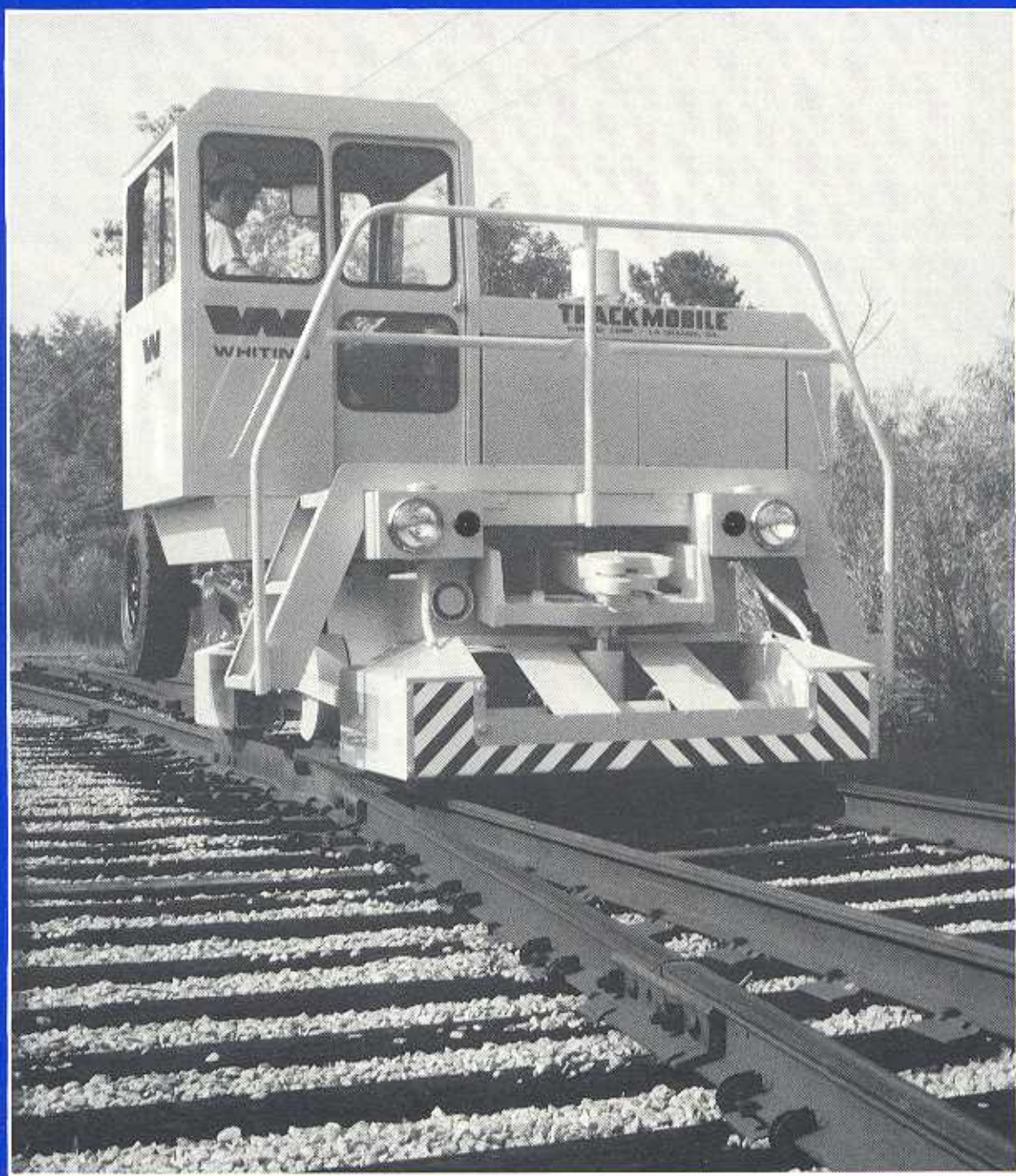


•TRACKMOBILE®



•**75TM Mobile Rail Car Mover**
CAPABLE OF MOVING UP TO THIRTY TWO 100 TON CARS

75TM SPECIFICATIONS.

- Maximum Tractive Effort*:** 32,000 lbs. (14,515 Kg) when both couplers are used. 18,800 lbs. (8,528 Kg) when one coupler is used. *Actual Tractive Effort obtained varies with rail conditions, sanding and weight transfer.
- Frame:** Heavy duty, all welded from preformed steel plate and structural shapes.
- Engine:** Industrial 6 cylinder, 4 cycle gasoline or 4 cylinder, 2 cycle diesel.
- Torque Converter:** 3.09 to 1 torque multiplication ratio.
- Transmission & Drop Case:** Constant mesh spur gearing, 3 speeds forward, 3 speeds reverse, power shifted.
- Rail wheel Gear Case:** Heavy duty hardened alloy steel spur gears. Oil bath lubrication. 9.02 to 1 ratio.
- Brakes:** 18½ in. (470 mm) diameter disc and caliper hydraulic rail brakes. 12½ in. (317.5 mm) x 2¼ in. (57 mm) hydraulic road wheel brakes. 14¼ in. (362 mm) diameter spring apply hydraulic release park brake.
- Rail Wheels:** 18 in. (457 mm) diameter, heat treated, cast steel, keyed on tapered axles.
- Road Wheels:** Power cleat 10 ply 7.50 x 15 tires. Heavy duty retractable suspension.
- Rail Drive:** Gear driven, centrally located drive axle drives cranks. Rail wheel axles are driven thru side rods.
- Road Drive:** Interlocking lug drive from rail axle driving drums.
- Rail Gauge:** Available in all gauges, 39¾" (1000 mm), 42" (1067 mm), 56½" (1435 mm), 60" (1524 mm), 63" (1600 mm), 66" (1676 mm).
- Power Steering:** Hydraulically powered mechanical truck type linkage and spindles.
- Hydraulic System:** Constant pressure system with pressure compensated pump driven from transmission to insure full hydraulic pressure and flow for maximum traction and braking.
- Couplers:** Heavy duty, cast steel, TRACKMOBILE pioneered weight transfer design. Positive coupling insured to railcars with AAR contour. Hydraulic remote control from cab for easy coupling.
- Sanders:** Electrically operated.
- Lights:** Front and rear, tail/stop lights and headlights.
- Operator Console:** Driver conditioned, totally enclosed cab; easy to use instruments and controls; 180° rotating seat; 360° clear vision; dual brake and accelerator controls; electric windshield wiper.
- Warning Signal:** Electric horn and automatic road backup horn.
- Optional Equipment:** Heater, air braking, extended couplers, defrost fan, rotating flashing lights, L.P.G. engine, other optional equipment for vehicle operation, and driver comfort.
- Road Clearance:** 9 7/8" (205 mm) at railwheel flange.
- Weight:** 17,000 lbs. (7,710 Kg) (standard unit with no optional equipment).

DIMENSIONS		
	On Rail AAR Clearance Pattern Maintained	On Road
Wheel Base	126" 3200 mm	79" 2007 mm
Length	150" 3810 mm	150" 3810 mm
Width	112" 2845 mm	112" 2845 mm
Height	108" 2743 mm	119" 3027 mm

TABLE OF PERFORMANCE				
Maximum Speed (Both Directions)	On Rail		On Road	
	Low	2.5 MPH	4.0 Km/H	1.6 MPH
Intermediate	5.4 MPH	8.7 Km/H	3.3 MPH	5.3 Km/H
High	14.6 MPH	23.5 Km/H	8.9 MPH	14.3 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®

Mobile Railcar Movers
TRACKMOBILE, INC.

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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.

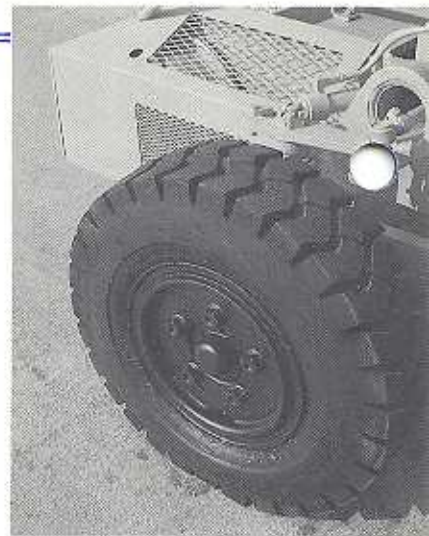
Road to rail... rail to road in seconds.

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 include 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 75TM TRACKMOBILE Road/Rail Vehicle

32,000 lbs. (14,515 Kg) of tractive effort.

With a coupler at either end, the 75TM is capable of quickly and accurately spotting and switching railcars in tight spots. Like all TRACKMOBILE models, the 75TM quickly converts from a rail vehicle to road wheels, providing it with superior maneuverability.

It can always be where you need it, when you need it. It is the efficient answer to plant site railcar movement.

The 75TM uses the TRACKMOBILE weight "borrowing" principle to transfer a portion of the railcar's weight to increase its tractive effort. With both couplers engaged, the 75TM has a tractive effort up to 32,000 lbs. (14,515 Kg).



Operator conditioned cab for comfort and efficiency.

The operator of the 75TM is protected from the elements in a fully enclosed cab. The panoramic view allows him to carefully watch all operations. The 75TM's dual controls allow the operator to always face in the direction of travel. All controls are located within easy reach. The operator never has to leave his position. Coupling, uncoupling, hydraulic lifting for weight transfer, raising and lowering of road wheels are completely controlled from within the cab.

Plenty of power to push or pull.

The 75TM is equipped with a torque converter and power shift transmission, providing this hard worker with smooth acceleration and positive direction controls. The 6 cylinder gasoline engine or the 4 cylinder diesel provide all the power needed to push or pull loaded railcars.

75TM

