

TRACKMOBILE®

TMM 4500



Mobile Rail Car Mover

The 4500TM delivers more tractive effort than a 65 ton locomotive at half the price.

The versatile 4500 TM TRACKMOBILE mobile railcar mover can produce a maximum tractive effort of 45,000 pounds using the TRACKMOBILE pioneered weight transfer system. That's enough power to move as many as forty-five 100-ton railcars. As with all TRACKMOBILES, the 4500TM "borrows" weight from the railcar to which it is coupled by partially lifting the car with the hydraulically controlled TRACKMOBILE coupler.

When operating on the roadwheels, positive two wheel front drive is provided by a two motor hydrostatic drive system completely independent from the six-speed rail axle drive.

A simple flip of a switch on the instrument panel raises or lowers the roadwheels for road or rail conversion. With its road



Fast road-to-rail convertibility

To convert from road to rail operation, the operator aligns the railwheels with the tracks visually from his position in the cab and flips a switch on the instru-

ment console retracting the roadwheels, thus lowering the 4500TM to the tracks. The entire procedure takes less than thirty seconds.

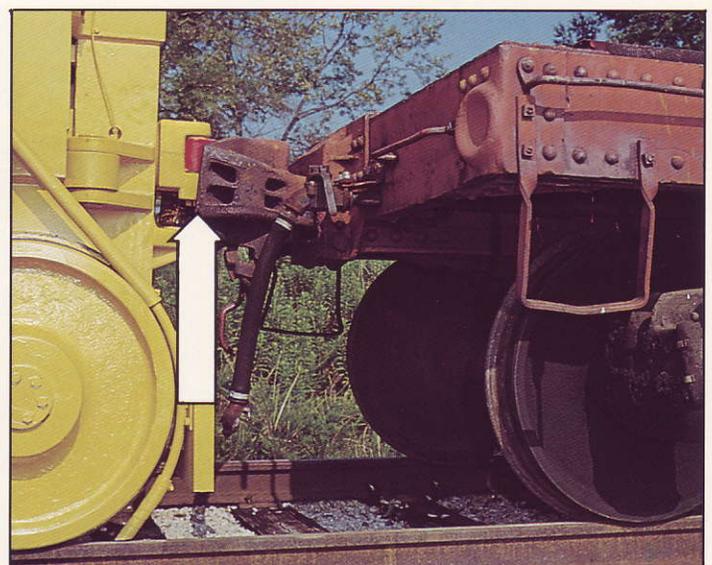
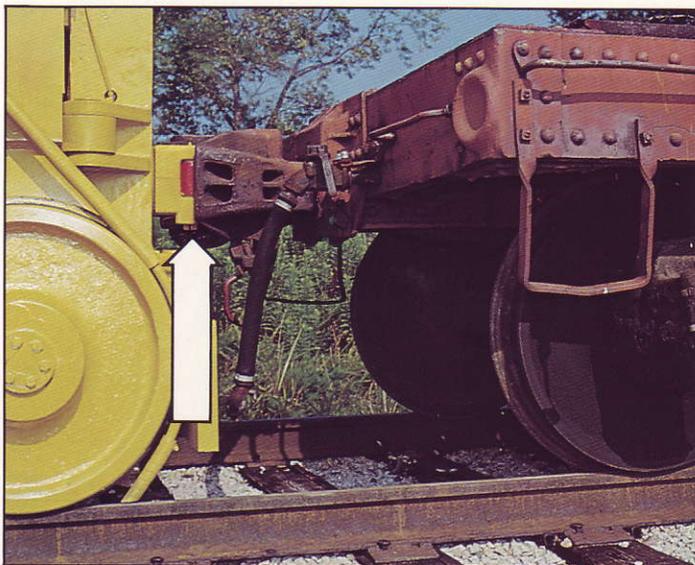
to rail versatility the 4500TM saves time and money over rail-bound locomotives on switching and spotting jobs.

Independent rail axle suspension and TRACKMOBILE'S tapered tread profile railwheels

provide constant four wheel rail contact and traction on curves and uneven tracks.

With its versatile design, price and weight transfer there is no other railcar mover in its class.

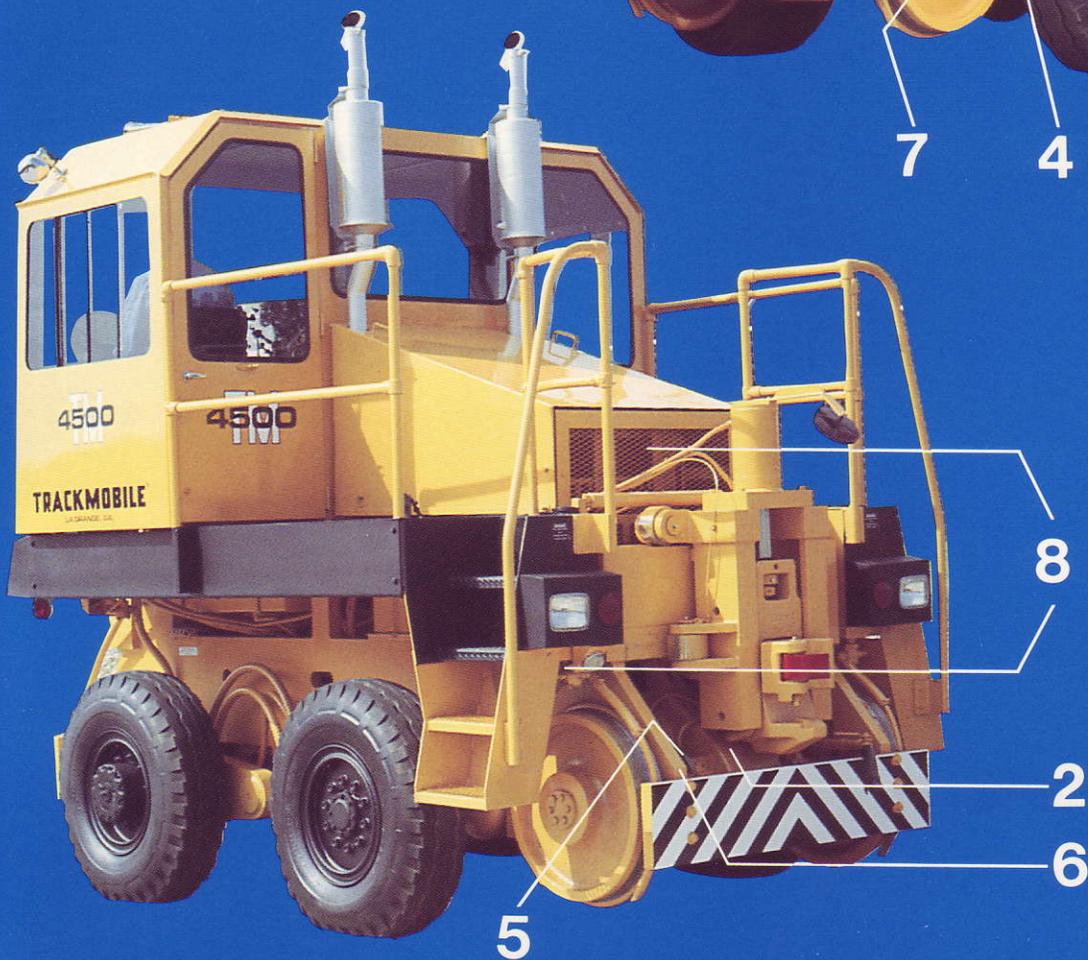
Weight transfer...pioneered and proven by Trackmobile!



The secret of the 4500TM's power is its ability to "borrow" weight from the railcar to which it is coupled. After coupling, a hydraulic cylinder, controlled from the instrument console inside the operator's cab, raises the connected couplers to transfer part of the railcar's weight to the TRACKMOBILE for increased tractive effort.

TRACKMOBILE®

4500 TM



1 Hydrostatic Road Drive
Two hydraulic motors and torque hubs - one for each front wheel - provide positive two-wheel drive, completely independent of the railwheel drive. No gears to shift, just select the direction of travel and accelerate.

2 Railwheel Power Drive Train
A torque converter, power shift dual range 6-speed transmission, and transfer case enable smooth acceleration and positive directional control with no power loss.

3 Operator Cab
The large, roomy, all-weather cab provides the operator with virtual 360° visibility for both road and rail operation. All operational functions can be accomplished from the operator's position in the cab. The rotating instrument console enables the operator to work from either side of the cab so that he can be on the inside of a track curve. Entrance into the cab is from either side of the track. Electric windshield wipers, padded operator seat, air horn, sound insulation and sliding windows are standard features.

4 Vari-flow Sanders
The air operated sander system with flow adjustable sand ejector valves enables the operator to release the amount of sand he needs for extra traction under different adverse track conditions. Sand can be applied at all four railwheels in either direction.

5 Independent Rail Axle Spring Suspension
Provides 4-wheel rail contact on uneven or unlevel track. Springs at each railwheel compress under weight transfer load and force the railwheels to maintain rail contact in track depressions.

6 Air Over Hydraulic Rail Axle Disc Brakes
Two disc brake assemblies (consisting of two rotors and three calipers) with one master cylinder per rail axle provide a total of 4 rotors and six calipers for dependable stopping power. Brake system with separate air accumulator provides reserve braking. Extra-thick brake pads are self-adjusting and the rotors have high heat sink absorption for longer service.

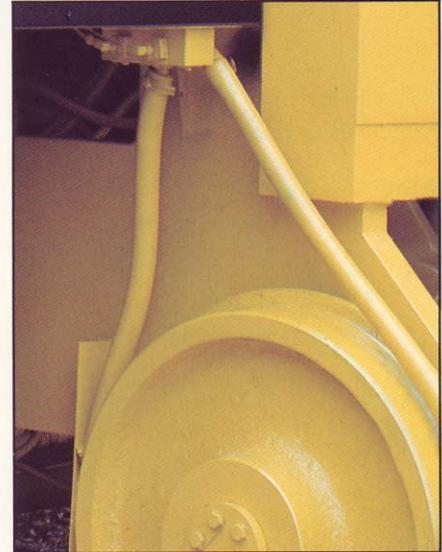
7 Tapered Tread Profile Railwheels
The tapered tread profile railwheels maintain traction on all four railwheels in curves by serving as a differential for the solid rail axle. 30" railwheels provide 4-1/2 inches of underclearance.

8 Easy Access for Maintenance
All lubrication and vital maintenance areas are easy to reach and monitor from exterior platforms or at ground level. This encourages regular servicing for longer, dependable operation.

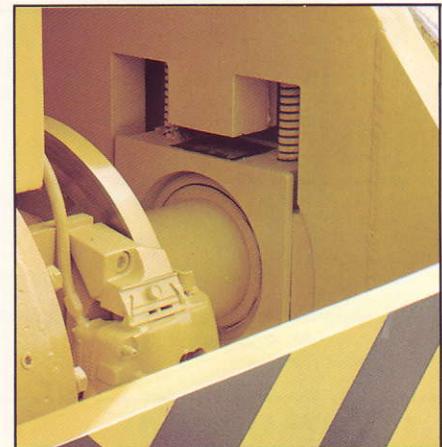
9 Weight Transfer Couplers
AAR contoured front and rear couplers have hydraulic lift cylinders to transfer weight from the coupled railcar to the TRACK-MOBILE. Coupler controls, as with all other controls, are on the instrument console in the cab.



All operations are controlled from inside the all-weather cab.



Vari-flow sanders with sanding tubes on all four railwheels.



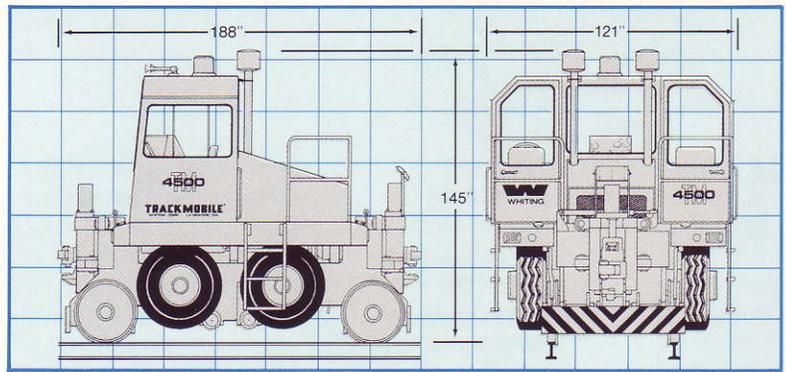
Easily serviced disc brakes and independent spring suspension on all four railwheels.

Worldwide distributor network with factory trained service personnel and 24 hour parts availability.

SPECIFICATIONS

4500 TM

MOBILE RAILCAR MOVER



MAXIMUM TRACTIVE EFFORT:

45,000 lbs. (20,412 Kg) when both couplers are used. 30,000 lbs. (13,608 Kg) when one coupler is used. Actual tractive effort obtained varies with rail conditions, sanding and weight transfer.

FRAME:

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

ENGINE:

Industrial heavy-duty - over the road 6-cylinder, V-type, 2-cycle with 65 amp alternator.

TORQUE CONVERTER AND TRANSMISSION:

2.13 to 1 torque multiplication ratio, proven in heavy construction equipment. Constant mesh spur gearing; dual range; 3-speeds power shift, each range. 6- speeds forward; 6-speeds reverse.

RAILWHEEL GEAR CASE:

Heavy-duty hardened alloy steel spiral bevel helical gears. Positive flow oil bath lubrication.

BRAKES:

18.6" (472 mm) diameter disc air over hydraulic power actuated, on all four railwheels. Drum and shoe on steering roadwheels. Railcar air-brakes.

RAILWHEELS:

30" (762 mm) diameter; heat treated; cast steel; tapered tread profile.

ROADWHEELS:

Timber lug tires, heavy-duty retractable suspension; 16 ply 12.00 x 20 tires.

RAIL DRIVE:

Through transmission and rail drive gear box.

ROAD DRIVE:

Hydrostatic with planetary drive hub located in driving axles.

RAIL GAUGE:

Available in all gauges, 39-3/8" (1000 mm); (1067 mm); 56-1/2" (1435 mm); 60" (1524 mm); 63" (1600 mm); 66" (1676 mm).

POWER STEERING:

Construction equipment type linkage and spindles.

HYDRAULIC SYSTEM:

Constant pressure system with engine running to provide maximum traction and braking ability, and to prevent settling when in road/rail wheel mode. Direct connected variable displacement, pressure compensating, piston pump. Hydrostatic pump for road drive.

COUPLERS:

Two heavy-duty, all steel, TRACKMOBILE-pioneered weight transfer design. Positive coupling insured to railcars with AAR contour. Hydraulic remote control from cab for easy coupling. Air actuated knuckle release. Knuckle is 4" thick.

SANDERS:

Eight air operated, flow-adjustable sanders mounted on body frame. Sanding both front and rear at all railwheels.

LIGHTS:

Front and rear, headlights and tail/stop lights, cab operator light, instrument lights, front and rear track lights all standard.

OPERATOR CAB:

Driver-conditioned, totally enclosed heavy gauge steel welded, vibration dampner mounted cab; easy-to-use instruments and controls; 180° two-way seat; virtual 360° clear vision, two electric windshield wipers, sound insulation; cab heater; defroster fan.

WARNING SIGNAL:

Air horn and automatic road backup horn.

OPTIONAL EQUIPMENT:

Strobe light, automatic shutdown; other optional equipment for your specific application, and driver comfort.

RAIL CLEARANCE:

4-1/2" (114 mm) clearance. AAR Standard is 2-1/2".

ROAD CLEARANCE:

9" (229 mm) at railwheel flange.

WEIGHT:

42,000 lbs. (19,051 Kg) standard unit without optional equipment.

STANDARD FEATURES

Air Cleaner, Farr Heavy Duty, Engine Mounted
Air Operated Coupler Knuckle Release
Alternator, 65 AMP
Back-up Warning Alarm, Road drive
Battery, Two, 90 AMP hour each
Brakes, Rail, Disc, Air over hydraulic, six calipers
Brakes, Road, Drum and Shoe in steering roadwheels
Cab Heater
Compressor, Air 16 CFM
Couplers, Front and rear, Weight Transfer, Hydraulic, Automatic, Roller beam
Defroster Fan

Foot or Hand Operated Accelerator and Brake Controls
Fuel Tank, 40 Gallon
Full Instrumentation
Ammeter
Hourmeter
Engine Temperature Gauge
Engine Oil Pressure Gauge
Fuel Gauge
Torque Converter Temperature Gauge
Torque Converter Pressure Gauge
Air Pressure Gauge
Headlights, Sealed Beam, Front and rear
Hi-visibility Yellow Paint
Horn, Air blast
Instrument Console, Lighted, Swivel mounted

Mirror, Operator, Rearview
Muffler, Exhaust, Dual, Heavy duty
Neutral Start
Parking Brake - Rail
Holding Brake - Road
Posture Comfort Swivel Seat
Power Steering
Railcar Air-brakes, 32 CFM
Road Drive, Positive, Variable speed hydrostatic
Sanders, 8 vari-flow air operated
Sound Insulated Cab
Tail/Stoplights, Front and rear
Thru-flow ventilation
Tracklights, Front and rear
Transmission, Dual range, six speed forward and reverse, power shift
Wipers, Windshield, Two Electric

OPTIONAL EQUIPMENT

Additional Swivel Seat (includes windshield wipers front and rear and defroster fan)
Air Bell

Air Conditioner (consult factory)
Air Ride Cushion Seat
Alternator, 105 AMP
Automatic Engine Shutdown
Centralized Lubrication
Engine Block Heater

Ether Start
Fire Extinguisher
Protecto Seal Gas Cap
Radio Remote Control
Strobe Light
Second Defroster Fan

Second Set of Windshield Wipers
Snow Plow, "V" Type
Spark Arresting Mufflers
Special Paint
Spotlight
Turn Signals

DIMENSIONS

	On Rail AAR Clearance Pattern Maintained	On Road
Wheelbase	138" (3505 mm)	68" (1727 mm)
Length	188" (4775 mm)	188" (4775 mm)
Width	121" (3073 mm)	121" (3073 mm)
Height	145" (3683 mm)	155" (3937 mm)

MAXIMUM SPEED* (both directions)

	Lo Range On Rail	Hi Range On Rail
Low	1.8 MPH 2.9 Km/H	4.4 MPH 7.0 Km/H
Intermediate	3.5 MPH 5.6 Km/H	8.3 MPH 13.4 Km/H
High	9.5 MPH 15.3 Km/H	22.3 MPH 35.8 Km/H
On Road	8.0 MPH 12.9 Km/H Either Direction	

*Actual speeds obtained will depend on track condition, load, altitude, and other factors.

The descriptions herein are for the purpose of identifying the type of equipment, and do not limit or extend the express warranty provision in any contract of sale.

TRACKMOBILE[®], the world's #1 line of mobile railcar movers!

TRACKMOBILE vehicles are available in the broadest range of mobile railcar mover sizes on the market. No other manufacturer offers comparable experience and quality.

Whiting Corporation introduced TRACKMOBILE railcar movers in 1950. Units made at that time are still in operation!

Today's TRACKMOBILES are manufactured in the industry's newest and most modern facility of its type. Worldwide distributors provide sales, parts and factory-trained service.

In addition to the Model 4500TM described in this bulletin, the TRACKMOBILE railcar mover line includes:

55TM TRACKMOBILE



This single coupler vehicle is a real workhorse capable of moving seventeen 100 ton cars.

95TM TRACKMOBILE



The most popular TRACKMOBILE railcar mover can move forty one hundred ton cars.

75TM TRACKMOBILE



Here's the power and economy of a double coupler TRACKMOBILE, capable of moving thirty two 100 ton cars.

11TM TRACKMOBILE



Capable of moving fifty 100 ton cars and a 30 MPH rail speed, the 11TM is built for speed and power for long hauls as well as spotting and switching operations.

For additional information contact your area TRACKMOBILE representative.



TRACKMOBILE[®]

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