

**W**  
**WHITING**

MODEL **75 TM**  
**TRACKMOBILE**<sup>®</sup>

**The Powerful,  
Economical  
Double Coupler  
Railcar Mover  
for All Industry**

***With 32,000 lbs. (14 519 Kg)  
of Tractive Effort.***





# 75TM TRACKMOBILE ADVANTAGES:

- Runs on rails or runs on road.
- Weight "borrowed" from loaded railcars greatly increases tractive effort. The 75TM does the work of switch engines.
- Moves from track to track without switches, getting in and out of tight spots quickly and easily.
- Less trackage and fewer switches needed for plant layout, valuable real estate is saved.
- Instantly available. Work crews are never kept waiting to load and unload railcars.
- Reduces expensive demurrage. Trackmobile keeps railcars on the move.
- Simple to operate. Controls and their functions are easily mastered.
- All coupling operations, weight transfer and lowering and raising road wheels are controlled from inside the cab.
- Easy maintenance. The 75TM works into preventive maintenance programs with other road vehicles in the company garage.
- The 75TM Trackmobile pays for itself quickly in any plant, any industry.
- Low cost handling for all types of railcars. When switching, spotting and handling, you will profit with a Trackmobile.

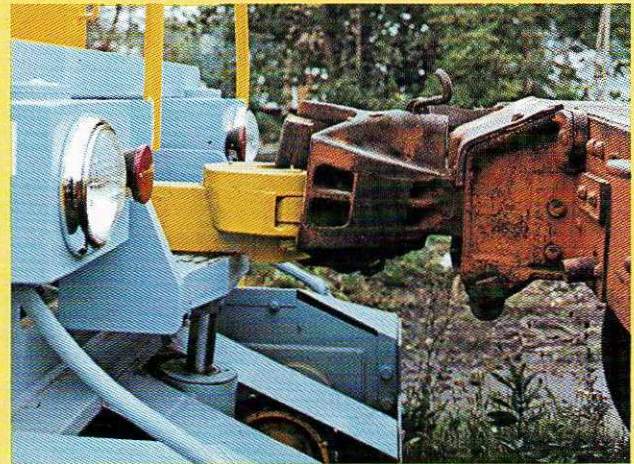
## Road to Rail Convertibility



Controls located in the cab, hydraulically raise or lower the 75TM Trackmobile's road wheels making it ready for rail or road work in seconds. The 75TM can reach and move railcars no matter where they are located. It moves from track to track without switches, moves and switches railcars quickly, spots them accurately. The 75TM is the answer to efficient plant site or railyard planning.



The 75TM can push and pull strings of loaded railcars because it "borrows" up to 40,000 lbs. (18,144 kg) on each coupler. The Trackmobile coupler above, positioned from the operator's seat, engages railcar coupler. Once coupled, a hydraulic cylinder lifts the railcar transferring weight to the wheels of the Trackmobile. All functions of coupling, uncoupling, and weight transfer are controlled from inside the cab.



(Above) Coupler engaged and raised. The "borrowed" weight is transferred to the Trackmobile greatly increasing the traction of the vehicle. When both couplers are engaged and raised, the 75TM has a maximum tractive effort of 32,000 lbs. (14 519 Kg) with tracks sanded. With one coupler engaged and raised the 75TM has a maximum tractive effort of 18,800 lbs. (8 530 Kg) with tracks sanded.



## 360° View, All-Weather Cab

The operator is protected from the elements in a fully enclosed, driver conditioned cab. A full 360° view allows him to carefully watch all operations. Dual controls on the 75TM allow the operator to face in the direction of travel.

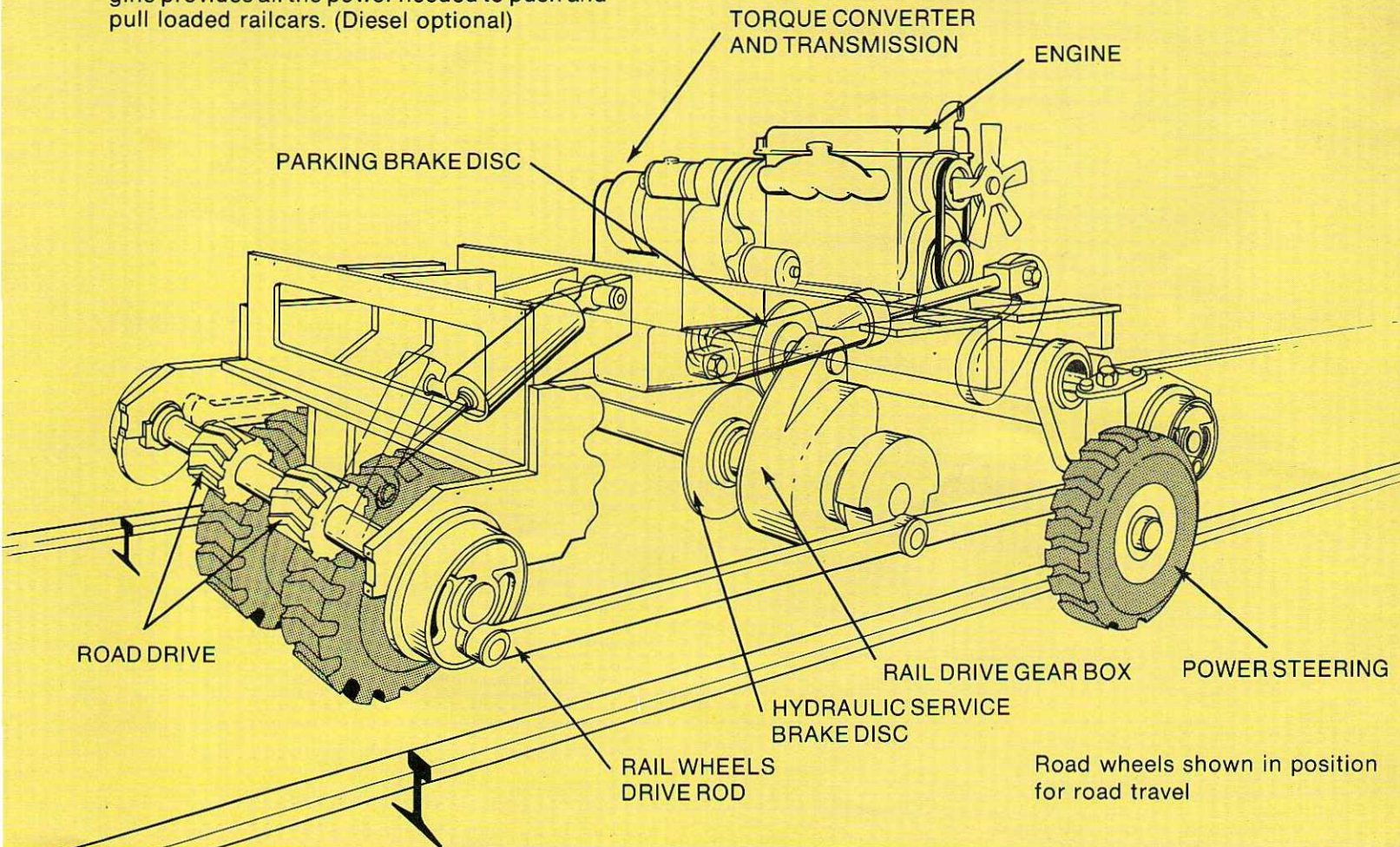
## Instruments and Controls Conveniently Located

Instruments and controls are strategically located within easy reach and view of the operator regardless of travel direction. All coupling and uncoupling, hydraulic lifting of couplers for weight transfer, raising and lowering of road wheels is controlled from the cab.



## 75TM Power Train

The 75TM Trackmobile is equipped with a torque converter and power shift transmission. Operators have smooth acceleration, simple gear changing without power loss and positive direction controls. The 6 cylinder gasoline engine provides all the power needed to push and pull loaded railcars. (Diesel optional)



Road wheels shown in position for road travel



# 75TM Trackmobile Specifications

- Frame:** Heavy duty, all welded from preformed steel plate and structural shapes.
- Engine:** Industrial, 6 cylinder gasoline. (Diesel engine optional.)
- Torque Converter:** 3.09 to 1 torque multiplication ratio.
- Transmission & Drop Case:** Constant mesh planetary gearing, 3 speeds forward, 3 speeds reverse, power shifted.
- Railwheel 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, Whiting pioneered weight transfer desing. Positive coupling insured to railcars with AAR contour. Hydraulic remote control from cab for easy coupling.
- Sanders:** Electrically operated.
- Lights:** Front & rear, tail/stop lights and headlights.
- Cab:** 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, diesel engine, other optional equipment for vehicle operation, and driver comfort.

## Maximum Tractive Effort\*

32,000 lbs. (14 519 Kg) when both couplers are used.  
18,800 lbs. (8 530 Kg) when one coupler is used.

## TABLE OF PERFORMANCE

Maximum Speed (Both Directions)	On Rail		On Road	
	MPH	KPH	MPH	KPH
Low	2.5	4.0	1.6	2.56
Intermediate	5.5	8.8	3.2	5.12
High	15.0	24.0	9.0	14.4

## DIMENSIONS

	On Rail AAR Clearance Pattern Maintained		On Road
	mm	in	
Wheel Base	320	126	200
Length	381	150	381
Width	284	112	284
Height	274	108	302

Road Clearance: 9-7/8" (250 mm) at railwheel flange

Weight: 17,000 lbs. (7,710 kg) (standard unit with no optional equipment)

\*Actual Tractive Effort obtained varies with rail conditions, sanding and weight transfer.

There is a Trackmobile Model to meet your requirements.



2TM

55TM

75TM

9TM

11TM



MEMBER



**WHITING CORPORATION**



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