ANOTHER GO-TRACT HEADING FOR THE WOODS

Fully equipped as a forwarding machine this Go-Tract 200 with Beloit Loader is ready and able to handle up to 25,000 lbs. of pulpwood or sixteen foot sawlogs.
HULL ASSEMBLY AND SUSPENSION SYSTEM

Mounted on the rugged all-welded, water-tight, high tensile alloy steel frame is the unique suspension system which does not use springs, torsion bars or shock absorbers.

Instead it utilizes “Aeon Hollow Rubber Springs” which are located on dowels in the spring brackets.

This simple suspension system provides excellent ride characteristics both in the laden and unladen positions, reducing driver fatigue, protecting the cargo and also the vehicle itself.

If failure occurs, it will be a gradual process and then the 9½ lb. spring can be replaced on completion of the journey, an operation which will take about twenty minutes.

TRACK TENSIONER

All Go-Tract vehicles are fitted with an automatic track tensioner which maintains the correct track tension at all times, and eliminates all the problems associated with the adjustment of mechanical systems.

Immediately the engine is started the hydraulic ram is actuated by a preset pressure and the idler moves forward bringing the track to the correct tension irrespective of the disposition of the wheels. It should be noted that the suspension system to provide the superior ride, will allow the wheels to move vertically 8½ inches.

When the vehicle reverses, the tensioner system provides increased tension to prevent piling the track in front of the now leading wheel, and also, in turns, the inside track tension increases to improve the vehicle’s side slope performance.

The hydraulically loaded idler reduces shocks when negotiating obstacles, and, as an extra bonus, by opening a valve in the cab, the idlers will retract immediately thus providing a loose track for maintenance.
GO-TRACT BUILDS TRANSMISSION LINES

Go-Tract GT 200 steel carrier equipped with a hydraulic crane used for power line construction in Northern Ontario. The twin cab design allows for the transport of various sizes and lengths of steel.
Go-Tract GT 200 specially adapted for the construction of high voltage transmission towers. This vehicle is equipped with an eight man personnel cab, a hydraulic crane of 4,800 pounds capacity at 18 feet and two hydraulic winches of 6,000 pounds pull on the bare drum. The design incorporates the installation of an eighty foot gin pole for transport to the job site.

This Go-Tract 200 is ideally suited to the construction of trenches and ditches. The large deck permits the transport of supplies to the job site or the vehicle can be equipped with a herbicide sprayer. The backhoe may be quickly disconnected.
Go-Tract GT 200 equipped with a pole erector and an assortment of accessories.

Go-Tract GT 200 fitted with a hydraulic crane and a forty foot boom. This crane was modified to include a hydraulically driven 30" pole hole auger on the centre section of the three section boom.
In the spring of 1966 construction of an electric power transmission line was commenced from Corner Brook, Newfoundland, to St. John’s, via Grand Falls and Bay D’Espoir. The route traversed some of the most rugged country in Canada and presented a tremendous job to those responsible for the transportation of men, the material necessary for their support at remote sites and the anchors, steel work and cables necessary for the line.

Mr. Don Thomson, Vice-president of Inspiration, and the Manager of Power Construction – Mr. Corej, carefully examined the market for vehicles available which could cope with the Newfoundland bogs on one hand, and the boulder strewn areas on the other. The rugged construction and fine engineering of the Go-Tract vehicles led to the acquisition of first a GT 200 as a supply vehicle and a little later five GT 100’s equipped with backhoes.

It was Inspiration Limited which first suggested that the Go-Tract vehicles equipped with backhoes would make a valuable tool for powerline construction. The vehicle can bring into the site a substantial load of stores, can dig footings, and by means of a carefully designed backhoe installation the backhoe can be taken off and replaced quickly so that the vehicle can fill a supply role.

Asked if he experienced trouble with the Go-Tract vehicles, Mr. Thomson replied – "We had trouble with everything we used but the Go-Tract vehicles stood up very well. We experienced no trouble with the structure, the power train or the suspension system. We did experience track damage, but in that terrain where the running gear was operating totally submerged and the driver could not see boulders and other obstacles beneath the dirty brown water, what could you expect? The backhoes operated perfectly, as the capacity of the pumps and governed engine speeds were correctly matched to give optimum performance and long life."

Go-Tract vehicles are not just freight carriers. They form the undercarriages, or mobile platforms for a great variety of equipment such as cranes, oil rigs, loaders and pole-erectors. They have been especially built to carry steel sections for pylons and other equipment for transmission line construction.

The Go-Tract series of general purpose tracked vehicles could be the key to mechanized line construction.
COMPONENTS OF TRACK

The Go-Tract track was designed to incorporate the best features of existing track types and with a view to making it more durable, more economical to produce and easier to repair in the field. Extensive tests have shown that these objectives have been met.

Each track consists of separate pitches made up of three components, a flexible assembly, cast steel grouser and cast steel guide plate.

These components are bolted together hence assembly and disassembly in the field can be rapidly carried out should maintenance be necessary.

The rugged steel construction and protection provided to the flexible member by the steel components enables this track to resist the damaging effects of sharp rocks, slashed saplings and other hazards.

TRACK MAINTENANCE

Track maintenance is simple and can be carried out by two semi-skilled men with only basic tools (i.e. hammer, cold chisel, open spanner and socket wrench) plus, of course, the track hand winch (shown in the above picture) which is supplied with the vehicle. Minor track repairs require only a few minutes and more serious track repairs can be carried out under one hour.
STEERING UNIT

The steering unit provides a new high in steering response and vehicle maneuverability. Tight turns can be achieved by light pressure on the steering controls.

The steering unit shown is of the torque regenerating type and when the vehicle is steered a brake is applied to the appropriate brake disc reducing its speed or stopping it. This creates a change in the ratio of the speeds between the two tracks causing the vehicle to turn. When the disc is stopped both tracks are still under power but the difference in their speeds is a maximum. At all times both tracks are driven thereby minimizing skidding.

The use of external disc brakes makes brake pad replacement a rapid and simple procedure. So far this and checking the oil level have been the only maintenance required on the unit.

ENGINEERING DEPARTMENT

Go-Tract Limited is a fully integrated manufacturing operation. The Engineering Department is engaged in a continuing search to take full advantage of the adaptability of the vehicle and includes some of the most experienced men in the field of tracked vehicles.

Go-Tract

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