

Model SS 4600



New design features:

- Friction roadwheel drive
- Four-speed transmission
- New and improved crossover platform
- Better operator visibility
- Modular design for increased flexibility

Rail King® MOBILE RAILCAR MOVER

Stewart & Stevenson's Rail King® Model SS 4600 Mobile Railcar Mover provides up to 46,000 pounds of tractive effort.

Recent design improvements that increase operator safety and productivity include:

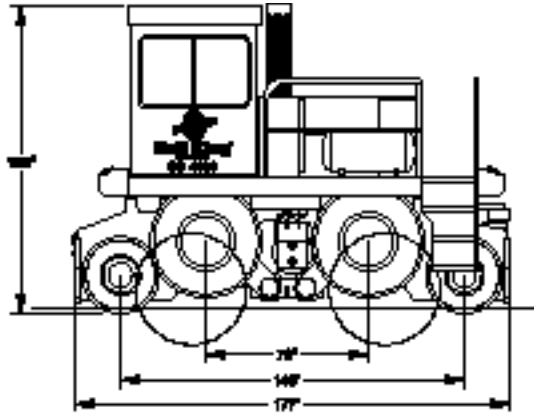
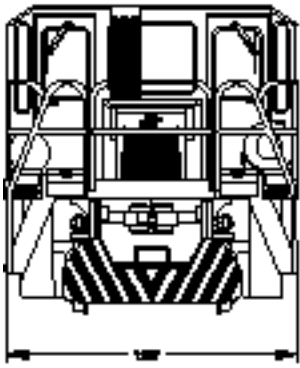
- n full-width cab with dual controls and instrumentation
- n patented cushion coupler system, full-floating frame and cab design that provides a smooth ride on rail
- n wider cab-entry doors, more legroom and insulated engine cowling for operator comfort
- n cab platform that is wider than the cab to protect the sheet metal
- n hydraulically driven train air compressor for reliable service
- n full light package (coupler, railwheel, stop, red and white interior, headlights, step lights and flashing beacon)
- n optional remote control of Rail King® to fit any application

Contact your local Stewart & Stevenson representative to find out how Rail King® can increase productivity for your switching operations.

Stewart & Stevenson
Manufacturing Services Division
4516 Harrisburg Houston, TX 77011
Tel: (713) 923-2161 or (800) 527-3246
Fax: (713) 923-0319
<http://www.ssss.com>



SPECIFICATIONS



General		
Weight	.....42,000 lb	Rail Clearance
Length	.....177"	Road Clearance
Width	.....120"	Height (on road)
		Height (on rail)
Speeds (Forward & Reverse)		
On road	.....9 mph	On rail
Maximum Tractive Effort		
When both couplers are used	.....46,000 lb	When one coupler is used
Frame		
Heavy-duty, welded from 2" steel plate		
Engine		
Make	.....Detroit Diesel	Rated Power
Model	.....Series 40	Fuel Tank
Type	.....4-cycle, turbocharged diesel	
Muffler		
Sound-attenuating, spark-arresting		
Transmission		
John Deere DF150 with torque converter, four speeds forward and reverse		
Rail- & Road-Drive		
John Deere spiral bevel gear set; designed for bi-directional operation, no spin differential with internal planetary axles. Friction drive transmitted from rail-drive axle incorporates separate braking system. Does not require special tires.		
Brakes		
Inboard multiple wet-disk brakes. Protected from contaminants and can last up to four times longer than dry-disk brakes. Spark-free for regulatory compliance in hazardous environments.		
Railwheels		
28" diameter heat-treated cast steel. Tapered tread contour to AAR specifications.		
Roadwheels		
Hard rock lug 16-ply 12.00 x 20		
Pneumatic System		
Large 50-cfm compressor system with two air dryers. Comprehensive train air brake system.		
Power Steering		
New steering design, featuring hydrostatic-through-orbital motor and improved ground clearance on road.		
Couplers		
Two weight-transfer couplers made from fabricated steel (no castings). Couplers slide on high-density self-lubricating nylon bearings for long life and minimal maintenance. This heavy-duty coupler system operates on a center pivot housed in a massive synthetic rubber cushion pressed in both sides of the frame.		
Sanders		
Stainless steel sandboxes and eight air-operated sanding tubes with easy clean receivers: two for each wheel, front and back.		
Full-width Cab		
Provides excellent visibility down both sides of the railcar when negotiating curves. Standard equipment includes dual controls, two seats, front and rear wipers, heater, two defrost fans and tempered safety glass.		
Other Features		
Air blast horn and protect-o-seal fuel cap.		

Rail King[®]

MOBILE RAILCAR MOVER

OPTIONS

- Air conditioning
- Side-mount cab
- Hydrostatic road drive
- Spotlights
- Turn signals
- Fire extinguisher
- Bench seat
- 75-gallon fuel tank
- Central lube system
- Engine block heater
- Remote control

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