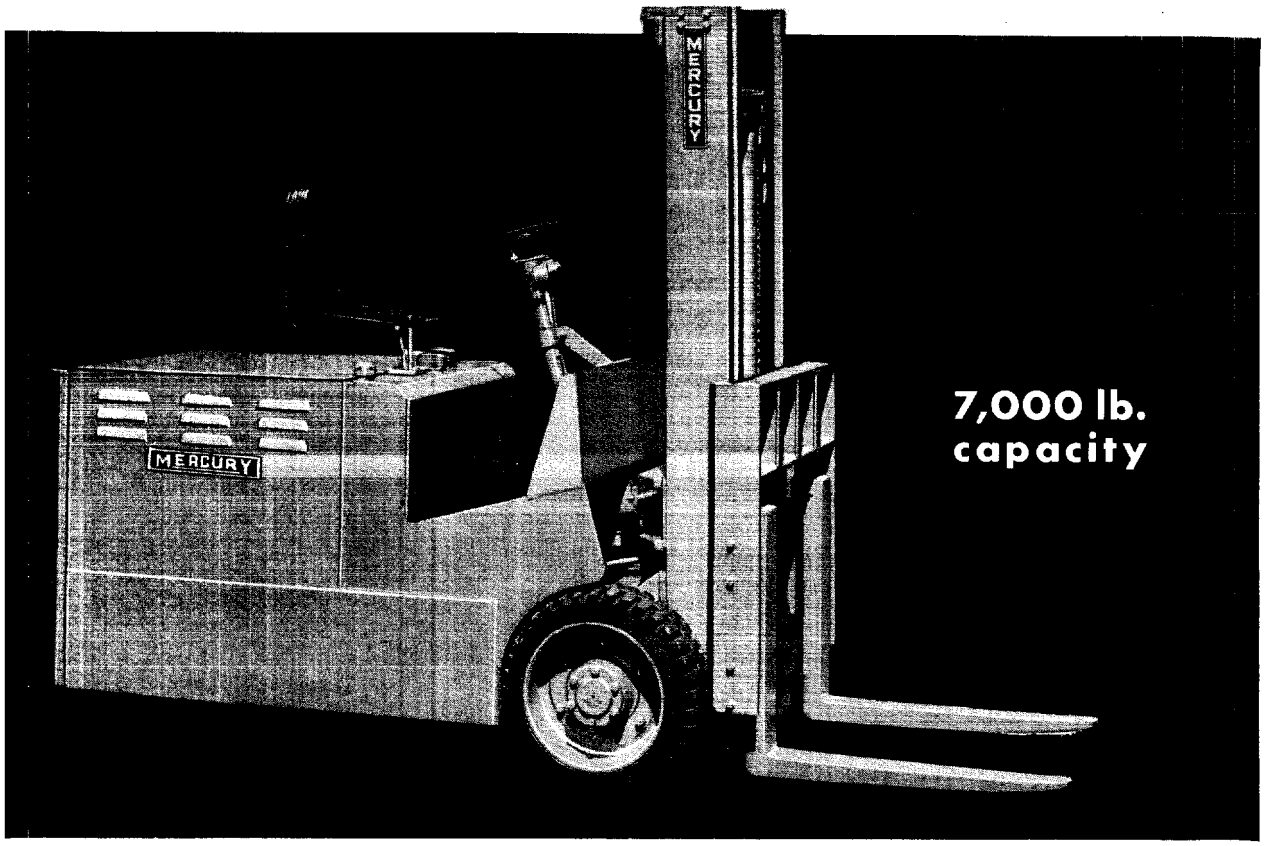

Specifications

Capacity—7,000 lbs. with 48″ length of load.
Travel Speed—No load 5.50-6.00 M.P.H.
—Full load 4.50-5.00 M.P.H.
Hoist Speed—No load 32 F.P.M.
—Full load 17 F.P.M.
Lowering Speed—No load or Full load 40 F.P.M.
Tilt—4° forward and 10° rearward.
Weight—Single lift, Tilting model 10,200 lb.
—Duoscopic, Tilting model 11,200 lb.
Dimensions—Overall length (with 36″ forks) 126¼″.
—Overall width—(Cushion tires) 46″.
(Solid tires) 48″.
—Overall height (Standard) 83″.
—Wheelbase—54″.
—Outside turning radius—86″.
—Right angle stacking aisle—103¾″, plus load length.
—Forks—2¼″x5″ Alloy steel.
—Maximum fork elevation—Single Lift—58″.
—Duoscopic lift—122″.
—Free lift—Single lift—58″.
—Duoscopic lift—17″.

Travel Control—Full magnetic contactor control with timed acceleration and controlled plugging. Four speeds forward and four reverse. Foot accelerator pedal controls speed. Directional control lever mounted on steering column.

Hoist and Tilt Control—Valve lever operated switches actuate pump motor contactor.

Motors—Travel and pump motors are series wound type of high torque and load capacity.

Power Source—18 cells of 27 plate high type lead-acid battery or 30 cells of C-10 Edison battery or Ready-Power gas-electric unit. For heavy duty service standard compartment will accommodate 18 cells of 29 plate high type lead-acid battery. Truck can also be modified to take MC-10 Edison cells by raising seat 1¾″.

Drive Axle—Double reduction, spiral bevel and spur gear unit, both ball and Timken roller bearing mounted. Full floating drive shafts.

Trail Axle—Compensating, controlled castor type. Wheels and forks Timken roller bearing mounted.

Steering—Two wheel steer, by centrally located inclined Ross cam and twin lever gear with sturdy hand wheel.

Hoist System—Motor driven low pressure vane pump actuates single acting hydraulic cylinder which elevates the lifting element. Mercury patented "Balanced Suspension" eliminates destructive side forces when handling off-center loads.

Tilt System—Pressure supplied by hoist pump to one centrally located double acting cylinder effects tilt.

Brakes—Internal expanding self-centering hydraulic type within drive wheels, applied when foot pedal is depressed. A separate Timken Duo-Grip brake electrically interlocked with controller and mounted on pinion shaft, is automatically applied when operator leaves seat.

Wheels—Disc type with smooth exterior.

Tires—Cushion type. Drive—22″x9″. Trail—16¼″x7″.
—Solid Rubber type. Drive—22″x10″.

Safety Devices—Hoist and tilt limit switches. Hydraulic overload relief valve. Key type switch.

Lubrication—Drive gearing operates in oil bath. Pump, valves, hoist and tilt cylinders lubricated by hydraulic fluid. All other bearings provided with Alemite-Zerk pressure fittings.

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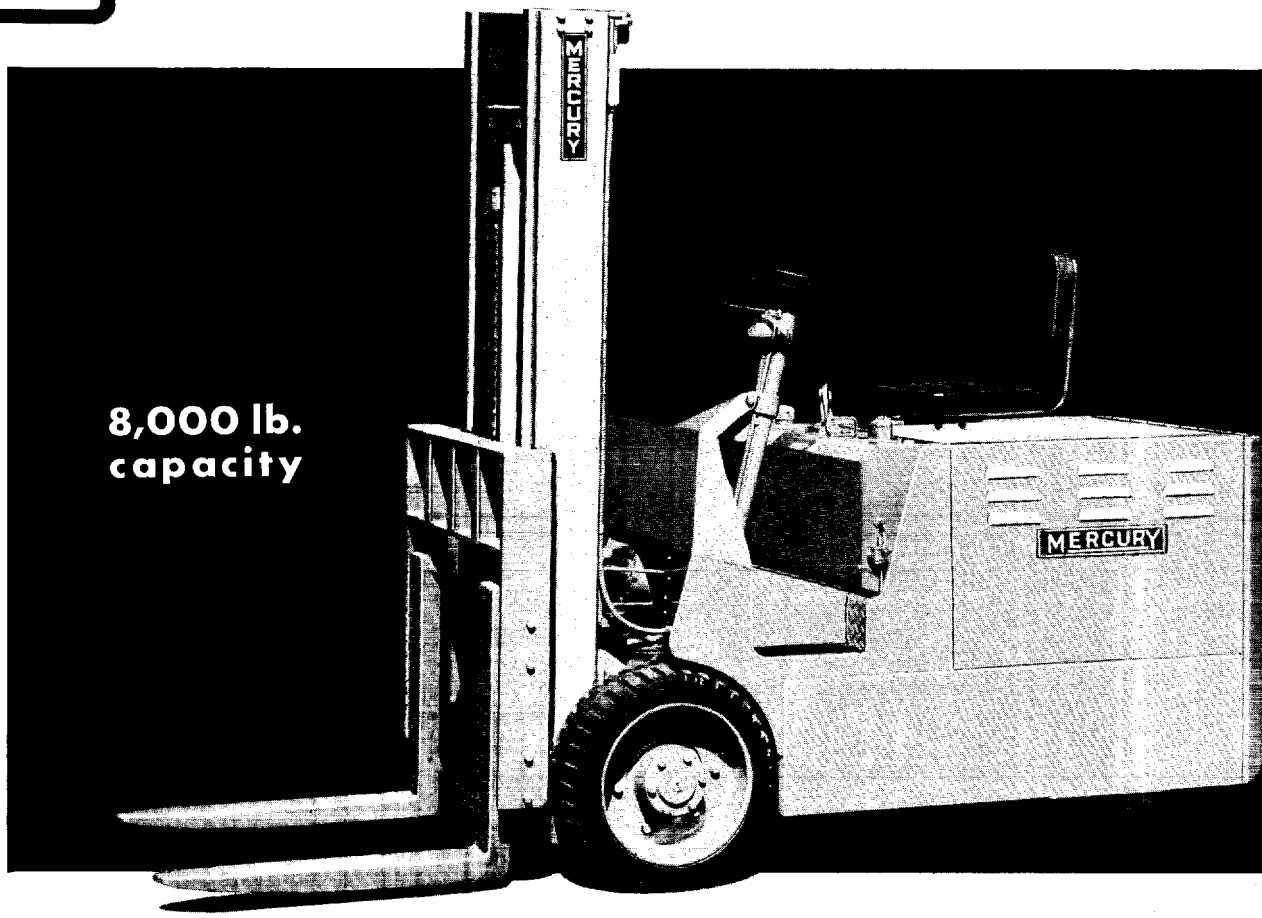

Specifications

Capacity—8,000 lbs. with 48" length of load.

Travel Speed—No load 5.50-6.00 M.P.H.
—Full load 4.50-5.00 M.P.H.

Hoist Speed—No load 30 F.P.M.
—Full load 15 F.P.M.

Lowering Speed—No load or Full load 40 F.P.M.

Tilt—4° forward and 10° rearward.

Weight—Single lift, Tilting model 10,400 lb.
—Duoscopic, Tilting model 11,400 lb.

Dimensions—Overall length (with 36" forks) 132¼".
—Overall width—(Cushion tires) 46".
(Solid tires) 48".
—Overall height (Standard) 83".
—Wheelbase—60".
—Outside turning radius—91".
—Right angle stacking aisle—108¾", plus load length.
—Forks—2¼"x5" Alloy steel.
—Maximum fork elevation—Single lift—56".
—Duoscopic lift—118".
—Free lift—Single lift—56".
—Duoscopic lift—21"

Travel Control—Full magnetic contactor control with timed acceleration and controlled plugging. Four speeds forward and four reverse. Foot accelerator pedal controls speed. Directional control lever mounted on steering column.

Hoist and Tilt Control—Valve lever operated switches actuate pump motor contactor.

Motors—Travel and pump motors are series wound type of high torque and load capacity.

Power Source—18 cells of 27 plate high type lead-acid battery or 30 cells of C-10 Edison battery or Ready-Power gas-electric unit. For heavy duty service standard compartment will accommodate up to 18 cells of 33 plate high type lead-acid battery. Truck can also be modified to take MC-10 Edison cells by raising seat 1¾", or C-12 Edison cells which increases turning radius and right angle stacking aisle by 4".

Drive Axle—Double reduction, spiral bevel and spur gear unit, both ball and Timken roller bearing mounted. Full floating drive shafts.

Trail Axle—Compensating, controlled castor type. Wheels and forks Timken roller bearing mounted.

Steering—Two wheel steer by centrally located inclined Ross cam and twin lever gear with sturdy hand wheel.

Hoist System—Motor driven low pressure vane pump actuates single acting hydraulic cylinder which elevates the lifting element. Mercury patented "Balanced Suspension" eliminates destructive side forces when handling off-center loads.

Tilt System—Pressure supplied by hoist pump to one centrally located double acting cylinder effects tilt.

Brakes—Internal expanding self-centering hydraulic type within drive wheels, applied when foot pedal is depressed. A separate Timken Duo-Grip brake electrically interlocked with controller and mounted on pinion shaft, is automatically applied when operator leaves seat.

Wheels—Disc type with smooth exterior.

Tires—Cushion type. Drive—22"x9". Trail—16¼"x7".
—Solid rubber type. Drive—22"x10".

Safety Devices—Hoist and tilt limit switches. Hydraulic overload relief valve. Key type switch.

Lubrication—Drive gearing operates in oil bath. Pump, valves, hoist and tilt cylinders lubricated by hydraulic fluid. All other bearings provided with Alemite-Zerk pressure fittings.

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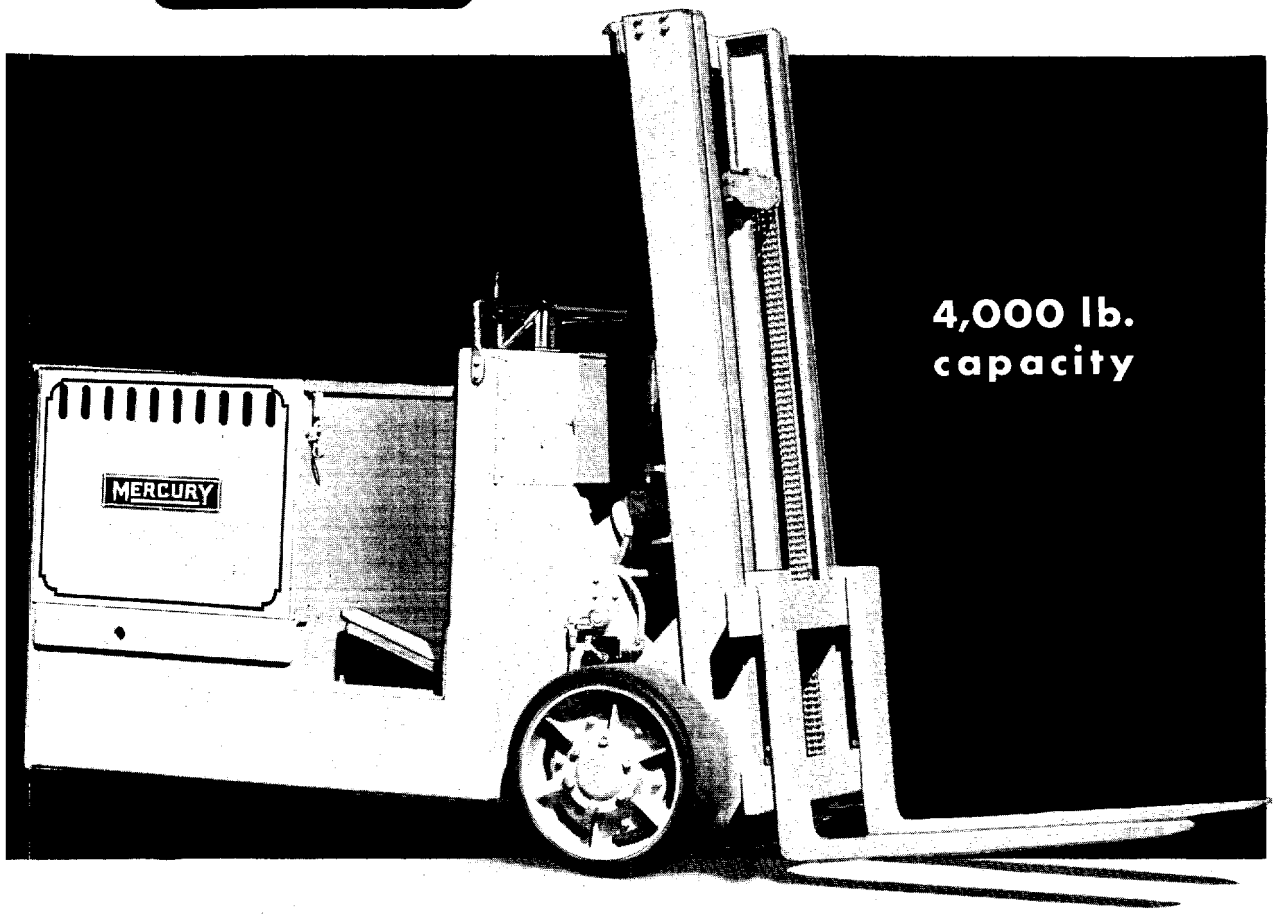

Specifications

Capacity—4,000 lbs. with loads up to 60″ in length.

Travel Speed—No load 6.25-6.50 M.P.H.
—Full load 5.25-5.75 M.P.H.

Hoist Speed—No load 45 F.P.M.
—Full load 30 F.P.M.

Lowering Speed—No load or full load, automatically regulated 40 F.P.M.

Tilt—5° forward and 15° rearward.

Weight—Counterweighted for 48″ load.
—Non-telescopic and tilting model 7,850 lbs.
—Telescopic and tilting model 8,555 lbs.

Dimensions—Overall length (with 36″ forks) 117¼″
—Overall width 42″
—Overall height (standard) 83″
—Wheel base 48¼″
—Outside turning radius 85″
—Right angle stacking aisle—102″ plus load length.
—Maximum fork elevation—Standard 130″
—Non-telescopic 61″

Travel Control—Mercury snap-action, mechanical contactor control. Four speeds forward and four reverse. Separate controls for speed selection and travel direction. Magnetic contactor control optional.

Hoist and tilt control—Lever operated switches actuate magnetic contactor in pump motor circuit.

Motors—Full enclosed, water proof, series wound, high overload capacity travel and hoist-tilt motors.

Power source—15 cells 19 plate lead-acid battery, 24 cells of C-8 Edison battery or HA-36 Ready Power unit.

Drive axles—Double reduction, spiral bevel and spur gear unit, both ball and Timken roller bearing mounted. Full floating drive shafts. Four pinion differential.

Trail axle—Compensating, controlled castor type. Wheels and forks Timken roller bearing mounted.

Steering—Two wheel steer by means of horizontal wheel and Ross cam and lever gear.

Hoist system—Motor driven low pressure vane pump actuates single acting hydraulic cylinder which elevates the lifting element. MERCURY Patented "Balanced Lifting Element Suspension" eliminates destructive side forces when handling off-center loads.

Tilt system—Pressure supplied by hoist pump to pivotally mounted double-acting cylinder and ram effects tilt in direction and to degree desired.

Brakes—Internal expanding type within drive wheels. Spring applied, foot pedal released. Electrically interlocked with controller to provide "dead man" control and first speed foot pedal operation.

Wheels—Heavy reinforced spoke cast steel type.

Tires—Solid rubber, pressed on, flat base or cushion type. Flat base—Drive 22″ x 7″—Trail 15″ x 6″. Cushion—Drive 23¾″ x 8″—Trail 16¼″ x 7″.

Safety devices—Hoist and tilt limit switches. Hydraulic overload relief valve. Controller must be returned to neutral to start truck. Key type switch.

Lubrication—Drive gearing operates in oil bath. Pump, valves, hoist and tilt cylinders lubricated by hydraulic fluid. All bearings provided with Alemite-Zerk pressure fittings.

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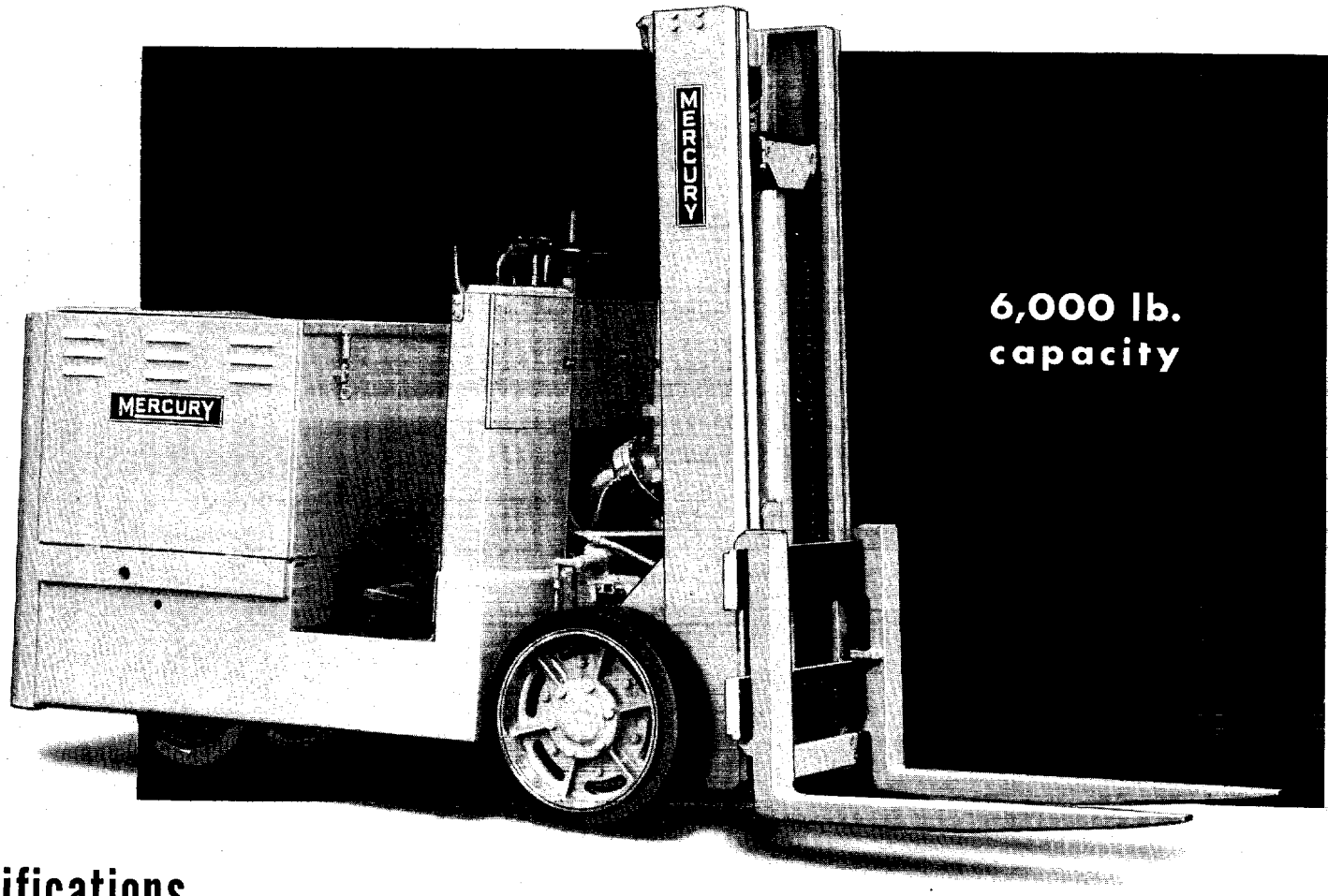

Specifications

Capacity—6,000 lbs. with loads up to 48" in length.

Travel Speed—No load 5-5½ M.P.H.*
—Full load 4½-5 M.P.H.*

Hoist Speed—No load 34 F.P.M.*
—Full load 22 F.P.M.*

*Depending on battery selected and state of charge.

Lowering Speed—No load or full load, automatically regulated 40 F.P.M.

Tilt—5° forward and 15° rearward.

Weight—Counterweighted for 48" load. Non-telescopic and tilting model 9,795 lbs.
—Telescopic and tilting model 10,910 lbs.

Dimensions—Overall length (with 42" forks) 129½"
—Overall width 42"
—Overall height (standard) 83"
—Wheel base 54"
—Outside turning radius 91"
—Right angle stacking aisle—109" plus load length.
—Maximum fork elevation—Standard 126"
—Non-telescopic 60"

Travel Control—Mercury snap-action, mechanical contactor control. Four speeds forward and four reverse. Separate controls for speed selection and travel direction. Magnetic contactor control optional.

Hoist and tilt control—Lever operated switches actuate magnetic contactor in pump motor circuit.

Motors—Full enclosed, water proof, series wound, high overload capacity travel and hoist-tilt motors.

Power source—18 cells of 19 plate lead-acid battery, 30 cells of C-8 Edison battery or HA-36 Ready Power unit.

Drive axles—Double reduction, spiral bevel and spur gear unit, both Ball and Timken roller bearing mounted. Full floating drive shafts. Four pinion differential.

Trail axle—Compensating, controlled castor type. Wheels and forks Timken roller bearing mounted.

Steering—Two wheel steer by means of horizontal wheel and Ross cam and lever gear.

Hoist system—Motor driven low pressure vane pump actuates single acting hydraulic cylinder which elevates the lifting element. MERCURY patented "Balance Lifting Element Suspension" eliminates destructive side forces when handling off-center loads.

Tilt system—Pressure supplied by hoist pump to pivotally mounted double-acting cylinder and ram effects tilt in direction and to degree desired.

Brakes—Internal expanding type within drive wheels. Spring applied, foot pedal released. Electrically interlocked with controller to provide "dead man" control and first speed foot pedal operation.

Wheels—Heavy reinforced spoke cast steel type.

Tires—Cushion type solid rubber, Drive 23¾" x 8"; Trail—16¼" x 7" or solid rubber, Drive—22" x 8"; Trail—15" x 7".

Safety devices—Hoist and tilt limit switches. Hydraulic overload relief valve. Controller must be returned to neutral to start truck. Key type switch.

Lubrication—Drive gearing operates in oil bath. Pump, valves, hoist and tilt cylinders lubricated by hydraulic fluid. All bearings provided with Alemite-Zerk pressure fittings.

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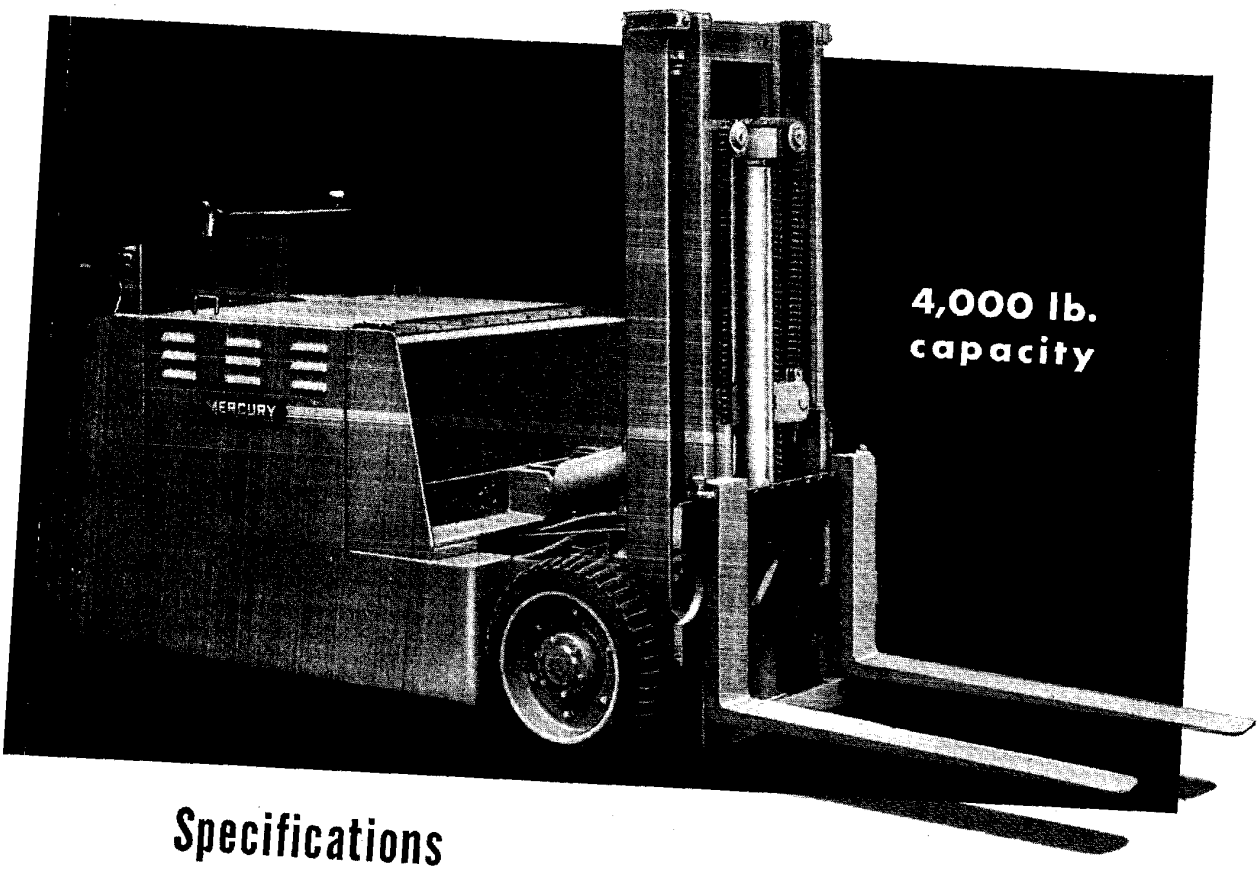
"YAK" FORK TRUCK



Specifications

Capacity—4,000 lbs. with 48" length of load.
Travel Speed—No load 6.25-6.50 M.P.H.
—Full load 5.25-5.75 M.P.H.
Hoist Speed—No load 45 F.P.M.
—Full load 30 F.P.M.
Lowering Speed—No load or Full load 40 F.P.M.
Tilt—4° forward and 10° rearward.
Weight—Single lift, tilting model 7,225 lb.
—Duoscopic and Triscopic, Tilting model 7,950 lb.
Dimensions—Overall length (with 36" forks) 136½".
—Overall width—42".
—Overall height (Standard) 83".
—Wheelbase—48".
—Outside turning radius—90".
—Right angle stacking aisle—106½", plus load length.
—Forks—1¾"x5" Alloy steel.
—Maximum fork elevation—Single lift 62".
—Duoscopic lift 130".
—Triscopic lift 130".
—Free lift—Single lift 62".
—Duoscopic lift 11¼".
—Triscopic lift 58".

Travel Control—Full magnetic contactor control with timed acceleration and controlled plugging. Four speeds forward and four reverse. A single, conveniently placed handle controls direction and speed.

Hoist and Tilt Control—Valve lever operated switches actuate pump motor contactor.

Motors—Travel and pump motors are series wound type of high torque and load capacity.

Power Source—18 cells of 21 plate high type lead-acid battery or 30 cells of C-7 Edison battery or Ready-Power gas-electric unit. For heavy duty service standard compartment will accommodate 18 cells of 25 plate high type lead-acid battery or 30 cells of C-8 Edison battery.

Drive Axle—Double reduction, spiral bevel and spur gear unit, both ball and Timken roller bearing mounted. Full floating drive shafts.

Trail Axle—Compensating, controlled castor type. Wheels and forks Timken roller bearing mounted.

Steering—Two wheel steer by centrally located inclined Ross cam and twin lever gear with sturdy hand wheel.

Hoist System—Motor driven low pressure vane pump actuates single acting hydraulic cylinder which elevates the lifting element. Mercury patented "Balanced Suspension" eliminates destructive side forces when handling off-center loads.

Tilt System—Pressure supplied by hoist pump to one centrally located double acting cylinder effects tilt.

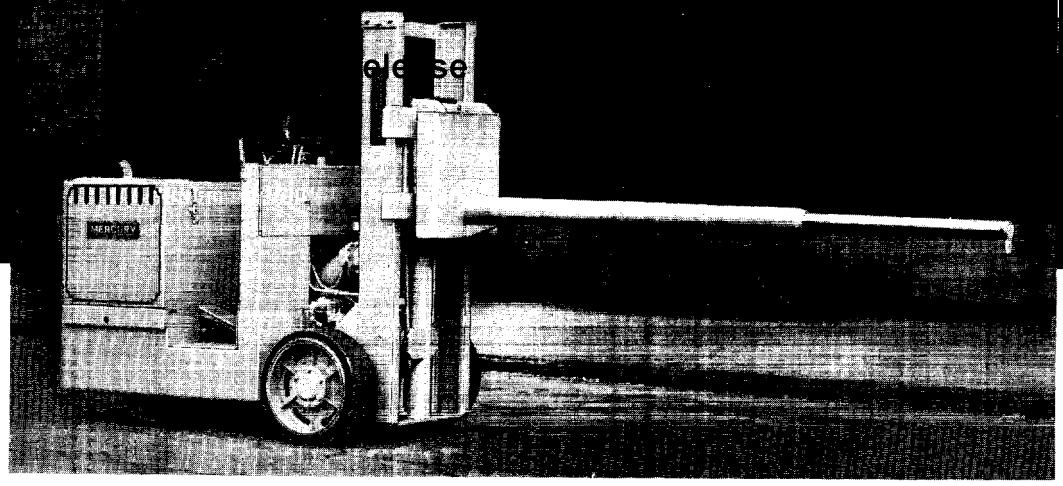
Brakes—Internal expanding self-centering hydraulic type within drive wheels, spring applied, foot pedal released. Electrically interlocked with controller to provide "dead man" control.

Wheels—Disc type with smooth exterior.

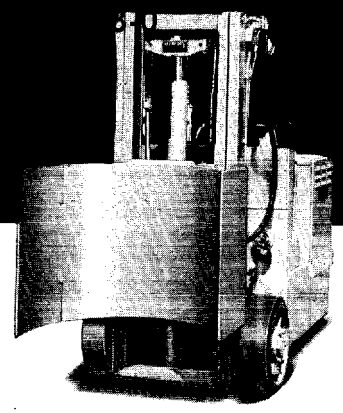
Tires—Cushion type. Drive—21"x7". Trail—15½"x6".
—Solid Rubber type. Drive—20"x7".

Safety Devices—Hoist and tilt limit switches. Hydraulic overload relief valve. Key type switch.

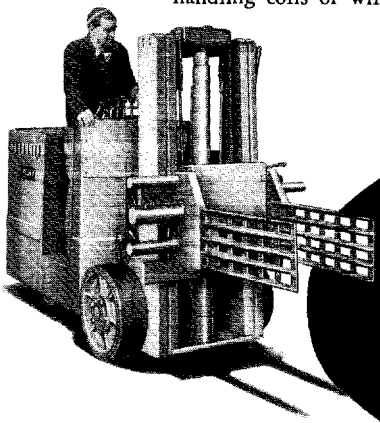
Lubrication—Drive gearing operates in oil bath. Pump, valves, hoist and tilt cylinders lubricated by hydraulic fluid. All other bearings provided with Alemite-Zerk pressure fittings.



Ram Assembly: "Yak" fork truck chassis equipped with a special telescopic ram for handling coils of wire. Ram type, length, lowered height optional.



Roll Handler: A hydraulic roll clamp and hydraulically actuated rotating carriage which will permit pick-up of rolls from either horizontal or vertical position and rotate thru 90 degrees. Roll Handler interchanges with forks.



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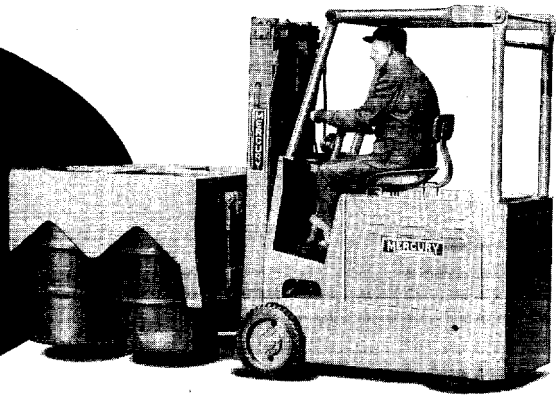
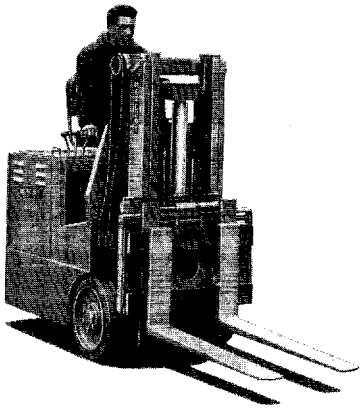
FORK TRUCK ATTACHMENTS

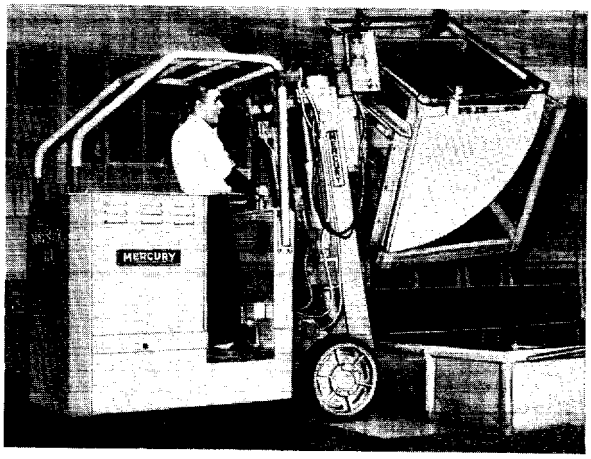
Squeezer Assembly: Hydraulically actuated clamping device for handling bales, drums cartons. Interchangeable arms are available for various commodities.



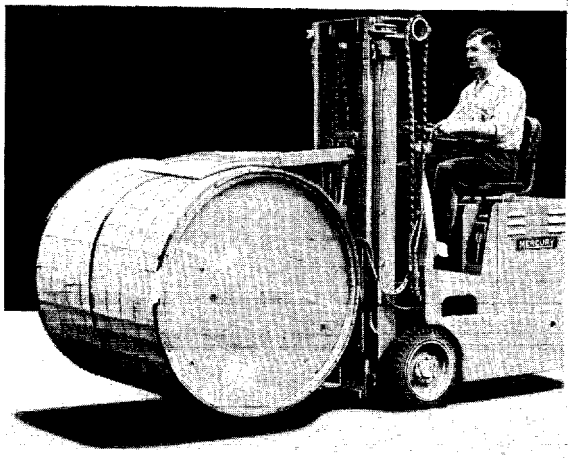
Drum Handler: Tray-Hart hydraulic drum carrier with a capacity for handling 55 gallon drums. Illustration shows drum carrier installed on a model A-3444, 3000 lb. "Jeep" fork truck chassis.



Side Shifter: For warehouse stacking where aisles are narrow and clearance between stacks of material is slight, the side shifter eliminates excessive maneuvering of the fork truck.

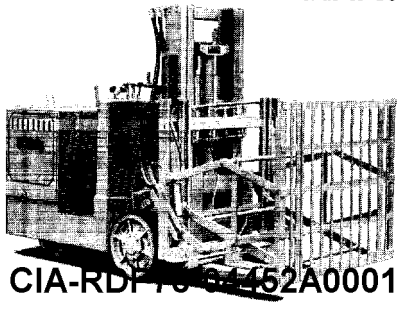


Rotating Fork Carriage: Mercury "Yank" equipped with a "Roto-Lift" carriage which revolves 180 degrees in either direction to permit dumping of loads, upending of rolls, etc.

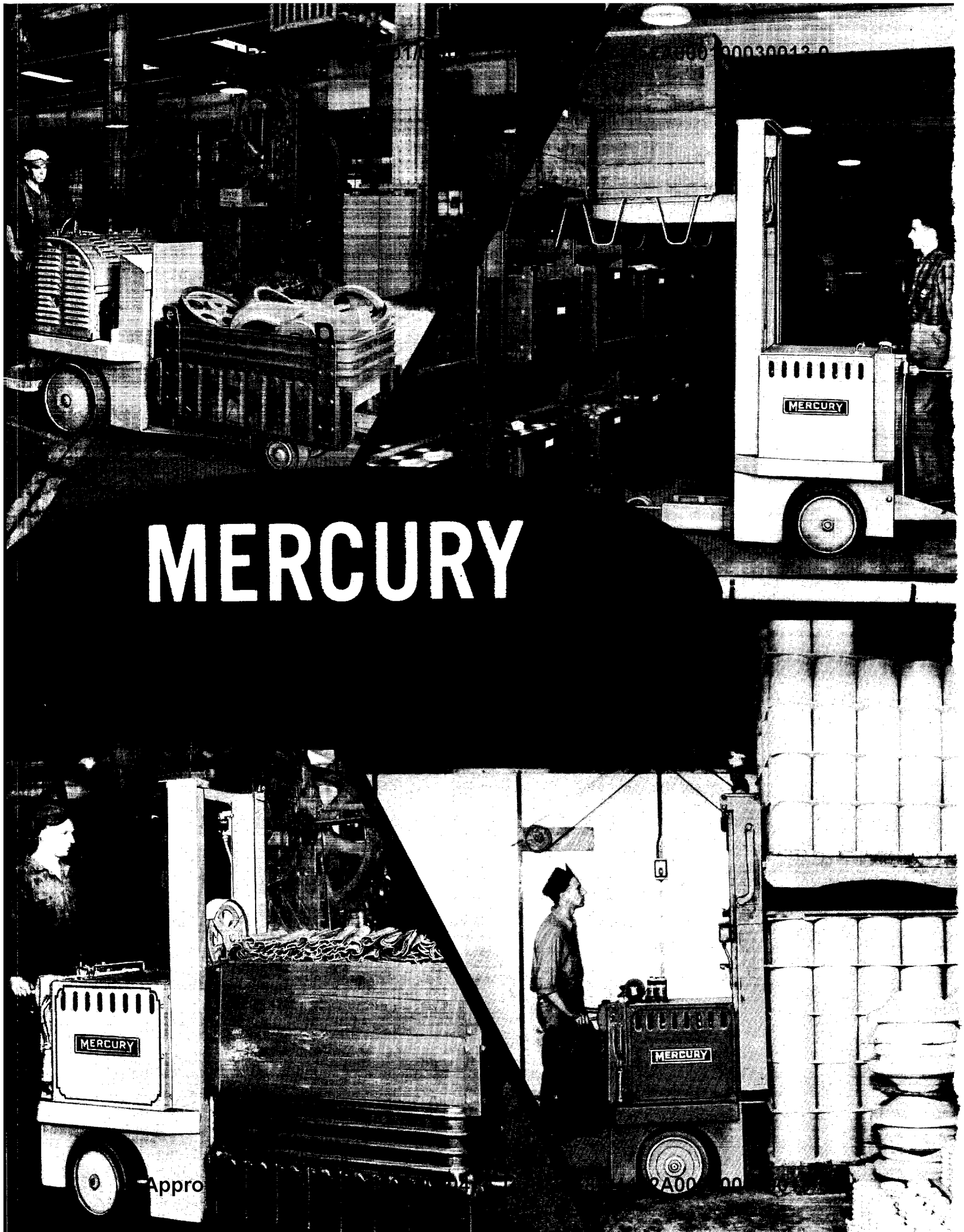


Hogshead Handler: Hydraulically actuated roll clamp and rotating carriage, rotates through 90 degrees. Flipper action of clamp permits hogsheads to be broken out of fully loaded box car.

Overhead Guard: Low-cost overhead guard designed for the "Yak" and "Yank" fork trucks. Though simple in design and construction, it provides adequate driver protection under all normal operating conditions.



Pallet Unloader: This "push off" attachment stacks loads in place without manual handling. Transfers complete stock from pallet to car or platform. Easy to install and designed with parts made to standards for interchangeability.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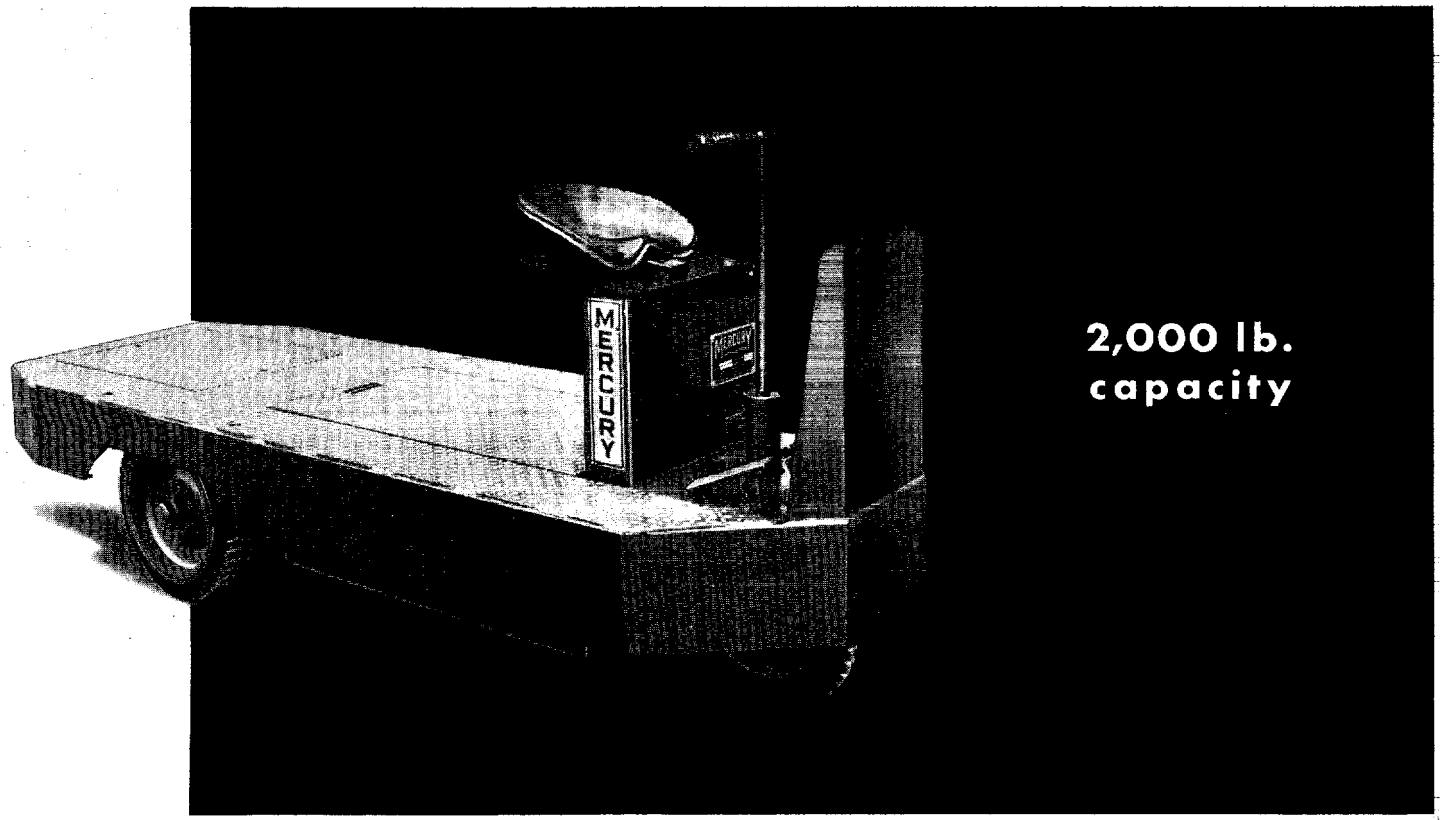
"SHUTTLE-TRUK" BURDEN CARRIER



Specifications

Performance—2,000 lb. capacity. Speed without load 8 M.P.H., with 2,000 lb. load 6½ M.P.H.

Dimensions—Overall length, 111¼".
—Overall width, 40".
—Overall height, 51½".
—Outside turning radius, 82".

Weight—Chassis only—less battery, approximately 1,250 lbs.
—Tractor with 15 cell 250 ampere hour, lead acid battery, Approximately 2,160 lbs.
—Tractor with 24 cells A-6 Edison Battery, approximately 1,875 lbs.

Travel Control—Magnetic contactor type providing four speeds forward and reverse. Foot controlled acceleration. Master switch for direction selection. Three speed contactor control optional.

Motor—Fully enclosed series wound vehicle type of high-overload capacity.

Power Source—24 cells of C-4 or A-6 Edison battery or 15 cell 250 ampere hour lead-acid battery.

Battery Connector and Charging Plug—Quick detachable type.

Drive Axle—Mercury single reduction heavy duty, Timken bearing mounted worm drive. Semi-floating splined drive shafts. Tapered fittings in drive wheel. Four pinion automotive type differential.

Steering—Tiller bar directly connected to the supporting bracket carrying the front wheel.

Brakes—External expanding type mounted on worm shaft provides ample braking effort and has large braking area. Brake is applied when foot pedal is depressed or when operator leaves seat.

Frame—Made from pressed steel members and rolled sections scientifically disposed for light weight and maximum security [illegible]

Battery Compartment—Battery is removed through top of compartment located under operator's seat.

Wheels—Steel disc type.

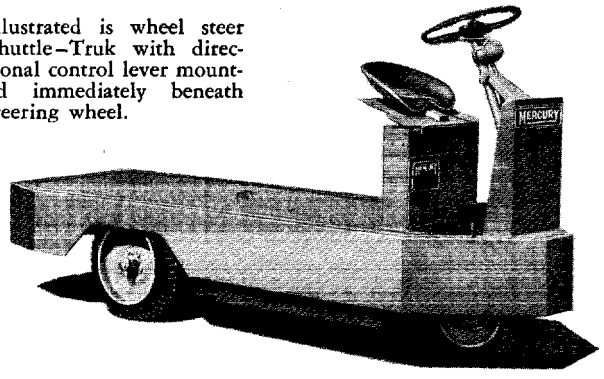
Tires—Front 5.00" x 8" six ply pneumatic type or 17" x 4½" x 12⅛" Inna-cush. Rear— 4.00" x 12" six ply pneumatic type or 21" x 5" x 15" Inna-cush.

Lubrication—Drive gearing operates in oil bath. All other bearings provided with Zerk hydraulic fittings.

Warning Signal—Vibrator type electric horn.

Safety Devices—Travel contactor is electrically interlocked with seat so that circuit is broken and brake is set when operator leaves his position. A key type switch prevents unauthorized operation.

Illustrated is wheel steer Shuttle-Truk with directional control lever mounted immediately beneath steering wheel.



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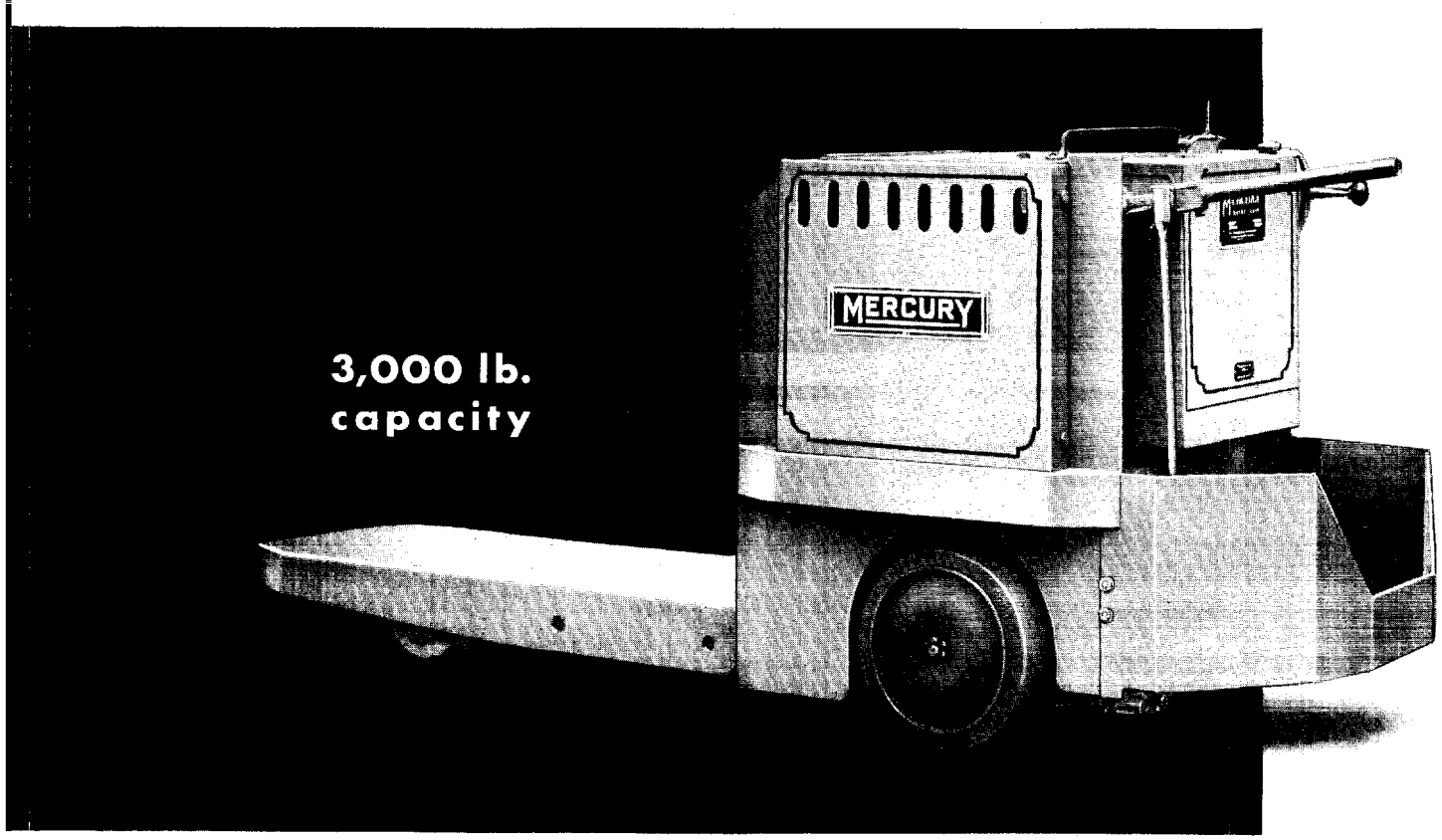
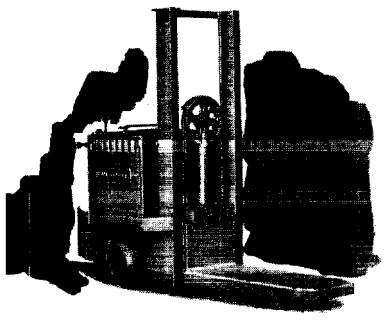
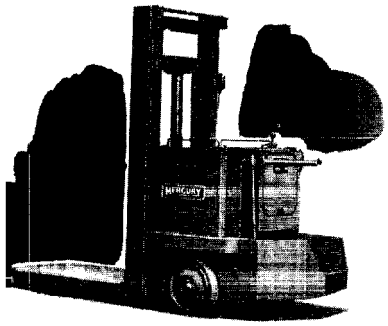
"JUNIOR" LIFT TRUCKS





MODEL A-1006 HIGH LIFT



MODEL A-1005 TELESCOPIC

Specifications

	A-1007	A-1006	A-1005	A-1007	A-1006	A-1005
Capacity—	3,000 lbs.	3,000 lbs.	3,000 lbs.	4,000 lbs.	4,000 lbs.	4,000 lbs.
Travel Speed—						
Without Load	5¾ MPH.	5¾ MPH.	5¾ MPH.	5¾ MPH.	5¾ MPH.	5¾ MPH.
With Rated Load	4¼ MPH.	4¼ MPH.	4¼ MPH.	4¼ MPH.	4¼ MPH.	4¼ MPH.
Hoist Speed—						
Without Load	5″-1½ Sec.	35 FPM.	35 FPM.	5″-1½ Sec.	35 FPM.	35 FPM.
With Rated Load	5″-2 Sec.	16 FPM.	16 FPM.	5″-2 Sec.	16 FPM.	16 FPM.
Lowering Speed—						
Without Load	5″-4 Sec.	18 FPM.	18 FPM.	5″-4 Sec.	18 FPM.	18 FPM.
With Rated Load	5″-1 Sec.	40 FPM.	40 FPM.	5″-1 Sec.	40 FPM.	40 FPM.
Dimensions—						
Maximum Platform Elevation	18″	67″	115″	18″	67″	115″
Overall Length	98″	98″	99¾″	103⅞″	103⅞″	105⅝″
Overall Width	33¾″	33¾″	33¾″	33¾″	33¾″	33¾″
Overall Height	50″	83″	83″	50″	83″	83″
Outside Turning Radius	82″	82″	82″	88″	88″	88″
Weight—						
Chassis only	2,100 lbs.	2,400 lbs.	2,700 lbs.	2,260 lbs.	2,600 lbs.	2,880 lbs.
With 24 C-6 Edison Battery	2,980 lbs.	3,280 lbs.	3,580 lbs.	3,140 lbs.	3,480 lbs.	3,760 lbs.
With 15-cell 13 plate high type lead acid battery	3,200 lbs.	3,500 lbs.	3,800 lbs.	3,370 lbs.	3,710 lbs.	3,990 lbs.
With P-30 Ready Power Unit	3,150 lbs.	3,450 lbs.	3,750 lbs.	3,310 lbs.	3,650 lbs.	3,930 lbs.

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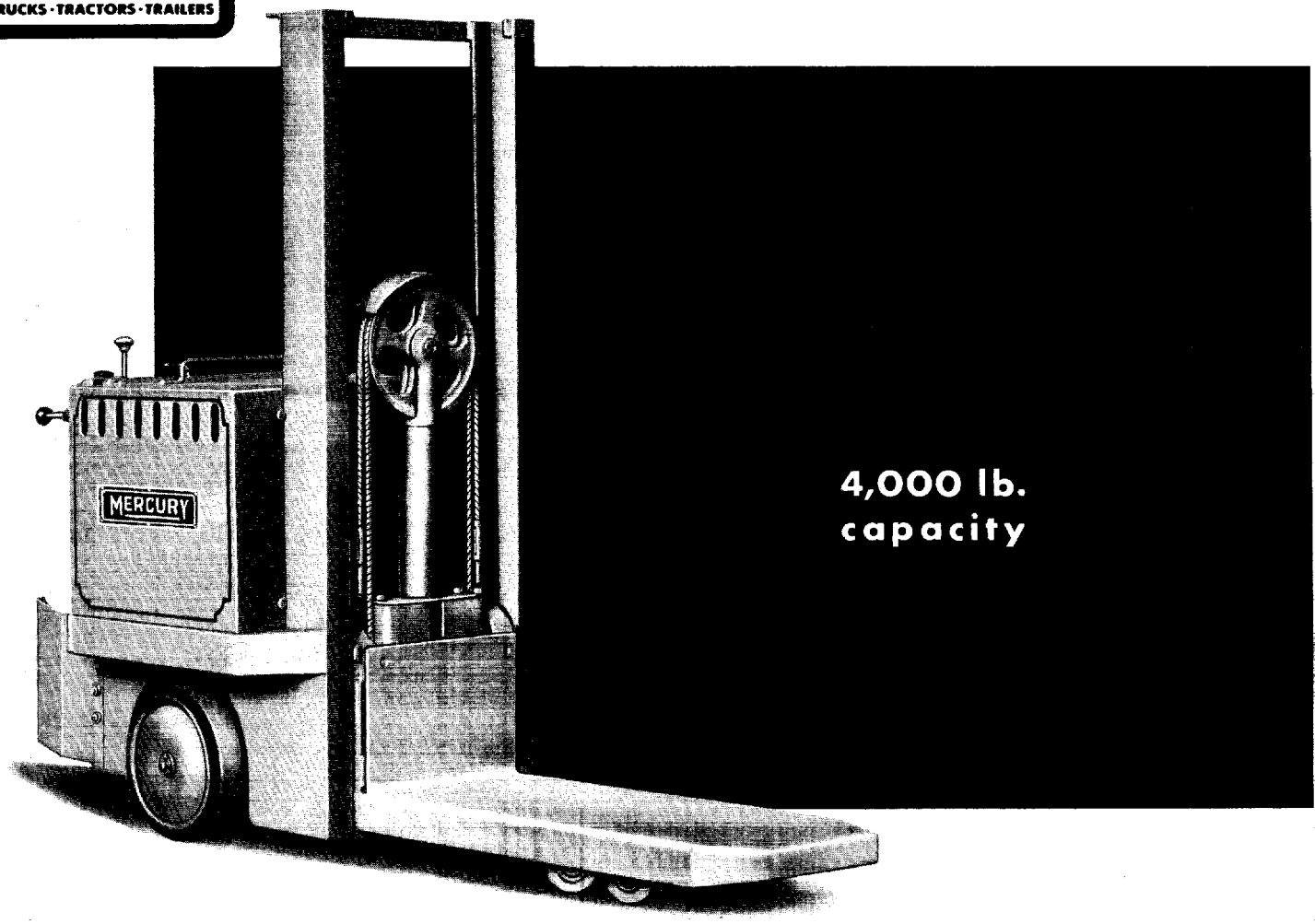
"JUNIOR" LIFT TRUCKS



Travel Control—Full magnetic contactor control with timed acceleration and controlled plugging. Four speeds forward and four reverse. A single, conveniently placed handle controls direction and speed.

Hoist Control—Push button operated magnetic contactor controls hoist motor.

Motors—Both travel and hoist motors are fully enclosed, waterproof, series wound, vehicle type of high overload capacity.

Power Source—24 Cells C-6 Edison Battery. Weight 880 pounds.
15 Cells 13 T.L.M. Exide Battery, Weight 1,080 pounds.

P-30 Ready-Power Unit—Weight 1,050 pounds.

Running and Charging Plugs—Running and charging plugs and receptacle are convenient quickly detachable type.

Drive Axle—Double reduction spiral bevel and spur gear unit. Ball bearing mounted throughout.

Steering—Four (or Six) wheel steer by means of a horizontal or vertical lever. All wheel knuckles provided with thrust and radial ball bearings.

Hoist System—Motor driven vane pump actuates hydraulic ram which elevates platform. Platform rollers are ball bearing mounted.

Brakes—External contracting type with drum mounted on the intermediate pinion shaft. Easy to adjust. Automatically applied when foot pedal is released.

Springs—Frame is mounted on the drive axle through semi-elliptic shackled springs.

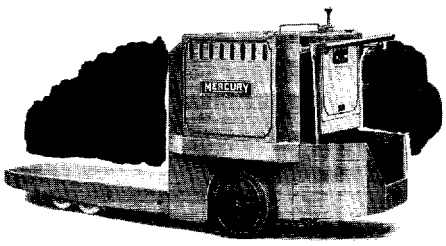
Wheels—Both drive and trail wheels are disc type with smooth exterior and ball bearing mounted.

Tires—Solid Rubber, Flat Base, Pressed-on type. Drive 16″ x 4″.
Trail: 3,000 Lb.—(2) 6½″ x 5″; 4,000 Lb.—(4) 6½″ x 4½″.

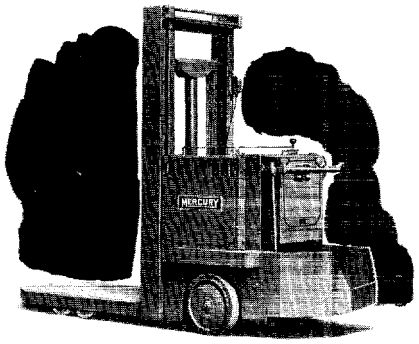
Frame—Pressed steel and rolled sections. All welded construction.

Safety Devices—Push button operated electric warning signal. Power circuit opens when brake is applied. Hydraulic relief valve prevents over-loading of truck. Positive indestructible platform limits provided. Electric limit switch opens hoist motor circuit at extreme elevation of platform. Platform rollers at inner side of channels.

Lubrication—Drive gearing operates in oil bath. Hoist pump and ram lubricated by hydraulic fluid. All bearings provided with Alemite pressure fitting.



MODEL A-1007 LOW LIFT



MODEL A-1005 TELESCOPIC

MERCURY "SENIOR" LIFT TRUCKS

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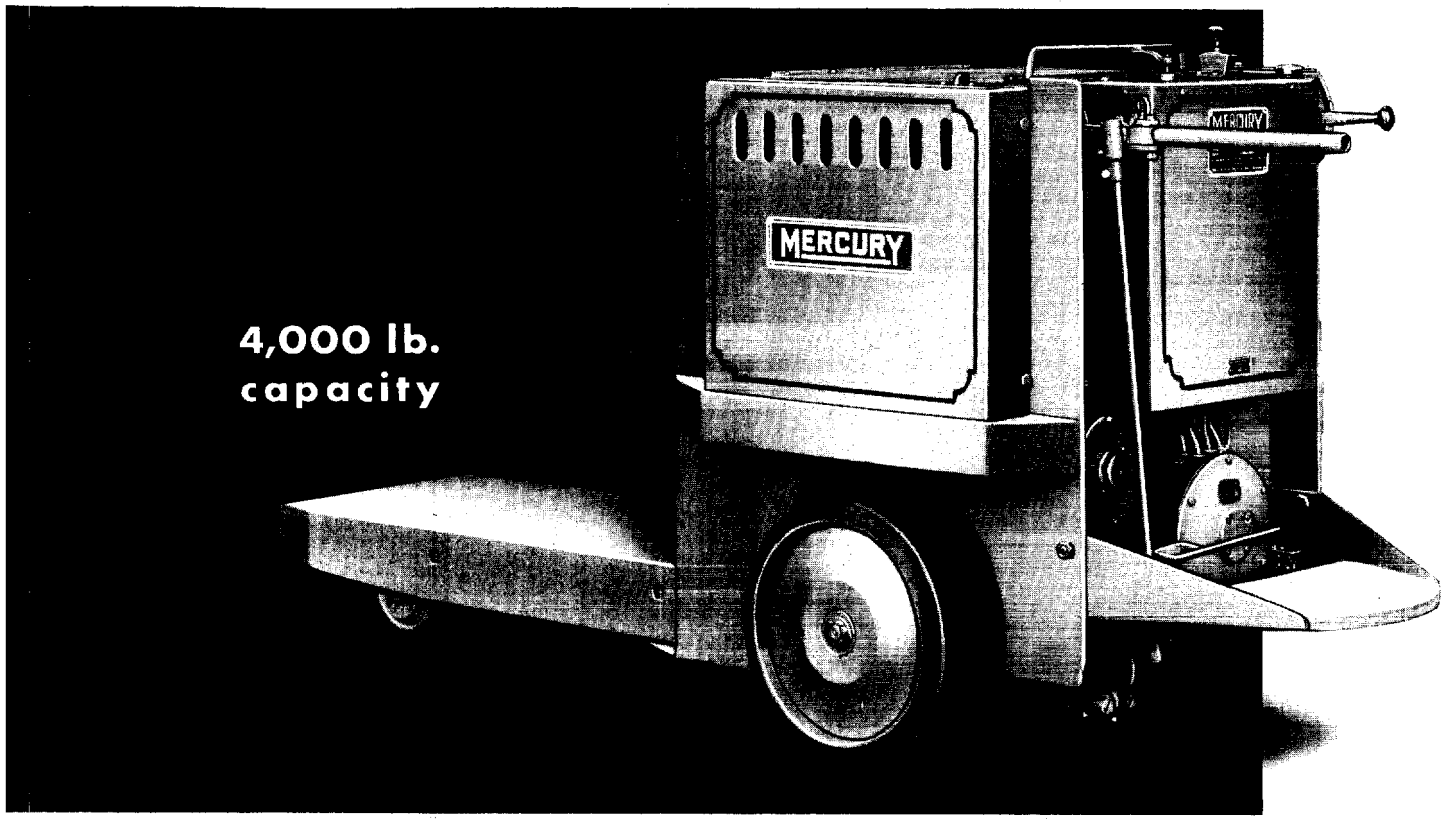
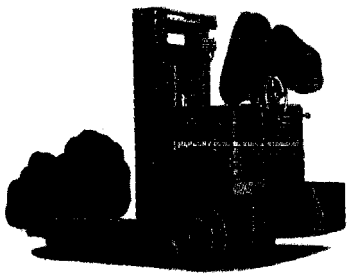
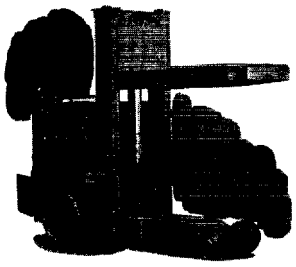


Specifications



MODEL A-1019 TELESCOPIC



MODEL A-1018 HIGH LIFT

	A-1017	A-1018	A-1019	A-1020	A-1001	A-1003
Capacity—	4,000 lbs.	4,000 lbs.	4,000 lbs.	6,000 lbs.	6,000 lbs.	6,000 lbs.
Travel Speed—						
Without Load	6 M.P.H.	6 M.P.H.	6 M.P.H.	6 M.P.H.	6 M.P.H.	6 M.P.H.
With Rated Load	4½ M.P.H.	4½ M.P.H.	4½ M.P.H.	4½ M.P.H.	4½ M.P.H.	4½ M.P.H.
Hoist Speed—						
Without Load	5 in.-3 sec.	22 F.P.M.	22 F.P.M.	5 in.-3 sec.	22 F.P.M.	22 F.P.M.
With Rated Load	5 in.-3¾ sec.	13 F.P.M.	13 F.P.M.	5 in.-4 sec.	11 F.P.M.	11 F.P.M.
Lowering Speed—						
Without Load	5 in.-4 sec.	25 F.P.M.	25 F.P.M.	5 in.-4 sec.	25 F.P.M.	25 F.P.M.
With Rated Load	5 in.-1¼ sec.	50 F.P.M.	50 F.P.M.	5 in.-1 sec.	50 F.P.M.	50 F.P.M.
Dimensions—						
Maximum Platform Elevation	23″	62¼″	113″	23″	62¼″	113″
Overall Length	114″	114″	116¼″	114″	114″	116¼″
Overall Width	41½″	41½″	41½″	41½″	41½″	41½″
Overall Height	55½″	83″	83″	55½″	83″	83″
Outside Turning Radius	96″	96″	97″	96″	96″	97″
Weight—						
Chassis only	3,200 lbs.	3,500 lbs.	4,300 lbs.	3,400 lbs.	3,700 lbs.	4,500 lbs.
With 24 C-8 Edison Battery	3,400 lbs.	3,700 lbs.	5,500 lbs.	4,600 lbs.	4,900 lbs.	5,700 lbs.
With 15-cell 21 plate high type lead battery	4,900 lbs.	5,200 lbs.	6,000 lbs.	5,100 lbs.	5,400 lbs.	6,200 lbs.
With HA-36 Ready Power Unit	4,350 lbs.	4,650 lbs.	5,450 lbs.	4,550 lbs.	4,850 lbs.	5,650 lbs.

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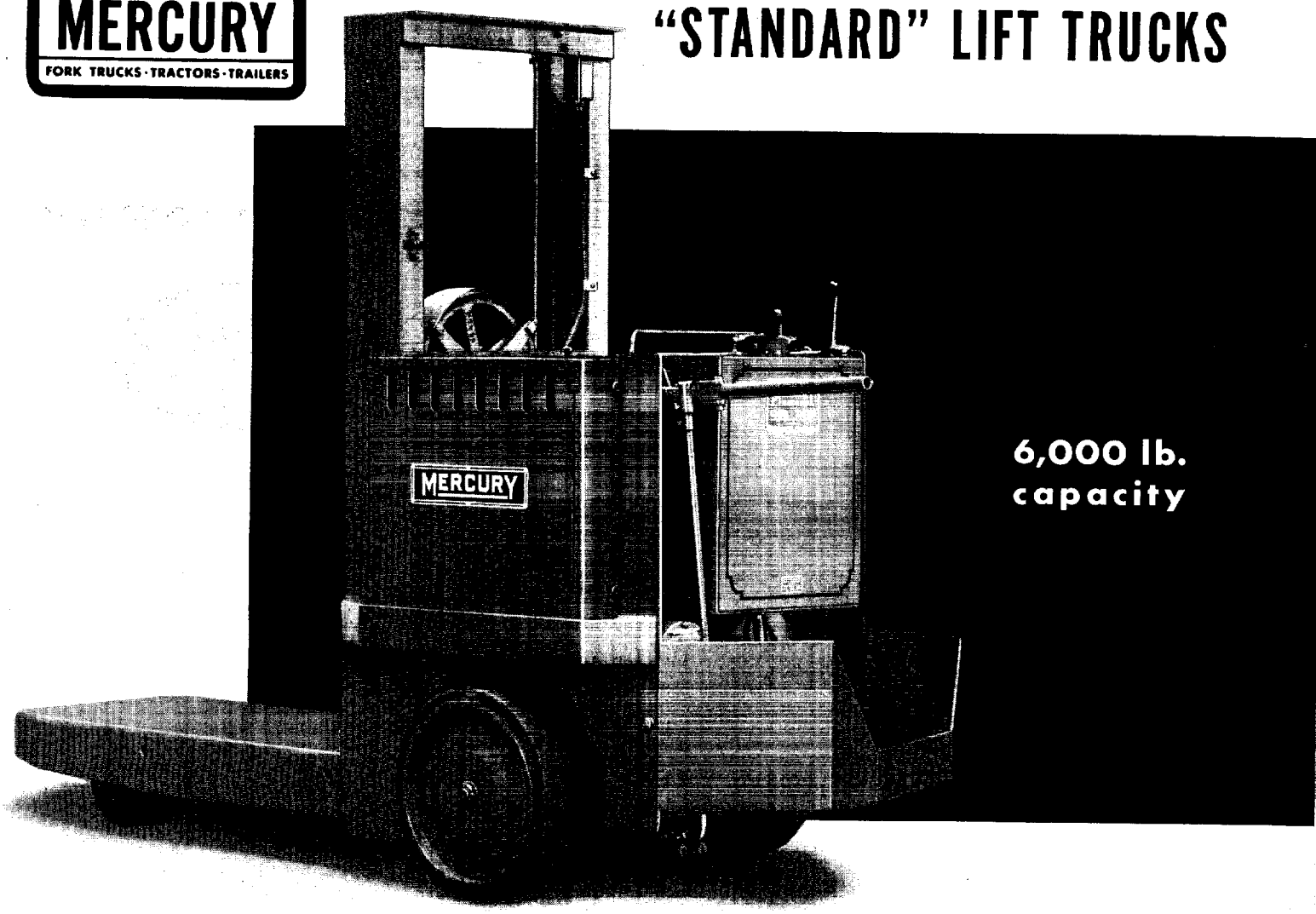
"STANDARD" LIFT TRUCKS



Travel Control—Full magnetic contactor control with timed acceleration and controlled plugging. Four speeds forward and four reverse. A single, conveniently placed handle controls direction and speed.

Hoist Control—Valve lever operated switch actuates pump motor contactor.

Motors—Both travel and hoist motors are fully enclosed, waterproof, series wound, vehicle type of high overload capacity.

Power Source—15 cells of 21 plate high type lead battery or smaller. 24 cells of C-8 Edison battery or smaller. Ready Power HA-36 gas-electric unit.

Running and Charging Plugs—Running and charging plugs and receptacle are convenient quickly detachable type.

Drive Axle—Double reduction spiral bevel and spur gear unit. Ball bearing mounted throughout.

Steering—Four wheel steer by means of a horizontal or vertical lever or wheel. All wheel knuckles provided with thrust and radial ball bearings.

Hoist System—Motor driven vane type pump actuates hydraulic ram which elevates platform.

Brakes—External contracting type mounted on intermediate pinion shaft. Automatically applied when foot pedal is released.

Springs—Frame is mounted on the drive axle through semi-elliptic shackled springs.

Wheels—Both drive and trail wheels are disc type with smooth exterior and ball bearing mounted.

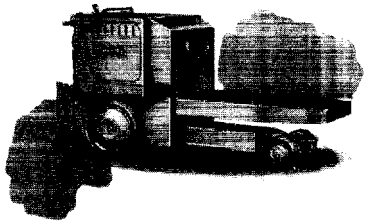
Tires—Solid Rubber, Flat Base, Pressed on Type

	Senior	Standard
Drive	20″ x 4″	20″ x 5″
Trail	10½″ x 5″	10½″ x 6″

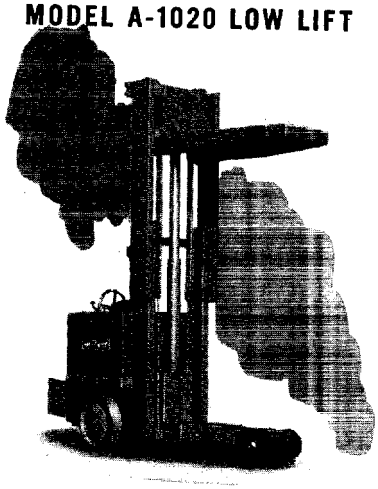
Frame—Of pressed steel and rolled sections. All welded construction.

Safety Devices—Push button operated electric warning signal. Power circuit opens when brake is applied. Hydraulic relief valve prevents over-loading of truck. Positive indestructible platform limits provided. Electric limit switch opens hoist motor circuit at extreme elevation of platform. Platform rollers at inner side of channels.

Lubrication—Drive gearing operates in oil bath. Hoist pump and ram lubricated by hydraulic fluid. All bearings provided with Alemite pressure fitting.



MODEL A-1020 LOW LIFT



MODEL A-1003 TELESCOPIC

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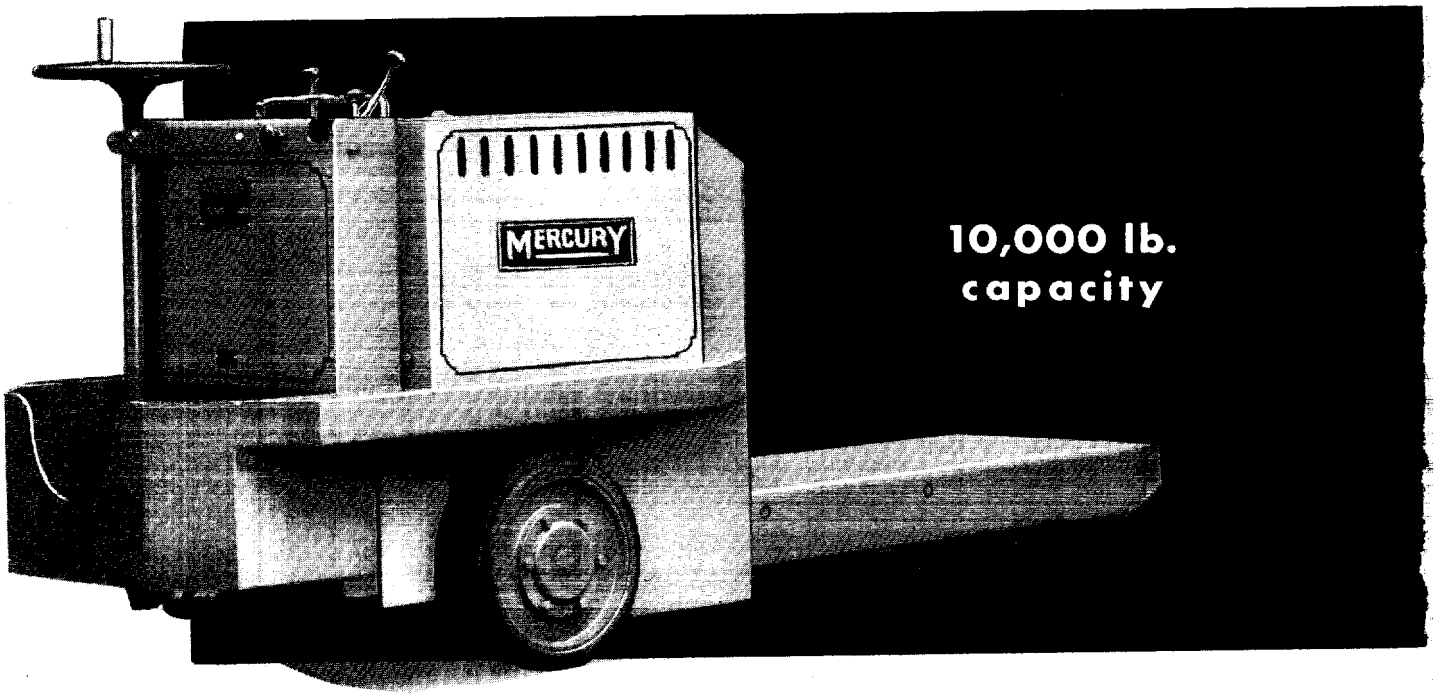
"MOGUL" LIFT TRUCKS



Specifications

	A-1011	A-1013
Capacity—	10,000 lbs.	10,000 lbs.
Travel Speed—		
Without Load	5½ M.P.H.	5½ M.P.H.
With Rated Load	4 M.P.H.	4 M.P.H.
Hoist Speed—		
Without Load	5"—2 sec.	20 F.P.M.
With Rated Load	5"—3 sec.	10 F.P.M.
Lowering Speed—		
Without Load	5"—4 sec.	20 F.P.M.
With Rated Load	5"—1 sec.	50 F.P.M.
Dimensions—		
Maximum Platform Elevation	22"	57"
Overall Length	129¼"	129¼"
Overall Width	42"	42"
Overall Height	58"	83"
Outside Turning Radius	110"	110"
Weight—		
Chassis only	4,800 lbs.	5,200 lbs.
With 30 C-8 Edison Battery	6,230 lbs.	6,630 lbs.
With 18 cell 21 plate high type lead battery	6,835 lbs.	7,235 lbs.
With HA-36 Ready Power Unit	5,900 lbs.	6,300 lbs.

Travel Control – Full magnetic contractor control with timed acceleration and controlled plugging. Four speeds forward and four reverse. A single, conveniently placed handle controls direction and speed.

Motors–Both travel and hoist motors are fully enclosed, waterproof, series wound, vehicle type of high overload capacity.

Hoist Control – Valve lever operated switch actuates pump, motor contactor.

Power Source—18 cells of 21 plate high type lead battery or smaller, 30 cells of C-8 Edison battery or smaller. Ready Power HA-36 gas-electric unit.

Running and Charging Plugs—Running and charging plugs and receptacles are [illegible]

Drive Axle—Double reduction, spiral bevel and spur gear unit, both ball and Timken roller bearing mounted. Full floating drive shafts. Standard four pinion differential. Cast steel housing with top and bottom inspection covers.

Steering—Six wheel steer by means of horizontal wheel. All wheel knuckles provided with high grade anti-friction thrust and radial bearings.

Hoist System—Motor driven vane pump actuates hydraulic ram which elevates platform.

Brakes—External contracting type with drum mounted on the intermediate pinion shaft. Easy to adjust. Automatically applied when foot pedal is released.

Springs—Frame is mounted on the drive axle through semi-elliptic shackled springs.

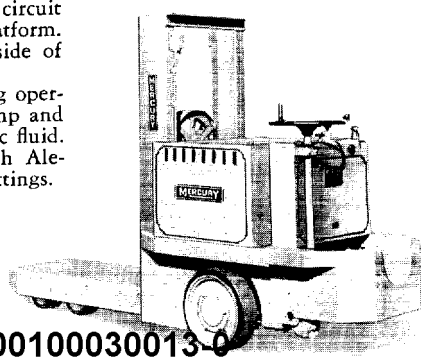
Wheels—Both drive and trail wheels are disc type mounted on high grade anti-friction bearings.

Tires—Solid rubber, flat base, pressed on type
Drive . . . . . 20" x 6"
Trail (4) . . . . . 10½" x 6"

Frame — of pressed steel and rolled sections. All welded construction.

Safety Devices—Push button operated electric warning signal. Power circuit opens when brake is applied. Hydraulic relief valve prevents overloading of truck. Positive indestructible platform limits provided. Electric limit switch opens hoist motor circuit at extreme elevation of platform. Platform rollers at inner side of channels.

Lubrication—Drive gearing operates in oil bath. Hoist pump and ram lubricated by hydraulic fluid. All bearings provided with Alemite Hydraulic pressure fittings.



HIGH LIFT
MODEL A-1013

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LOAD CARRYING TRUCKS

Specifications

	"Senior" A-1014	"Standard" A-1014	"Senior" A-1015	"Standard" A-1015
Capacity—	4,000 lbs.	6,000 lbs.	4,000 lbs.	6,000 lbs.
Travel Speed—				
Without Load	6 M.P.H.	6 M.P.H.	6 M.P.H.	6 M.P.H.
With Rated Load	4½ M.P.H.	4½ M.P.H.	4½ M.P.H.	4½ M.P.H.
Dimensions—				
Platform Height	27½″	27½″	11⅛″	11⅛″
Overall Length	112″	112″	120 13/16″	120 13/16″
Overall Width	46″	46″	41″	41″
Overall Height	56″	56″	56″	56″
Weight—				
Chassis Only	2,700 lbs.	2,800 lbs.	2,600 lbs.	2,700 lbs.
With 24 Cell A-8 Edison Battery	3,480 lbs.	3,580 lbs.	3,380 lbs.	3,480 lbs.
With 15 Cell 21-plate Lead Acid Battery	3,930 lbs.	4,030 lbs.	3,830 lbs.	3,930 lbs.

Travel Control—Full magnetic contactor control with timed acceleration and controlled plugging. Four speeds forward and four reverse. A single, conveniently placed handle controls direction and speed.

Motor—Series wound type of high torque and load capacity.

Power Source—15 cells of 21 plate Exide Ironclad or smaller. 24 cells of A-8 Edison battery or smaller.

Running and Charging Plugs—Running and charging plugs and receptacle are convenient quickly detachable type.

Drive Axle—Double reduction spiral bevel and spur gear unit. Ball bearing mounted throughout.

Steering—Four wheel steer by means of a horizontal or vertical lever or wheel. All wheel knuckles provided with thrust and radial ball bearings.

Brakes—External contracting type with drum mounted on the intermediate pinion shaft. Easy to adjust. Automatically applied when foot pedal is released.

Springs — Model A-1014 chassis has semi-elliptic shackled springs, front and rear. Model A-1015 drop frame chassis frame mounted on drive axle through semi-elliptic springs.

Wheels—Both drive and trail wheels are disc type with smooth exterior and ball bearing mounted.

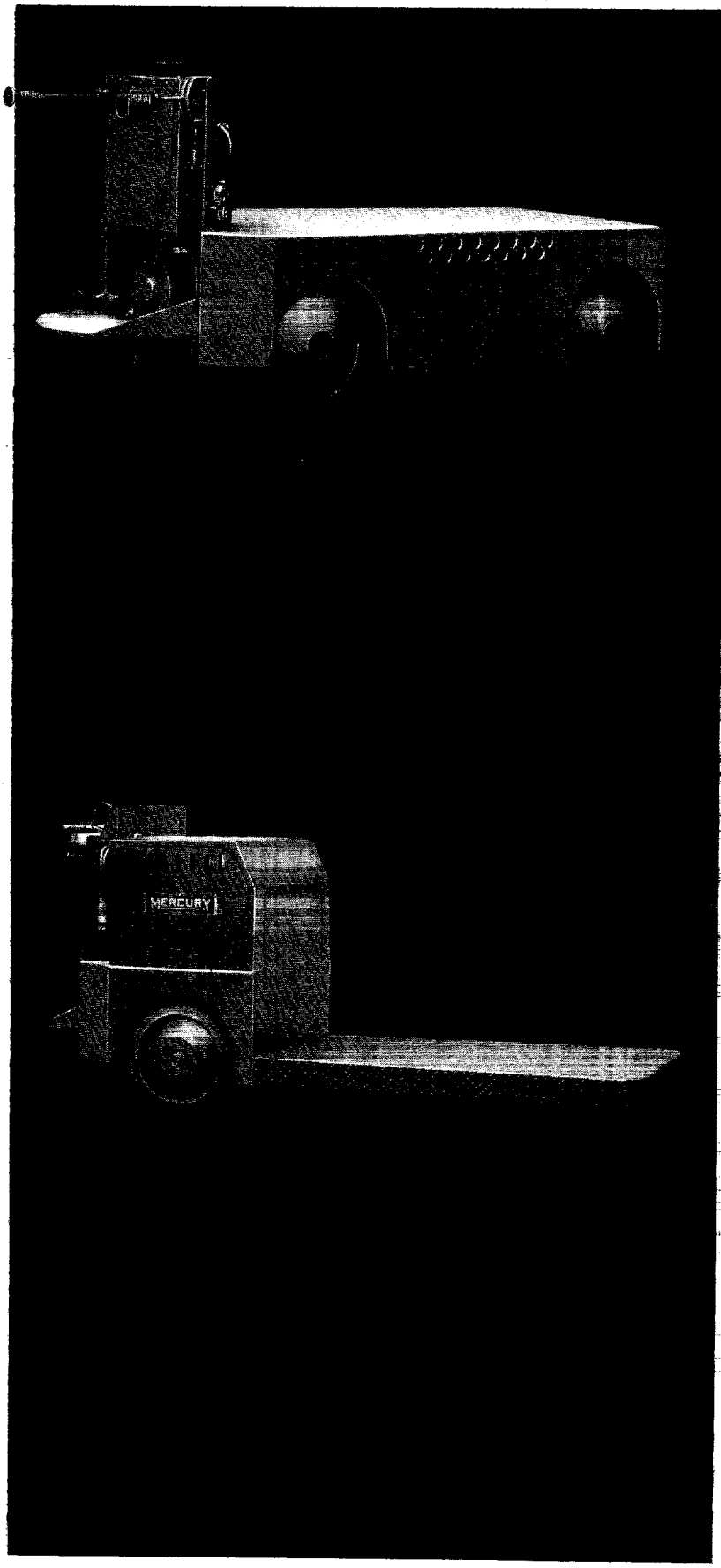
Tires—Solid rubber, flat base, pressed on type.

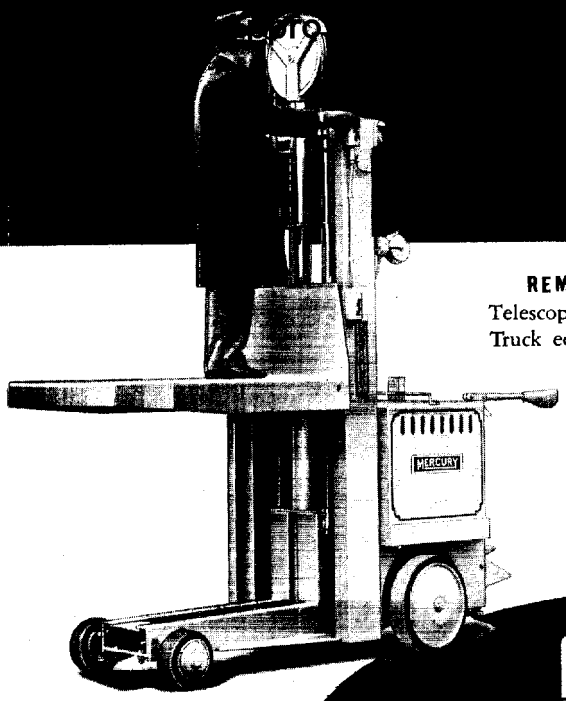
			Drive	Trail
Model A-1014	"Senior"	4,000 lb. Cap.	20″x4″	20″ x4″
Model A-1014	"Standard"	6,000 lb. Cap.	20″x5″	20″ x5″
Model A-1015	"Senior"	4,000 lb. Cap.	20″x4″	10½″x5″
Model A-1015	"Standard"	6,000 lb. Cap.	20″x5″	10½″x6″

Frame—Of pressed steel and rolled sections. All welded construction.

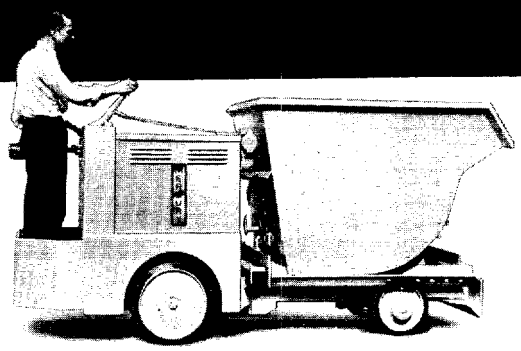
Safety Devices—Push button operated electric warning signal. Power circuit opens when brake is applied.

Lubrication—Drive gearing operates in oil bath. All bearings provided with Alemite Hydraulic pressure fittings.





REMOTE CONTROL DEVICE
Telescopic Lift Elevating Platform Truck equipped with remote control of platform elevation and lowering.



END DUMP TRUCK
Drop Frame Burden Carrying Truck equipped with 1½ cubic yard capacity end dump body. Ideal for bulk handling.

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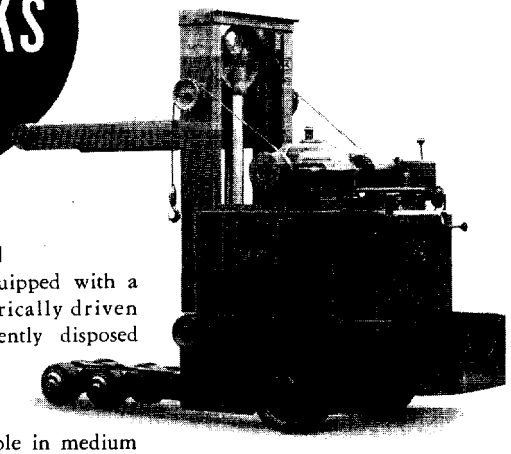
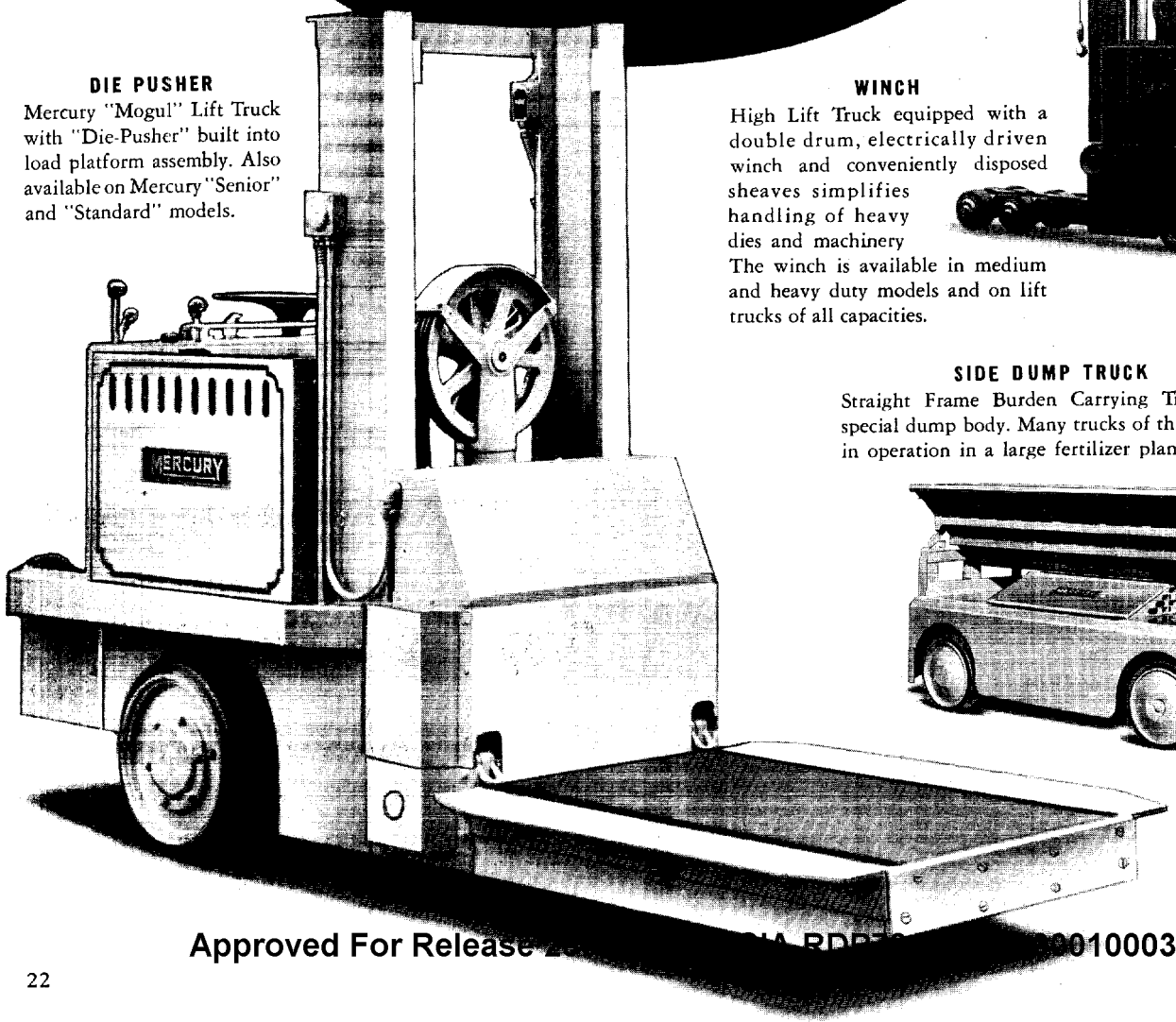
SPECIAL ELECTRIC TRUCKS

Built to Customers' Requirements



WINCH
High Lift Truck equipped with a double drum, electrically driven winch and conveniently disposed sheaves simplifies handling of heavy dies and machinery
The winch is available in medium and heavy duty models and on lift trucks of all capacities.

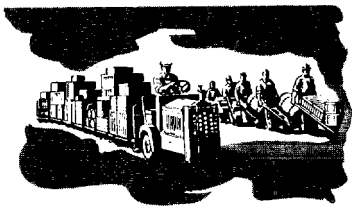
DIE PUSHER
Mercury "Mogul" Lift Truck with "Die-Pusher" built into load platform assembly. Also available on Mercury "Senior" and "Standard" models.



SIDE DUMP TRUCK
Straight Frame Burden Carrying Truck with special dump body. Many trucks of this type are in operation in a large fertilizer plant.

"THE TRACKLESS TRAIN"

METHOD OF MATERIALS HANDLING



The tractor-trailer method is the outstanding low cost producer for horizontal handling of industrial materials. This system is founded on the basic principles of efficient transportation. Briefly these principles are:

1. The motive unit is separate from the burden-carrying vehicle.
2. Permitting—Maximum utilization of the available power by pulling instead of carrying.
3. And resulting in—Greatest work efficiency because the motive unit can work continuously—never standing idle to be loaded or unloaded.

Major operating advantages, appealing to the keen student of material movement, follow:

A. The loads are always on wheels and readily movable by hand for short distances.

B. The train is not confined to any fixed path—can go anywhere that the movement necessitates.

C. Trailers can be exactly suited to the materials to be moved—i.e., side dump bodies for bulk materials—box bodies for small parts—low dollies for barrels—platform trailers for general commodities.

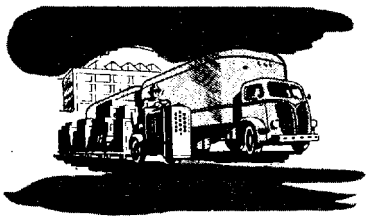
D. Material movement can be systematized and tied into production schedules by planning regular routes —dispatching trains at stated intervals—and centralizing control.

THE BASIC PRINCIPLE OF RAILROADING

The foregoing principles are fundamental and irrevocable. Their evolution began when man first found it necessary to move things from point to point. It is unlikely that they will ever be changed or improved upon.

As exemplified in the railroad, this correct and efficient method of transport has been proved over the years and contributed in a large measure to the advance of civilization and the well-being of mankind.

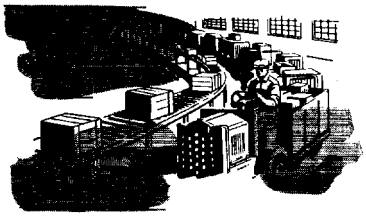
IN THE FIELD OF HIGHWAY TRANSPORTATION

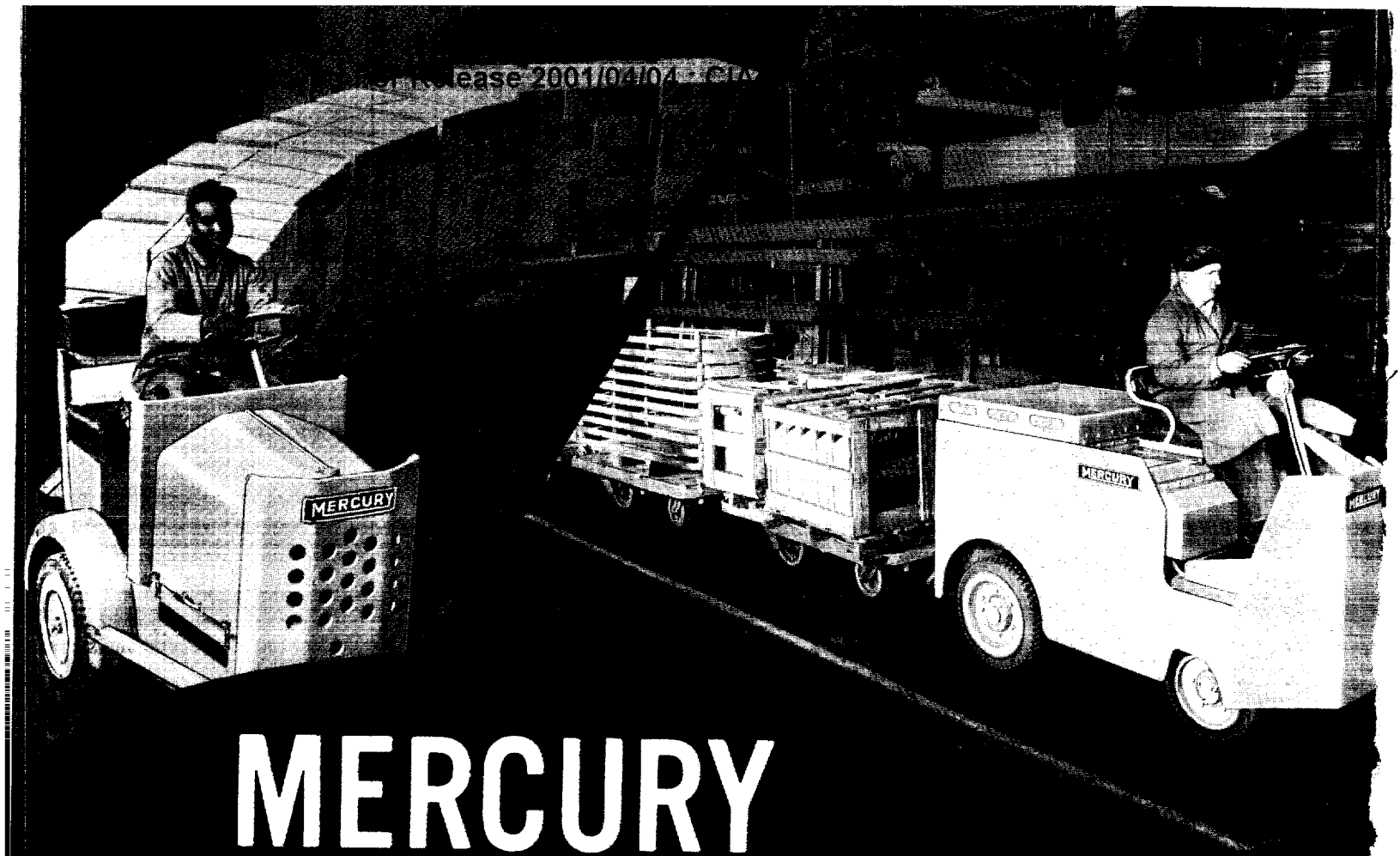


During the past decade the adoption and development of highway transportation has been well nigh sensational. In this newest field and influenced by the sheer truth of fundamentally right principles—the "Tractor-Trailer" method has been universally recognized as the system that brings about the lowest cost per ton-mile.

"THE TRACKLESS TRAIN" VS. CONVEYORS

Conveyor handling has been characterized as cheaper than the cheapest coolie labor, yet "The Trackless Train" is more efficient and less costly than even this method. "The Trackless Train" becomes a conveyor when the train is assembled and operates over a direct path, yet unlike the fixed conveyor "The Trackless Train" may be broken up into its component parts. Single trailers may be left wherever required, trailers may be diverted out of the regular path for pickup or delivery and the train reassembled again into a conveyor. Unlike the conveyor, "The Trackless Train" is flexible in operation; may be operated here today, there tomorrow; may be adapted to changes in production without either loss or expense; requires less investment for the same capacity; operates at lower overall cost for the majority of goods handled in industrial plants.





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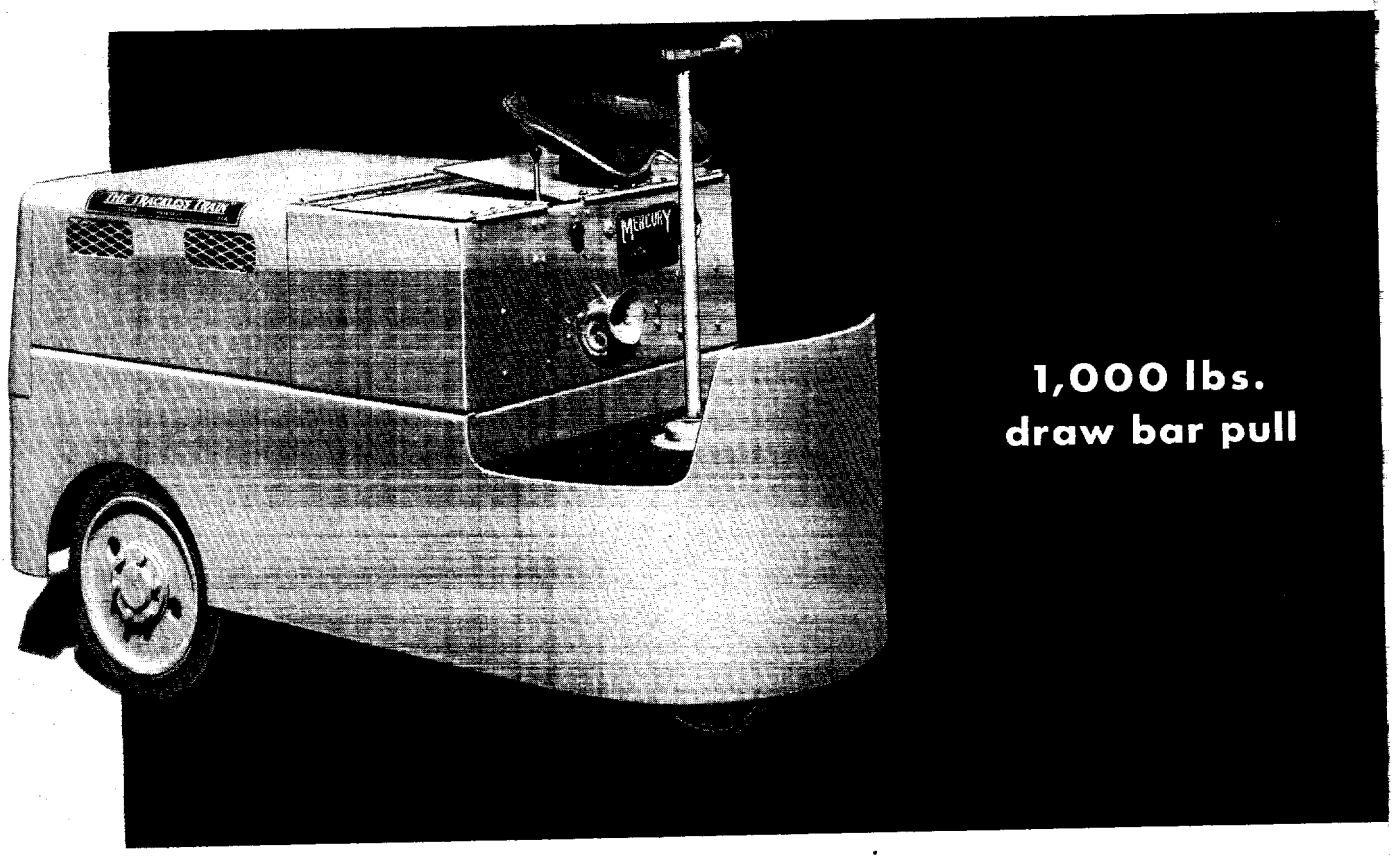
LIGHT DUTY "TUG" ELECTRIC TRACTOR



Specifications

Performance—Light running speed. —7 M.P.H.
Normal draw bar pull.—200 lb.
Maximum draw bar pull—1000 lb.

Dimensions—Overall length 70" less coupler
—Overall width 34"
—Overall height 51½"
—Outside turning radius 60½"

Weight—Chassis only—less battery—1450 lb. Tractor with 30 cell A-8 Edison battery.
—2475 lb. Tractor with 18 cell 19 plate low type lead acid battery—2780 lb.

Travel Control—Full magnetic contactor control with timed acceleration and controlled plugging. Four speeds forward and four reverse. Foot pedal acceleration. Hand operated reversing switch.

Motor—Travel motor fully enclosed, waterproof, series wound, vehicle type of high overload capacity attached direct to rear axle housing.

Power Source—18 cells of 19 plate lead-acid battery or 30 cells of A-8 Edison battery.

Battery Connectors—Running and charging plugs and receptacle are convenient, quickly detachable type.

Drive Axle—Double reduction, spiral bevel and spur gear unit, both Ball and Timken roller bearing mounted. Full floating drive shafts. Standard four pinion differential. Cast steel housing with top and bottom inspection covers.

Front Wheel—Single wheel mounted on ball bearings and steered by a lever directly connected to the supporting bracket carrying the front wheel.

Brakes—External contracting type mounted on intermediate pinion shaft extension. Applied when foot pedal is depressed or when operator leaves seat. Electrically interlocked with controller.

Springs—Alloy steel, semi-elliptic front and rear.

Frame—Fabricated from pressed steel and rolled sections. All welded construction.

Wheels—Front—Cast spoke type. Rear—Disc type with smooth exterior.

Tires—Front—15 x 3½ x 11¼ solid pressed-on. Rear—18 x 4 x 14 solid pressed-on.

Lubrication—Drive gearing operates in oil bath. All other bearings are provided with Zerk hydraulic fittings.

Coupler—To meet requirements.

Warning Signal—Electric horn.

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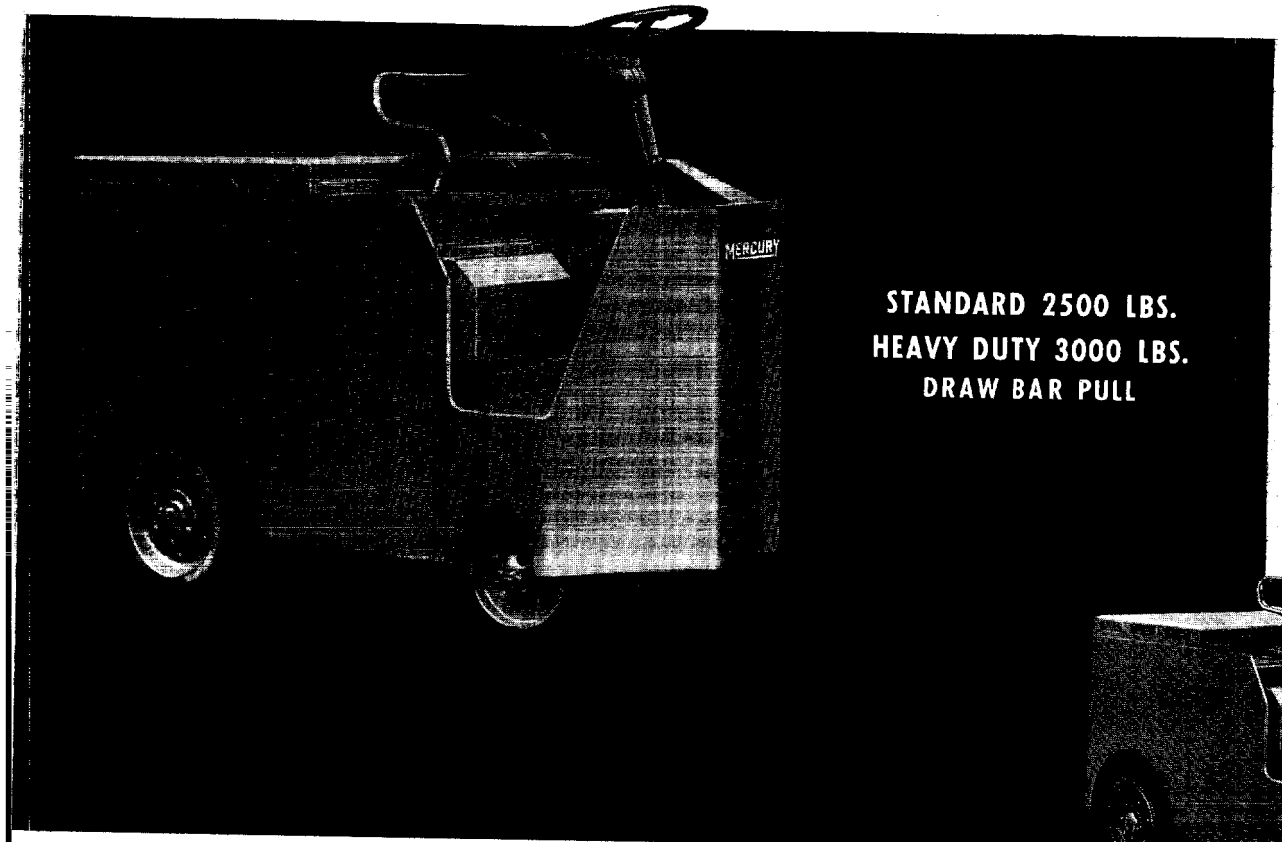
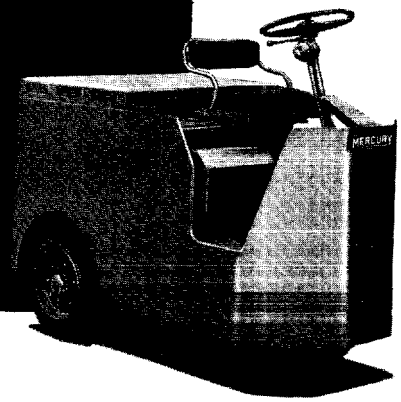
"TUG" ELECTRIC TRACTORS



STANDARD 2500 LBS.
HEAVY DUTY 3000 LBS.
DRAW BAR PULL



Specifications

General—Two wheel rear drive—two wheel or twin wheel front steer—front seated driver.

	Standard	Heavy Duty
Performance—No load speed	6.25 M.P.H.	7.4 M.P.H.
—Rated Draw Bar Pull	450 lbs.	600 lbs.
—Breakway D.B.P. (max.)	2,500 lbs.	3,000 lbs.

Dimensions—Overall length 76″ less coupler
—Overall width 41″
—Overall height 64″
—Outside turning radius 69″

Weight—(Chassis less battery)

	Twin Wheel Steer	Two Wheel Steer
—Cushion Tires	2,850 lbs.	2,900 lbs.
—Pneumatic Tires	2,600 lbs.	2,650 lbs.

Travel Control—Full magnetic contactor control with timed acceleration and controlled plugging. Four speeds forward and four reverse. Foot acceleration pedal controls speed. Directional control lever mounted on steering column.

Motor—Specially designed series wound, traction type of high overload capacity and ball bearing mounted. Motor connected to drive by means of double universal joint for easy removal and self-alignment.

Power Source—Standard—30 cells of C-8 or MC-8 Edison battery or 18 cells of 19 plate type lead acid battery; **Heavy Duty**—42 cells A-8 Edison battery or 24 cells of 19 plate low type lead acid battery. Both models also available with Ready Power gas-electric unit.

Battery Connector—Convenient, quickly detachable type.

Drive Axle—Double reduction spiral bevel and spur gear unit, both ball and Timken roller bearing mounted. Full floating drive shaft. Standard four pinion differential. Cast steel housing with top and bottom inspection covers. Detachable drive wheel rim and tire assembly.

Steering—A centrally located inclined Ross cam and twin lever gear fitted with a sturdy hand wheel provides effortless steering control of the two Timken bearing mounted front wheels. Wheel rims detachable for quick tire change without disturbing bearings.

Brakes—Internal expanding self-energizing hydraulic type within drive wheels applied when foot pedal is depressed. A separate Timken Duo-grip brake, electrically interlocked with controller and mounted on the intermediate gear shaft, is automatically applied when operator leaves seat.

Springs—Semi-elliptic springs on both front and rear axles provide excellent riding qualities.

Tires—Front (twin wheel steer) 16¼″ x 4″ solid rubber cushion type only. (two wheel steer) 16¼″ x 4″ solid rubber cushion or 4.00 ″ x 8″ six-ply pneumatic type. Rear (all models) 21″ x 5″ solid rubber cushion or 4.50″ x 12″ six-ply pneumatic type.

Frame—A one piece weldment fabricated from pressed steel and rolled sections. Smooth contour permits easy passage through swinging doors or congested areas.

Lubrication—Final drive and transmission gearing operates in oil bath. All other bearings provided with Alemite fittings.

Drawhead—Mounted on rear bumper plate, choice of towing eye, clevis, automatic, etc.

Warning Signal—Electric horn operated by button located in center of steering hand wheel.

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REAR CONTROL ELECTRIC TRACTOR

Specifications

General—Two wheel rear drive — two wheel front steer — rear seated driver.

Performance—No load speed—7.5 M.P.H.
—Rated drawbar pull—600 lbs.
—Maximum starting drawbar pull—3,000 lbs.

Dimensions—Overall length 78″ less coupler
—Overall width 42″
—Overall height 48½″
—Outside turning radius 72″

Weight—Complete with power source—5,500 lbs.

Travel Control—Full magnetic contactor control, with timed acceleration and controlled plugging. Four speeds forward and four reverse. Foot acceleration pedal controls speed. Directional control lever mounted on steering column.

Motor—Specially designed series wound, traction type of high overload capacity and ball bearing mounted. Motor connected to drive by means of double universal joints for easy removal and self-alignment.

Power Source—30 cells of C-8 Edison Battery or 18 cells of high type lead acid battery up to 27 plate capacity.

Battery Connector—Convenient, quickly detachable type.

Drive Axle—Double reduction spiral bevel and spur gear unit, both ball and Timken Roller bearing mounted. Full floating drive shaft. Sandard four pinion differential. Cast steel housing with top and bottom inspection covers. Detachable drive wheel rim and tire assembly.

Steering—A centrally located inclined Ross cam and twin lever gear fitted with a sturdy hand wheel provides effortless and shockless steering control of the steering wheels.

Steering Axle—High strength cast steel "I" beam of the reverse Elliot type with Timken thrust bearings at the pivot pins. Wheels are Timken bearing mounted. Wheel rims are detachable for quick tire change without disturbing bearings.

Brakes—Internal expanding, self-energizing hydraulic type within drive wheels applied when foot pedal is depressed. A separate Timkin Duo-grip brake, electrically inter-locked with controller and mounted on the intermediate gear shaft, is automatically applied when operator leaves seat.

Tires—Front—16¼″ x 4″ solid rubber cushion type.
—Rear—21″ x 5″ solid rubber cushion type.

Springs—Semi-elliptic springs on both front and rear axles provide excellent riding qualities.

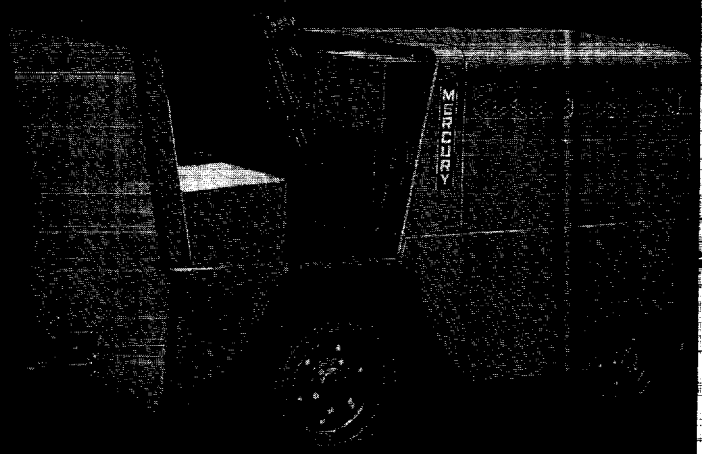
Frame—A one piece weldment fabricated from pressed steel and rolled sections. Smooth contour permits easy passage through swinging doors or congested areas.

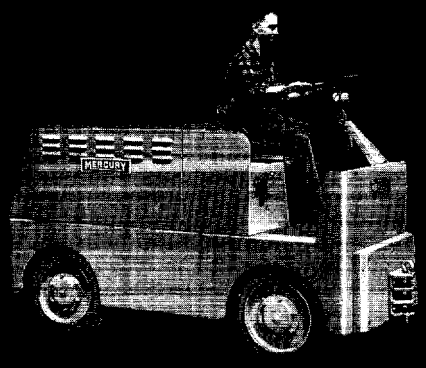
Lubrication—Drive gear operates in oil bath. All other bearings provided with Alemite fittings.

Coupler—To meet requirements.

Warning Signal—Electric horn operated by button located in center of steering hand wheel.

3,000 lb.
draw bar pull





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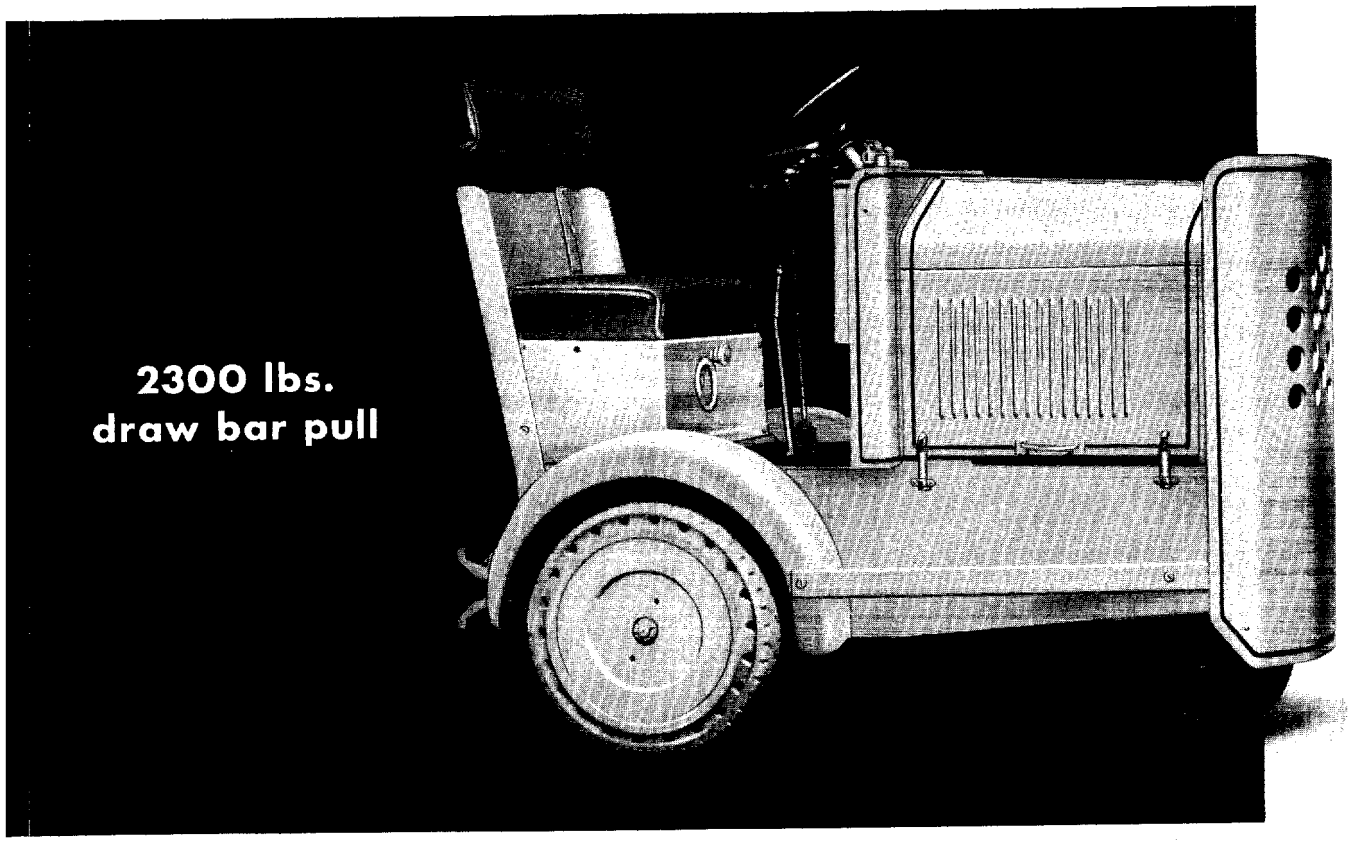
3 WHEEL "BANTY" GASOLINE TRACTOR



Specifications

Performance—No load speed 7½ to 8 M.P.H. Sustained tractive effort, 1,000 lbs. at 5.1 m.p.h., 1,400 lbs. at 3.1 M.P.H., 2,000 lbs. at 2.5 M.P.H. Maximum with counterweight for grades, 2,300 lbs. at 2.14 M.P.H. Climbs 20% grade with 3 ton trailing load at 2.6 M.P.H.

Dimensions—Overall length 70¾″ less coupler
Overall width 40″
Overall height 56″
Outside turning radius 54½″

Weight—Approximately 3,000 lbs.

Power Plant—Engine—4 cyl. Waukesha, 3¼″ x 4″, rated 16.9 h.p., full pressure lubrication, Delco-Remy ignition, enclosed valves, air cleaner, self-starter, rubber front mounting, thermo-syphon cooling. Governed to 2,000 R.P.M. by built-in, sealed, non-hunting flyweight governor. Transmission—Selective type syncro-mesh, 3 speeds forward, 1 reverse. Ball and roller bearings.

Drive Axle—Double reduction spiral bevel and spur gearing, ball bearing mounted. Semi-floating splined drive shafts, tapered fittings in drive wheels.

Steering—17 in., hard rubber hand wheel. Double reduction gearing. Single front wheel mounted on large diameter ball bearings.

Brakes—Large area internal expanding, within the drive wheels. Hand brake lever for parking.

Springs—Semi-elliptic springs on both front and rear axles.

Wheels and Tires—Smooth exterior drive wheels with clearances for chains. Front wheel 15″ x 5″ solid rubber pressed-on tire; drive wheels 21″ x 5″ cushion tires.

Electrical Equipment—Generator, battery, starting motor and horn are standard equipment.

Fuel Supply—Gravity feed 3 gal. tank with gauge on dash.

Lubrication—Alemite Hydraulic fittings conveniently located, assuring proper lubrication.

Underwriters' Laboratories—"Banty" gas tractor is listed as standard under Laboratories File AU-1138.

Factory Mutual—The "Banty" gas tractor bears the Factory Mutual mark of approval granted under Laboratory Report No. 10244, dated July 19 1936, when gas tank is fitted with Protectoseal Cap.

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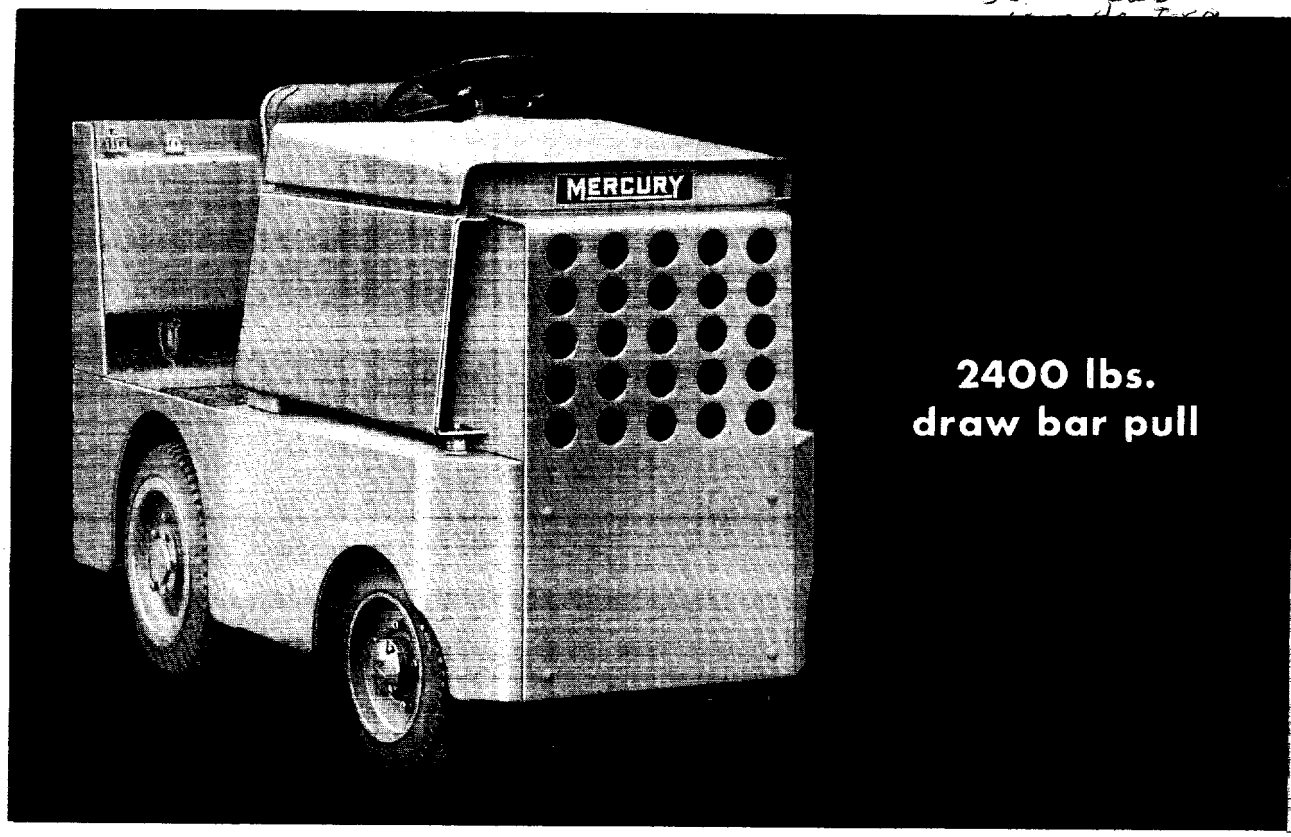
STANDARD "BANTY" GASOLINE TRACTOR

3450.00 - Base
40.00 - Lights
47.00 - 2nd Seat
530.00 - Cab



2400 lbs. draw bar pull

Specifications

Performance—No load speed—9 MP.H.
Sustained tractive effort 1,100 lbs. at 5.7 M.P.H.
2,000 lbs. at 3.2 M.P.H.; 2,400 lbs. at 2.7 M.P.H.

Dimensions—Overall length 78½" less coupler.
—Overall width 41"
—Overall height 56½".
—Outside turning radius 62".

Weight—Pneumatic Tires—Approx. 3,050 lbs.
—Cushion Tires—Approx. 3,300 lbs.

Power Plant—Engine—4 cylinder Waukesha. 3¼" x 4", 133 cubic in. displacement, 30 B.H.P. at 2200 R.P.M. governed speed, full pressure lubrication, Delco-Remy ignition, water pump cooling. Oil bath air cleaner, oil filter, self-starter and rubber front mounting. Governed to 2200 R.P.M. by built-in, sealed, non-hunting flyweight governor. Clutch—single disc, 9" dry plate type having a rating of 175% of maximum engine torque. Transmission-selective type syncro-mesh, 3 speeds forward, 1 reverse. Ball and roller bearing mounted.

Drive Axle—Double reduction spiral bevel and spur gear unit, both ball and Timken roller bearing mounted. Full floating drive shaft. Standard four pinion differential. Cast steel housing with top and bottom inspection covers. Detachable drive wheel rim and tire assembly.

Steering—A centrally located inclined Ross cam and twin lever gear fitted with a sturdy hand wheel provides effortless steering control of the two Timken bearing mounted front wheels. Wheel rims detachable for quick tire change without disturbing bearings.

Brakes—Internal expanding, self-energizing hydraulic type within drive wheels applied when foot pedal is depressed. A separate Timken Duo-grip parking brake mounted on the intermediate gear shaft is hand lever operated.

Springs—Semi-elliptic springs on both front and rear axles. Rear springs do not take torque reaction, thereby improving riding quality.

Frame—A one-piece weldment fabricated from pressed steel and rolled sections. Smooth contour permits easy passage through swinging doors or congested areas.

Tires—Front—16¼" x 4" solid rubber cusion type or 4.00" x 8" six-ply pneumatic type. Rear—21" x 5" solid rubber cushion type or 4.50" x 12" six-ply pneumatic type.

Electrical Equipment—Two brush generator with voltage regulator 6 volt battery. Starting motor, horn, ammeter, temperature gauge, oil pressure gauge and key type ignition switch are standard equipment.

Operating Fuel—Regular or L.P. Gas.

Fuel Supply—Gravity feed from sturdy welded steel 6 gal. tank located at rear of tractor remote from engine compartment and isolated from electrical and exhaust system. Tank top provided with float type gauge readily visible to operator.

Lubrication—Final drive and transmission gearing operates in oil bath. All other bearings provided with Alemite fittings.

Drawhead—Mounted on rear bumper plate. Choice of towing eye, clevis, automatic, etc.

Optional Equipment—Headlights and tail light, skid chains, 54" snowplow, Hobbs engine hour meter, Protectoseal gas tank cap and tail pipe spark arrestor.

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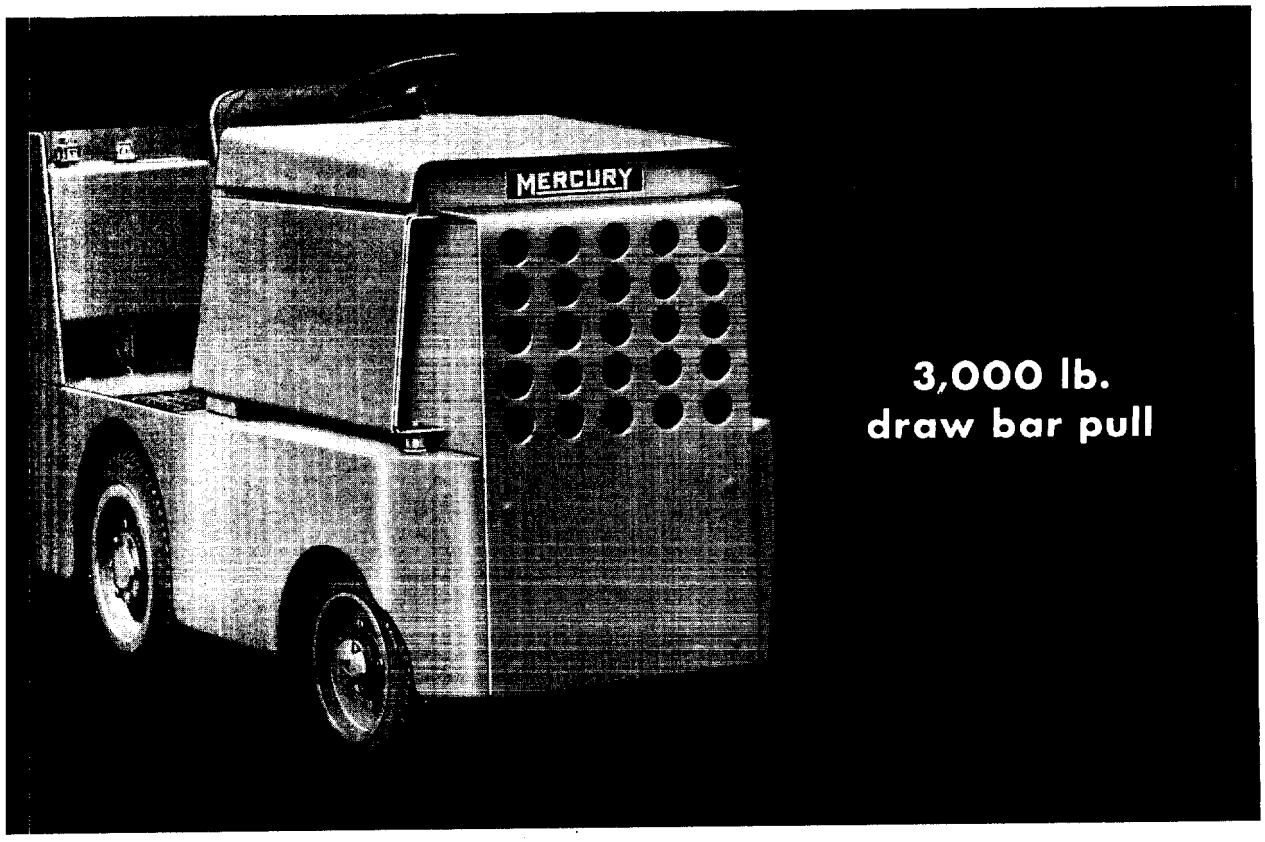
HEAVY DUTY "BANTY" GASOLINE TRACTOR



3,000 lb. draw bar pull

Specifications

Performance—No load—9 M.P.H.
—Sustained tractive effort 1,100 lbs. at 5.7 M.P.H.; 1,800 lbs. at 3.2 M.P.H.; 3,000 lbs. at 2.7 M.P.H.

Dimensions—Overall length 78½" less coupler
—Overall width 41"
—Overall height 56½"
—Outside turning radius 62"

Weight—Pneumatic Tires—Approx. 3,700 lbs.
—Cushion Tires—Approx. 4,100 lbs.

Power Plant—Engine—4 cylinder Waukesha. 3¼" x 4", 133 cubic in. displacement, 30 B.H.P. at 2200 R.P.M. governed speed, full pressure lubrication, Delco-Remy ignition, water pump cooling. Oil bath air cleaner, oil filter, self-starter and rubber front mounting. Governed to 2200 R.P.M. by built-in, sealed, non-hunting flyweight governor. Clutch—single disc, 9" dry plate type having a rating of 175% of maximum engine torque. Transmission-selective type syncro-mesh, 3 speeds forward, 1 reverse. Ball and roller bearing mounted.

Drive Axle—Double reduction spiral bevel and spur gear unit, both ball and Timken roller bearing mounted. Full floating drive shaft. Standard four pinion differential. Cast steel housing with top and bottom inspection covers. Detachable drive wheel rim and tire assembly.

Steering—A centrally located inclined Ross cam and twin lever gear fitted with a sturdy hand wheel provides effortless steering control of the two Timken bearing mounted front wheels. Wheel rims detachable for quick tire change without disturbing bearings.

Brakes—Internal expanding, self-energizing hydraulic type within drive wheels applied when foot pedal is depressed. A separate Timken Duo-grip parking brake mounted on the intermediate gear shaft is hand lever operated.

Springs—Semi-elliptic springs on both front and rear axles. Rear springs do not take torque reaction, thereby improving riding quality.

Frame—A one-piece weldment fabricated from pressed steel and rolled sections. Smooth contour permits easy passage through swinging doors or congested areas.

Tires—Front—16¼" x 4" solid rubber cushion type or 4.00" x 8" six-ply pneumatic type. Rear—21" x 5" solid rubber cushion type or 4.50" x 12" six-ply pneumatic type.

Electrical Equipment—Two brush generator with voltage regulator 6 volt battery. Starting motor, horn, ammeter, temperature gauge, oil pressure gauge and key ignition switch are standard equipment.

Operating Fuel—Regular or LP Gas.

Fuel Supply—Gravity feed from sturdy welded steel 6 gal. tank located at rear of tractor remote from engine compartment and isolated from electrical and exhaust system. Tank top provided with float type gauge readily visible to operator.

Lubrication—Final drive and transmission gearing operates in oil bath. All other bearings provided with Alemite fittings.

Drawhead—Mounted on rear bumper plate. Choice of towing eye, clevis, automatic, etc.

Optional Equipment—Headlights and tail light, skid chains, 54" snowplow, Hobbs engine hour meter, Protectoseal gas tank cap and tail pipe spark arrestor.

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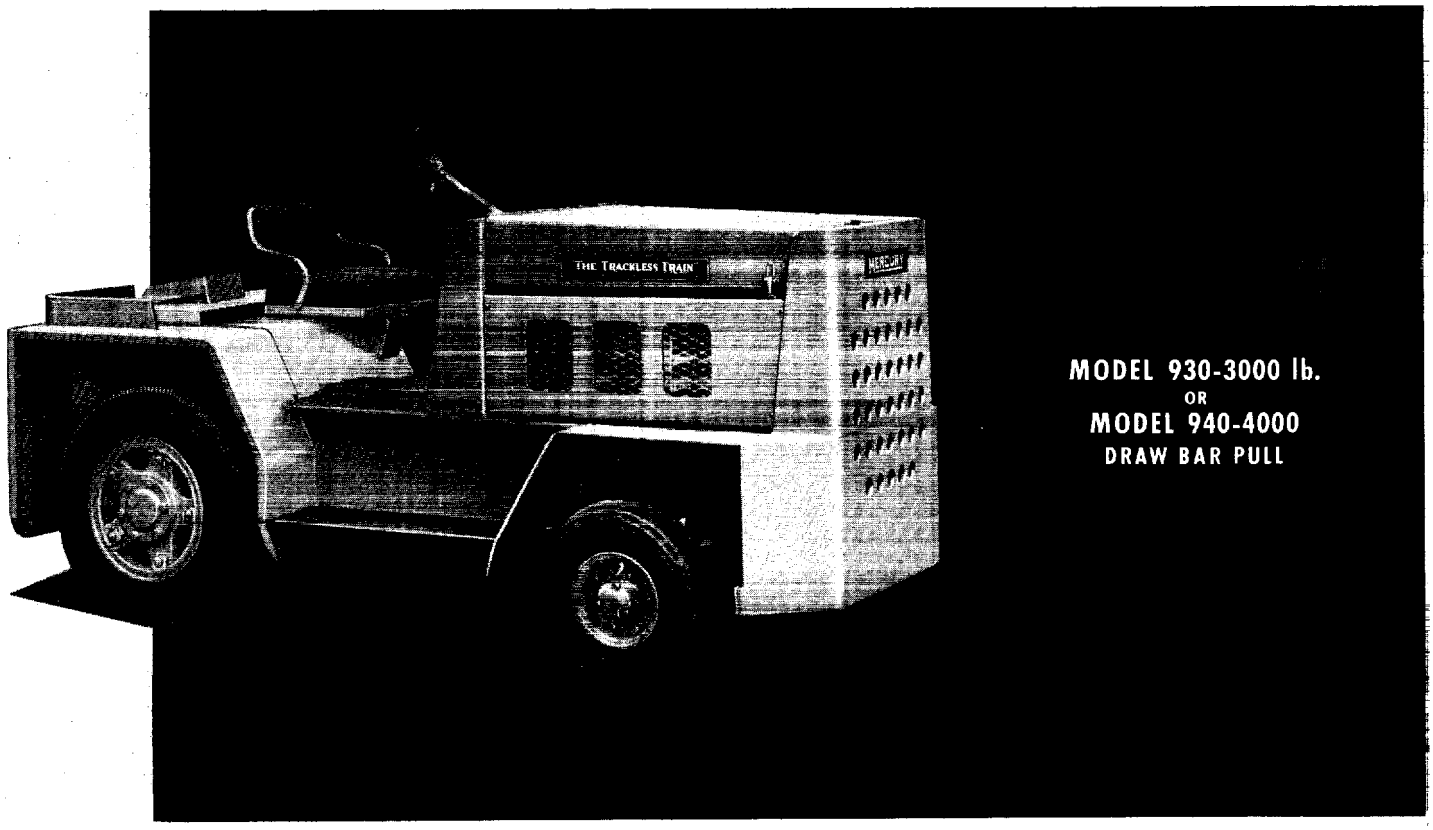
"HUSKIE" GASOLINE TRACTORS



MODEL 930-3000 lb.
OR
MODEL 940-4000
DRAW BAR PULL

Specifications

Performance—Light running speed 12.5 M.P.H. forward and 1.7 M.P.H. reverse at 2,200 R.P.M.
—Max. sustained D.B.P.—High Gear 1,250 lbs. at 9.0 M.P.H.
—Max. sustained D.B.P.—Third Gear 2,250 lbs. at 4.8 M.P.H.
—Max. sustained D.B.P.—Second Gear...Model 930 —3,000 lbs. at 3.0 M.P.H.; Model 940—4,000 lbs. at 3.0 M.P.H.
—Max. sustained D.B.P.—Low Gear . . . Model 930 —3,000 lbs. at 2.0 M.P.H.; Model 940—4,000 lbs. at 2.0 M.P.H.

Dimensions—Overall length (less coupler); Model 930—107¼"; Model 940—108¼".
—Overall width 51".
—Overall height 63".
—Wheelbase 63¼".
—Outside turning radius 125".

Weight—(Approximate) 930—4,600 lbs.; 940—5,350 lbs.

Power Plant—Six cylinder Chrysler vertical "L" head industrial engine. 3¼" x 4⅜". 230 cu. in. displacement. 60 continuous B.H.P. and 148 lb. ft. continuous torque at 2,200 R.P.M. governed speed. 25.35 A.M.A. H.P. 10" single plate clutch with 13" fluid coupling and four speed synchromesh transmission with provision for power take-off. Cooling system has centrifugal pump with by-pass thermostat. Full pressure lubrication, by-pass oil filter, down draft carburetor, oil bath air cleaner.

Drive Axle—Double reduction bevel and spur gearing. Bevel gear reduction Timken roller bearing mounted. Differential ball bearing mounted. Removable top and bottom housing covers for accessibility. Full floating splined drive shafts. Timken roller bearing mounted drive wheels.

Steering System—"I" section steel casting axle. Alloy steel wheel knuckles and Timken roller bearing mounted wheels. Ross twin cam and lever actuation by means of a 17" diameter hand wheel.

Controls—Foot operated service brake, clutch and accelerator pedals. Hand operated parking brake, throttle, choke and key type ignition switch. Electric horn.

Brakes—Hydraulic internal expanding service brakes within drive wheels. External contracting parking brake on propeller shaft.

Springs—Semi-elliptic, front and rear.

Frame—Integral, all-welded, steel plate with heavy bumpers and fenders.

Tires—Pneumatic type. Front 6.00" x 9", 6 ply.
Rear 7.00" x 16", 6 ply.

Electrical Equipment—6 Volt, positive ground electrical system with dust proof and splash proof distributor, 45 ampere generator with full voltage and current control regulator. Velocity type governor.

Operating Fuel—Regular or L.P. Gas.

Fuel Supply—Fuel pump feed from sturdy welded 15 gallon tank located remote from engine compartment and isolated from electrical and exhaust system.

Instruments—Dash mounted fuel gauge, temperature gauge, ammeter and oil pressure gauge.

Lubrication—Final drive and transmission operates in oil bath. All other bearings provided with high pressure grease fittings.

Drawhead—Mounted on rear bumper plate. Choice of towing eye, clevis, automatic, etc.

Optional Equipment—Headlights and tail-light, power take-off, skid chains, power driven broom or winch, snow plow, cab, heater and defroster, one-shot lubrication.

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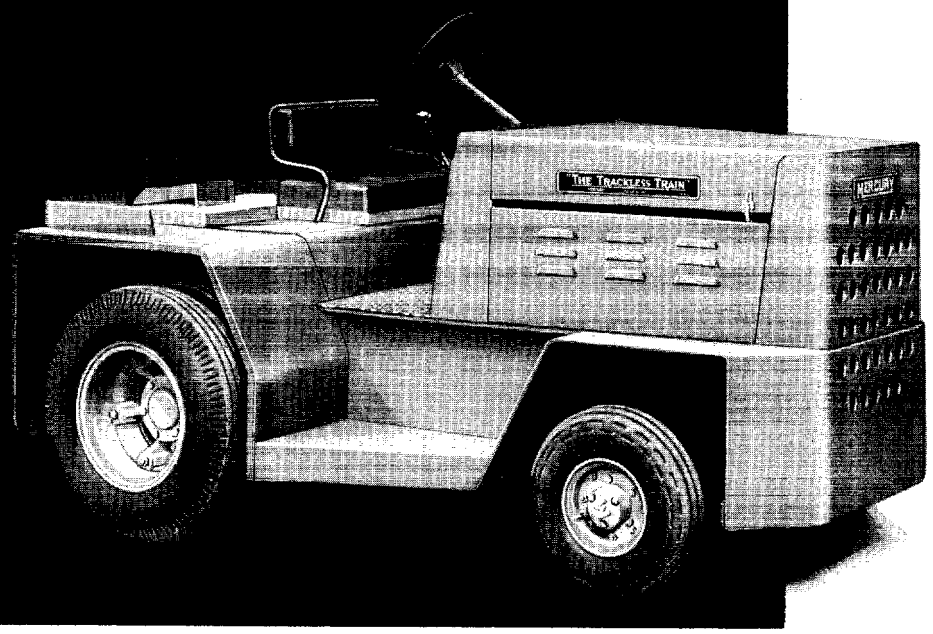
"SUPER-HUSKIE" GASOLINE TRACTORS

STANDARD 4,000 LBS.
HEAVY DUTY 5,000 LBS.
DRAW BAR PULL



Specifications

Performance—Light running speed 12.5 M.P.H. forward and 1.7 M.P.H. reverse at 2,200 R.P.M.
—Max. sustained D.B.P.—High Gear 1,250 lbs. at 9.0 M.P.H.
—Max. sustained D.B.P.—Third Gear 2,250 lbs. at 4.8 M.P.H.
—Max. sustained D.B.P.—Second Gear 4,000 lbs. at 3.0 M.P.H.
—Max. sustained D.B.P.—Low Gear . . . Model 950S —4,000 lbs. at 2.0 M.P.H.; Model 950H—5,000 lbs. at 2.0 M.P.H.

Dimensions—Overall length (less coupler); Model 950S—107¼"; Model 950H—108¼".
—Overall width 67".
—Overall height 63".
—Wheelbase 63¼".
—Outside turning radius 125"

Weight—(Approximate) 950S—5,700 lbs., 950H—6,400 lbs.

Power Plant—Six cylinder Chrysler vertical "L" head industrial engine. 3¼" x 4⅜". 230 cu. in. displacement. 60 continuous B.H.P. and 148 lb. ft. continuous torque at 2,200 R.P.M. governed speed. 25.35 A.M.A. H.P. 10" single plate clutch with 13" fluid coupling and four speed synchromesh transmission with provision for power take-off. Cooling system has centrifugal pump with by-pass thermostat. Full pressure lubrication, by-pass oil filter, down draft carburetor, oil bath air cleaner.

Drive Axle—Double reduction bevel and spur gearing. Bevel gear reduction Timken roller bearing mounted. Differential ball bearing mounted. Removable top and bottom housing covers for accessibility. Full floating splined drive shafts. Timken roller bearing mounted drive wheels.

Steering System—"I" section steel casting axle. Alloy steel wheel knuckles and Timken roller bearing mounted wheels. Ross twin cam and lever actuation by means of a 17" diameter hand wheel.

Controls—Foot operated service brake, clutch and accelerator pedals. Hand operated parking brake, throttle, choke and key type ignition switch. Electric horn.

Brakes—Hydraulic internal expanding service brakes within drive wheels. External contracting parking brake on propeller shaft.

Springs—Semi-elliptic, front and rear.

Frame—Integral, all-welded, steel plate with heavy bumpers and fenders.

Tires—Pneumatic type. Front 6.00" x 9", 6 ply.
Rear 7.00" x 16", 6 ply. (DUAL)

Electrical Equipment—6 Volt, positive ground electrical system with dust proof and splash proof distributor, 45 ampere generator with full voltage and current control regulator. Velocity type governor.

Operating Fuel—Regular or L.P. Gas.

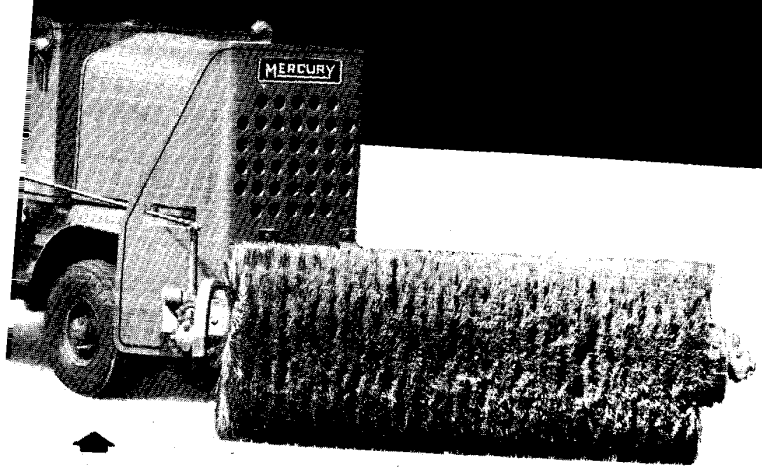
Fuel Supply—Fuel pump feed from sturdy welded 15 gallon tank located remote from engine compartment and isolated from electrical and exhaust system.

Instruments—Dash mounted fuel gauge, temperature gauge, ammeter and oil pressure gauge.

Lubrication—Final drive and transmission operates in oil bath. All other bearings provided with high pressure grease fittings.

Drawhead—Mounted on rear bumper plate. Choice of towing eye, clevis, automatic, etc.

Optional Equipment—Headlights and tail-light, power take-off, skid chains, power driven broom or winch, snow plow, cab, heater and defroster, one-shot lubrication.



Sweeper Broom: Close-up view of a power driven sweeper broom assembly for installation on "Huskie" and "Super-Huskie" gas tractors. It is used to clean roadways, aisles and walks of dirt, scraps and light snow.

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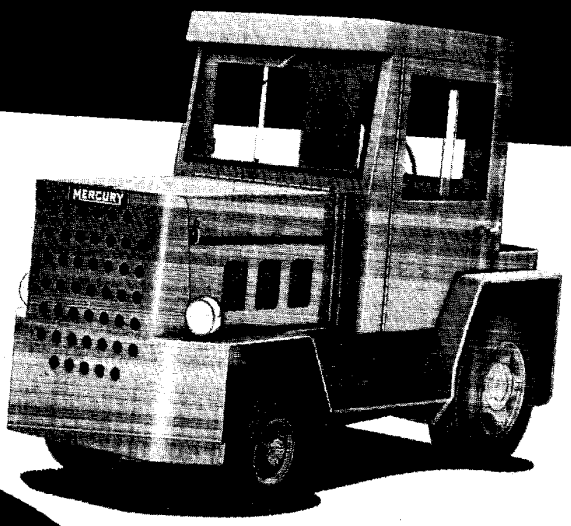
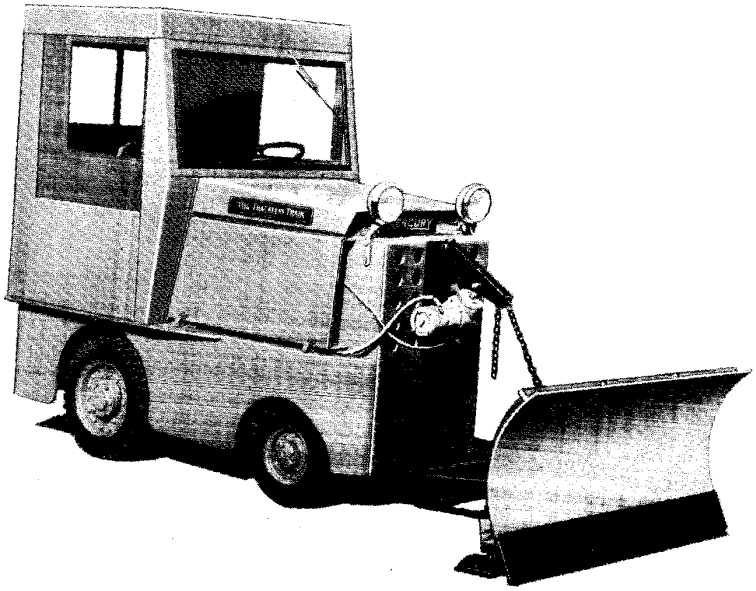
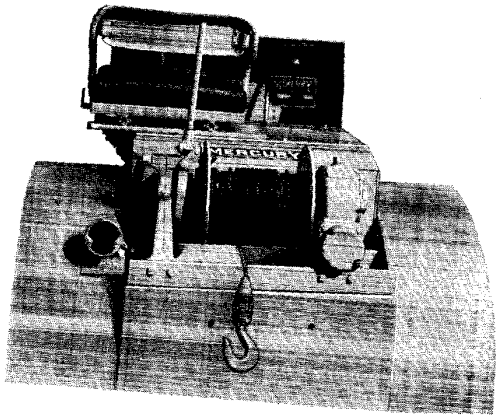
TRACTOR ACCESSORIES



Deluxe Cab: "Huskie" equipped with special deluxe cab, heater, defroster, sliding windows and full length doors provide complete protection for the operator in wintry weather. This unit is also equipped with headlights and taillight for night driving.

Deluxe Cab and Snow Plow: A "Banty" A-460 equipped with a Deluxe Cab and Snow Plow. The cab is furnished complete with half-doors, roll-down curtains on the sides and rear, a shatterproof windshield, windshield wiper, and heater and defroster unit. Snow plow has a 54" blade which can be quickly reversed for left or right hand operation and elevated by "Electrolift." Plow can be easily removed for routine hauling service.





Winch: 6,000 lb. capacity. Winch features include an adjustable spring loaded drag brake, 50 ft. of 3/8" cable and a swivel hook. Available for all Mercury Gas Tractors.

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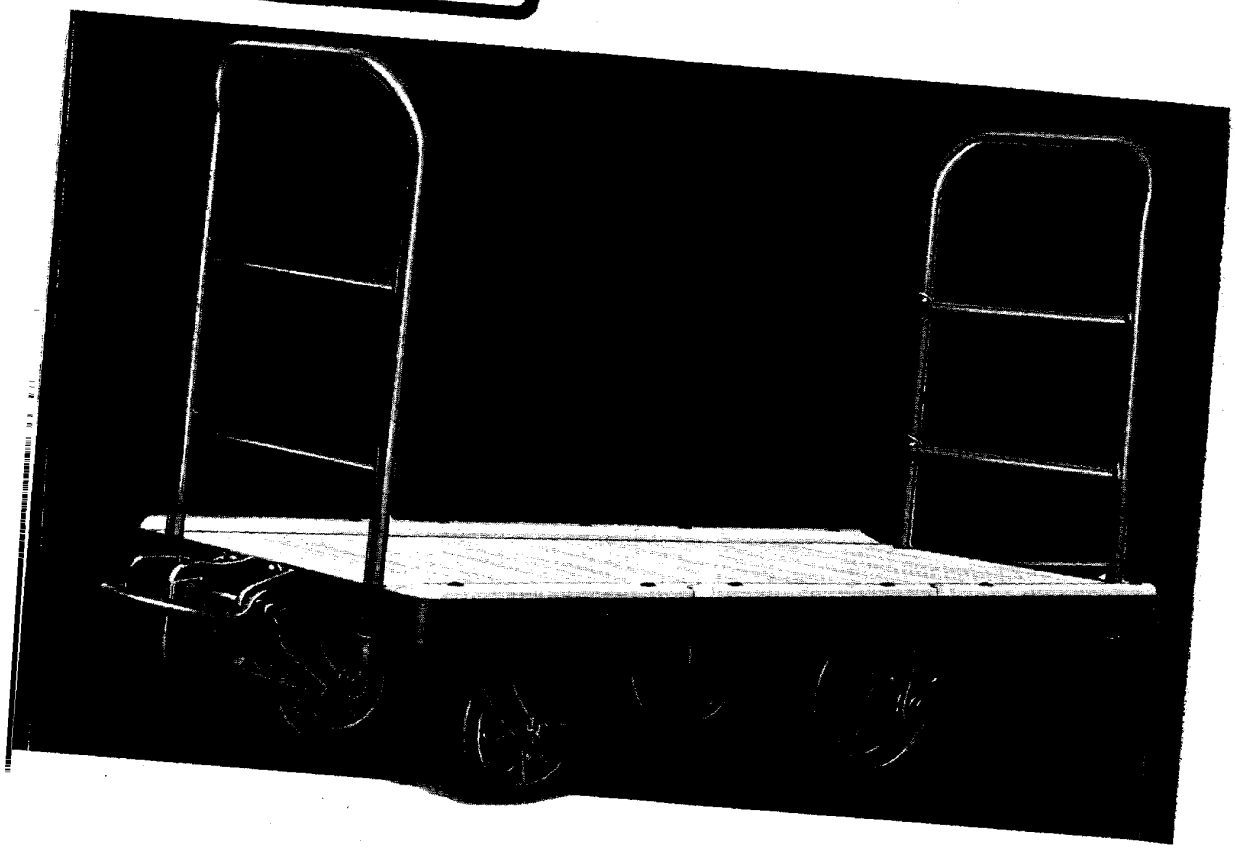

GENERAL SPECIFICATIONS

Size: 3′ x 6′ x 14¼″.

Capacity: 4,000 pounds pay load.

Frame: Structural steel, round corners.

Castor: Mercury improved plate type (See page 46)

Wheels: Cast steel or rubber tired: Front—10″ x 3″; rear—12″ x 3½″.

Bearings: Hyatt type in wheel hubs, Ball-type castor head.

Lubrication: Pressure fittings.

Deck: Hardwood 1 1/16″ dressed.

Rack Sockets: 1 pair each side and each end, set on 23″ centers.

Racks: 1″ pipe crossbraced as illustrated.

Coupler: MERCURY "Safety-Self-Coupler"—hook hitch and towing eye optional (For details see page 46)

Weight: 3′ x 6′ standard size (with 2 racks and "Safety-Self-Coupler")—520 pounds.

Finish: Metal work—black. Deck—natural wood.

SIZE OPTIONS
(3′ x 6′ is Standard)

Width: From 30″ to 48″ in 6″ multiples.

Length: From 48″ to 120″ in 6″ multiples.

For sizes other than the 3′ x 6′ standard, weight varies approximately 25 lbs. for each 6″ change in width and approximately 20 lbs. for each 6″ change in length.

All the Advantages of Standardization, plus Flexibility to Meet Your Needs

The "A-310" trailer is standardized in every essential that makes for satisfaction and lowest cost to the buyer.

DESIGN: An experienced engineering staff of specialists designs these trailers, and every detail is tried, tested, and proved in the relentless ordeal of actual industrial service.

MATERIAL: Specified by engineers who know the service conditions to be met, selected with extreme care, purchased in large quantities with quantity buying advantages.

PROCESSES: Trailer materials are fabricated and assembled in the largest and most completely equipped industrial trailer establishment in the country. Parts are machined with the exactness and precision that would credit a fine motor car.

WORKMANSHIP: Made and assembled by a force of skilled and experienced trailer mechanics, each trained to exactitude and kept there by pride of accomplishment as well as by rigid inspection standards.

These features of standardization are valuable to every user of trailers.

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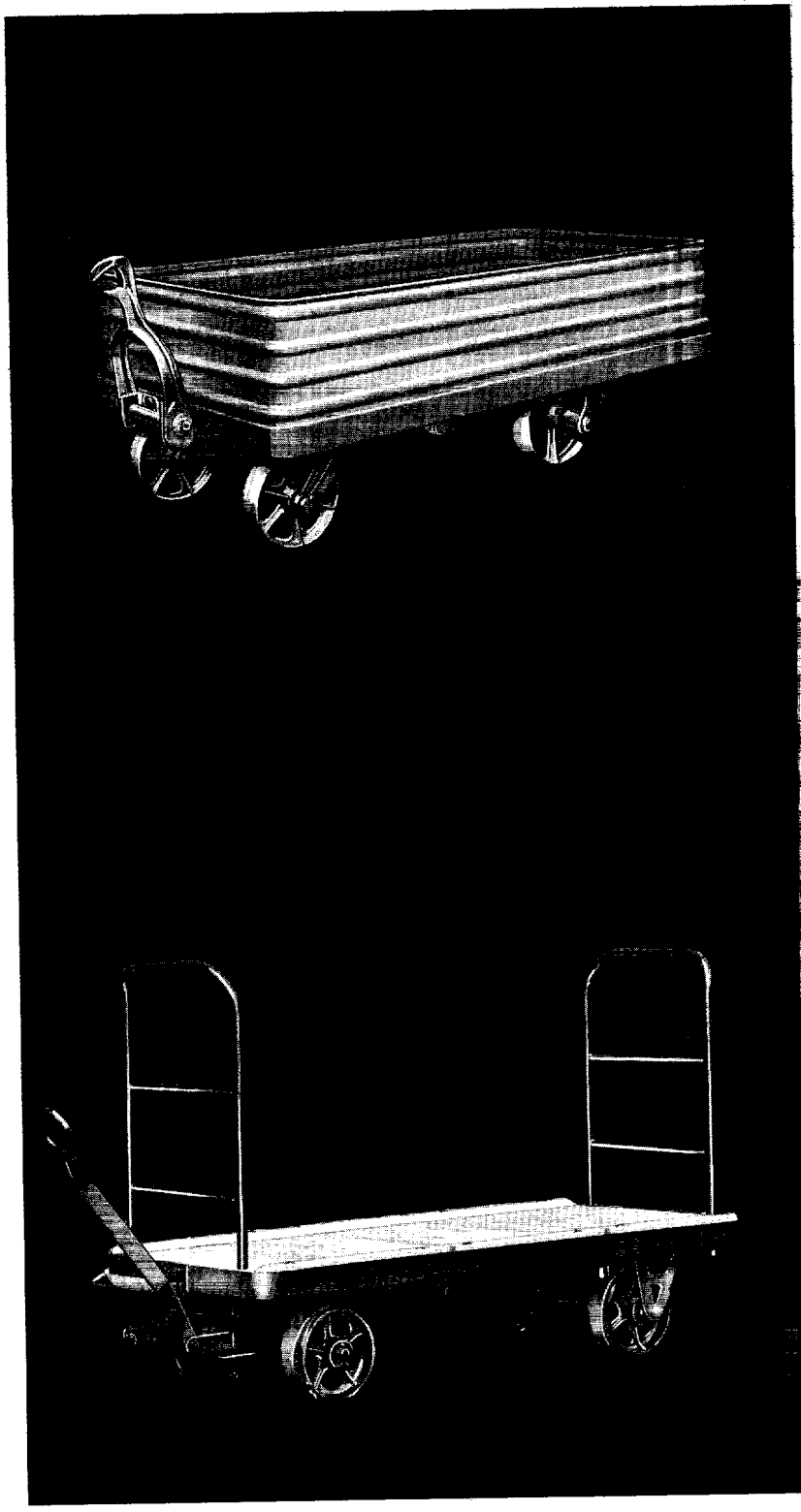
TRAILERS

The famous "A-310" castor type trailer with corrugated steel box body as recommended for small parts handling. Box is of all-welded pressed steel construction with flanged top edge and rounded corners. Made from 11 gauge sheet steel, the box is designed to fit within the vertical flange of the outer frame member of the trailer.

Size and depth of box are subject to variation to meet requirements. Boxes can be mounted permanently or furnished with trunnions for removal by sling hoist or crane.



MODIFICATION OF "A-310"

Recommended in preference to A-310—only when road conditions are extremely rough—such as constant crossing of railroad tracks —very unevenly floored docks and platforms.

GENERAL SPECIFICATIONS

Size: 3′ x 6′ x 16½″.

Wheels: 12″ x 3½″ front and rear—steel or rubber tired.

5th Wheel (Turntable): Ball bearing plate type.

Coupler: Ring drawbar—C-type safety drawhead.

Weight: 3′ x 6′ standard size (with 2 racks)—560 lbs.

All other details—same as "A-310" illustrated on opposite page.

SIZE OPTIONS

(3′ x 6′ is standard)

Width: From 30″ to 48″ in 6″ multiples.

Length: From 48″ to 120″ in 6″ multiples.

For sizes other than the 3′ x 6′ standard, weight varies approximately 25 lbs. for each 6″ change in width and approximately 20 lbs. for each 6″ change in length.

MERCURY TRAILERS

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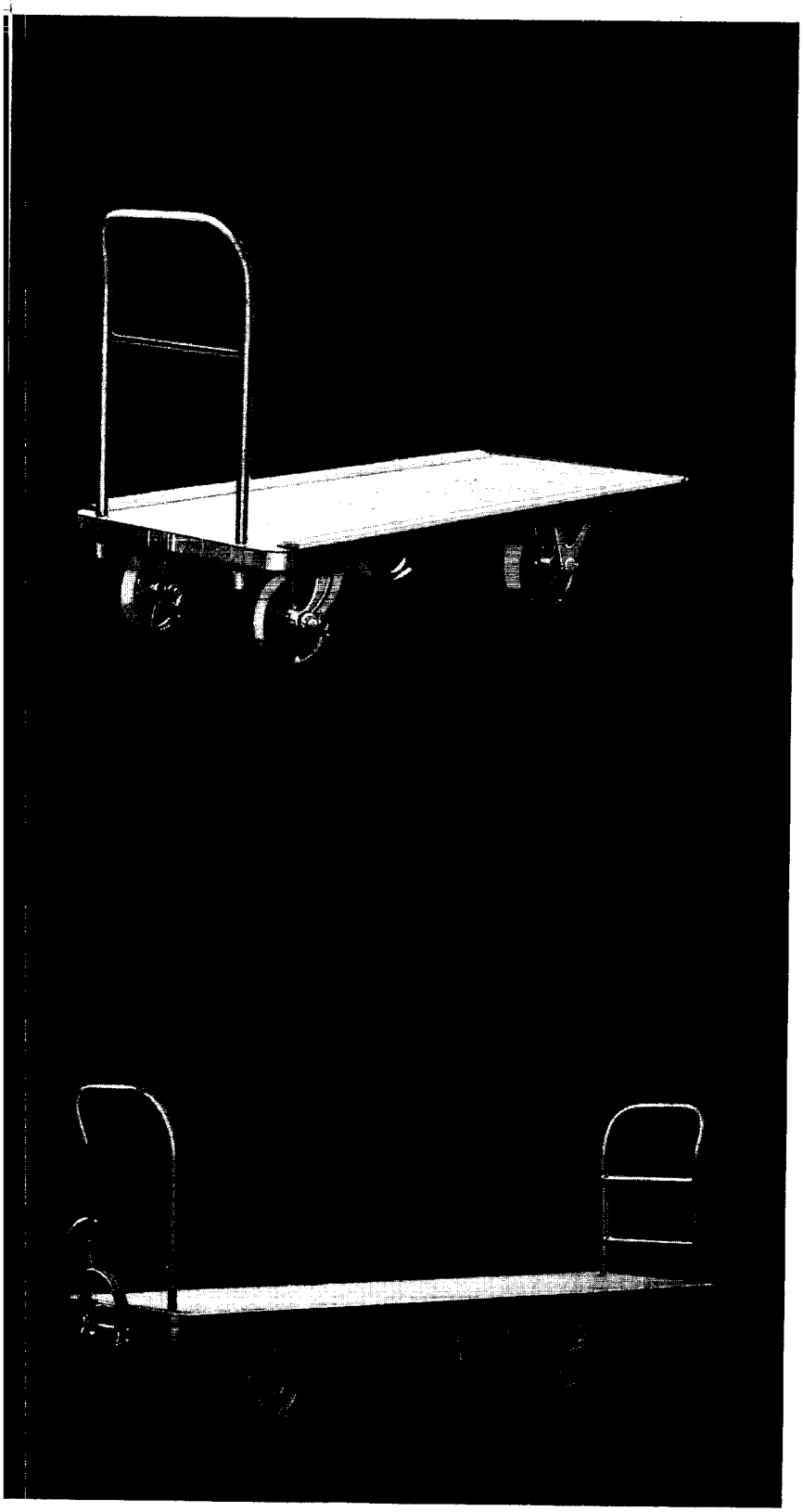

Capacity—3,000 lbs.

Size—36″ wide x 72″ long x 14″ high.*

Deck—1 1/16″ hardwood deck with wood side bevel strips – flush construction optional.

Stake Pockets—one pair on castor end only.

Hitch—Safety-Self couplers, hook hitch and towing eye, loop handle, etc.

Swivel Castors—Ball bearing plate type.

Wheels—Molded-on rubber or cast steel type – Front 10″ x 3″ – Rear 12″ x 3″

Bearings—Hyatt roller.

Lubrication—Pressure fittings.

Construction—Arc welded assembly.

Weight—Approximately 350 lbs.

*Length and width optional to meet requirements

Capacity—8,000 lbs.

Size—50″ wide x 102″ long x 18″ high.*

Deck—1¾″ hardwood flush with frame.

Stake Pockets—Two on each side and two on each end.

Hitch—Safety-Self couplers, hook hitch and towing eye (as illustrated) or loop handle with C type coupler on rear.

Swivel Castors—Ball bearing type.

Wheels—Pressed-on solid rubber type—Front 12″ x 3½″—Rear 15″ x 5″

Axles—Front 1¼″ diam.—Rear 1½″ diam. S.A.E. #1045 C.R. Steel.

Bearings—Hyatt roller.

Lubrication—Pressure fittings.

Construction—Arc welded.

Weight—Approximately 1,200 lbs.

*Length and width optional to meet requirements

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SIDE DUMP TRAILERS

Type A-370 Castor Steer

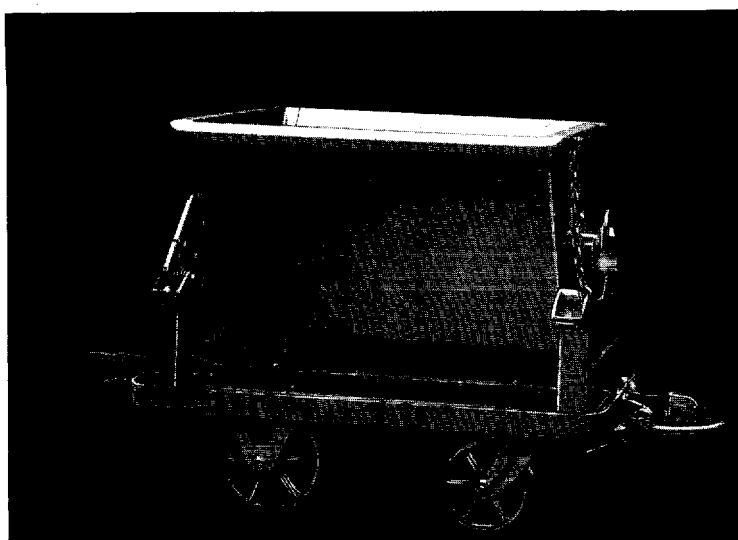
The A-310 chassis fitted with ½, ¾ or 1 cubic yard side dump bodies, for handling bulk loads such as coal, scrap, metal turnings, etc.

Dump Body—Sturdy all welded sheet steel body—reinforced top edge presenting smooth rounded corners—designed for quick, easy, maximum angle dumping and equipped with automatic locks, and safety chains.

DIMENSIONS

Type	Capacity	Body Width	Body Length	Height to Top of Body	Chassis Width	Chassis Length (less couplers)	Weight
A-370-5	½ cu. yd.	43½	44	44	36	54	780 lbs.
A-370-6	¾ cu. yd.	43½	62	44	36	72	850 lbs.
A-370-7	1 cu. yd.	53½	62	45¾	36	72	920 lbs.

(Length with automatic couplers—add 23½" to chassis length)



Type A-670 Fifth Wheel Steer

The A-610 chassis fitted with ½, ¾ or 1 cubic yard side dump bodies.

Dump Body—Sturdy all welded sheet steel body—reinforced top edge presenting smooth rounded corners—designed for quick, easy, maximum angle dumping and equipped with automatic locks, stops, and safety chains.

DIMENSIONS

Type	Capacity	Body Width	Body Length	Height to Top of Body	Chassis Width	Chassis Length (less couplers)	Weight
A-670-5	½ cu. yd.	43½	44	46¼	36	54	810 lbs.
A-670-6	¾ cu. yd.	43½	62	46¼	36	72	880 lbs.
A-670-7	1 cu. yd.	53½	62	48	36	72	950 lbs.

Type A-470 Fifth Wheel Steer

Body capacity—1 or 1½ cubic yards

Chassis capacity—6,000 lbs.

Body—1 cu. yd. #10 gauge sheet steel
1½ cu. yd. #8 gauge sheet steel

Fifth wheel—Ball bearing plate type

Wheels—Pressed-on solid rubber tired 18" x 4"

Axles—1½" diam. S.A.E. #1045 C.R. Steel

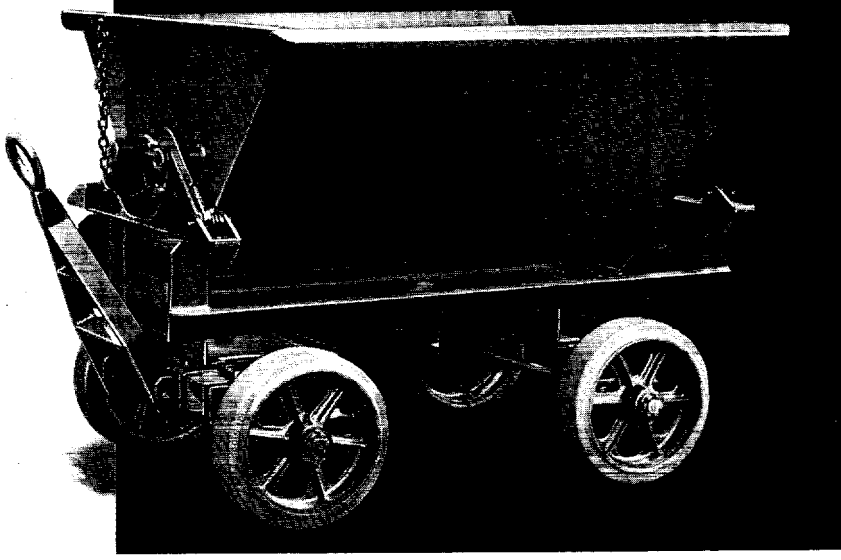
Bearings—Hyatt roller

Lubrication—Pressure fittings

Hitch—Loop handle and C type coupler on rear

Dimensions—70" long x 53½" wide or
58" wide x 49" or 60" high

Weight—1,300 or 1,450 lbs.



MERCURY TRAILERS

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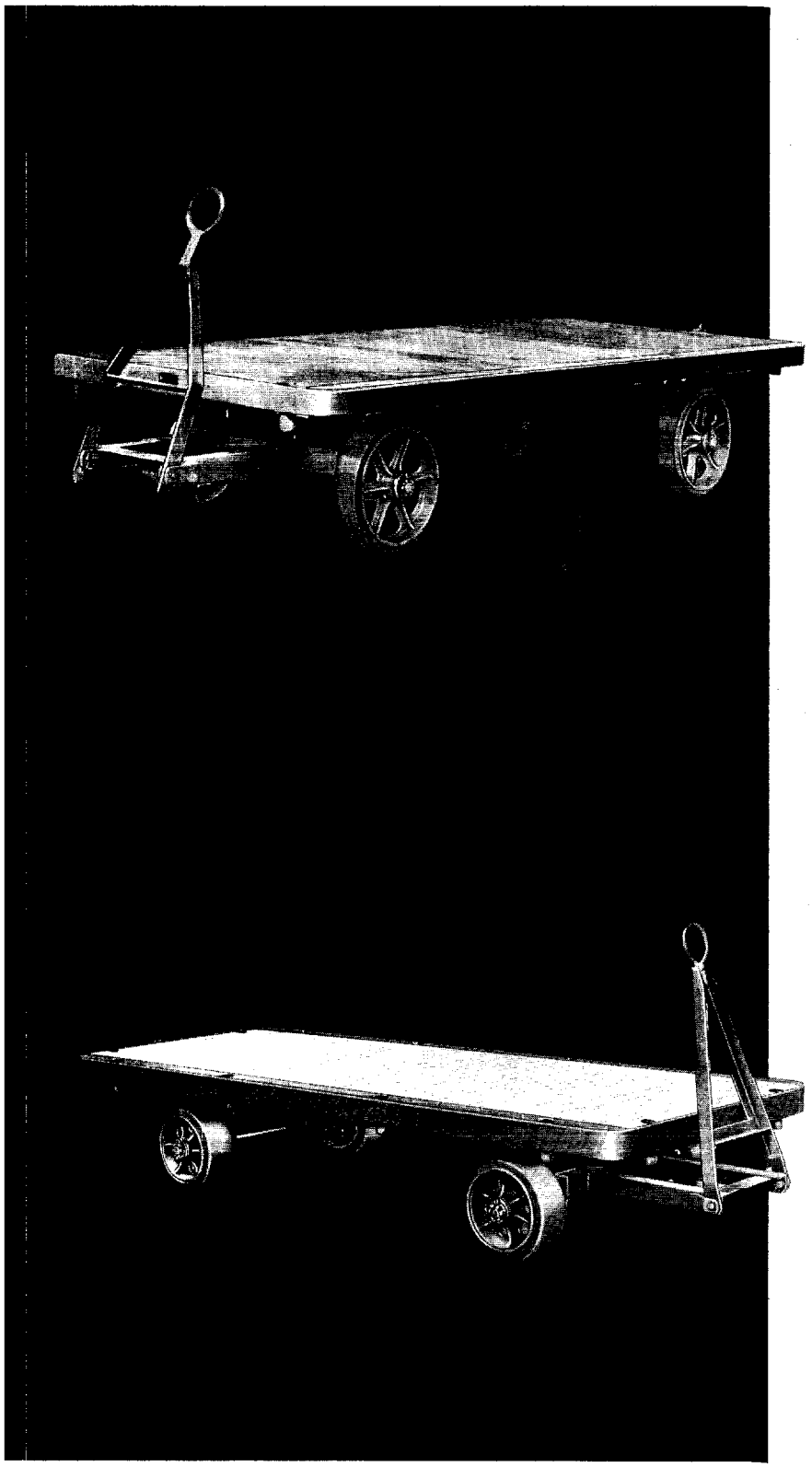

Capacity—6,000 lbs.

Size—48" wide x 96" long x 21¼" high*

Deck—1⅝". Hardwood flush with frame

Stake Pockets—Two on each side and two on each end

Hitch—Loop handle with "C" type coupler on rear

Fifth wheel—Ball bearing plate type—adjustable king bolt

Wheels—16" x 4" Molded-on rubber tired

Axles—1⅜" diam. S.A.E. #1045 C.R.S.

Bearings—Hyatt roller

Lubrication—Pressure fittings

Construction—Arc welded frame

Weight—Approximately 900 lbs.

*Length and width optional to meet requirements

Capacity—8,000 lbs.

Size—48" wide x 96" long x 21" high*

Deck—1⅝" Hardwood flush with frame

Stake Pockets—Two on each side and two on each end

Hitch—Loop handle with C type coupler on rear

Fifth wheel—Large plate type—adjustable king bolt

Wheels—15" x 5" Pressed-on solid rubber tired

Axles—1½" diam. S.A.E. #1045 C.R.S.

Bearings—Hyatt roller (Timken optional)

Lubrication—Pressure fittings

Construction—Arc welded frame

Weight—Approximately 1,100 lbs.

*Length and width optional to meet requirements

MERCURY TRAILERS

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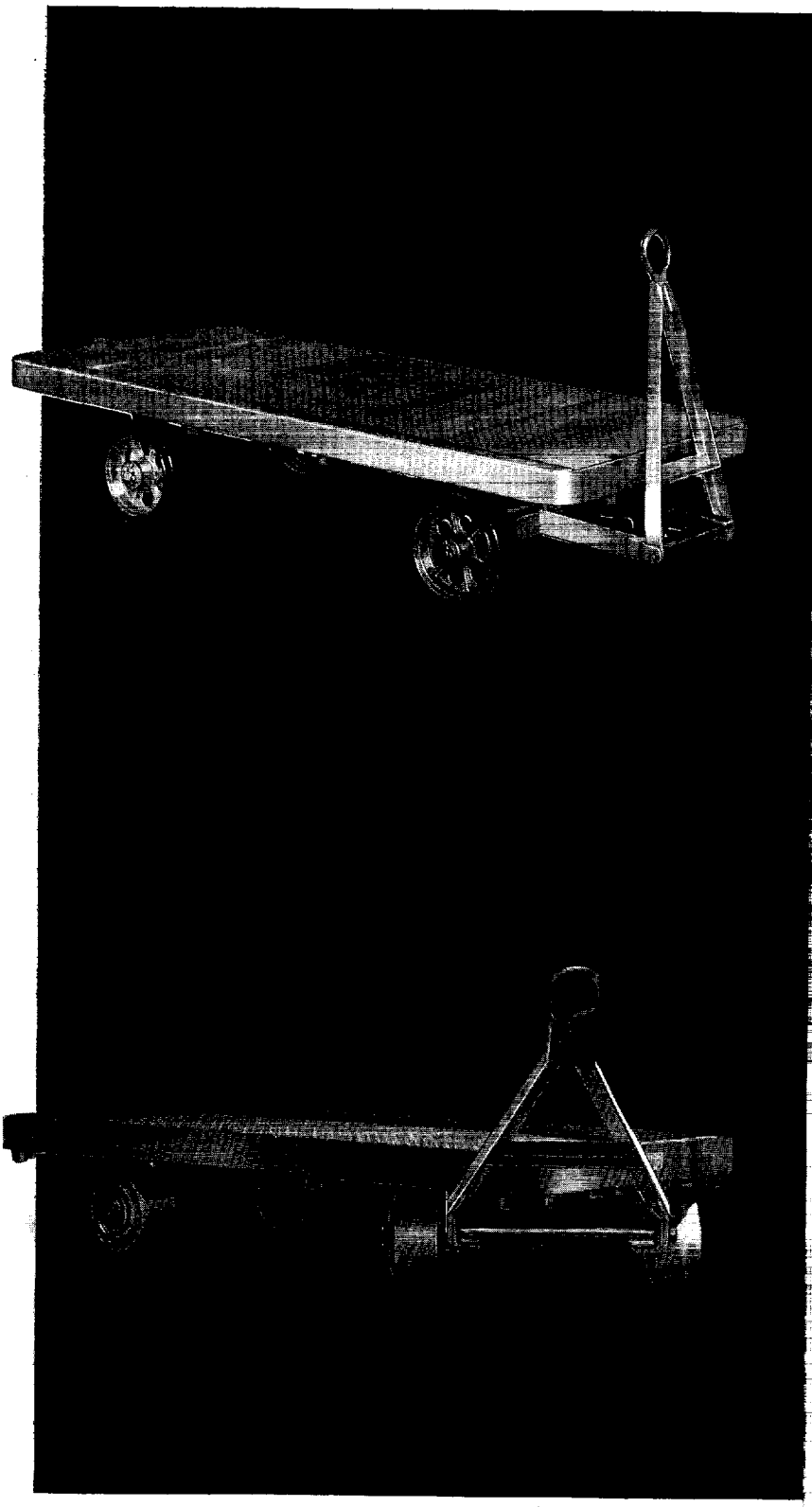

Capacity—5 to 6 tons

Size—48″ wide x 96″ long x 21″ high*

Deck—1¾″ hardwood flush with frame

Stake Pockets—Two on each side and two on each end

Hitch—Loop handle and C type coupler on rear

Fifth wheel—Large plate type** adjustable king pin

Wheels—15″ x 6″ Pressed-on solid rubber tired

Axles—2″ diam. S.A.E. #1045 C.R. Steel

Bearings—Hyatt roller (Timken Optional)

Lubrication—Pressure fittings

Construction—Arc welded frame

Weight—Approximately 1,250 lbs.

***Length and width optional to meet requirements**

****Ball bearing plate type optional**

Capacity—5 to 6 tons

Size—40″ wide x 96″ long x 17″ high*

Deck—Smooth or non-skid steel deck, flush or set down into frame. Flush 1¾″ hardwood deck optional.

Stake pockets—Two on each side and two on each end

Hitch—Loop handle with C type coupler on rear

Fifth wheel—Large plate type with adjustable king pin

Wheels—Pressed-on solid rubber—10½″ x 6″ or 10½″ x 7″

Axles—2¼″ square alloy steel—heat treated

Bearings—Hyatt roller

Lubrication—Pressure fittings

Construction—Arc welded frame

Weight—Approximately 1,370 lbs.

***Length and width optional to meet requirements**

MERCURY TRAILERS

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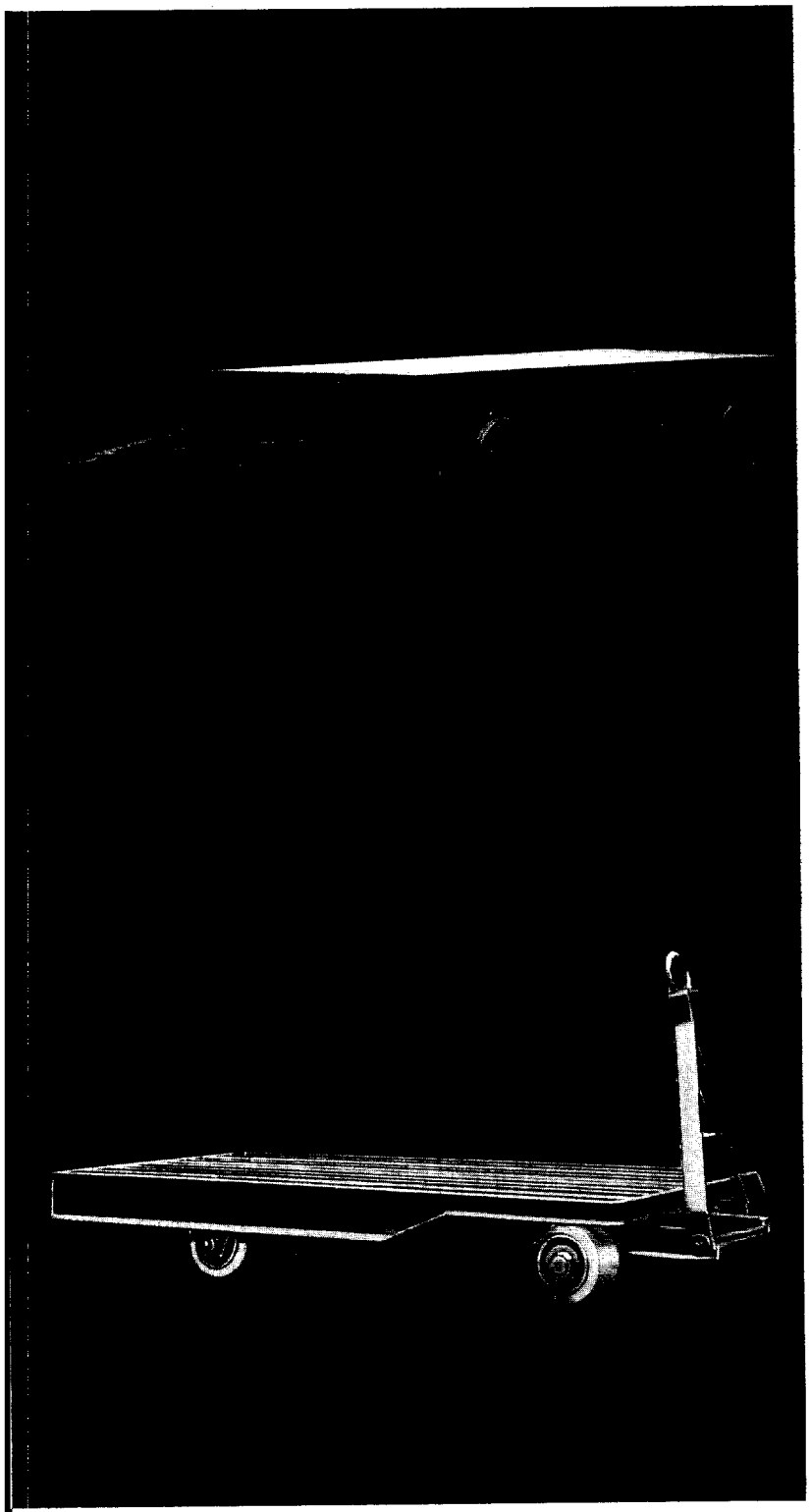

Capacity—20,000 lbs.
Size—60" wide x 120" long x 22½" high*
Deck—1¾" hardwood flush with frame
Hitch—Loop handle with C type coupler
Fifth wheel—Large plate type—king pin bushing
Wheels—15" x 8" x 11¼" Pressed-on solid rubber
Axles—2¾" diam. S.A.E. #1045 C.R. Steel
Bearings—Timken taper roller
Construction—Arc welded frame
Lubrication—Pressure fittings
Weight—Approximately 2,100 lbs.
*Length and width optional to meet requirements

Capacity—20,000 lbs.
Size—49½" wide x 96" long x 14½" high*
Deck—Structural I-Beams
Hitch—Loop handle and optional C type coupler on rear
Fifth wheel—Large plate type—king pin bushing
Wheels—10½" x 7" x 6½" Pressed-on solid rubber tired
Axles—2⅝" diam. steel spindles—heat treated
Bearings—Hyatt roller
Lubrication—Pressure fittings
Construction—Arc welded frame
Weight—Approximately 1,900 lbs.
*Length and width optional to meet requirements

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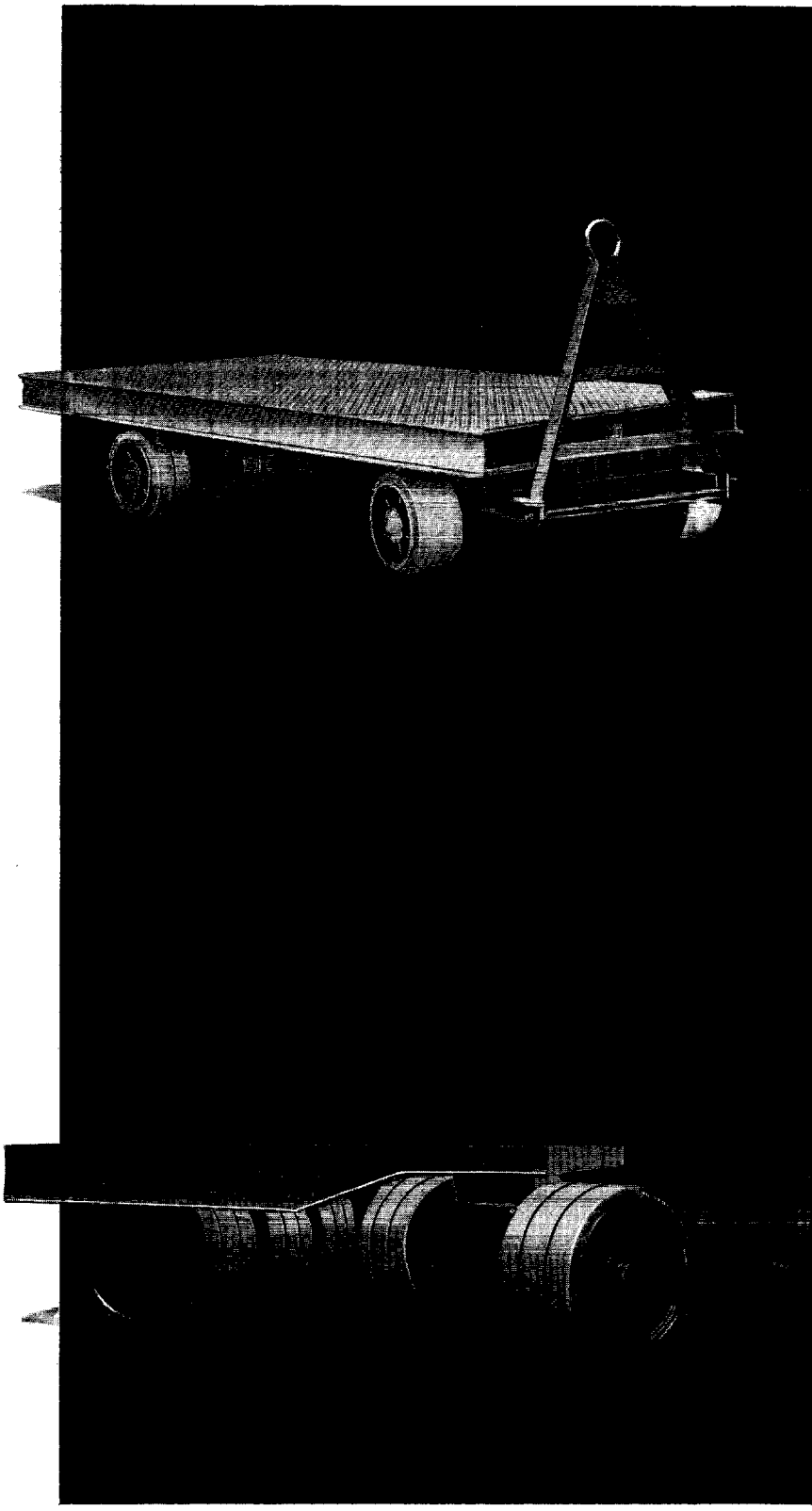
TRAILERS



Capacity—30,000 lbs.
Size—60″ wide x 120″ long x 23″ high*
Deck—3/16″ non-skid steel plate
Hitch—Loop handle and "C" type coupler on rear
Fifth Wheel—Double ball race
Wheels—15″ x 8″ x 11¼″ pressed-on solid rubber tired—four rear wheels coupled in compensating pairs
Axles—2¾″ diameter SAE #1045
Bearings—Timken
Lubrication—Pressure fittings
Construction—Arc welded frame
Weight—Approximately 2600 lbs.
***Length and width optional to meet requirements**

Capacity—60,000 lbs.
Size—60″ wide x 96″ long x 22″ high*
Deck—Structural I-Beams
Hitch—Loop handle and optional C type coupler on rear
Fifth wheel—Large plate type—king pin bushing
Wheels—18″ x 12″ x 14″ Pressed-on solid rubber tired
Axles—2¾″ diam. steel spindles—heat treated
Bearings—Hyatt roller
Lubrication—Pressure fittings
Construction—Arc welded frame
Weight—Approximately 3,000 lbs.
***Length and width optional to meet requirements**

MERCURY TRAILERS

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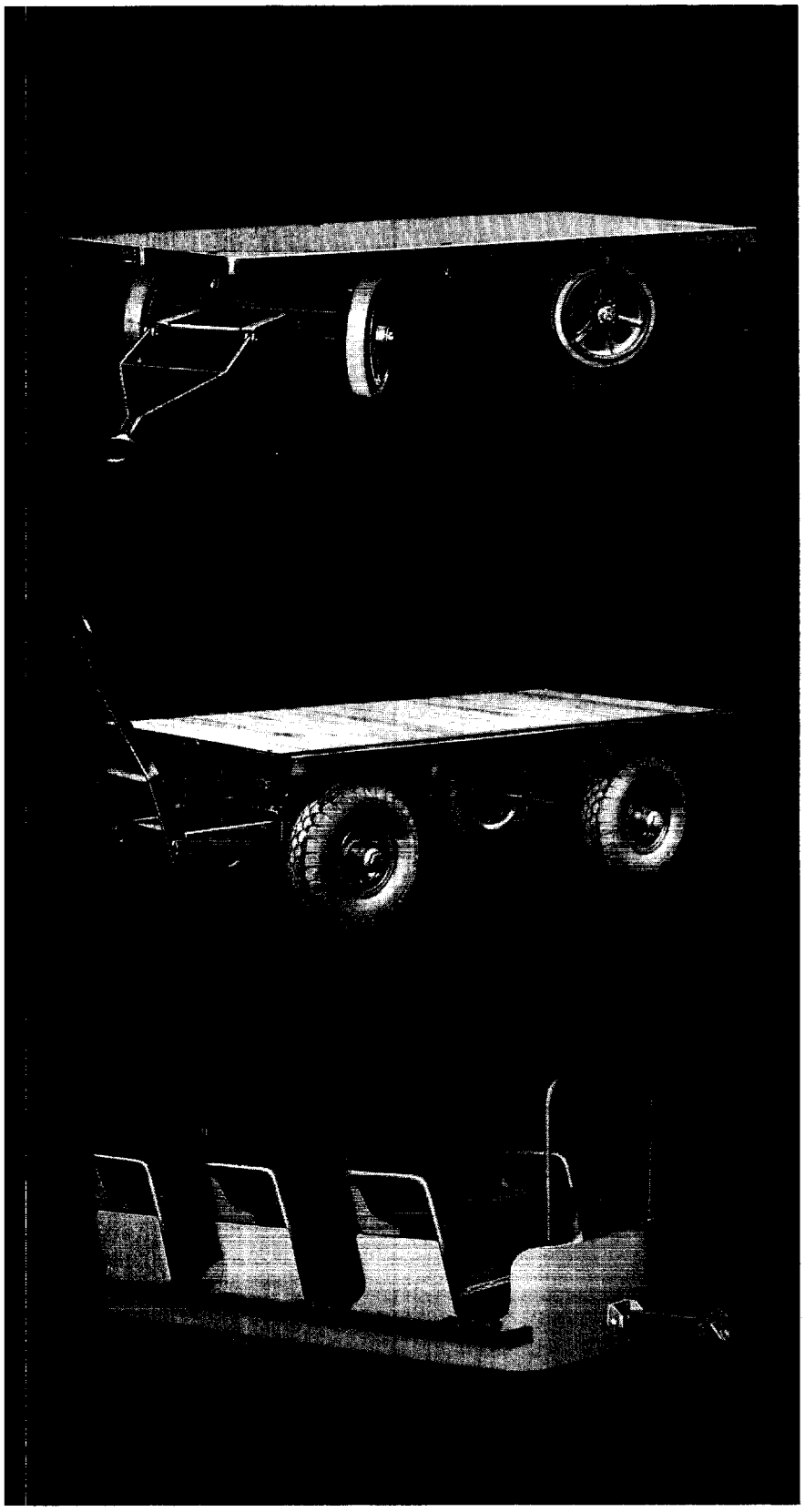

Capacity—6,000 lbs.

Size—48″ wide x 96″ long x 23½″ high*

Deck—3/16″ smooth steel or flush hardwood

Hitch—Detachable loop handle and C type or pin and clevis coupler each end.

Fifth wheel—Ball bearing plate type—adjustable king pin

Wheels—Pressed-on solid rubber tired—18″ x 4″

Axles—2″ diam. cold rolled steel

Bearings—Timken taper roller—grease retainers

Lubrication—Pressure fittings

Construction—Arc welded frame

Weight—Approximately 1,300 lbs.

*Length and width optional to meet requirements

Capacity—6,000 lbs.

Size—48″ wide x 96″ long x 27″ high*

Deck—1 5/16″ hardwood flush with frame

Stake pockets—Two on each side and two on each end

Hitch—Loop handle with C type coupler on rear

Fifth wheel—Ball bearing plate type—adjustable king pin

Wheels—Pneumatic tired—6.00″ x 9″—6 ply

Axles—1¾″ diam. C. R. Steel

Bearings—Timken taper roller—grease seal

Lubrication—Pressure fittings

Construction—Arc welded frame

Weight—Approximately 950 lbs.

*Length and width optional to meet requirements

Capacity—9 Passengers

Size—48″ wide x 96″ long x 13″ high (top of step)*

Deck—Steel deck with rubber floor mat

Seats—Leather covered bus type

Coupler—Atwood vacuum type ball and socket

Wheels—Front 13″ x 3½″ x 8″ cushion tired
Rear 16¼″ x 4″ x 11¼″ cushion tired
Available with pneumatic tires

Bearings—Hyatt type in wheel hubs, ball type castor head

Lubrication—Pressure fittings

Weight—Approximately 1200 lbs.

Optional—1. Guard Rail—front of trailer
2. Safety rub-rail welded to each side
3. Checkered steel steps joining frame and rub-rail

*Length and width optional to meet requirements.

MERCURY TRAILERS

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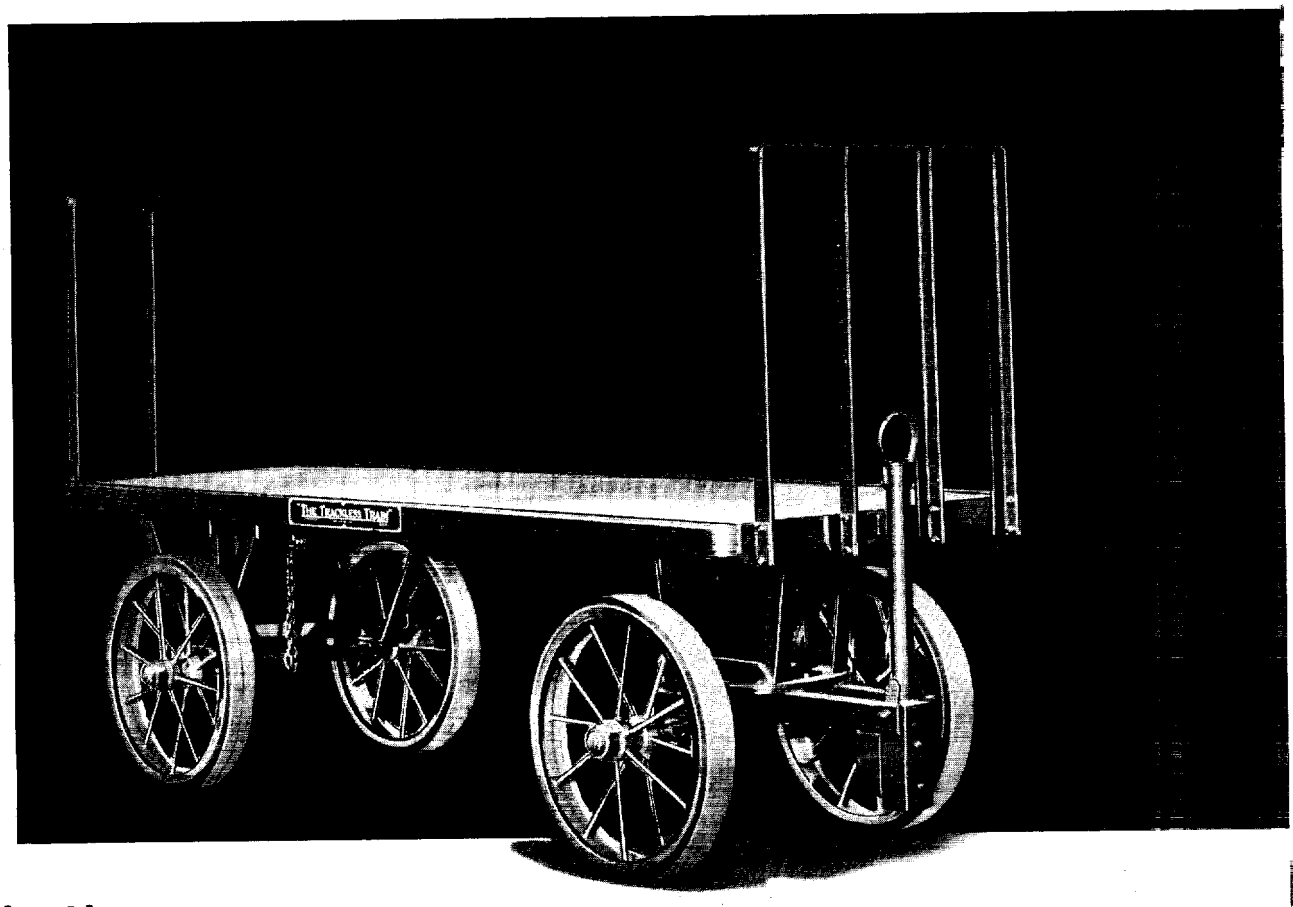


Specifications

Capacity—4,000 lbs.

Size—42" wide x 120" long x 30" or 36" high*

Deck—$1\frac{1}{16}$" hardwood flush with frame

Hitch—Counterbalanced loop handle and C type coupler or pin and clevis coupler on rear

Fifth wheel—Steel friction ring with king pin bushing

Wheels—24" x 4" or 28" x 4" molded-on rubber tired

Axles—$1\frac{3}{8}$" diam. S.A.E. #1045 C.R. Steel

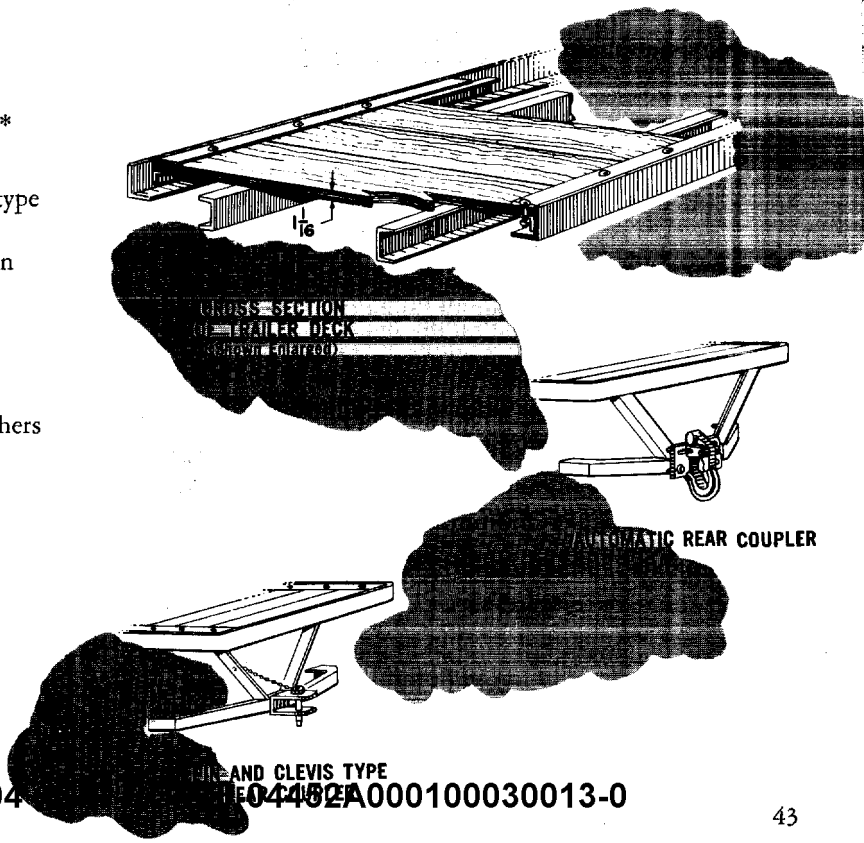
Bearings—Hyatt roller—grease and thrust washers

Lubrication—Pressure fittings

Construction—Arc welded frame

Weight—Approximately 1,000 lbs.

*Length and width optional to meet requirements



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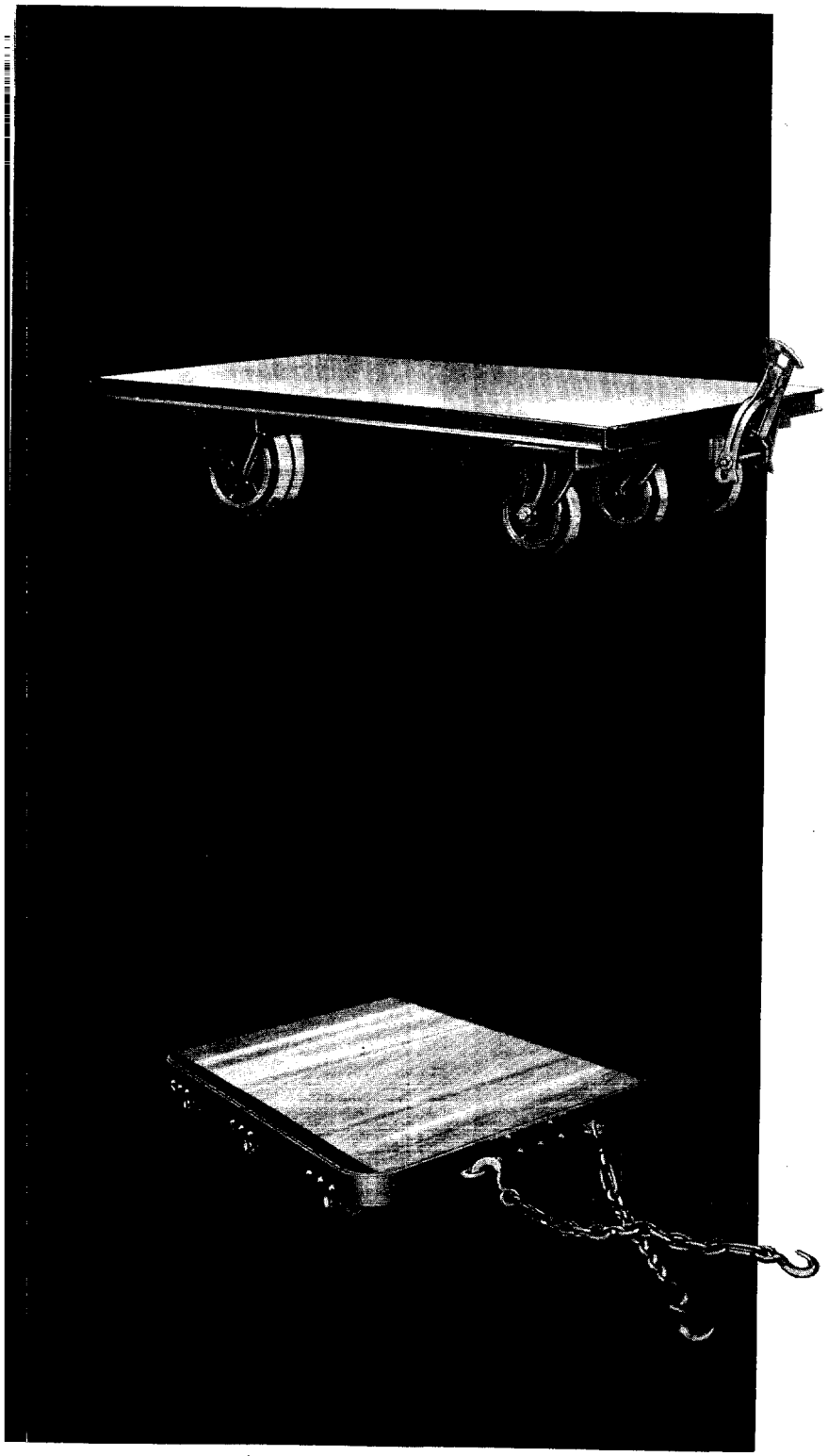
TRAILERS



Capacity—15,000 lbs.

Size—54″ wide x 96″ long x 19″ high*

Deck—$\frac{3}{16}$″ smooth steel plate

Drawbar—Hook hitch and towing eye

Drawhead—Safety C-type coupler—cast steel

Swivel casters—3 large diameter ball bearing plate type

Wheels—Pressed-on rubber tired—3 castor 12″ x 4″ x 8″, 2 rigid—15″ x 7″ x 11¼″

Axles—Castor—1¼″ diameter S.A.E. #1045 C.R. Steel
Rear—2¾″ diameter S.A.E. #1045 C.R. Steel

Bearings—Timken roller

Lubrication—High pressure fittings

Construction—All welded frame

Weight—Approximately 1,410 lbs.

*Length and width optional to meet requirements

Particularly suited for moving objects too heavy to be placed on a standard trailer. The deck is only 7½ inches high and can be placed under the heaviest commodities with a minimum of effort.

Center wheels are slightly larger in diameter than the outer wheels, so that the dolly may be easily steered. Detachable chains, the most satisfactory means of towing, are furnished when specified.

Type	Width	Length	Height	Weight
A-401-1	24	52	7½	330 lbs.
A-401-4-1	30	52	7½	350 lbs.
A-401-2-1	36	52	7½	370 lbs.
A-401-3-1	36	72	7½	440 lbs.

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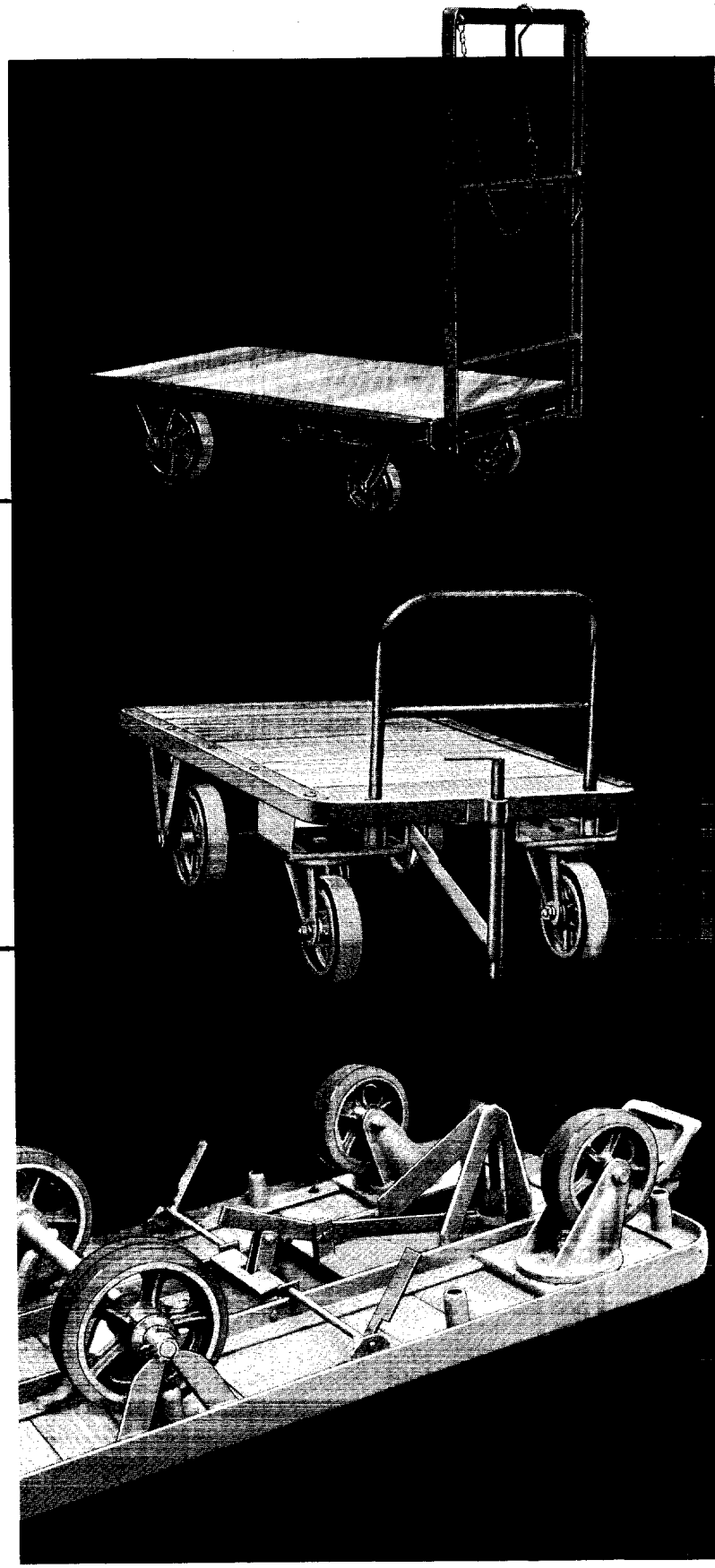
TOWLINE TRAILERS FOR EVERY APPLICATION

Mercury castor type trailers can be readily adapted for tow-line operation—either overhead type or floor conveyor type. Illustrated below are a few of the many variations in design which have been produced to meet specific requirements.

●



A Mercury Type A-308 trailer with permanent end rack assembly and chain hook device for attachment to overhead towline. The permanent rack is bolted to the trailer frame which is specially reinforced to withstand the towing strain. The deck is of flush hardwood type but deck construction and size are variable to meet customer needs and additional stake pockets for the loose pipe racks can be supplied as specified.

Another variation of the Type A-308 trailer for towveyor operation. The deck is 36″ wide by 60″ long and is 18¼″ in height for ease in stock handling. Simple in design and construction, the tow-pin is easily and quickly engaged in this under-floor type conveyor.

An underneath view of a standard Mercury Type A-310-215M rubber tired, castor steer, Safety-Self-Coupler, trailer equipped with tow pin assembly for operation with floor type conveyor. This assembly locates the drop pin near the castor center line at which point the effect of grades is minimized. The drop pin can be conveniently raised or lowered by a lever at each side of the trailer.

BRING YOUR TOWLINE PROBLEMS TO MERCURY

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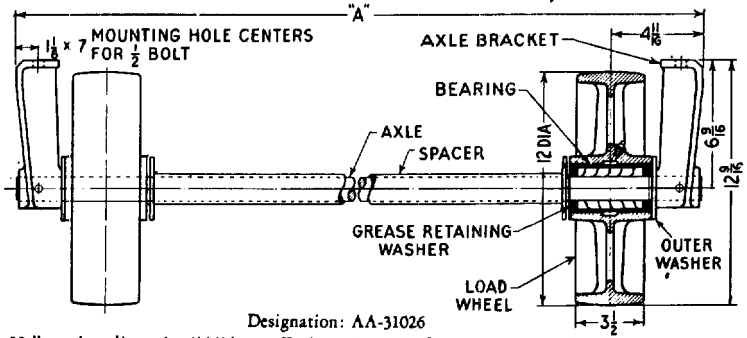
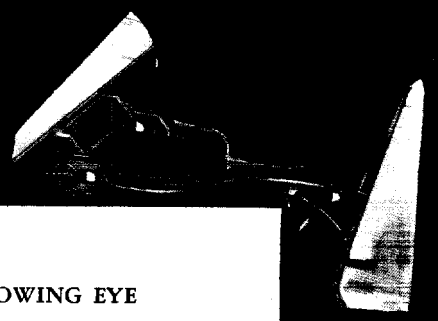
REAR WHEEL (THROUGH-AXLE) SET



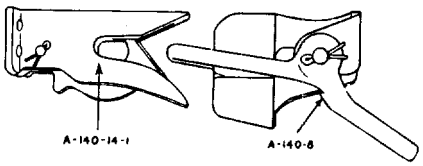
Designation: AA-31026

Weight: 80 lbs. when dimension "A" is 36". Each 6" change in dimension "A" varies weight approximately 3 lbs. Specify dimension "A" when ordering.



COUPLING APPARATUS

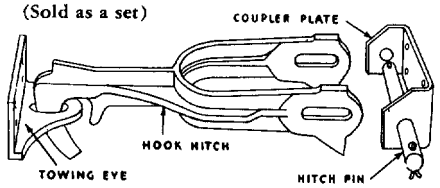
SAFETY-SELF-COUPLER



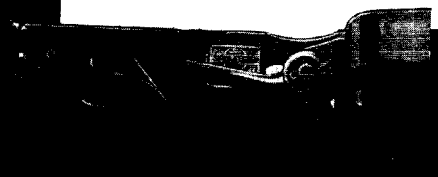
Designation		Weight
A-140-14-1	Jaw Assembly	19 lbs.
A-140-8	Loop Assembly	31 lbs.

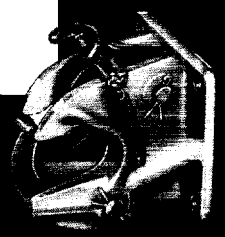
HOOK HITCH AND TOWING EYE

(Sold as a set)



Designation	Weight
AA-31023	26 lbs.





CASTOR ASSEMBLIES

(Matching Sets)

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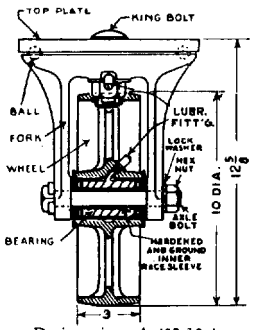
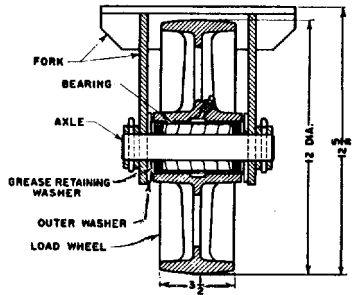
CASTOR (Swivel)



Designation: A-432-19-4

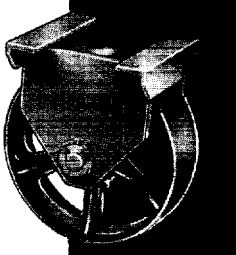
Mounting holes 7" x 7½" for ½" bolt

CASTOR (Rigid)



Designation: A-431-8

Mounting holes 7" x 7½" for ½" bolt



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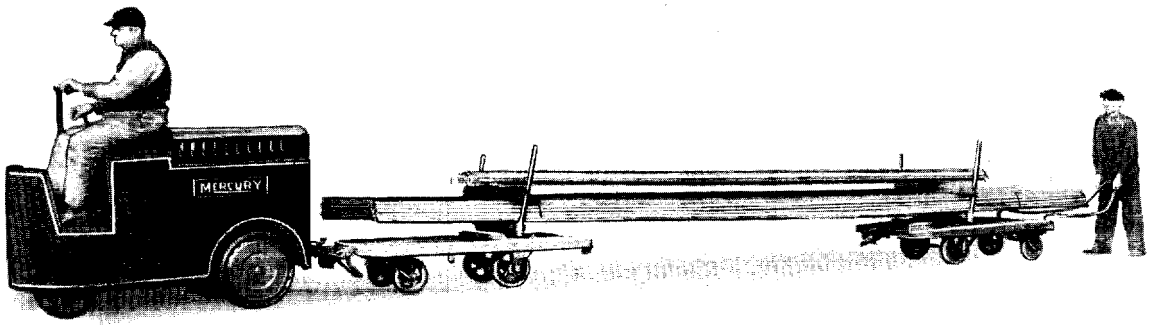
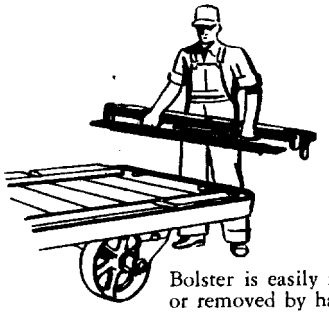
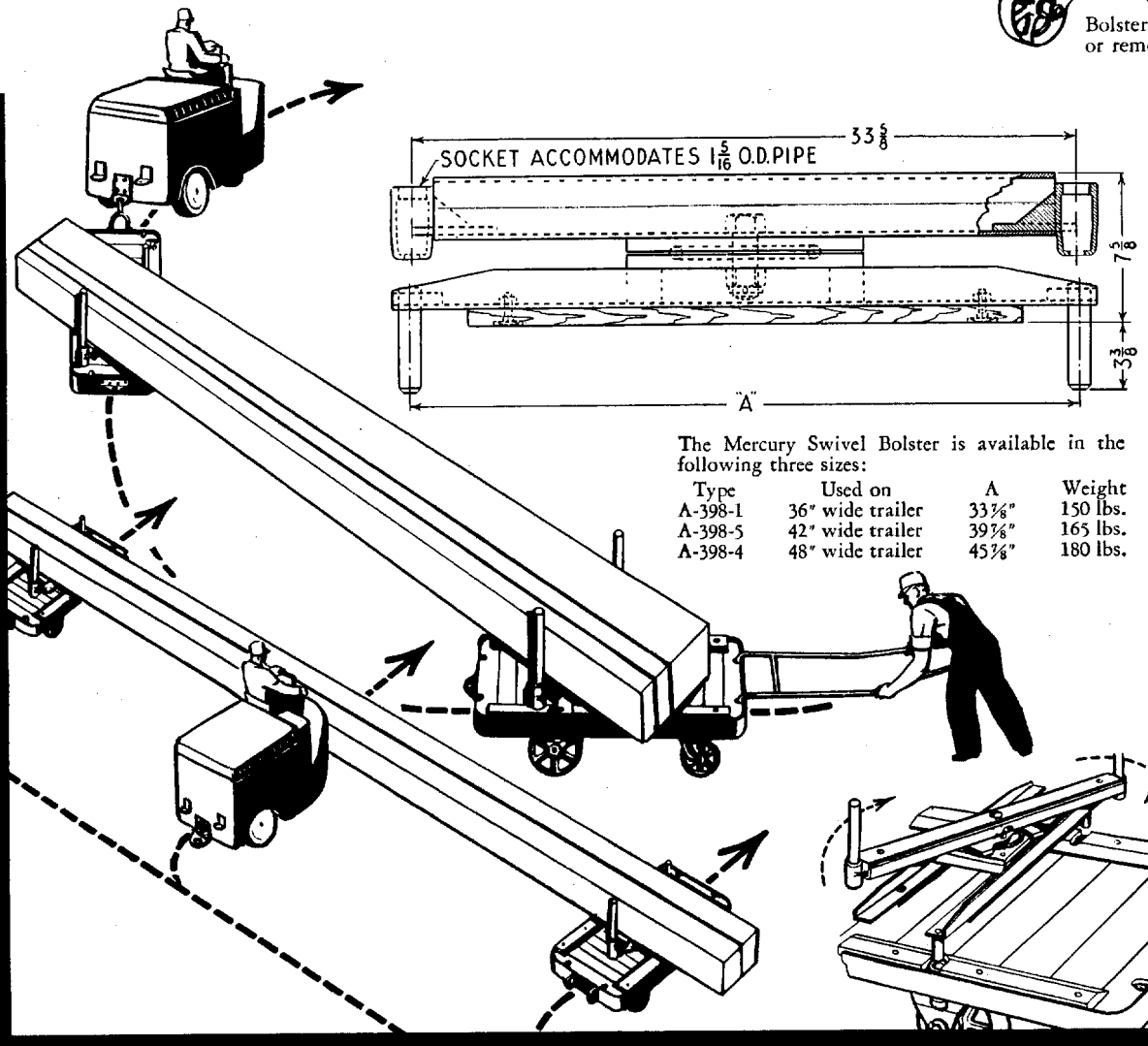
SWIVEL BOLSTER



An exceptionally useful tool for handling loads which are too long to be handled on one trailer. Consists of two identical assemblies. Each assembly is quickly and easily attached onto a single castor steer trailer by inserting posts into side rack sockets. Long loads supported by bolster assemblies are then readily "snaked" through narrow doorways and aisles, and around corners by the simple process of pulling the lead trailer with a suitable power vehicle and guiding the rear trailer as illustrated below.



Bolster is easily mounted or removed by hand.



The Mercury Swivel Bolster is available in the following three sizes:

Type	Used on	A	Weight
A-398-1	36" wide trailer	33 7/8"	150 lbs.
A-398-5	42" wide trailer	39 7/8"	165 lbs.
A-398-4	48" wide trailer	45 7/8"	180 lbs.

SALES and SERVICE

SALES

The goal of the Mercury Manfacturing Company is to help all industries achieve the basic principle of success—maximum production at minimum cost.

Material handling is constantly playing a greater part in attaining bigger profits for industry. Mercury sales engineers, backed up by 45 years of experience, can help you accomplish this goal with sound recommendations for improvement of your material handling operations. Trained in all phases of handling, they are equipped to advise you how to achieve the ultimate in economy. Consult the "where to buy" section of your phone book for the name of the nearest Mercury representative.

SERVICE

Realizing that proper maintenance calls for trained men to service machines, the Mercury Manufacturing Company has established service and parts stations in major industrial areas. Staffed with thoroughly experienced specialists, Mercury's service personnel is available to its customers on a moment's notice. Parts are readily available for routine or emergency service work.

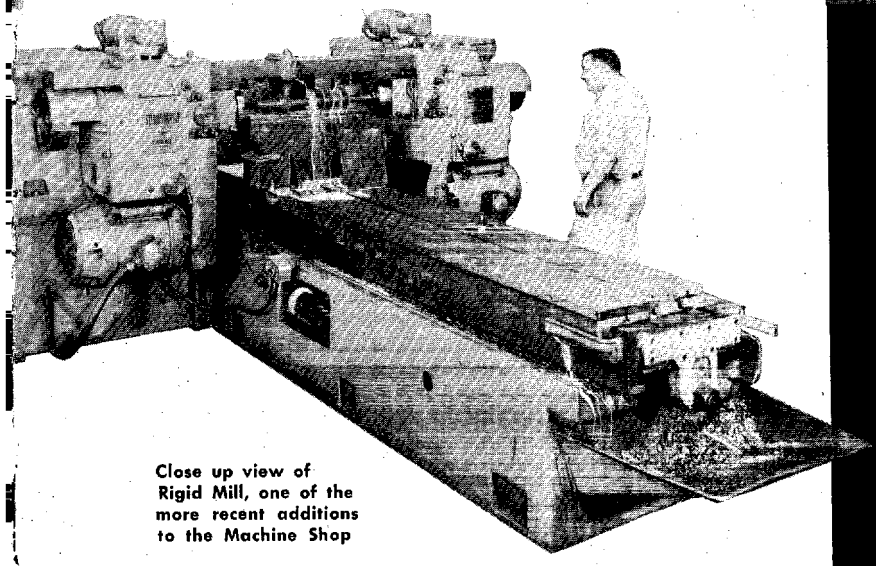
Effective service means productive operation and Mercury's service policy is to keep down-time at a minimum for all customers. Mercury engineers are prepared to help you train your personnel to achieve top operating efficiency from your equipment and to help them set up proper maintenance programs.

MANUFACTURING FACILITIES

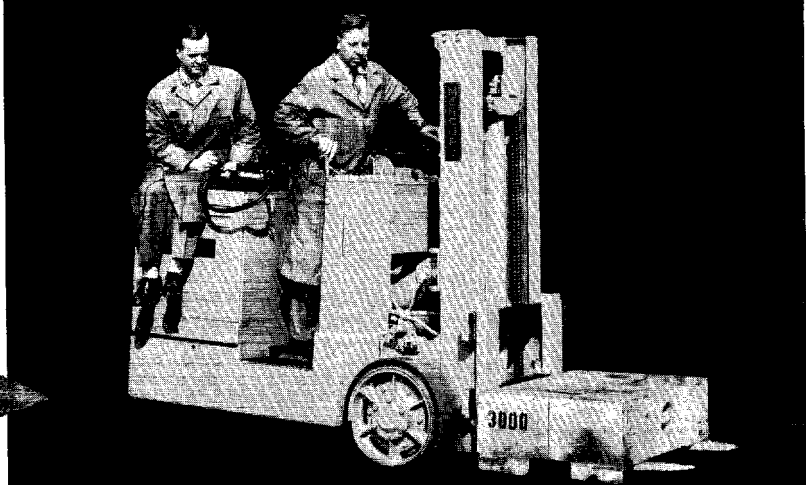
Mercury's complete manufacturing facilities are located in the heart of Chicago's great industrial center. Combining modern machines and a staff of trained, experienced employees with up-to-date methods assures quality Mercury products at minimum cost — a must in the production of dependable material handling equipment.

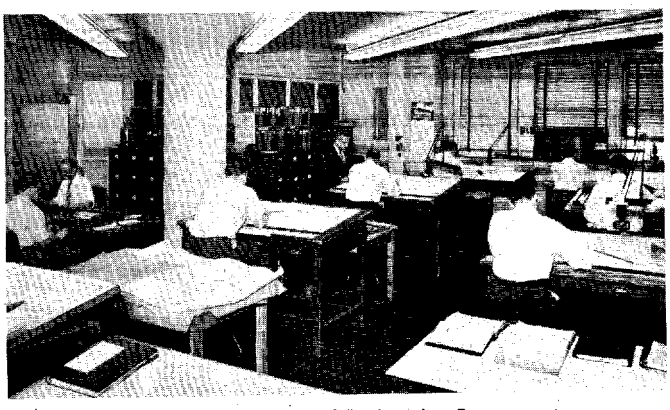
Railroad spurs connect Mercury shipping docks to major rail arteries, for all parts of the nation, to help assure prompt delivery of all equipment.

Photos on this page show only a part of the extensive facilities producing Mercury equipment. You are cordially invited to visit us and see our entire plant.



Close up view of Rigid Mill, one of the more recent additions to the Machine Shop





Scene showing portion of Engineering Department

EVIDENCE OF MERIT

The following are a few of the many prominent users of Mercury Equipment:

AUTOMOTIVE INDUSTRY
Chrysler Corporation
Ford Motor Company
General Motors Corporation
- Buick Division
- Cadillac Division
- Central Foundry Division
- Chevrolet Division
- Fisher Body Division
- General Motors Truck & Coach Div.
- Olds Motor Division
- Pontiac Division

Studebaker-Packard Corp.

AVIATION INDUSTRY
Boeing Aircraft Company
Curtis-Wright Corp.
- Wright Aeronautical Div.

Douglas Aircraft Company, Inc.
Lockheed Aircraft Corporation
Pratt & Whitney Aircraft Division
Ryan Aeronautical Co.
Vultee Aircraft, Inc.

CERAMIC INDUSTRY
American Window Glass Company
Corning Glass Works
Owens-Corning Fiberglas Corp.
Owens-Illinois Glass Company
Pittsburgh Plate Glass Co.

ELECTRICAL INDUSTRY
General Electric Company
Union Electric Company
Wagner Electric Corporation
Western Electric Company
Westinghouse Electric & Mfg. Co.

MEAT PACKING AND FOOD PRODUCTS INDUSTRIES
Armour & Company
Beatrice Foods Company
Corn Products Refining Co.
Cudahy Brothers Co.
General Baking Company
H. J. Heinz Company
National Biscuit Company
Pet Milk Company
Quaker Oats Company
Swift & Company
Wilson & Company

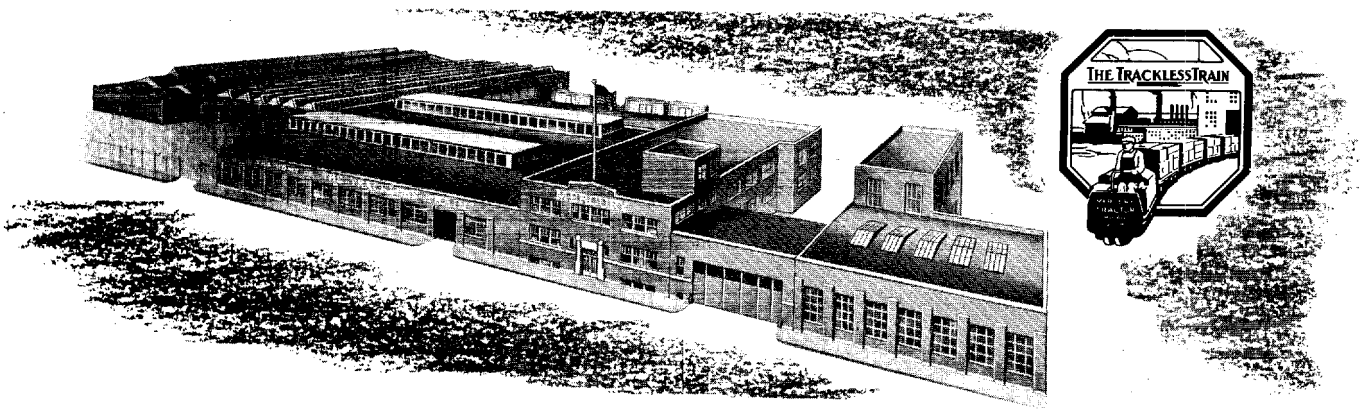
TRANSPORTATION INDUSTRY
American Airlines, Inc.
Atlantic Coast Line Railroad Company
Baltimore and Ohio R. R.
Boston and Maine R. R.
Braniff Airways, Inc.
Canadian National Railway
Canadian Pacific Steamship Co.
Capital Airlines
Chicago, Burlington & Quincy Railroad Company
Chicago, Milwaukee, St. Paul & Pacific R. R. Co.
Chicago and North Western R. R.
Chicago Union Station Co.
Cunard Donaldson Ltd.
Cunard White Star Line
Eastern Air Lines, Inc.
Furness Withy & Co.
Great-Lakes Transit Co.
Great Northern Railway Company
Gulf, Mobile & Ohio R. R. Co.
Illinois Central Railroad
L. & N. Railroad
Missouri-Kansas-Texas R. R. Co.
New York, N. H. and Hart. R. R.
Norfolk and Western R. R.
Pan-American Airways, Inc.
Pennsylvania R. R.
Railway Express Agency, Inc.
Seaboard Air Line Railway
Southern Railway Company
Trans-Canada Air Lines
United Air Lines Transport Corp.

METAL PRODUCTS INDUSTRY
All-Steel Equipment Co.
Aluminum Company of America
American Steel & Wire Company
Bethlehem Steel Corp.
Carnegie-Illinois Steel Corp.
Chase Brass & Copper Co.
The Crosby Company
Greer Steel Co.
Inland Steel Company
Kaiser Aluminum & Chemical Sales Co.
Revere Copper & Brass, Inc.
Reynolds Metals Co.
Joseph T. Ryerson & Son, Inc.
Sharon Steel Company
Taylor Forge & Pipe Works, Inc.
U. S. Steel Corp.
Walworth Company
Whitney Blake Co.

CHEMICAL AND PROCESSES INDUSTRIES
Abbott Laboratories
Celanese Corp. of America
Certain-Teed Products Corp.
Colgate-Palmolive Company
E. I. duPont de Nemours & Co., Inc.
Eastman Kodak Co.
Firestone Tire & Rubber Company
B. F. Goodrich Rubber Company
Goodyear Tire & Rubber Company
Gulf Oil Company
Hercules Powder Co., Inc.
Kimberly-Clark Corp.
Monsanto Chemical Company
Procter and Gamble Co.
Standard Oil Company
Texas Company
U. S. Rubber Company

UNITED STATES GOVERNMENT
Army
Federal Barge Lines
Navy
Post Office Dept.
Public Printer
Treasury Dept.

MISCELLANEOUS
Algoma Plywood & Veneer Co.
American Brake Shoe Co.
American Sugar Refinery
Anheuser-Busch, Inc.
Behr-Manning
Bird & Son, Inc.
Campbell Soup Co.
Carrier Corporation
Canada Dry Ginger Ale, Inc.
Colt's Mfg. Co.
Crosley Division, Avco. Mfg. Co.
Cuneo Press
Dan River Mills
Endicott Johnson Corp.
Flintkote Co.
Fremont Foundry
Goodman Manufacturing Company
Great Atlantic & Pacific Tea Co.
Ingersoll-Rand Co.
International Business Machines Corp.
Jewel Tea Company
Joslyn Mfg. & Supply Co.
Kroger Company
Lehon Company
Libby McNeill & Libby
Life Savers Corp.
Link-Belt Co.
Magnus Metal Division
National Tea Company
Pepsi-Cola Bottling Co. of Chicago
Philip Morris Co.
Sutherland Paper Company
Wander Company
West Virginia Pulp & Paper Co.
Weyerhaeuser Timber Co.
Abner A. Wolfe, Inc.



THE MERCURY MANUFACTURING COMPANY 4044 S. Halsted Street, Chicago 9, Illinois

Approved For Release 2001/04/04 : CIA-RDP78-04452A000100030013-0

Model #460 Tractor is shown on page 29.

Model #A-335-4C Trailer is shown on page 42.