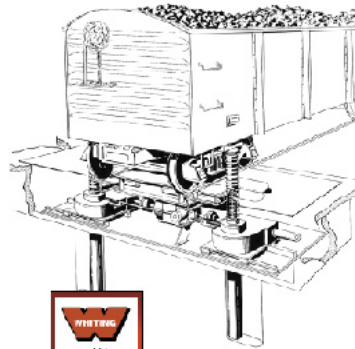


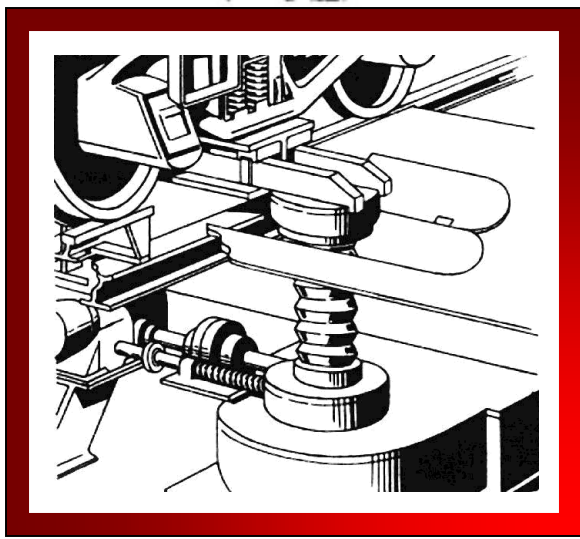
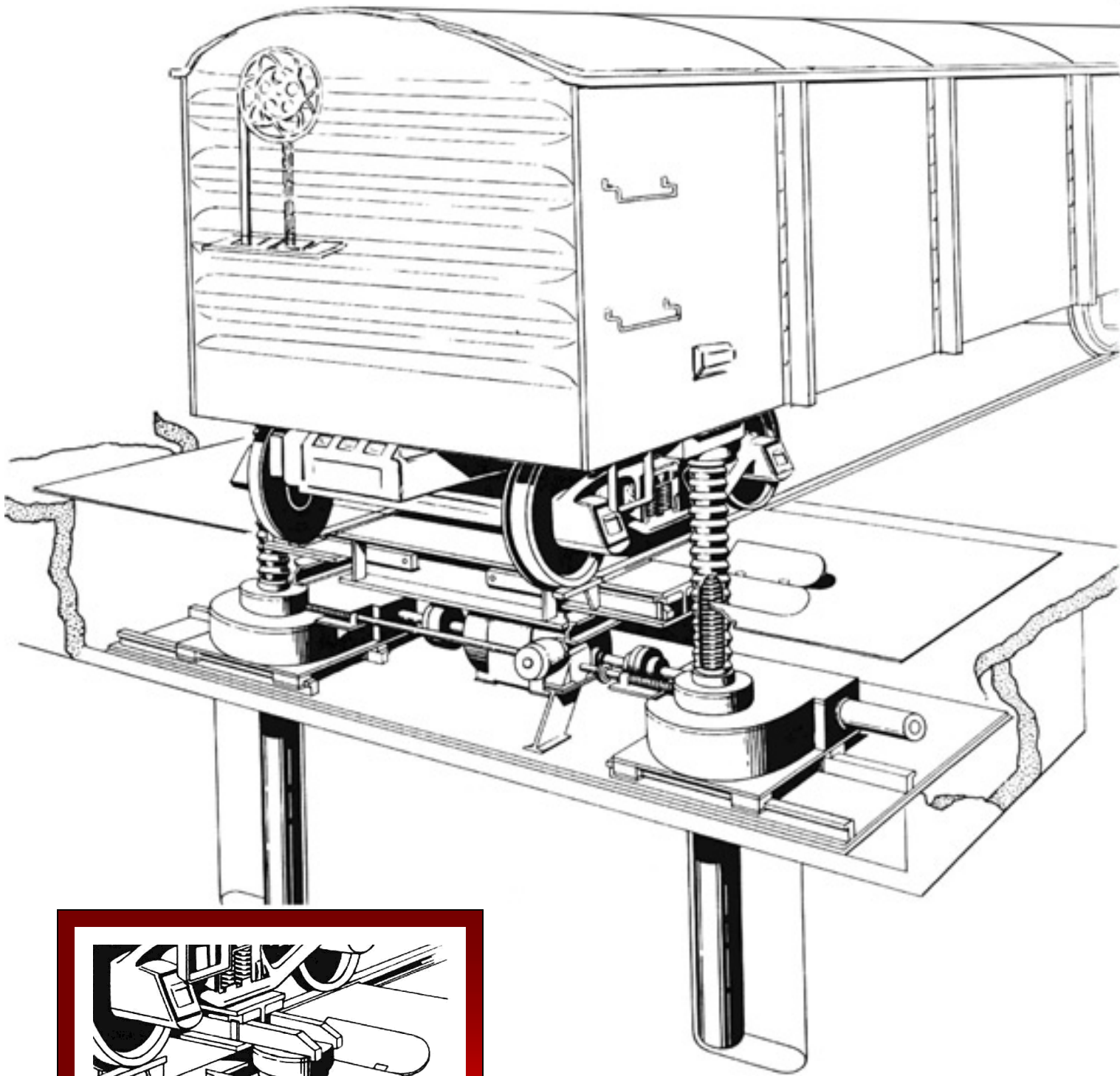


Whiting Equipment Canada Inc. New Adjustable Whiting Ripjacks



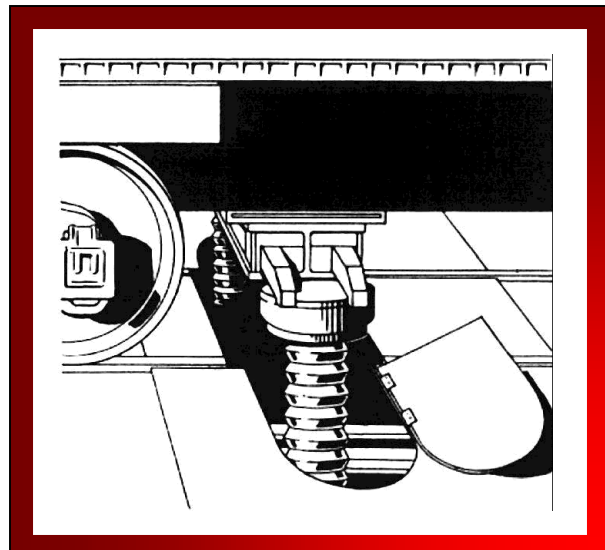
NEW Adjustable WHITING RIPJACKS

- handle any car
- reduce downtime
- lower maintenance costs
- improve rip track efficiency



The sketch above shows the positioning of Whiting Ripjacks when they are used with the lifting beam for raising truck side frames for speedy journal repairs. Note the slotted, no-slip construction of the beam.

Right, the lifting beam is positioned behind the truck for center point jacking. This feature enables Whiting Ripjacks to handle all rolling stock, even tank cars.





www.whiting.ca

ADJUSTABLE WHITING RIPJACKS

New ease of maintenance . . . reduced down-time . . . lower labor costs . . . more efficient rip track operation . . . all are offered by the new Whiting Ripjacks, all are available to you!

Now - for the first time - *any* railcar - can be handled with a single jacking installation. And cars of varying dimensions can be accommodated in succession with virtually no lost time, no wasted effort. Whiting Ripjacks have been designed specifically to reduce costs, to keep all rolling stock on the move.

The backbone of the Whiting Ripjack system is the famous Whiting Jack in use on leading railroads the world over. These two-speed jacks have a capacity of 40 tons each ample to lift even a fully loaded car. They are elevated in unison by dependable electric power at the touch of a button. This positive action can be controlled from either a fixed location alongside the tracks or from a movable pendant carried in the operator's hand.

The universal utility of Whiting Ripjacks stems from a simple lateral screw arrangement which causes the jacks to move inward or outward. A Whiting exclusive, this adjustable feature makes obsolete stationary jacks which can accommodate cars of only one width. And since this lateral motion

is both rapid and precise, cars of different widths can be handled in quick succession without time-consuming set-up.

Many rip track areas are confronted with the problem of maintaining fish belly or special tank cars which require single position center jacking, or jacking positions other than standard. Whiting Ripjacks, again, are the answer.

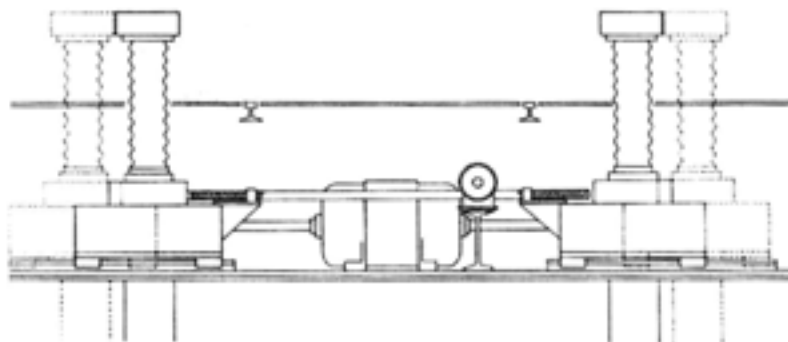
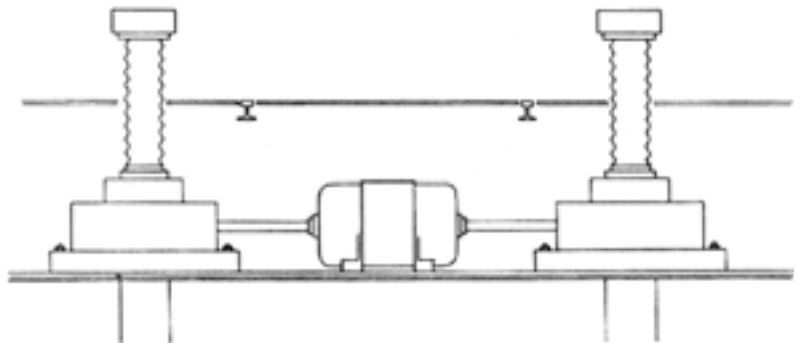
A unique lifting beam, operating either independently or in conjunction with the jacks, quickly provides the needed elevation for efficient maintenance of truck journals. The car truck is simply centered over the beam and the touch of a button elevates the beam to contact and lift the truck side frames. This releases the weight simultaneously on all four truck journals for speedy repairs or replacement of journal bearings.

With the need of accelerated railway rolling stock maintenance programs growing steadily, efficient rip track operation deserves special attention. For it is here - perhaps more than in any other segment of a railroad's servicing facilities - that saved time means increased revenue. Built with this fact uppermost in mind, Whiting Ripjacks provide the safe, fast, economical way to keep cars where you want them - on the line, at work!

WHITING RIPJACKS SUIT EVERY INSTALLATION

Whiting Ripjacks can be supplied in several different ways to suit every type of installation.

Ideal for the smaller shop where cars of uniform width are handled is the stationary Whiting Ripjack installation shown to the right. It consists of a pair of two-speed jacks which are remotely controlled in the same manner as in the more elaborate systems. This simple installation combines economy with traditional Whiting jacking efficiency.



Shown left is a Whiting Ripjack installation fitted for lateral movement only. Featuring two-speed jacks of 40 tons capacity each, this facility has been designed for shops handling cars of various widths but which are not faced with the problem of maintaining cars with other than standard jacking positions.

All Whiting Ripjack installations are designed for quick, simple maintenance with all motors and moving parts easily accessible.

Formula for a Fast Flow:

WHITING RIPJACKS

+ TRACKMOBILE™ = Steady Rip Track Car Movement

A continuous, speedy flow of cars through your rip track area is assured when the Trackmobile™ is used in conjunction with Whiting Ripjacks. No lost time, complete spotting accuracy, absolute safety are only a few of the many cost saving advantages of using this versatile rail car mover in your blue flag area.

Trackmobile™ is equipped with two separate sets of wheels — one for rail operation and one for road use. The movement of a lever changes from one to the other in seconds. This means that Trackmobile can cover an entire blue flag area - front one end to the other - on either road, rail, or a combination of both, without costly delays.

Available when and where you need it, Trackmobile™ can supply an uninterrupted flow of bad order cars through multiple rip track repair areas,

with no lost time, with no wasted effort, and with a minimum of operating personnel - In addition. Trackmobile can spot cars exactly, with a degree of safety impossible with conventional spotting equipment.

In slow periods. Trackmobile™ can double as an industrial tractor, towing carts and other wheeled vehicles. And when equipped with a plow, Trackmobile can quickly remove snow from track and parking lots.

Pictured below are the three models of Trackmobile™ now available - including the new Torque Converter Trackmobile. All are rugged and designed from the wheels up to take plenty of punishment. Regardless of the model selected, Trackmobile™ - especially when used with Whiting Ripjacks - is the answer for efficient rip track car handling.



42,814 lbs. [19,420 kg] Double Coupled, 27,139 lbs. [12,310 kg] Single Coupled Tractive Effort • 34,740 lbs. [15,758 kg] Vehicle Weight • 6 cylinder Turbo-charged Diesel Engine • Four Speed Electronically Controlled forward & reverse Transmission • Two heavy duty, cast steel Weight Transfer Couplers • Dual controls for rail operation



43,520 lbs. [19,740 kg] Double Coupled, 27,840 lbs. [12,628 kg] Single Coupled Tractive Effort • 36,870 lbs. [16,723 kg] Vehicle Weight • 6 cylinder Turbo-charged Diesel Engine • Four Speed Electronically Controlled forward & reverse Transmission • Two heavy duty, cast steel Weight Transfer Couplers • Dual controls for rail operation



48,500 lbs. [22,000 kg] Double Coupled, 32,500 lbs. [14,742 kg] Single Coupled Tractive Effort • 50,000 lbs. [22,680 kg] Vehicle Weight • 6 cylinder Turbo-charged Diesel Engine • Four Speed Electronically Controlled forward & reverse Transmission • Two heavy duty, cast steel Weight Transfer Couplers • Dual controls for rail operation

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