

# TRACKMOBILE®



## 9TM Mobile Rail Car Mover CAPABLE OF MOVING UP TO TWELVE 100 TON CARS

### THE TRACKMOBILE ADVANTAGE

The 9TM is a dual coupler machine capable of pushing and pulling cars at the same time. The 9TM has a dual wheel system with rubber tires for road drive and rail wheels for rail travel. This system provides flexibility that reduces trackage and switching, cutting down on the time it takes to move railcars. The conversion from road to rail, as well as coupling and moving railcars, is controlled from a high visibility, weather-proof cab by the operator. The efficient 9TM is easy to maintain and operate, making it the practical way to move railcars.

### TRACKMOBILE PULLING POWER

The 9TM utilizes two hydraulic jacking couplers, one on each end of the machine. Each coupler transfers weight to the TRACKMOBILE producing 23,000 pounds of tractive effort on a single coupler or 37,000 pounds using both couplers. The 9TM can pull up to 12 one hundred ton cars on a single coupler in most situations. The 9TM is powered by a standard four cylinder diesel engine with an optional 6 cylinder gas available. A torque converter and a three speed hydraulic transmission provide smooth operation and constant power under any load. In wet conditions or when more traction is needed, sand may be applied to the track in front or in back of all four railwheels.

# 9TM TRACKMOBILE SPECIFICATIONS

## Frame

Heavy-duty, all welded from preformed steel plate and structural shapes.

## Engine

4 cylinder, 2 cycle diesel

## Torque Converter

3.09 to 1 torque multiplication ratio.

## Transmission & Transfer

### Gear Housing

Constant mesh planetary gearing; 3 speeds forward, 3 speeds reverse.

## Rail Brakes

15" (381 mm) x 3" (76.2 mm) air over hydraulic power actuated, internally expanding, self energizing drum and shoe type.

## Rail Wheels

23" (584 mm) dia., heat-treated cast steel.

## Road Wheels

Rock service tires, heavy-duty retractable suspension. 12 ply 9.00 x 20 tires.

## Rail Drive

Through transmission and transfer gear housing and planetary type differential axle assembly.

## Road Drive

Interlocking lug friction drive from rail axle driving drum.

## Power Steering

Industrial type linkage and spindles.

## Couplers:

Heavy-duty cast steel weight transfer design. Positive coupling to railcars insured with AAR contour. Hydraulically controlled from cab.

## Sanders

Air operated, built into frame.

## Lights

Forward and rear combination tail/stop lights. Front and rear headlights.

## Cab

Driver conditioned; totally enclosed cab; easy to use instruments and controls; two-way seat; 360° clear vision; electric windshield wiper.

## Warning Signal

Blast-type air horns. Back up horn when on road wheels

## Maximum Tractive Effort

37,900 lbs. (17,196 Kg) when both couplers are used.  
23,100 lbs. (10,481 Kg) when one coupler is used.

## TABLE OF PERFORMANCE

| Speeds*      | On Rail |      | On Rubber |      |
|--------------|---------|------|-----------|------|
|              | MPH     | Km/H | MPH       | Km/H |
| Low          | 2.5     | 4    | 2.0       | 5    |
| Intermediate | 7.0     | 17.5 | 5.0       | 12.5 |
| High**       | 15      | 37.5 | 12        | 30   |

\*Both directions. \*\*Intermittent duty.

## DIMENSIONS

|                  | On Rail<br>(AAR Clearance<br>Pattern Maint.) |         | On Rubber |         |
|------------------|--|---------|-----------|---------|
|                  | in   | mm      | in        | mm      |
| Wheelbase        | 121"   | 3073 mm | 60"       | 1524 mm |
| Length (overall) | 148"   | 3759    | 148"      | 3759    |
| Width (overall)  | 110"   | 2794    | 110"      | 2794    |
| Height (overall) | 140"   | 3556    | 151"      | 3835    |

Road Clearance: At rail wheel flange - 10" (254 mm)  
Weight: 25,000 lbs. (11340 Kg)

## AVAILABLE ACCESSORIES

Alternator - 100 Amp. - 40 Amp.  
Bell - air  
Brakes, air - 24 CFM  
Cap, Protecto Seal Gas  
Cleaner, air (heavy duty)  
Coupler, ext. (automatic)  
Extinguisher, fire  
Fan, defroster  
Gun, grease  
Heater, cab  
Heater, engine block  
Light, rotating  
Light, spot  
Lubrication, centralized  
Mirror, extra  
Muffler, spark arrester or catalytic  
Pedestal, rotating light  
Plow, snow  
Radio control  
Shutdown, automatic  
(for engine)  
Shutter, radiator  
Signals, turn

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