

TRACKMOBILE®



95TM Mobile Rail Car Mover
CAPABLE OF MOVING UP TO FORTY 100 TON CARS

The TRACKMOBILE tractive effort...how it happens.

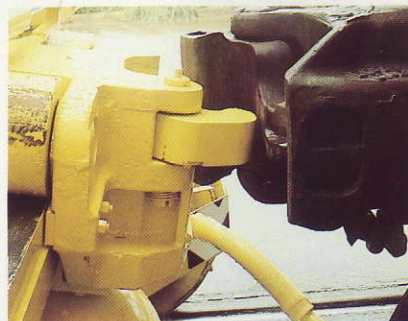
Every TRACKMOBILE Road/Rail vehicle uses the weight of the railcars it moves to increase its tractive effort. Each TRACKMOBILE vehicle is equipped with one or two hydraulic jacking couplers. After the coupler engages a railcar, part of that car's weight is transferred to the TRACKMOBILE wheels. This "borrowed" weight greatly increases the tractive effort. Thus, the TRACKMOBILE railcar mover is capable of pulling power usually found in far larger and more expensive switching vehicles.

The TRACKMOBILE coupler is positioned from the operator's seat for coupling and uncoupling. There is no need for the operator to leave the cab for this operation. Operators never need to go between the railcar and the TRACKMOBILE to complete coupling. TRACKMOBILE couplers are designed and engineered to positively couple with AAR standard contours. Other types of coupling methods, for special applications, including center hook and side buffer, can be used when the railcar is not equipped with a standard AAR coupler.

Road to rail...rail to road in seconds.

Every TRACKMOBILE model quickly converts from road to rail operation and back again. It's all done from the operator's seat with easy-to-learn controls. The TRACKMOBILE vehicle is maneuverable and quick; ready to go where it is needed instantly. The TRACKMOBILE reaches the railcars quickly and can switch and spot them accurately. The result:

- Less trackage and fewer switches with TRACKMOBILE in use means a potential savings in valuable real estate.
- Work crews are never kept waiting to load and unload railcars.
- The TRACKMOBILE keeps railcars moving. Expensive demurrage is reduced.



Weight Transfer



A TRACKMOBILE vehicle the right size and power to fit every need.

The complete family of TRACKMOBILE Road/Rail vehicles includes models capable of pulling up to 50 cars.

Quality Assurance

A TRACKMOBILE vehicle is subjected to the most strenuous of quality control procedures. Every vehicle is carefully inspected at each of the 5 major assembly stations in the construction process. After a TRACKMOBILE has left the assembly line, it is subjected to a final inspection and a performance test on road and rail.

From Road to Rail



A world-wide service network. Service where you need it...when you need it.

The TRACKMOBILE vehicle is the most dependable railcar mover on the market today. It is demonstrably superior in design, engineering and construction. And when you need service, it's just a phone call away. Prompt, expert service is a vital part of the TRACKMOBILE philosophy. That's why TRACKMOBILE is the ultimate solution to your railcar handling problems.

The 95TM TRACKMOBILE Road/Rail Vehicle

40,000 lbs. (18,144 Kg) of Tractive Effort.

The 95TM, is powerful and versatile. Like all TRACKMOBILE machines, the 95 TM is built to give you years of dependable service.



The 95 TM can travel almost anywhere, finish a job on one track and quickly move to another track. It can get in and out of tight spaces between cars. Switching is quick and spotting accurate with the 95 TM.

Two-directional seating with panoramic view.

The 95TM has a comfortable two-way seat strategically placed to provide easy access to all operating controls. The operator can always face in the direction of travel.

The all-weather, driver conditioned cab is fully enclosed and gives the operator an excellent 360° view.

Eight air-operated sanders increase tractive effort.

For increased tractive effort during inclement weather or adverse track conditions, the 95TM has large capacity sand boxes built into the cab platform. Sanders are air operated from convenient controls in the operator's cab. Sanding is provided on both sides of each rail wheel.

A choice of engines, with torque converter, and three-speed transmission for plenty of power.

Pulling, pushing, or both, the 95TM has the power to move a string of railcars. The 95TM is available with gasoline or diesel engine. The torque converter makes for smooth acceleration and constant power regardless of the load.



95TM SPECIFICATIONS

Maximum Tractive Effort*:	40,000 lbs. (18,144 Kg) when both couplers are used. 25,000 lbs. (11,340 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 6 cylinder, 4 cycle gasoline or 4 cylinder, 2 cycle diesel.
Torque Converter:	3.09 to 1 torque multiplication ratio.
Transmission & Drop Case:	Constant mesh spur gearing, 3 speeds forward, 3 speeds reverse, power shifted.
Rail Wheel Gear Case:	Heavy duty hardened alloy steel spur gears. Oil bath lubrication.
Brakes:	18" (457 mm) diameter disc air over hydraulic power actuated, on all 4 rail wheels. Drum and shoe on road wheels.
Rail Wheels:	27 in. (685 mm) diameter, 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 no spin type differential axle assembly.
Road Drive:	Interlocking lug drive from rail axle driving drums.
Rail Gauge:	Available in all gauges, 39 $\frac{3}{8}$ " (1000 mm), 42" (1067 mm), 56 $\frac{1}{2}$ " (1435 mm), 60" (1524 mm), 63" (1600 mm), 66" (1676 mm).
Power Steering:	Industrial type linkage and spindles.
Hydraulic System:	Constant pressure system with engine running to insure maximum traction and braking ability and to prevent settling when in road/rail wheel mode. Direct connected variable displacement pressure compensated pump.
Couplers:	Two heavy duty, cast steel, Trackmobile pioneered weight transfer design. Positive coupling insured to railcars with AAR contour. Hydraulic remote control from cab for easy coupling. Air cylinder knuckle release.
Sanders:	Eight air operated, built into body frame. Sanding on all rail wheels.
Lights:	Front and rear, tail/stop lights and headlights.
Operator Cab:	Driver conditioned, totally enclosed and sound insulated cab; easy to use instruments and controls; 180° two-way seat; 360° clear vision; electric windshield wipers; heater and defroster fan.
Warning Signal:	Air horn and automatic road backup horn.
Optional Equipment:	Railcar air-braking, strobe light, L.P.G. engine conversion kit, other optional equipment for vehicle operation, and driver comfort.
Road Clearance:	6-1/2" (165 mm) at rail wheel flange.
Weight:	29,000 lbs. (13,154 Kg) (standard unit with no optional equipment).

DIMENSIONS		
	On Rail AAR Clearance Pattern Maintained	On Road
Wheel Base	121" 3073 mm	59" 1499 mm
Length	152" 3861 mm	152" 3861 mm
Width	111" 2819 mm	111" 2819 mm
Height	128" 3251 mm	137" 3480 mm

TABLE OF PERFORMANCE				
Maximum Speed* (Both Directions)	On Rail		On Road	
Low	2.3 MPH	3.7 Km/H	1.4 MPH	2.3 Km/H
Intermediate	5.0 MPH	8.0 Km/H	2.9 MPH	4.7 Km/H
High	12.2 MPH	19.7 Km/H	7.2 MPH	11.6 Km/H

*Actual speeds obtained will depend on grade, 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®

Mobile Railcar Movers

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