



HI-RAIL TRUCKS

Work Ready or Built to Order



OMAHA TRACK

ABOUT US

Omaha Track provides products and services to Class 1 and Short Line railroads, rail contractors and industries across North America. With our commitment to our customers we have grown into the leading railroad material supply company and services contractor in North America. We consist of three separate operating divisions: materials, equipment, and facilities, that are supported by our corporate office located in Omaha, Nebraska.

YOU DECIDE...

WE MAKE IT HAPPEN

Work Ready Trucks

- Industry standard truck configurations as shown in this brochure, built and ready to deliver:
 - Grapple Trucks with magnet systems
 - > Most with creep drive systems
 - Rotary Dump Trucks
 - Medium Section Trucks
 - Hi-rail Pickup Trucks

Customer Built Trucks

- Engineered to meet your specific requirements
- In-house engineer will work with you to develop to your specifications
- "Pre-build" CAD drawings issued for your approve prior to build

Hi-rail Carts

- Increase your productivity by hauling additional rail or ties to and from the worksite
 - Heavy duty carts designed to haul rail – details on page 6
 - Heavy duty carts designed to haul ties – details on page 6

Used Trucks

- Several used trucks immediately available:
 - Grapple trucks
 - Hi-rail pickup trucks
 - Knuckleboom trucks

Rentals

- Sizable rental fleet incorporating the following types of hi-rail vehicles:
 - Grapple trucks
 - Rotary dump trucks
 - Medium section trucks
 - Crew cab pickup trucks

Financing – Buy Here / Pay Here

- Very attractive financing options available
 - See the back cover of this brochure for details

Equipment Transfers

- Is the crane and other equipment on the back end of your old truck in decent condition, but the cab/chassis on its last leg? We can rebuild your crane and equipment and transfer it onto a new chassis, saving you thousands of dollars.

Service

- In-house and field service available for warranty and chargeable repairs
- Annual FRA Hi-rail inspections
- Crane inspections
- Crane rebuilds
- Hi-rail rebuilds

Hi-Rail Grapple Truck



CONFIGURATION

Serco Model 8500 Loader

- 26' Reach (22' boom with 4' hydraulic extension)
- 8500 lb. capacity at 10'
- A-frame outriggers deploy on tie butts
- Operator seated controls

Rail Gear

- Hydraulic
- Insulated
- Front brakes standard (optional rear brakes)
- Inspection with door sticker and document in cab (FRA 214.523 compliance)

Boom Tip Attachments

- Heavy duty grapple - standard (butt or bypass style)
- Clam bucket – optional

Magnet System – Optional

- 32" Copper coil magnet

Creep Drive System – Optional

- Operated from operator seat
- Infinite variable speed to 5 MPH (forward and reverse)
- Parking brake

Platform Bed – Heavy duty

- 22' – 6" long x 102" wide
- AR 400 high tensile sheet steel deck (will not buckle)
- Rail racks with capacity for six 39' rails
- Ratchet style load binder straps

Lighting & Electrical

- 2 Strobes , 4 LED Work Lights, Back-up alarm

Trailer Towing Package

- Pintle hook
- Electric trailer socket, Trailer air with glad hands at rear

CAB / CHASSIS

Western Star or Freightliner

- Regular cab
- 375 – 450 HP Diesel Engine
- Eaton Fuller 10 – speed manual transmission
- 20,000 lb. GVWR front axle
- 40,000 lb. GVWR rear axle
- 80 Gallon fuel tank
- Full air brakes
- Air conditioning
- Air-ride driver seat
- Exterior is white in color

Hi-Rail Medium Section Truck



CONFIGURATION

Articulating Crane

- Hiab model H077 3.3 HiDuo
- Rear mount
- 52,870 ft-lb rating
- 2,070 lb. capacity @ 23'-11"
- 31' – 10" maximum horizontal reach
- Radio remote control (wireless)
- Manual out / hydraulic up/down outriggers

DMF Rail Gear

- Hydraulic
- Insulated (split ring type)
- Slotted links
- Front brakes standard (optional rear brakes)
- Inspection with door sticker and document in cab (FRA 214.523 compliance)

Heavy duty platform body

- 116" long x 96" wide
- Rail racks with capacity for four 39' rails
- Vertical gas bottle compartment (vented)
- Additional tool storage compartments
- Walk-up bed access in front of crane

Hydraulic tool circuit

- 5/10 GPM
- Spring rewind hose reel with 50' hose

Lighting & Electrical

- Strobe light, LED work lights, Back-up alarm

Trailer Towing Package

- T-125 Pintle hook, Electric trailer socket

CAB / CHASSIS

Ford F750 XLT – 33,000 GVWR

- Crew cab
- Cummins 6.7L ISB Diesel Engine
- Ford torque shift HD 6-speed automatic transmission with double overdrive
- 12,000 lb. GVWR front axle

- 21,000 lb. GVWR rear axle
- 65 Gallon fuel tank
- Full air brakes
- Air conditioning, cruise control, power windows and door locks
- Exterior is white in color

Hi-Rail Rotary Dump Truck



CONFIGURATION

DMF Rotary Dump Body

- 14' Dump body
- 12 cubic yard capacity
- 42" high sides
- Manually operated roll up tarp
- Manual rail dogs standard (hydraulic rail dogs optional)

DMF Rail Gear

- Hydraulic
- Insulated (split ring type)
- Slotted links
- Front brakes standard (optional rear brakes)
- Inspection with door sticker and document in cab (FRA 214.523 compliance)

Lighting & Electrical

- Strobe, Back-up alarm

CAB / CHASSIS

Freightliner

- Regular cab
- 350 HP Cummins Diesel Engine
- Eaton Fuller 10 – speed manual transmission
- 18,000 lb. GVWR front axle
- 40,000 lb. GVWR rear axle
- 80 Gallon fuel tank

- Full air brakes
- Air conditioning
- Air-ride driver seat
- Exterior is white in color

Hi-Rail Pickup Truck



CONFIGURATION

- Hydraulic rail gear (inspection sheet and door jamb sticker - FRA 214.523 compliant)
- Cab protector
- Full cab length gripstrut running boards
- Grab handles at each cab door
- Aluminum cross body tool box -optional
- Strobe, 2 work lights (mounted atop cab guard backup alarm)
- Trailer towing package
- Hydraulic tool circuit with hose reel (50' hydraulic hose) - optional

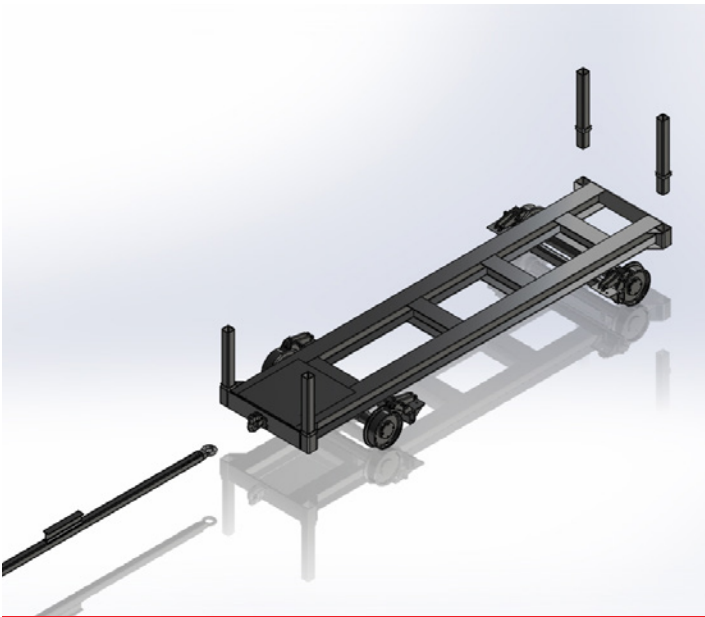
CAB / CHASSIS

Ford F350

- Ford XL Package
- Crew or Club cab
- 8' box
- Four wheel drive
- V8 Gas engine
- Automatic transmission
- 10,000 GVWR
- Air conditioning, cruise control, AM/FM radio, power windows & door locks

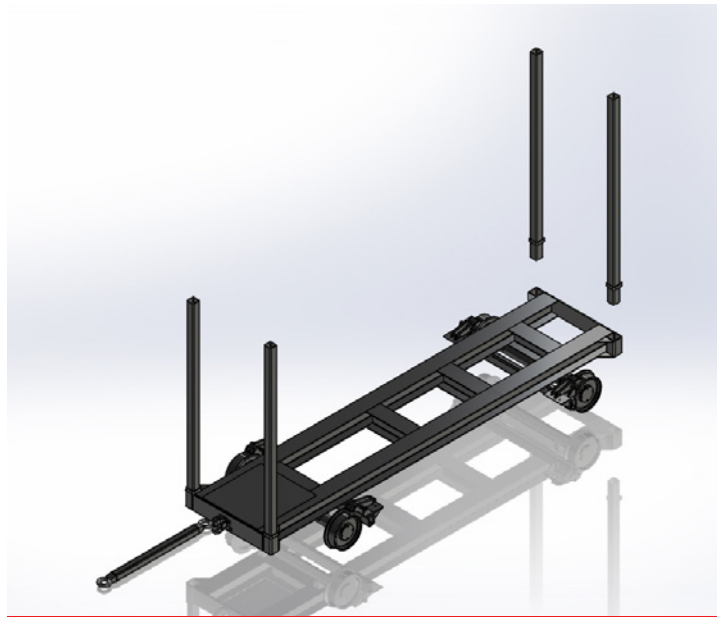
OMAHA TRACK CUSTOM HEAVY DUTY RAIL AND TIE CARTS

The overall size (length and width) and structural characteristics of the Rail and Tie carts are identical. What differentiates the two carts is capacity, height of the side posts, the length of the two tongue tube, and the rail gear. The rail gear guide wheel axles incorporated in the rail cart have a capacity of 70,000 lbs. (each axle) whereas the guide wheel axles incorporated on the tie cart have a capacity of 40,000 lbs. (each axle).



Rail Cart

- 17' long x 42" wide
- DMF model 1650 Guide Wheel Axles (2) 70,000 lb. capacity (each axle)
- Air actuate external Cobra shoe type brakes on each guide wheel
- 24" high side posts
- 12' long tow tongue tube
- Pintle hook
- 100,000 lb. capacity



Tie Cart

- 17' long x 42" wide
- DMF model 1630 Guide Wheel Axles (2) 40,000 lb. capacity (each axle)
- Air actuate external Cobra shoe type brakes on each guide wheel
- 96" high side posts
- 4' long tow tongue tube
- Pintle hook
- 60,000 lb. capacity