

# WHITING®



## 25TM TRACKMOBILE®

Road/Rail Vehicle

10,000 LBS. OF TRACTIVE EFFORT

## 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.

## A TRACKMOBILE

The complete family of TRACKMOBILE Road/Rail vehicles includes models ranging from 10,000 lbs. (4,537 Kg) 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.



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## From Road to Rail



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## 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 25TM TRACKMOBILE Road/Rail Vehicle

**10,000 lbs. (4,537 Kg) of tractive effort.**

When your railcar moving requirements call for switching and spotting one or two loaded cars at a time, the versatile, economical 25TM will do the job.

Like all TRACKMOBILE models, the 25TM goes from road to rail and back again in seconds. The rubber tired road wheels can be hydraulically raised or lowered through easy-to-operate controls right from the operator's position. The operator never needs to leave his seat.

## On the road...it drives like a light duty truck.

The 25TM has automotive type instrumentation. All controls are within easy reach of the operator. The 25TM has truck type power steering through an automotive type steering wheel. Visibility on the road is excellent from the operator's seat.

## On the rails...it's a workhorse.

The 25TM is an efficient machine. It can move quickly from one job to another to speed railcar handling and reduce costs. All coupling operations can be accomplished from the operator's seat. Visibility is excellent in either direction.



# 25TM SPECIFICATIONS

<b>Maximum Tractive Effort:</b>	10,000 lbs. (4,537 Kg). Actual tractive effort obtained varies with rail conditions, sanding and weight transfer.
<b>Frame:</b>	All welded from preformed steel plate, structural shapes and steel tubing.
<b>Engine:</b>	Industrial gasoline 4 cycle, 4 cylinder.
<b>Transmission:</b>	Four-speed forward and reverse with automotive type selective shifting.
<b>Railwheel Gear Case:</b>	Heavy duty hardened alloy steel spur gears. Oil bath lubrication.
<b>Brakes:</b>	Mechanical brake, drive shaft mounted.
<b>Rail Wheels:</b>	Rolled steel 14 in. (355.6 mm) tread diameter. Pressed and keyed on axles.
<b>Road Wheels:</b>	Driving axle ball bearing mounted, alloy heat-treated steel. Conventional hubs for industrial wheels. 6.00 x 9 tires, 6 ply rate.
<b>Rail Drive:</b>	Through transmission, through roller chains to driving axle.
<b>Road Drive:</b>	Through gear case, through roller chains to driving axle.
<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>Steering:</b>	Power steering-truck-type linkage spindles.
<b>Hydraulic System:</b>	Direct engine driven pump, conventional type pressure system assures maximum traction and braking with engine running.
<b>Coupler:</b>	Heavy duty, Whiting pioneered weight transfer design. Positive coupling to railcars with AAR contour. Hydraulically controlled from operator's console.
<b>Sanders:</b>	Electrically operated.
<b>Operator Console:</b>	Automotive type instruments and controls.
<b>Warning Signal:</b>	Electric horn. Automatic back up alarm when on roadwheels.
<b>Optional Equipment:</b>	Air braking for rail cars, rotating flashing light, diesel engine, L.P.G. engine, enclosed cab, two sealed beam headlights and taillights for road and swivel spotlight for rail operation, other optional equipment for vehicle operation and operator comfort.
<b>Road Clearance:</b>	5 $\frac{3}{4}$ " (146 mm) at railwheel flange.
<b>Weight:</b>	6,700 lbs. (3,039 Kg).

## DIMENSIONS

	On Rail AAR Clearance Pattern Maintained	On Road
Wheel Base	67" 1702 mm	96" 2438 mm
Length	85" 2159 mm	114" 2896 mm
Width	118" 2997 mm	85" 2159 mm
Height	73" 1854 mm	82" 2083 mm

## TABLE OF PERFORMANCE

Maximum Speed* (Both Directions) @ 3000 Engine rpm	On Rail		On Road	
	MPH	Km/H	MPH	Km/H
First	2.2	3.5	2.3	3.7
Second	4.5	7.2	4.8	7.7
Third	8.2	13.2	8.7	14.0
Fourth	13.8	22.2	14.7	23.7

\*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.

**WHITING**

**WHITING CORPORATION**  
**TRACKMOBILE Division**

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A Subsidiary of Wheelabrator Engine Inc.

