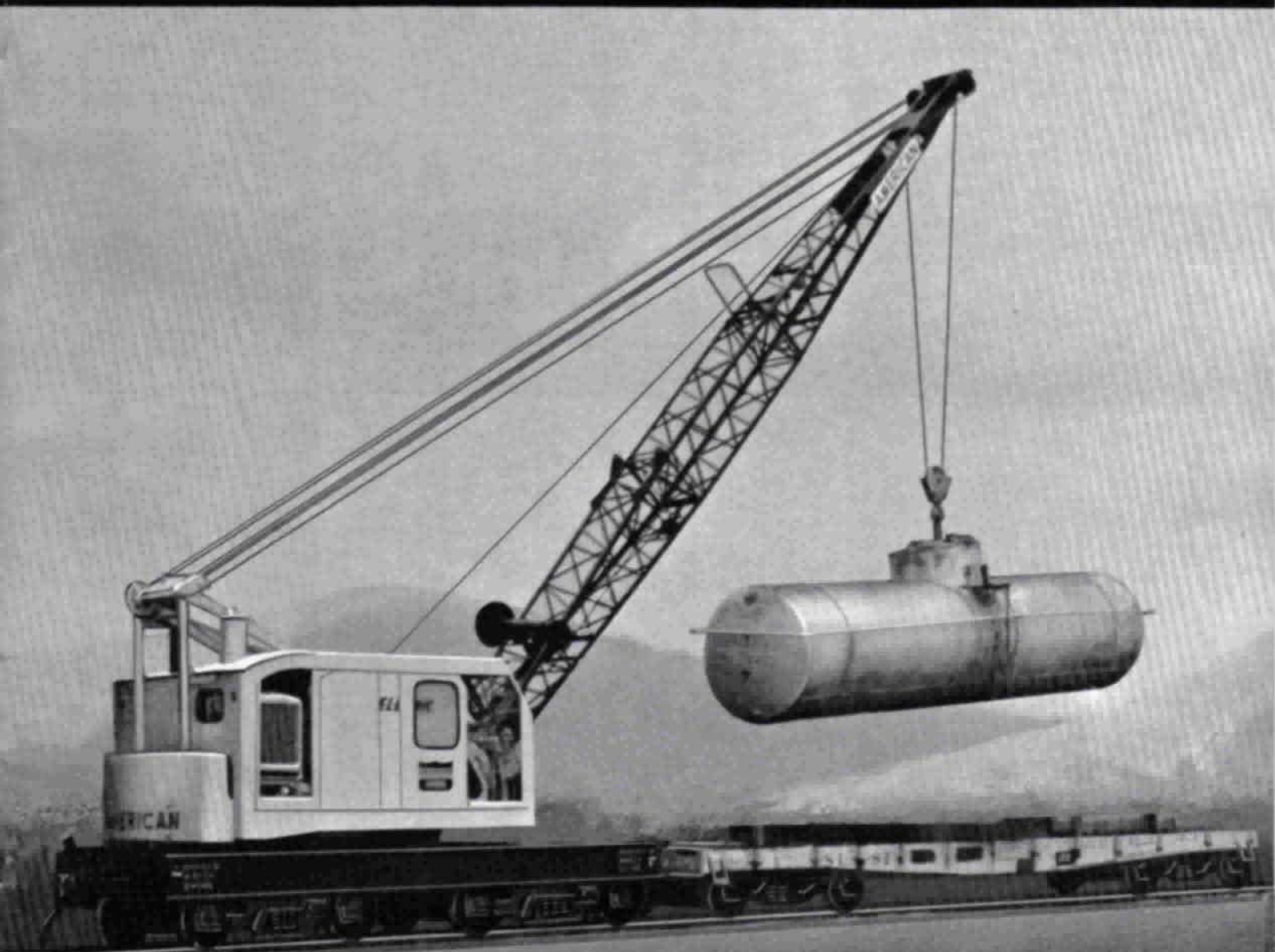




MODEL 5030DE

DIESELECTRIC[®]

**LOCOMOTIVE
CRANE**



FORM NO. 5030DE-LOS-2

Courtesy of CraneMarket

MODEL 5030DE LOCOMOTIVE CRANE RATINGS

Boom Length (Feet)	Radius In Feet	Boom Angle (Degrees)	Free Over Side (Lb.)	With Outriggers Set (Lb.)	Duty Cycle Ratings Magnet or Clamshell Work (Lb.)	Fl. From Boom Pt. To Grd.
40 feet	12	78.0	60000	80000	11700	45
	15	73.5	44860	80000	11700	44
	20	65.9	31620	73640	11700	43
	25	57.8	24250	53400	11700	40
	30	48.8	19560	39980	11700	36
	35	38.4	16300	29850	11700	31
	40	24.7	13910	20880	11100	23
45 feet	12	79.3	60000	80000	11700	50
	15	75.4	44760	80000	11700	50
	20	68.7	31520	75110	11700	48
	25	61.7	24150	55330	11700	46
	30	54.2	19450	42400	11700	43
	35	45.9	16200	32940	11700	38
	40	36.2	13810	25260	11000	33
45	23.3	11980	18060	9600	24	
50 feet	12	80.4	59720	80000	11700	55
	15	76.9	44010	80000	11700	55
	20	70.9	30740	59280	11700	53
	25	64.7	23370	45490	11700	51
	30	58.2	18690	36710	11700	49
	35	51.2	15430	30620	11700	45
	40	43.4	13060	26160	10900	40
	45	34.2	11230	22470	9500	34
50	22.1	9780	15880	8350	25	
55 feet	13	80.2	52690	80000	11700	60
	15	78.1	43830	80000	11700	60
	20	72.7	30570	59080	11700	59
	25	67.2	23210	45300	11700	57
	30	61.4	18540	36540	11700	54
	35	55.3	15270	30430	11700	51
	40	48.7	12910	25990	10900	47
	45	41.3	11080	22580	9450	42
	50	32.6	9630	19210	8300	36
55	21.0	8480	14500	7300	26	
60 feet	14	80.1	47860	80000	11700	65
	15	79.1	43810	80000	11700	65
	20	74.2	30550	59060	11700	64
	25	69.2	23200	45290	11700	62
	30	64.0	18530	36520	11700	60
	35	58.5	15250	30410	11700	57
	40	52.7	12900	25970	10800	54
	45	46.5	11060	22550	9400	50
	50	39.5	9610	19840	8200	44
	55	31.2	8450	16760	7300	37
60	20.1	7500	12750	6550	27	

Boom Length (Feet)	Radius In Feet	Boom Angle (Degrees)	Free Over Side (Lb.)	With Outriggers Set (Lb.)	Duty Cycle Ratings Magnet or Clamshell Work (Lb.)	Fl. From Boom Pt. To Grd.
65 feet	14	80.9	47690	80000	11700	70
	15	80.0	43640	80000	11700	70
	20	75.4	30390	58880	11700	69
	25	70.8	23040	45100	11700	68
	30	66.1	18370	36340	11700	66
	35	61.2	15100	30230	11700	63
	40	56.0	12750	25800	11700	60
	45	50.5	10910	22380	9300	56
	50	44.5	9470	19670	8150	52
	55	37.8	8290	17480	7200	46
60	29.9	7330	15380	6450	39	
65	19.3	6550	11120	5800	28	
70 feet	15	80.7	43560	80000	11700	75
	20	76.5	30300	58790	11700	74
	25	72.3	22950	45010	11700	73
	30	67.9	18290	36250	11700	71
	35	63.4	15020	30140	11700	69
	40	58.7	12680	25720	11700	66
	45	53.8	10850	22300	9250	63
	50	48.6	9390	19580	8100	59
	55	42.8	8210	17390	7170	54
	60	36.4	7260	15590	6400	48
65	28.8	6470	13530	5700	40	
70	18.6	5790	9830	5150	29	
75 feet	16	80.5	39940	76950	Duty cycle limited to 70 ft. boom	80
	20	77.4	30130	58590	—	79
	25	73.5	22790	44820	—	78
	30	69.4	18140	36080	—	76
	35	65.3	14860	29960	—	74
	40	61.0	12530	25550	—	72
	45	56.6	10690	22110	—	69
	50	51.8	9240	19410	—	65
	55	46.8	8070	17220	—	61
	60	41.3	7100	15410	—	56
65	35.1	6330	13930	—	49	
70	27.8	5630	11860	—	41	
75	18.0	5030	8610	—	29	
80 feet	17	80.4	37030	71460	—	85
	20	78.2	30130	58600	—	84
	25	74.5	22790	44820	—	83
	30	70.8	18140	36080	—	82
	35	66.9	14870	29970	—	80
	40	63.0	12530	25550	—	77
	45	58.9	10690	22120	—	75
	50	54.6	9250	19420	—	71
	55	50.1	8070	17230	—	67
	60	45.2	7100	15410	—	63
	65	39.9	6340	13940	—	58
	70	34.0	5640	12640	—	51
75	26.9	5040	10600	—	42	
80	17.4	4520	7730	—	30	

Chart No. 5030.9

CRANE RATING DATA

Free crane ratings do not exceed 85% of tipping load. Outrigged crane ratings do not exceed 80% of tipping load. Clamshell and magnet ratings are in accordance with recommended industry standards and should not be exceeded. Safe loads depend on track condition, boom length, radius of operation, and proper handling, all of which must be taken into consideration by user.

"Radius in feet" is the horizontal distance at crane base level from center pin to a vertical line through the center of gravity of the suspended load. Blocks, slings, buckets and other load carrying devices are considered part of the load. Maximum recommended boom length is 80 ft. for lift cranes and 70 ft. for magnet and clamshell service.

Retractable A-frame must be in fully raised position for preceding ratings.

Outrigged ratings apply to machine equipped with standard manual outriggers fully extended and properly blocked.

Ratings in shaded areas are based on structural limitations rather than stability.

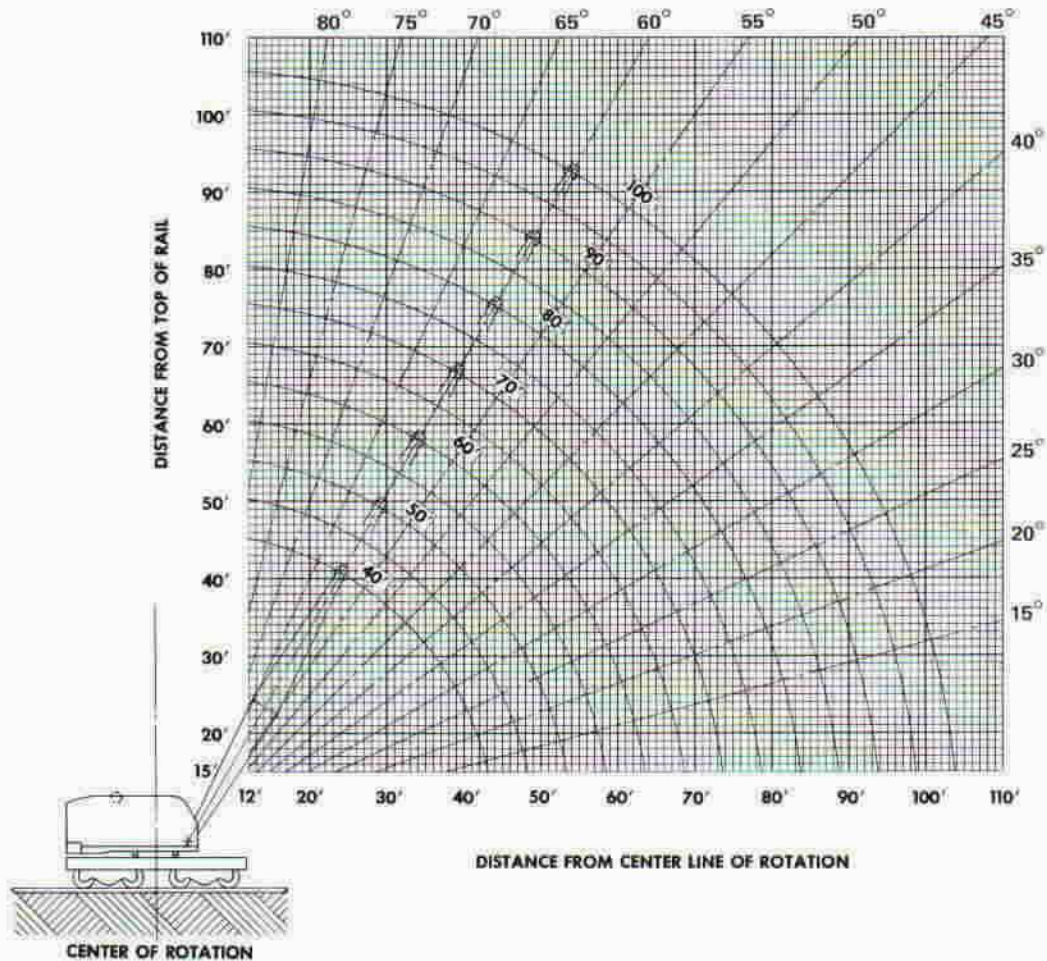
Maximum Lifting Capacity — Lbs.	Minimum Parts Of Line
80,000	6
73,100	5
58,400	4
43,800	3
29,200	2
14,600	1

Bail load line is 5/8" diameter 6 x 26, WS, RAL, P, EIPS, IWRC wire rope with a breaking strength of not less than 41,200 lbs.

Main load line is 3/4" diameter 6 x 25, FW, RRL, P, IPS, IWRC wire rope with a breaking strength of not less than 51,200 lbs.

Designed and rated to comply with ANSI Code B30.5.

BOOM ANGLE DIAGRAM



AMERICAN MODEL 5030DE

GENERAL SPECIFICATIONS

LOWER MACHINERY:

TRUCKS:

Multi-wear rolled steel 33" wheels standard. Class U. Cast steel side frames and bolsters. Blocking cams on top of side frames.

Cast steel side frames, 6" x 11" Timken journals, Pedestal Type.

Single air brake cylinder operates brakes on all wheels of both trucks.

Traction type electric motor driving inside axle of each truck through triple gear reduction, enclosed in heavy cast steel housing, gears running in oil. Sliding pinion in gear case and rapid gear shifter are standard.

Gear box cast steel supported on axle with rubber mounted torque arm fastened to bolster.

Motor flange attached to gear box.

Clearance under travel motor gear case — 4-5/8".

Clearance under traction motor — 9-1/8".

6'-4" center to center of truck axles.

Center line to center line of trucks 13'-0".

Track gauge 56-1/2".

CARBODY:

All welded, structural steel.

Fully cover plated, for safety.

6-1/4" x 8" type E couplers with friction draft gear.

Sliding end outriggers, box section welded construction.

Lever operating hand brakes on both trucks is mounted at end of carbody.

AAR approved steps and grab irons included.

BULLGEAR AND ROLLER PATH: Roller path and bullgear are a single unit casting; internal tooth bullgear; outer surface of the bullgear has double tapered roller paths accurately machined to roller contour, welded to top of carbody with suitable reinforcement and bracing.

Bullgear 80 tooth, 53.3" pitch diameter. Roller path 65" outside diameter.

CENTER PIVOT TUBE: Center pivot tube cast integral with roller path and bullgear, pressure grease lubricated bronze pivot bushings in rotating machinery base; horizontal loads only — no uplift.

UPPER MACHINERY:

POWER:

Standard: Detroit Diesel (GM) 6-71 Model 1063-5100 diesel engine, six cylinder, 4-1/4 in. bore, 5 in. stroke, 426 cu. in. displacement, rated 145 HP @ 1600 RPM with 24 volt d.c. electric starting.

OPTIONAL: Cummins Model N-855 diesel engine, 6 cylinder, 5-1/8" bore, 6" stroke, 743 cu. in. displacement; rated 150 HP @ 1600 RPM with 24 volt d.c. electric starting.

ENGINE DRIVE: The diesel engine is direct connected to a traction type generator to run at 1600 RPM. A disc type master clutch is coupled to generator. A sprocket is mounted on outer end of clutch shaft driving a silent chain which in turn drives the main drive shaft.

AIR COMPRESSOR: Belt driven — Quincy Model 325 — 25 cu. ft. capacity.

ROTATING MACHINERY BASE: Rotating machinery base is an electric welded steel fabrication with tapered deep girder construction and attached walkways. Accurate milling, boring and drilling, with modern computer controlled machines, precise jigs and heavy duty fixtures, insure accurate alignment of machinery under the most severe operating conditions and provide proper fit of replacement parts.

COUNTERWEIGHT: Type "M-M" Counterweight, 20,000 lbs. casting bolted to crane. Purchaser to install approximately 36,000# lbs. of counterweight material in the carbody. As optional, we will furnish and install.

FUEL TANK: 65 gallon capacity.

LOAD AND HOOK ROLLERS: Large tapered load rollers transmit downward loads to machined upper roller path on carbody; tapered hook rollers transmit uplift loads to lower roller path on carbody; all rollers mounted on anti-friction bearings; easy and precise adjustment for wear by means of eccentric hook roller axle.

Load rollers front — four — 8-1/8" dia. x 4-1/2" wide.

Load rollers rear — two — 8-1/8" dia. x 4-1/2" wide.

Hook rollers rear — four — 5-7/8" dia. x 2-9/16" wide.

Hook rollers front — two — 5-7/8" dia. x 2-9/16" wide.

MAIN HOIST DRUM ASSEMBLY: Twin ductile iron drums, with stress relieved brake and clutch surfaces, are mounted on anti-friction bearings on the main drum shaft. The main drum shaft is also mounted on anti-friction bearing pillow blocks.

Several lagging options are available to obtain various line pulls and speeds. Split steel laggings are bolted to drums for quick replacement.

External contracting clutches are activated by highly responsive variable air controls. Cooling fins on brake and clutch rings assures maximum dissipation of heat. Brake shafts and pins are mounted in anti-friction bearings for responsive operation with minimum foot pressure from the operator.

Clutches are 30" diameter x 4" wide.

Brakes are 39" diameter x 4" wide.

A spring set, air released brake mechanism on each drum, controllable from the operator's level stand, actuates automatically in the event there is a loss of air during crane operation. These external contracting brakes are capable of suspending a rated load indefinitely without further effort from the operator, and will function under all conditions of brake temperature and lining wear, provided the brake mechanisms receive proper adjustment.

DRUM LAGGING: Standard drum laggings are 20-1/2" diameter for magnet, clamshell, or grapple service.

Optional laggings are 17" diameter for maximum rated lift crane service, or controlled load lowering.

67263—L.H. Lagging—Magnet, Clamshell, or Grapple.
Grooved: 20-1/2" dia. x 11-9/16" wide.
Working Capacity: 427 ft. of 3/4" Rope on 5 layers.
Storage Capacity: 630 ft. of 3/4" Rope on 7 layers.

GENERAL SPECIFICATIONS (continued)

67260—L.H. Lagging—Lift Crane.

Grooved. 17" dia. x 11-9/16" wide.

Working Capacity: 637 ft. of 3/4" Rope on 8 layers.

Storage Capacity: 842 ft. of 3/4" Rope on 10 layers.

67269—L.H. Lagging—Controlled Load Lowering for one drum.

Grooved 17" dia. x 11-9/16" wide.

Working Capacity: 637 ft. of 3/4" Rope on 8 layers.

Storage Capacity: 842 ft. of 3/4" Rope on 10 layers.

712232—R.H. Lagging—Magnet, Clamshell, or Grapple.

Grooved. 20-1/2" dia. x 14-7/8" wide.

Working Capacity: 554 ft. of 3/4" Rope on 5 layers.

Storage Capacity: 817 ft. of 3/4" Rope on 7 layers.

67261—R.H. Lagging—Lift Crane.

Grooved. 17" dia. x 14-7/8" wide.

Working Capacity: 827 ft. of 3/4" Rope on 8 layers.

Storage Capacity: 1092 ft. of 3/4" Rope on 10 layers.

67270—R.H. Lagging—Controlled Load Lowering for one drum.

Grooved 17" dia. x 14-7/8" wide.

Working Capacity: 827 ft. x 3/4" Rope on 8 layers.

Storage Capacity: 1092 ft. of 3/4" Rope on 10 layers.

BOOM HOIST: The boom hoist drum and its driving gear is a single cast steel unit. The boom hoist driving gear is powered by a pinion splined to the boom hoist clutch shaft. This shaft is mounted in front of the boom hoist drum in bronze bushings and its large anti-friction bearing mounted gear is powered through the gear train. The boom hoist clutch spider is splined to the clutch shaft while the clutch ring is keyed to the gear hub. The air controlled clutch has an external contracting band.

The boom hoist brake is spring set, air release external contracting band located on the right side of the boom hoist drum (side opposite the driving gear).

A hand lever operated air valve controls both the raising and lowering of the boom. The boom hoist brake sets automatically when lever is in neutral position. The spring set, air released locking dog, located on the right side of the boom hoist drum, holds the boom during operation or when machine is idle.

CONTROLLED BOOM LOWERING: An overrunning sprag clutch shaft is mounted above the boom hoist drum. On one end of this shaft a splined pinion mates with the boom hoist driving gear and on the other end a large anti-friction bearing mounted gear mates with the boom hoist clutch shaft gear. A sprag clutch is splined to the shaft and keyed to the gear hub.

Boom lowering speed is proportional to engine speed when controlled by the sprag clutch. This clutch engages the shaft positively and smoothly when lowering the boom.

BOOM STOPS: Telescoping tubular boom stops restrain the boom from overtopping in the event of load line or hoisting tackle failure.

BOOM HOIST SHUT OFF: Automatically stops the boom hoist mechanism when the boom reaches a predetermined angle. The adjustable actuator arm, located near the base of the boom, simultaneously

disengages the boom hoist clutch and sets the boom hoist brake.

SWING ASSEMBLY: Power is transmitted from the drive shaft to the horizontal reversing shaft, through bevel gears to the vertical reversing shaft — and from the vertical reversing shaft to the vertical swing shaft. The swing pinion on the vertical swing shaft mates with the bullgear and thus revolves the upperworks.

The horizontal reverse shaft is mounted in anti-friction bearings and its reversing bevel gears are mounted on tapered roller bearings in a rigid housing so that the shaft is not subjected to bending loads. The vertical reverse shaft is pressed into machinery base with integral bevel gear and spur pinion mounted on anti-friction bearings. Vertical swing shaft is mounted in bronze bushings with a brake wheel, spur gear and swing pinion accurately splined to it.

Internal expanding tandem band clutches are 23" dia. x 4" wide. Band and liners are interchangeable and reversible.

SWING BRAKE is spring set and air released to prevent the upper from revolving in the event of loss of air pressure. The control on the lever stand permits variable pressure from "release" to "set".

Swing brake is two bands, each 21" dia. x 2" wide.

SWING LUBRICATION: Swing pinion and bullgear are lubricated by a semi-automatic pressure grease lubrication system. All other bearings are lubricated with grease fittings and enclosed gears are running in oil.

BOOM: Standard boom is 50 ft., 3-piece, 46" cross-section, with three 24" dia. sheaves mounted on anti-friction bearings in boom point; alloy steel chord angle construction with tubular lacing; eight part full boom reeving to boom point.

Standard boom will consist of 20 ft. inner, 10 ft. center, and 20 ft. outer section. Sections are pin-connected for fast assembly and disassembly. Additional center sections are available in 5 ft., 10 ft. and 20 ft. lengths.

TAGLINE WINDER: Rud-O-Matic #648 tagline winder furnished as standard equipment.

CAB: Fully enclosed steel cab; all shatterproof glass windows mounted in rubber; removable windows in operator's cab; sliding doors on sides and rear; hinged door on operator's cab roof; ladder to roof at left front; operator located at right hand forward corner to provide unobstructed visibility; steel door between operator's cab is acoustically insulated; 5 ft. elevated operator's cab is optional.

TRAVEL BRAKES:

Railroad Type — Air operated.

Class I (Standard) — Formerly known as CBG.

This consists of straight air brakes on the crane trucks, operated from the operator's position. A through pipe or train line is provided. (Includes Quincy Model 325, 25 CFM air compressor.)

Class II (Optional) — Formerly known as ABG.

Includes straight air brakes from the operator's cab applying on the crane and also automatically operated air brakes applying on the crane operated by the

GENERAL SPECIFICATIONS (continued)

engineer from the locomotive when crane is hauled in a train (might be called freight car brakes). (Includes Quincy Model 325, 25 CFM air compressor.)

Class III (Optional) — Formerly known as BBG. Includes straight air brakes from the operator's cab applying on the crane and also automatically operated air brakes applying on the crane operated by the engineer from the locomotive when crane is hauled in a train, and also automatic air brakes on cars being switched by crane. (Includes Quincy Model 350, 50 CFM air compressor.)

All brake classes have brakes applying on all eight wheels. Hand brakes provided on all eight wheels.

LIGHTING EQUIPMENT:

2400 watt belt driven alternator, 24 volts.

2—150 watt floodlights on cab

2—150 watt lights on boom.

2—25 watt tail lights.

4—24 watt lights in cab.

BATTERIES: Two (2) six cell batteries are connected in series and provide power for cranking the engine and for lights.

ELECTRIC TRACTION EQUIPMENT: Generator — traction type, protected, self-ventilated, Class B insulation. Adjustable voltage. Nominal rating is in excess of 100 KW. General Electric Model 1519.

Traction Motors — 2 on each crane, one on inside axle of each truck; each rated 55 HP, 60 minute, series wound. Motors are transmission hung, protected, self-ventilated, and drive the axle through triple reduction gearing. Motors are General Electric Model 1244A2.

General Electric Model 763, 115 HP. Traction Motors can be furnished as optional.

TRACTION REVERSER: Is of the air operated type remotely controlled by the master switch at operator's stand.

MASTER SWITCH: Is of the cam type 5 speed points mounted on the lever stand.

CONTACT RINGS: Rings carry current to the travel motors from the rotating deck of the crane.

GENERAL:

CONTROLS: Graduated air controls, pioneered by AMERICAN, put "Feel" at every operator's finger tips, insure higher production and more accurate control. Air line alcohol dispenser provided in the air system. American has designed its control system to conform with ANSI CODE B30.5 requirements of standard control arrangement and control functions, which allows operators to easily shift from one machine to another.

MATERIALS: Gears and pinions are heat-treated alloy for high carbon steel. Smooth cut teeth on all gears including bullgear.

Involute splines are used throughout machine for maximum strength through minimum diameter where needed.

Anti-friction bearings are used on all main or high speed shafts and wherever practical to provide friction-free, smooth operation with minimum maintenance.

LUBRICATION: All anti-friction bearings and bronze bushings requiring short period lubrication are provided with pressure grease fittings. Swing deck gears are provided with oil bath lubrication. Gear train arranged for easy grease lubrication.

PERFORMANCE DATA:

Swing speed 3.5 RPM
Line Pull:

With 17" dia. Lagging... 20,000 Lbs. SLP @ 165 FPM

With 20-1/2" dia. Lagging 16,600 Lbs. SLP @ 198 FPM

TRAVEL SPEEDS AND DRAW BAR PULLS WITH STANDARD TRACTION MOTORS:

With Standard Gearing (26.1:1 Ratio):

Starting draw bar pull 12,000 Lbs.

2.0 MPH 10,000 Lbs.

6.0 MPH 5,000 Lbs.

14.0 MPH —0— Lbs.

With Optional Low Speed Gearing (41.3:1 Ratio):

Starting draw bar pull 18,000 Lbs.

2.0 MPH 14,000 Lbs.

6.0 MPH 3,000 Lbs.

11.0 MPH —0— Lbs.

NOTE: Rapid travel gear shifter not available with low speed gear ratio, so shipment must be made with traction transmissions removed.

TRAVEL SPEEDS AND DRAW BAR PULLS WITH OPTIONAL 115 HP. TRACTION MOTORS:

With 8.19:1 Gear Ratio:

Starting draw bar pull 12,000 Lbs.

3.0 MPH 10,000 Lbs.

6.0 MPH 7,000 Lbs.

12.0 MPH 2,000 Lbs.

21.0 MPH —0— Lbs.

With 14.45:1 Gear Ratio:

Starting draw bar pull 24,000 Lbs.

3.0 MPH 13,500 Lbs.

6.0 MPH 5,000 Lbs.

12.0 MPH 1,000 Lbs.

16.0 MPH —0— Lbs.

NOTE: Other gear ratios are available for special applications, consult factory.

Performance figures are based on machine equipped with standard engine.

WEIGHTS:

Approximate shipping weight 124,500 Lbs.

Approximate amount of counterweight to be

furnished by purchaser 36,000 Lbs.

Total working weight of crane 160,500 Lbs.

OPTIONAL ATTACHMENTS & ACCESSORIES:

CLAMSHELL ATTACHMENT: For clamshell or grapple work, 3/4" holding line and 3/4" closing line furnished to reach track level.

GENERAL SPECIFICATIONS (continued)

THIRD DRUM: The third drum shaft, which is mounted in anti-friction bearing pillow blocks, is located forward and below the main hoist drums. With 15,000 lbs. single line pull at 212 feet per minute, the third drum is adequate for many auxiliary services.

The third drum and the air actuated, internal expanding clutch assembly are splined to the steel drum shaft. The driving gear is bolted to the clutch assembly and is mounted on anti-friction bearings on the drum shaft. The brake is an external contracting band on the third drum flange.

CONTROLLED LOAD LOWERING: Rated loads can be lowered under full control at stable speeds without brake assistance. When the internal expanding clutch on the controlled load lowering shaft is engaged, the load is lowered through the gear train where it is resisted by the over-running friction torque of the engine. A single air valve controls both hoisting and lowering. The foot brake spots the load.

CONTROLLED LOAD LOWERING FOR ONE DRUM: Available for either drum, sprocket is simply bolted to lagging for drum on which controlled lowering is desired. Controlled load lowering shaft is mounted on anti-friction bearings forward of main hoist drums. A jaw clutch shifter is provided when used with third drum to utilize same clutch for both operations. Can be installed with, but not operated simultaneously with third drum.

CONTROLLED LOAD LOWERING FOR SECOND DRUM: A second chain sprocket is mounted in the third drum location on clutch shaft and connected by roller chain to the sprocket on the drum lagging. A single clutch is utilized for lowering on either drum as selected by jaw clutch shifter. Cannot lower under control on both drums simultaneously. Third drum cannot be installed with dual controlled load lowering.

MAGNET ARRANGEMENT: 15 KW magnet generator is belt driven from main engine, eliminating extra fuel costs and maintenance of second engine; magnet controller mounted on operator's cab wall; push-buttons mounted in operating levers so operator need not release control lever while operating magnet.

Over-excitation arrangement increases magnet pick-up to 20%, increasing daily output; when magnet is dropped on pile of material the operator pushes "LIFT" button on hoist lever which raises generator voltage to 275, materially increasing magnet pick-up capacity; when free from pile the button is released and voltage drops to 200, which is ample to hold the load; to

release the load the operator pushes the "DROP" button on the swing lever.

Included with magnet arrangement are Gleason Magnet cable reel including power cable, single sheave crane block with bronze bushed sheave, and two-part magnet hoist line to reach track level.

A 21 KW generator can also be furnished.

ELEVATED CAB: For greater vision, the operator's cab can be elevated 5 ft. above standard.

OPERATOR'S CAB COMPARISON:

Cab:	Top of Rail to Eye Level (Operator seated)	Top of Rail to Roof Outside Operator's Cab:
Standard	10'-3½"	11'-7½"
5 Ft.	15'-3½"	16'-7½"

MISCELLANEOUS EQUIPMENT:

STANDARD:

- Hot water Cab heater.
- Air-operated windshield wiper.
- Boom angle indicator.
- Shipping jacks and clamps.
- High temperature, low oil pressure engine warning system.

OPTIONAL:

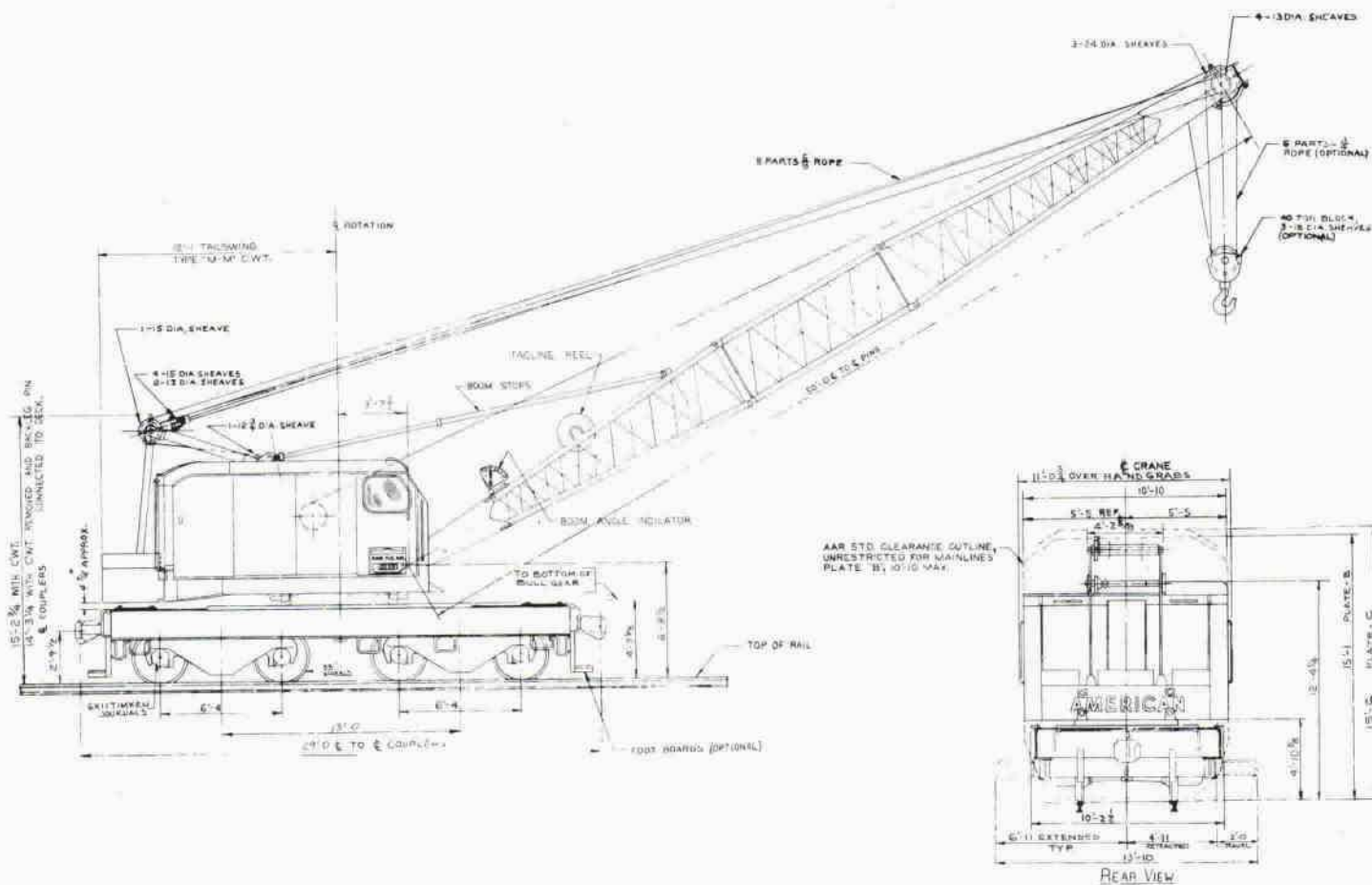
- Hand grabs and foot boards.
- Air-operated track sanders.
- Four manually operated track clamps.
- Counterweight in carbody furnished and installed.
- Chain drive to make all 8 wheel drivers.
- Guide sheaves can be provided in the boom for magnet inhaul service.
- Fire extinguisher.
- Fan in Cab for cooling or defrosting.
- Automatic warning bell and ringer.
- Gyrating, flashing light on top of cab.
- Overload warning light for traction motors.

Designed and rated to comply with ANSI Code B30.5

NOTE: In accordance with varying material situations and the Company's policy of constant product improvement these specifications subject to change without notice and without incurring responsibility to units previously sold.

GENERAL ASSEMBLY

MODEL 5030DE LOCOMOTIVE CRANE



3JR7811

FORM NO. 5030DE-LOS-2

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