

# TRACKMOBILE®



**11TM TRACKMOBILE®**  
**Mobile Rail Car Mover**

# 11TM SPECIFICATIONS

<b>Maximum Tractive Effort*:</b>	50,000 lbs. (22,680 Kg) when both couplers are used. 35,000 lbs. (15,876 Kg) when one coupler is used. *Actual Tractive Effort obtained varies with rail conditions, sanding and weight transfer.
<b>Frame:</b>	Heavy duty, all welded from preformed steel plate and structural shapes.
<b>Engine:</b>	8 cylinder, 2 cycle diesel.
<b>Torque Converter:</b>	2.5 to 1 torque multiplication ratio.
<b>Transmission &amp; Drop Case:</b>	Constant mesh spur gearing, 4 speeds forward, 4 speeds reverse.
<b>Railwheel Gear Case:</b>	Heavy duty hardened alloy steel spur gears. Oil bath lubrication.
<b>Brakes:</b>	Air over hydraulic power actuated, external shoes clamping on tread of rail wheels.
<b>Rail Wheels:</b>	33 in. (838.2 mm) diameter heat-treated rolled steel.
<b>Road Wheels:</b>	Rock service 20-ply rated 14.00 x 24 tube type tires. Heavy duty retractable suspension.
<b>Rail Drive:</b>	Through transmission and transfer gear housing differential axle assembly.
<b>Road Drive:</b>	Interlocking lug drive from rail axle driving drums.
<b>Rail Gauge:</b>	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).
<b>Power Steering:</b>	Industrial linkage and spindles.
<b>Hydraulic System:</b>	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.
<b>Couplers:</b>	Two heavy duty, cast steel, TRACKMOBILE pioneered weight transfer design. Positive coupling insured to railcars with AAR contour. Hydraulically controlled from cab for easy coupling and uncoupling.
<b>Sanders:</b>	Air operated, built into frame. Sanding on all rail wheels.
<b>Lights:</b>	Front and rear, tail/stop lights and headlights.
<b>Operator Cab:</b>	Driver conditioned, totally enclosed cab; easy to use instruments and controls; 180° rotating seat; clear vision; electric windshield wiper, cab heater, defroster fan.
<b>Warning Signal:</b>	Blast-type air horns and air activated bell. Back-up alarm for road operation.
<b>Optional Equipment:</b>	Turn signals, centralized lubrication, strobe lights, other optional equipment for vehicle operation and driver comfort.
<b>Road Clearance:</b>	8 $\frac{1}{8}$ " (206 mm) at railwheel flange.
<b>Weight:</b>	60,000 lbs. (27,216 Kg) (standard unit with no optional equipment).

## DIMENSIONS

	On Rail AAR Clearance Pattern Maintained	On Road
Wheel Base	156" 3962 mm	85" 2159 mm
Length	223" 5664 mm	223" 5664 mm
Width	119" 3022 mm	119" 3022 mm
Height	162" 4115 mm	173" 4394 mm

## TABLE OF PERFORMANCE

Maximum Speed* (Both Directions)	On Rail		On Road	
	MPH	Km/H	MPH	Km/H
First	5 MPH	8.0 Km/H	2 MPH	3.2 Km/H
Second	9 MPH	14.5 Km/H	4 MPH	6.4 Km/H
Third	17 MPH	27.4 Km/H	8 MPH	12.9 Km/H
Fourth	30 MPH	48.3 Km/H	14 MPH	22.5 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®

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MEMBER

## 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.



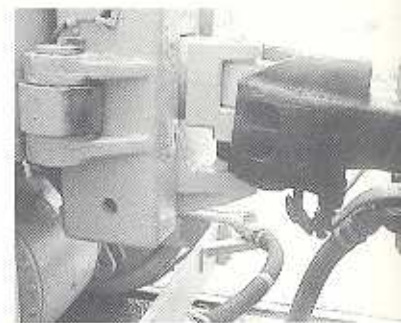
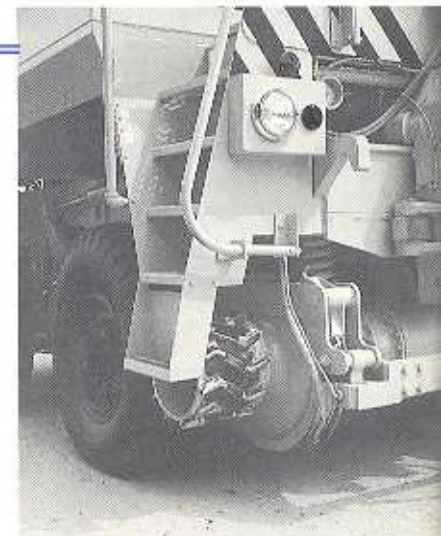
Weight Transfer

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

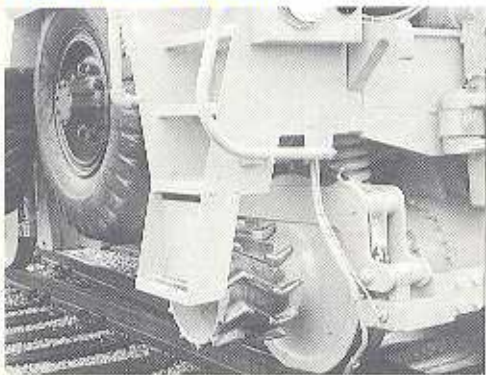
The complete family of TRACKMOBILE Road/Rail vehicles includes models ranging from 12,000 lbs. (5,444Kg) to 50,000 lbs. (22,680 Kg) of tractive effort.

## 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 11TM TRACKMOBILE® Road/Rail Vehicle

**50,000 lbs. (22,680 Kg) of tractive effort.**

The mightiest TRACKMOBILE machine of them all, the 11TM has the power for long haul as well as switching and spotting. The brawny 360 HP diesel engine gives the 11TM the muscle to push one train of cars while pulling another.

Using the TRACKMOBILE system of transferring part of the railcar's weight to the Trackmobile's own couplers, the 11TM boasts a mighty 50,000 lbs. (22,680 Kg) of tractive effort with both couplers engaged and tracks sanded.

## Driver-conditioned cab provides excellent visibility.

The operator's cab in the 11TM is designed for maximum comfort and ease of operation. Electric windshield wipers provide good visibility in all types of weather.

All instruments and controls are positioned in a swiveling console. The operator can run the 11TM from either of the comfort designed, adjustable seats.

The operator can always be on the inside of a curve with a full view of his train. For operation on track or road, the 11TM's controls are easily learned.

## The 11TM torque converter power train.

The 11TM's torque converter, power shift transmission and transfer case provide smooth acceleration, with no power loss and positive directional control. By multiplying torque to fit load requirements, the converter provides maximum power to the wheels. An oil cushion provides protection for the drive train from the effects of shock loading.

# 11TM

