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, weatherproof 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	
Low	2.5 MPH	4 Km/H	2.0 MPH	5 Km/H
Intermediate	7.0	17.5	5.0	12.5
High**	15	37.5	12	30

*Both directions **Intermittent duty

DIMENSIONS

	On Rail (AAR Clearance Pattern Maint.)		On Rubber	
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

TRACKMOBILE®
1602 Executive Drive
Phone: 404-884-6651
LaGrange, Georgia 30240
Telex 5101001554