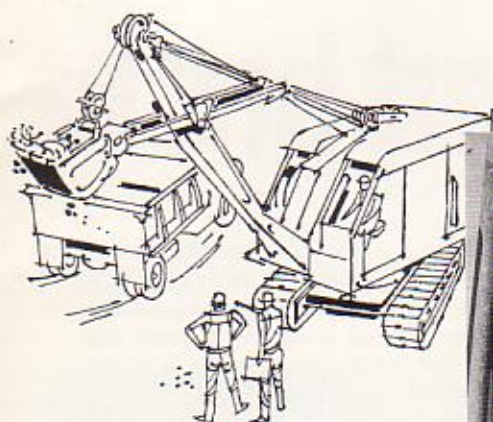


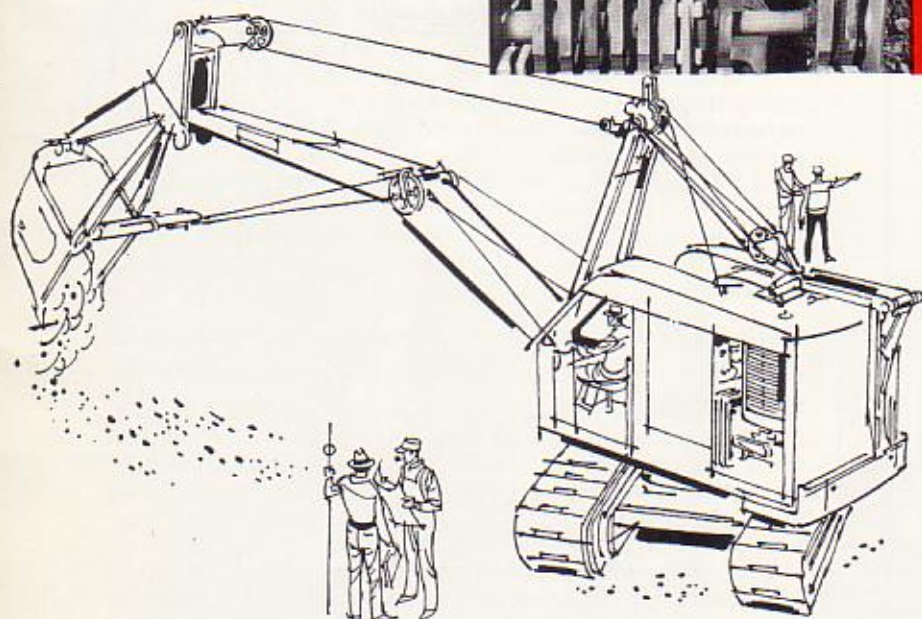
**LINK-BELT
SPEEDER**

1-1 $\frac{1}{4}$ -yard capacity,



LS-98

SHOVEL-CRANES



*with Speed-o-Matic
power hydraulic
controls*

LS-98 dragline...



fast... rugged...

with lowest possible maintenance

Production records prove it: you get extra output, more working time with LS-98 draglines. They develop greater usable horsepower than competitive machines of the same size . . . have more strength, more stamina. And when equipped with Independent-Swing-and-Travel, they further increase the output of every hour's operation. There's plenty of stability, excellent flotation with standard lower or with optional extra-long lower. (pages 8-9).

Two speeds forward, two reverse—through gear reduction—independent of upper machinery speed.

The LS-98 dragline boom is also the lifting crane boom and therefore has equal capacity for greater versatility. Extender cables are standard equipment. They facilitate the insertion or removal of boom extensions with minimum effort since the boomhoist cable reeving need not be disturbed. It all adds up to smoother operation . . . big time savings . . . "bonus" production.



FULL-REVOLVING FAIRLEADER — rotates to assure full support in all positions . . . with all moving parts mounted on anti-friction bearings. Cuts cable replacement costs . . . provides far more economy in dragline operations.

- Free-spooling drums on anti-friction bearings permit bucket casting with *no* drag
- Anti-friction bearings for boom peak sheaves permit longer life with less maintenance
- Anti-friction bearings reduce brake linkage wear . . . keep brakes in adjustment . . . make operation easier
- Inhaul pull is in center of LS-98 . . . keeps machine lined up properly
- Choice of laggings to better match machine to digging conditions



***With standard design,
one power train handles
both swing and travel***

The photo at the right shows the setup on an LS-98 that is not equipped with Independent-Swing-and-Travel. As you can see, the same shaft and set of gears is used to transmit power to both swing and travel. Even in this arrangement, however, shifting time is minimized because the operator shifts jaw clutches instead of gears. But Link-Belt Speeder has gone a step further.

***I-S-T divides swing and travel wear
between two separate power trains***

The unique design of the LS-98 power train allows mounting a second reverse shaft directly behind the first (as shown in the lower photo). It's this addition that permits simultaneous swing and travel.

With this optional arrangement, shifting from swing to travel and from travel to swing is eliminated . . . and wear is spread over two reverse shaft transmissions, two sets of vertical shafts and horizontal deck gears.

