



WHITING

MODEL **8™**
TRACKMOBILE®

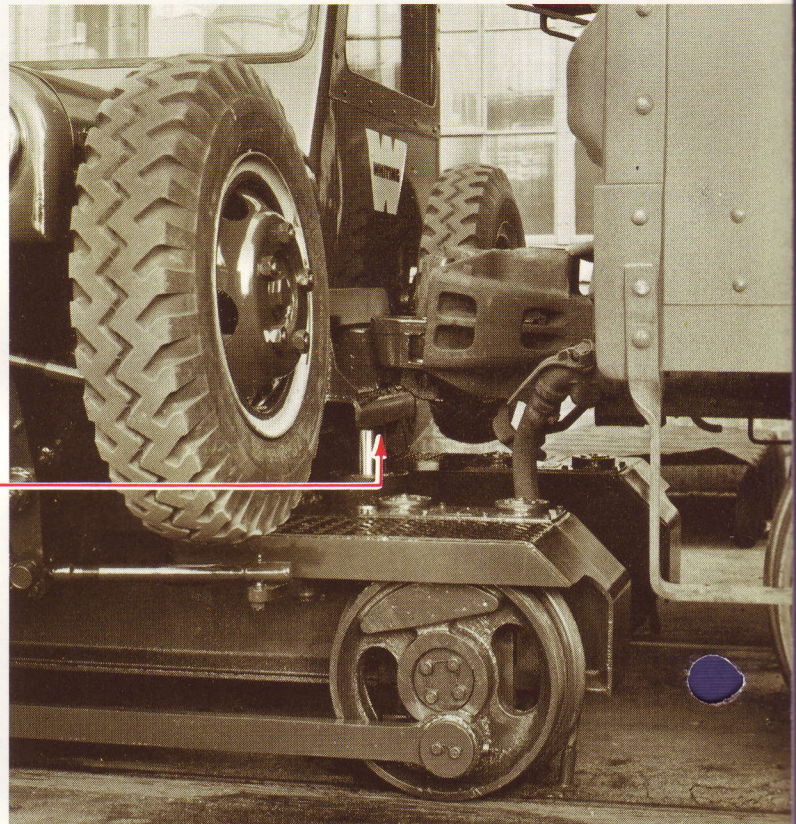
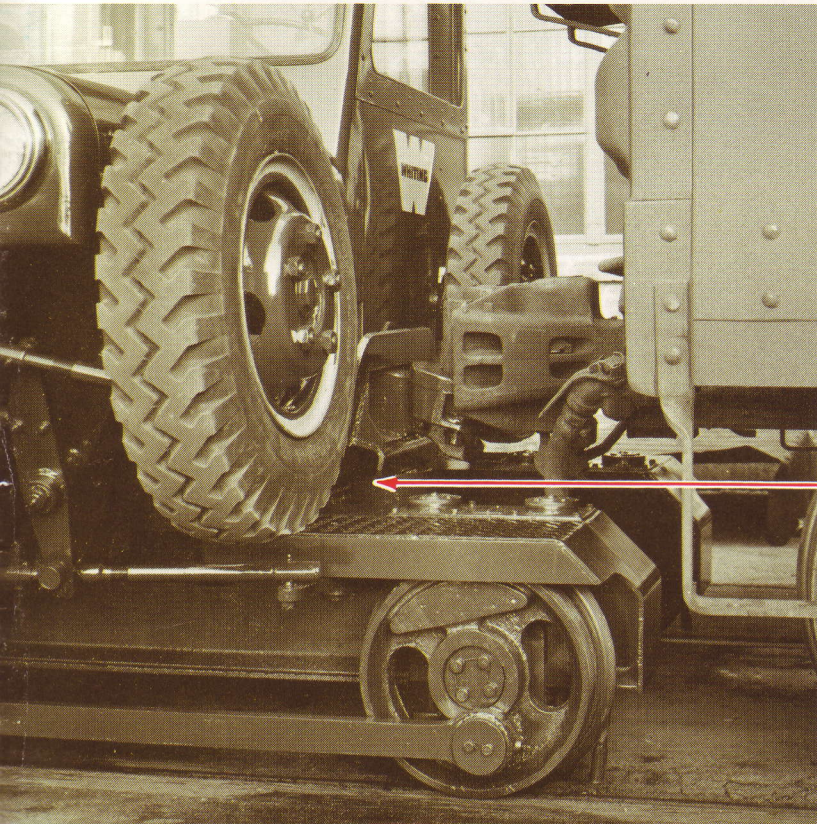
The Economical Double Coupler Railcar Mover



with POWER to Push and Pull loaded railcars



8TM Trackmobile[®] Borrows Up To 40,000 lbs. On Each Coupler



Trackmobile coupler, positioned from the operator's seat, engages railcar coupler. Once coupled, hydraulic cylinders lift the railcar coupler transferring weight to the rail wheels of the Trackmobile.

With coupler engaged and raised, up to 40,000 lbs. is transferred from the railcar. When both couplers are engaged and raised, the 8TM has a maximum tractive effort of 32,000 lbs. with tracks sanded.

**Unique Hydraulic
Weight Transfer
On Both Couplers
Increases
Tractive Effort**

It's no secret, the 8TM has the ability to push and pull strings of loaded cars because of its exclusive, patented hydraulic jacking couplers. The couplers, used singly or together, are safely and easily positioned from the operator's seat. Engaging the railway cars in the normal fashion, the mated couplers are raised by hydraulic cylinders controlled from the instrument panel. Part of the weight from the railcars, up to 40,000 lbs., on each coupler, is transferred to the Trackmobile, greatly increasing the adhesive force on the rail wheels. The added weight permits greater torque without wheel-slip, creating pull and power equal to a conventional plant switcher.

To move European center hook, side buffer type railcars, the 8TM is equipped with adjustable forks for taking weight transfer on the end sill of the railcar.

The WHITING 8TM

Coupler on front and one on rear. Remote control positive coupling with AAR contour. Whiting patented weight transfer design.

Large engine compartment for standard 6 cylinder engine or optional diesel.

Cooling System: Deep core fin radiator.

Power steering.

Side rod drive to each rail wheel

Heavy duty, all welded steel frame.

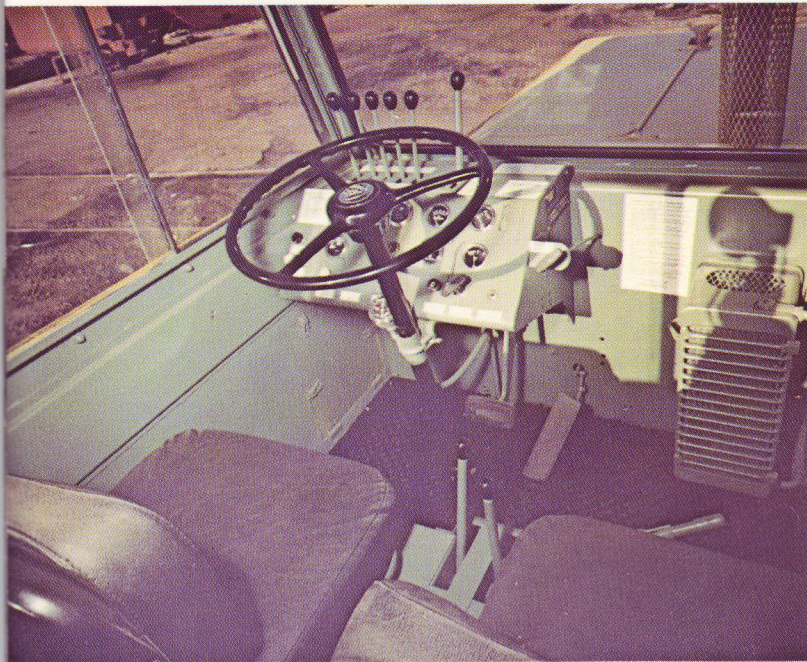
Rail wheels are heat treated cast steel, 20" in diameter. Disc brakes on both rail axles.

Road wheels raised and lowered hydraulically.

Electrically operated rail sanders built into frame.



TRACKMOBILE[®]

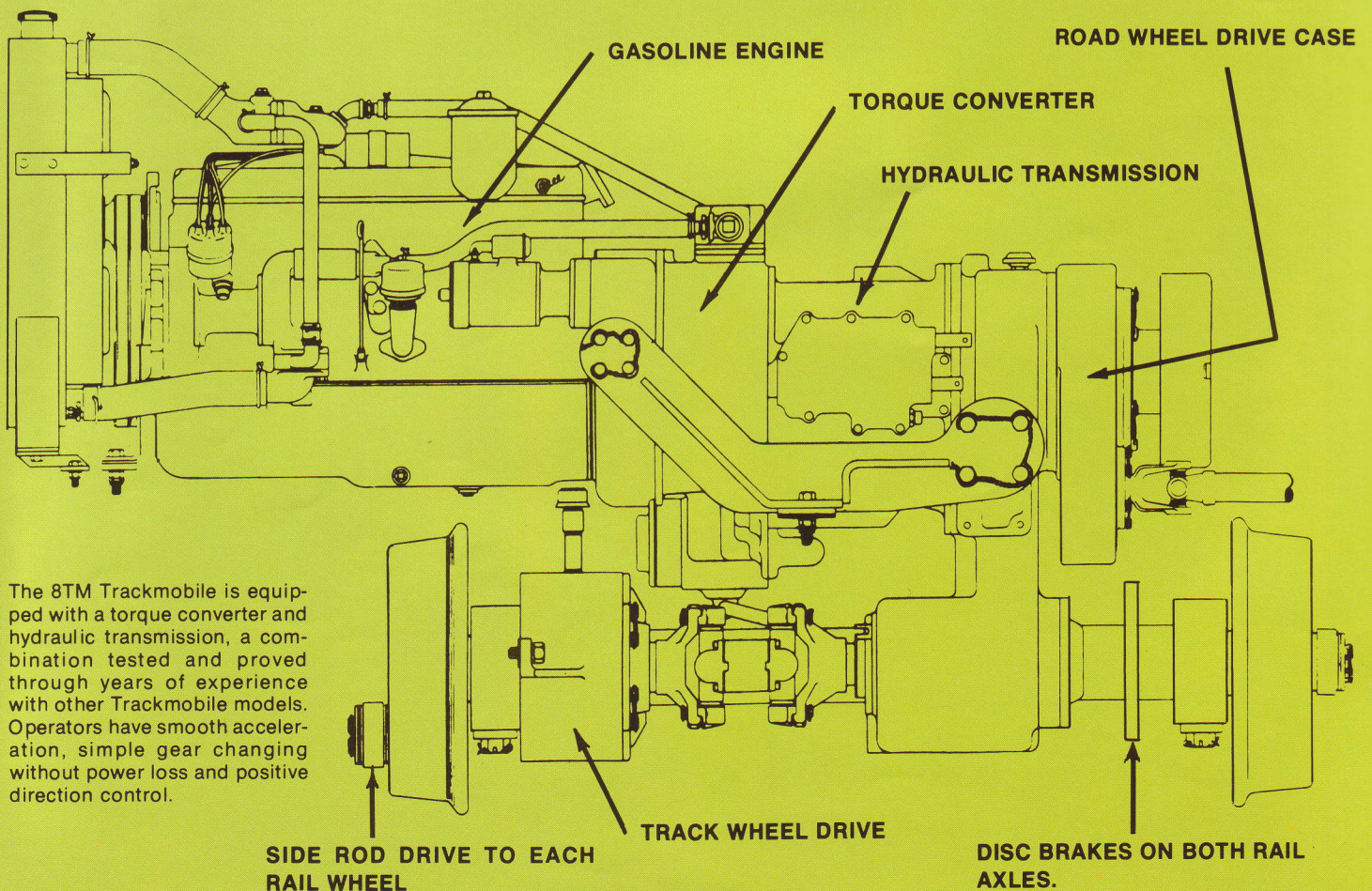


All Weather Cab Provides 360° View

The operator sits in a comfort engineered seat positioned within easy reach of all controls. The all weather, driver conditioned, fully enclosed cab offers a 360° view. Electric windshield wipers assure visibility in all types of weather.

Whether driving on track or road, the few special controls are easily mastered. Very little instruction is needed to become an expert Trackmobile operator.

Torque Converter and Hydraulic Transmission



The 8TM Trackmobile is equipped with a torque converter and hydraulic transmission, a combination tested and proved through years of experience with other Trackmobile models. Operators have smooth acceleration, simple gear changing without power loss and positive direction control.

The 8TM Trackmobile[®] goes from Road to Track or Track to Road in 30 Seconds



8TM Trackmobile, on road wheels, approaches track at right angle. Large cushion tires easily cross over any rail section. Trackmobile travels anywhere, on roads or rails, getting in and out of tight spots, switching cars quickly and spotting them accurately.

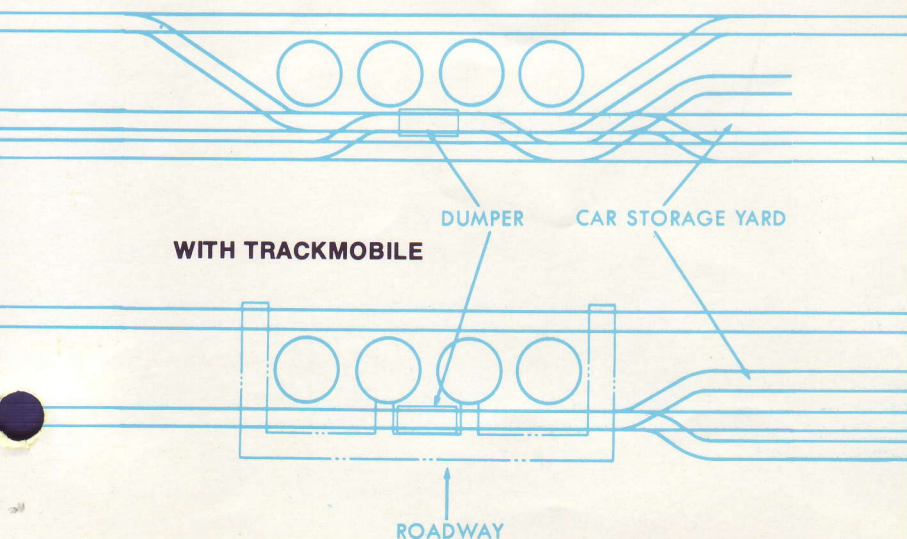


Straddling the track, operator uses hydraulic power controls, located in the cab, to raise road wheels and lower the Trackmobile onto the rails, ready for railcar switching, spotting or handling. The change is made in seconds with ease. Needed operator skills are quickly mastered.



With road wheels up, the 8TM is ready to move into position for coupling to railcars. Reversing the procedure puts the Trackmobile back on its road wheels, ready to travel to another area or set of tracks to speed car handling and lower cost of car moving.

WITHOUT TRACKMOBILE



8TM Trackmobile[®] saves real estate, trackage, and simplifies loading and switching.

Where plant or site switching is a major activity, dramatic economy can be achieved by planning the tracks and switches with Trackmobile in mind. Fewer switches and less trackage are required so that original layout can conserve valuable land. The dual couplers on the 8TM speed railcar handling by pushing an empty car and pulling a loaded car simultaneously in an unloading operation.

8TM Trackmobile® Specifications

- FRAME:** Heavy-duty, all-welded from preformed steel plate and structural shapes.
- ENGINE:** Industrial, L-head, 6 cyl. Bore: 3 3/4 in. Stroke: 4 1/4 in. Displacement: 282 cu. in. 96 BHP at governed speed of 2500 RPM. Max. Torque: 208 ft./lbs. at 1500 RPM. 7 Main Bearings. Diesel engine optional.
- TORQUE CONVERTER:** 3.5 to 1 Torque multiplication ratio.
- TRANSMISSION AND DROP CASE:** Constant mesh planetary gearing, 3 speeds forward: Low: 12.96 to 1, Intermediate: 4.70 to 1, High: 1.62 to 1. 3 speeds reverse: Low: 12.55 to 1, Intermediate: 4.55 to 1, High: 1.57 to 1. Manual shift engage and disengage for rail wheels.
- ROAD WHEEL GEAR CASE:** Heavy-duty, hardened alloy-steel spur gears. Oil bath lubrication. 1 to 1 ratio.
- RAIL WHEEL GEAR CASE:** Heavy-duty hardened alloy-steel shaved spur gears. Oil bath lubrication 1.88 to 1 reduction.
- BRAKES:** 14" diameter disc and caliper hydraulic service rail brake. 12" parking brake internally expanding shoe and drum type, mounted on back end of road wheel transfer case. 15" x 4" road brakes on road drive axle.
- RAIL WHEELS:** 20" diameter heat treated, cast steel, keyed on tapered axles. Solidly mounted suspension system.
- ROAD WHEELS:** Tractor-type, heavy-duty retractable suspension, roller bearing mounted wheels. 8-ply rated 7.50 x 17 tube-type front and 8-19.5 tubeless tires on rear.
- RAIL DRIVE:** Through transmission and drop case, through rail wheel gear case to driving axle and by side rods to driven axle.
- ROAD DRIVE:** Through road wheel transfer case to truck-type, no-spin differential driving axle. Automatic disengage in retracted position.
- RAIL GAUGE:** Available in standard (56 1/2") and wider gauges only.
- POWER STEERING:** Hydraulically powered, mechanical truck-type linkage and spindles.
- HYDRAULIC SYSTEM:** Constant pressure system with pressure compensated pump driven from transmission P.T.O. to insure full hydraulic pressure and flow for maximum traction and braking.
- COUPLERS:** Heavy-duty, cast steel, Whiting patented weight transfer design. Positive coupling insured with AAR contour. Remotely controlled from cab for easy coupling. UIC approved coupler for European center hook, side buffer cars available as an alternate.
- SANDERS:** Electrically operated, built into frame.
- LIGHTS:** Two combination running and rear lights for rail operation. Two headlights and one tail stop light for road.
- CAB:** Totally enclosed driver-conditioned cab, easy to use instruments and controls, comfortable seat, 360° clear vision and electric windshield wiper.
- WARNING SIGNAL:** Electric horn for both rail and road operation.
- OPTIONAL EQUIPMENT:** Heater, Air Braking, Extra Seat, Extended Coupler, Defroster Fan, Spark Suppression Muffler, Spot Light, Rotating Flashing Light, Rail and Road Snow Plows, Electric Warning Gong, L.P.G., and Diesel Engine. Other optional equipment is available for vehicle operation, driver comfort, and safety measures.

TABLE OF PERFORMANCE

Rated tractive effort with 40,000 lbs. weight transfer per coupler: 30,000 lbs. when both couplers are used and 18,000 lbs. with one coupler used.

Tractive effort increases when sand is applied to tracks.

Maximum Speed: (both directions)

Road Wheels 25 MPH
Rail Wheels 16 MPH

DIMENSIONS

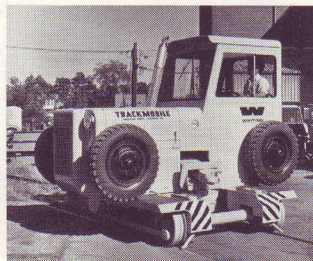
	On Rail (AAR Clearance Pattern Maintained.)	On Road
Wheelbase	92"	112"
Length	120"	148"
Width	126"	120"
Height	101"	108"

Road Clearance: 9" (Rail wheel flange)
Weight: 18,400 lbs. (Standard unit with no optional equipment)

Trackmobiles® To Meet Your Requirements



2TM



5TM



9TM



11TM

WHITING

KEEPING INDUSTRY ON THE MOVE

WHITING CORPORATION

Harvey, Illinois 60426 U.S.A.

MANUFACTURER OF CRANES: TRAMBEAM® HANDLING SYSTEMS: TRACKMOBILES®; MET-ALLURGICAL, TRANSPORTATION AND SWENSON CHEMICAL PROCESSING EQUIPMENT.

In Canada: 350 Alexander Street, Welland, Ontario.