APPELT TRAILBREAKER

Off-The-Road Cargo & Personnel Vehicle

Pay Load - 20,000# Plus

Traverses All Water Barriers - Through Snow, Muskeg, Mud, Heavy Brush & Heavy Terrain

POWER STEERING

Custom Engineered To Suit Customer

Performance Guaranteed
MUD BOTTOM AT BANK OF LAKE (30' DEEP)

LIFTING OUT (MUD 4' DEEP)

MOVING OUT FURTHER

FRONT WHEELS OUT OF WATER
TRAILBREAKER HISTORY

Work started on the trailbreaker in September of 1959 shortly after Weldon F. Appelt returned from a business trip to Alaska. On other trips in previous years to Mexico, South America, Canada, and Alaska, Mr. Appelt found a great need for some satisfactory "off-the-road" vehicle. In these places exploration for, discovery of, and development of very valuable natural resources was being delayed or completely neglected because no means of transportation to unsettled interior areas was available. It was also quite evident that no plan for roads or railroads into these areas existed, and even after plans and money were to be available ten to twenty years would be required to make real progress on satisfactory access roads for normal automotive or rail vehicles. A quick glance at a world map shows us that the majority of the earth's surface cannot be reached with normal vehicles - and will not be so reached for many years. Therefore, the necessity for an "off-the-road" vehicle now is very urgent. It was quickly seen that just a modification of available vehicles would not be satisfactory. It was necessary that we design and develop "from scratch" a man-sized vehicle to do a man-sized job. That is what the Trailbreaker is.

The name, Trailbreaker, was suggested by Alaskan residents who lived near the vast unexplored and undeveloped areas. The function of "breaking trail" into these interior areas alone seemed to be of such great importance that they felt that name for the vehicle would be very appropriate and suggestive of a long sought service.

In most of the interior and remote areas we are constantly faced with crossing water hazards and water barriers. A satisfactory "off-the-road" vehicle must operate through these barriers. The Trailbreaker does this with full pay load capacities. During the past eighteen months the final prototype vehicle has been tested, modified, and tested again until the satisfactory results now warrant production of these vehicles for sale or lease to the commercial and industrial public.
WELDON F. APPELT
CONSULTING ENGINEER
355 ADAMS PETROLEUM CENTER
HOUSTON 25, TEXAS
APPELT-MIDWESTERN TRAILTRACTOR CO.

Competition for the Trailbreaker actually does not exist because there is no vehicle available today which can go safely where a Trailbreaker can go, with as great a load as the Trailbreaker can carry, for the reasonable price at which the Trailbreaker can do the job.

Potential customers and users of the Trailbreaker are to be found all over the world near the vast areas where no roads for normal vehicles exist. Some who have already shown a great interest and eagerness to use the Trailbreaker are listed as follows:

1. Geophysical explorers
2. Oil operators and pipeline developers
3. Mining engineers and operators
4. Explorers for "hardrock" minerals
5. Construction firms
6. Survey firms
7. Transportation firms
8. Prospectors
9. Law enforcement organizations
10. Hunters and fishermen
11. Permanent settlers
12. Temporary settlers
13. Real estate developers
14. Military and governmental agencies
15. Road building departments & planning agencies
16. Communication agencies and companies.
APPETL TRAILBREAKER

Amphibious "Off-The-Road Cargo Vehicle"

GENERAL SPECIFICATIONS

1. General Characteristics Which Apply To All Trailbreaker Types:
   a. Vehicle has buoyant capacity to fully support vehicle and cargo in water.
   b. Provision for propelling machine in water is provided.
   c. Vehicle is buoyant enough to travel in marshes, muskeg, tundra and heavy snow.
   d. Vehicle will move up 50 to 55 grades under regular power. Winching facilities can pull it up to 80 to 90.

2. Weight Empty and Recommended Cargo Capacity:

<table>
<thead>
<tr>
<th>Model &quot;A&quot;</th>
<th>Model &quot;B&quot;</th>
<th>Model &quot;C&quot;</th>
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<tbody>
<tr>
<td>Empty:</td>
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<tr>
<td>28,000 #</td>
<td>58,000 #</td>
<td>80,000 #</td>
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<td>Cargo:</td>
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<td>10,000 #</td>
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<td>60,000 #</td>
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<td>To 40,000 #</td>
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3. Power:

   Two GMC-V6 Diesel engines, approx. 250 for Model "B". Torque converters to suit offer a smooth and powerful transmission to the heavy duty variable transmission unit.

4. Speeds:

   a. On land, based on present roller chain drives:
      \[ \frac{1}{2} \text{ mph. to 10 mph.} \] - Max. speed increase to 16 mph.
      can be obtained simply by adding hp to power units.

   b. On water, based on present roller chain drives:
      \[ \frac{1}{2} \text{ mph. to 3 mph.} \] - Wherever specified, higher speeds or lower speeds can be provided - on either land or water.
5. Final drive is a heavy roller chain on each of the two main front drive wheels. Booster drive for water propulsion and power assist on steering is provided on rear wheel assembly. Drive for rear wheel is a relatively simple installation and it serves as a good booster but it is not necessary for achieving performance specified herein. Provision for this booster drive is now being installed.

6. Fuel:

Gasoline or diesel fuel, (as requested): 200 to 300 mile range is expected.

7. Steering:

a. By power operated cable or hydraulic ram controls to single rear wheel assembly.

b. By additional individual drive operation to each front wheel. Power to one wheel can be cut off while full power is applied to other front wheel. One wheel may be in reverse while the other drives forward.

8. Towing:

Excellent towing capacity over terrain and through water areas where no present vehicle can perform satisfactorily. Whenever necessary, increased traction for towing capacity can be obtained by placing non-freezing liquids inside large wheels. Towing cap. should be at least 60% of weight of Trailbreaker.