

TRACKMOBILE®



5TM Mobile Rail Car Mover CAPABLE OF MOVING UP TO SEVEN 100 TON CARS

THE TRACKMOBILE ADVANTAGE

The 5TM utilizes a dual wheel system, rubber tires for road and rail wheels for rail travel. The 5TM can reach railcars anywhere on the track, which means less trackage and fewer switches. The conversion from road wheels to railwheels and all other movements of the TRACKMOBILE, including coupling to the railcar, are controlled from inside a weatherproof cab by the operator. The 5TM's versatility, serviceability, and low operating cost make it the efficient way to move railcars.

TRACKMOBILE'S PULLING POWER

The 5TM utilizes the weight transfer system developed by TRACKMOBILE. The 5TM's hydraulic jacking coupler transfers up to 40,000 lbs. of weight from the railcar to the 5TM giving it a tractive effort of 15,000 pounds on rail. The 5TM can easily pull up to 7 one hundred ton cars under most conditions. The 5TM is equipped with a six cylinder gas engine and a torque converter transmission. To maintain traction during wet conditions sand can be applied to the track in front or back of the railwheels.

5TM TRACKMOBILE SPECIFICATIONS

Frame

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

Engine (Gasoline)

Industrial, 6 cylinder. Bore: 3-3/4 in. Stroke: 4-1/2 in. Displacement: 298 cu. in. 116 BHP at governed speed at 2400 RPM. Torque: 209 ft./lbs. at 2100 RPM. 7 main bearings. (Diesel engine optional.)

Fuel Capacity

17 gallons. 8 hours average running time.

Torque Converter

3.5 to 1 Torque multiplication ratio.

Transmission & Drop Case

Constant mesh planetary gearing, 3 speeds forward: Low: 12.96 to 1, Intermediate: 4.70 to 1, High: 1.62 to 1. 3 speeds reverse: Low: 12.55 to 1, Intermediate: 4.55 to 1, High: 1.57 to 1. Manual shift engage and disengage for rail wheels.

Road Wheels Transfer Case

Heavy-duty, hardened alloy steel spur gears. Oil bath lubrication. 1 to 1 ratio.

Rail Wheel Gearcase

Heavy-duty, hardened alloy steel shaved spur gears. Oil bath lubrication. 1.88 to 1 reduction.

Brakes

12" diameter, hydraulic service, mechanical parking, internally expanding, self-energizing drum and shoe type. Rail brake mounted on back end of road wheel transfer case. Two wheel road brakes on road drive axle.

Rail Wheels

18" diameter, heat treated, cast steel, keyed on tapered axles. Solidly mounted suspension system.

Road Wheels

Tractor-type, heavy-duty, retractable suspension, roller bearing mounted wheels. 8-ply, 7:50 x 17 tires.

Rail Drive

Through transmission and drop case, through rail wheel gearcase to driving axle and by side rods to driven axle.

Road Drive

Through road wheel transfer case to truck type, no spin differential driving axle. Automatic disengage in retracted position.

Steering

Mechanical, truck type linkage and spindles.

Hydraulic System

Constant pressure system, with engine running, to insure maximum traction and braking ability and to prevent settling. Direct-connected gear driven pump.

Coupler

Heavy-duty, cast steel, TRACKMOBILE pioneered weight transfer design. Positive coupling insured with AAR contour. Remotely controlled from cab for easy coupling.

Sanders

Electrically operated, built into frame.

Lights

Two combination running and rear lights for rail operation. Two headlights and one tail stop light for road.

Cab

Totally enclosed driver conditioned cab, easy to use instruments and controls, comfortable seat, 360° clear vision and electric windshield wiper.

Warning Signal

Electric horn for both rail and road operation.

Optional Equipment

Heater, Air Braking, Extra Seat, Extended Coupler, Auxiliary Coupler, Defroster Fan, Water Muffler, Spot Light, Rotating Flashing Light, Rail and Road Snow Plows, Electric Warning Gong, L.P.G., or Diesel Engine. Other optional equipment is available for vehicle operation and driver comfort.

DIMENSIONS

	On Rail	On Road
	AAR Clearance Pattern Maintained	Hiway Clearance Maintained
Wheelbase	62"	109"
Length (overall)	96"	144"
Width (overall)	125"	96"
Height (overall)	97"	108"

ROAD CLEARANCE: 8-1/2" at differential
10" at track wheel flange

WEIGHT: 14,000 pounds

TABLE OF PERFORMANCE

Maximum Speed (MPH):	On Rail	On Road
Low	5.3	3.75
Inter	14.	10.3
High	30.	25.

MAXIMUM RATED TRACTIVE EFFORT:

On Rail—17,500 pounds
On Road—3,600 pounds

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