

TRACKMOBILE®



55TM Mobile Rail Car Mover
CAPABLE OF MOVING UP TO SEVENTEEN 100 TON CARS

55TM SPECIFICATIONS

Maximum Tractive Effort*:	17,820 lbs. (8,083 Kg) with single coupler engaged. *Actual tractive effort obtained varies with rail conditions, sanding and weight transfer.
Frame:	Heavy duty, all welded from preformed steel plate.
Engine:	Industrial 6 cylinder, 4 cycle gasoline or 4 cylinder, 2 cycle diesel.
Torque Converter:	2.75 to 1 multiplication ratio.
Transmission & Drop Case:	Constant mesh spur gearing, 3 speeds forward and reverse.
Rail Wheel Gear Case:	Heavy duty allow steel shaved spur gears. Oil bath lubrication.
Brakes:	Power assisted tandem master cylinder for dual brake system. One system operates calipers on a 10" (254 mm) diameter disc mounted on the rear (right) rail axle and also calipers on a 12 1/2" (323.9 mm) diameter disc mounted on the rear of the transmission. The second system operates a second caliper on the same 10" (254 mm) rear rail axle disc and two drum and shoe brakes in the rear road wheels. Braking to the rail wheels on the coupler end (left) is through the sealed side rods for 4 wheel braking.
Rail Wheels:	18" (457 mm) diameter, heat-treated cast steel keyed on tapered axles.
Road Wheels:	Tractor type, heavy-duty retractable suspension with 8.25 x 15, 12 ply tube-type tires.
Rail Drive:	Through transmission and drop case, through rail wheel gearcase to driving axle, and by sealed side rods to driven axle.
Road Drive:	Through transmission auxiliary drive output to truck-type no-spin differential driving axle. Automatically disengaged in retracted position.
Rail Gauge:	Available in all gauges. 38 1/2" (1000 mm), 42" (1067 mm), 56 1/2" (1435 mm), 60" (1524 mm), 63" (1600 mm), 66" (1676 mm).
Power Steering:	Hydraulic mechanical with truck-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.
Coupler:	Heavy duty cast steel, TRACKMOBILE pioneered weight transfer design. Positive coupling with AAR contour. Hydraulically controlled traversing from cab for easy coupling with cable release for opening coupler knuckle.
Sanders:	Electrically operated, built into frame for sanding front and rear of coupler side (left) rail wheels.
Lights:	Sealed beam running lights for rail operation. Sealed beam headlights and one tall/stop light for road operation.
Operator Cab:	Driver conditioned, enclosed cab, easy to use instruments and controls. Panoramic view, electric windshield wiper.
Optional Equipment:	Cab heater, air braking for railcar brakes, defroster fan, rotating flashing light, L.P.G. engine conversion kit, plus other optional equipment for vehicle operation and driver comfort.
Road Clearance:	9" (228 mm) at rail wheel flange.
Weight:	14,000 lbs. (6,364 Kg) (standard unit with no optional equipment).

DIMENSIONS

	On Rail AAR Clearance Pattern Maintained	On Road
Wheel Base	63" 1600 mm	109" 2769 mm
Length	96" 2438 mm	144" 3658 mm
Width	125" 3175 mm	96" 2438 mm
Height	99" 2515 mm	109" 2769 mm

TABLE OF PERFORMANCE

Maximum Speed* (Both Directions)	On Rail		On Road	
	MPH	Km/H	MPH	Km/H
Low	5.5	8.8	6.6	10.6
Intermediate	11.6	18.6	13.9	22.4
High	24.4	39.3	29.4	49.3

*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.



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 moving up to fifty 100 ton 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 55TM TRACKMOBILE Road/Rail Vehicle

17,820 lbs. (8,083 Kg) of tractive effort.

A powerhouse in a single coupler TRACKMOBILE vehicle. On road wheels, the 55TM provides plenty of clearance to move about a busy rail yard or plant site with ease. Just like all other TRACKMOBILE models, the 55TM can go from road to rail and back again in seconds.



The 55TM uses the unique TRACKMOBILE system of "borrowing" weight from the railcar to which it coupled to increase its tractive effort. That's why this economical railcar mover can boast a hefty 17,820 lbs. (8,083 Kg) of tractive effort.

Driver comfort... superior visibility.

The operator stays out of the weather in the completely enclosed cab of the 55TM. Safety glass all around provides a panoramic view. The 55TM can be positioned and coupled from inside the cab using easy-to-learn automotive type controls. There's no need to go between a railcar and the 55TM for coupling or uncoupling from the railcar.

55TM

Power and speed...to get the job done efficiently.

The engine on the 55TM is a hard-working gasoline or diesel powerhouse. In addition to the 17,820 lbs. (8,083 Kg) tractive effort, the 55TM can hustle. Top speed on rail is 24.4 MPH (39.30 KMH); on the road, top speed is 29.4 MPH (49.33 KMH)*.



* Actual speeds obtained will depend on grade, load, altitude, and other factors.