

PULLMAN EQUIPMENT

FOR COORDINATED TRANSPORTATION



TLX
TRANSPORT LEASING COMPANY



Two magic words are destined to describe much of tomorrow's transportation—piggybacking and containerization—as volume-movement of materials and merchandise is entering an era of new, low-cost, high-performance efficiency.

Highway haulers, water carriers and railroads will work together as never before. Shippers will get faster, safer deliveries anywhere in the world. The accent will be on economy, convenience, speed, protection—on equipment with new utility—on vision and viewpoint in the creation of dependable new facilities.

Much already has been done. The long-haul of semi-trailers, trailer-bodies and containers piggyback on special flat cars is rapidly becoming the custom. Fast container and piggyback trains are operating on passenger schedules. Containers move on rubber, rail, and water—as destinations dictate—protecting all contents, including perishables, enroute and after delivery to consignees.

Pullman Equipment for Coordinated Transportation is a major factor in the transition. How this is resulting in functional progress is shown on the following pages.



HYDROFRAME-60 CONTAINER CAR. Reduces impact forces on containers to less than 1G acceleration with an impact speed of 10 mph—forces comparable to an emergency highway brake application. Containers rest on a 39" wide I-Beam frame (same width as chassis rails in highway operation) with 30" hydraulic cushion movement each way. Car accommodates two 40'-0" or four 20'-0" or eight 10'-0" containers or combinations of these lengths up to a maximum weight of 124,000 lbs.



PS-4PB PIGGYBACK FLAT CAR. Most widely used flat car for piggyback service—equipped with two retractable trailer stanchions, safety chains and anchors. Length over end sills, 85'-0". Height, top of rail to top of deck, 3'-5 $\frac{1}{2}$ ". Ideal for use with the PROTECTOFRAME-20 that adapts the car for handling containers as well as trailers.



You get Pullman-Standard ingenuity and economical volume production



LO-DEK FLAT CAR. Only 31 inches from rail to top of deck (nearly a foot less than conventional flat cars), the LO-DEK permits piggyback operation in areas with limited clearance. Available in two deck lengths, 89'-1" and 87'-4", the LO-DEK is built with Pullman-Standard's tested and proved unitized construction. Thoroughly laboratory and in-service tested for over two years, the LO-DEK Flat Car is helping to add a new dimension to coordinated transportation.

Here are noteworthy Pullman-Standard developments for piggyback and containerized rail movement—each an achievement in specialized engineering, conceived, built, and proved by the long-recognized Industry leader. And each is an important element of Pullman Equipment for Coordinated Transportation.

Just as Pullman-Standard made rail history back in 1946 with the introduction of the first *standardized* freight car—and has continued to pace the Industry with progressive innovations—these examples of for-the-job thinking also reflect the experience and skills that make up the dynamic Pullman-Standard organization.

With such an enviable history in carbuilding design, it was to be expected Pullman-Standard would take the lead in railroad phases of rail-truck transportation with rolling stock for trailers and containers. P-S contributions are a matter of record, with countless ton-miles to their credit, acclaimed by carriers and shippers, alike, as straightforward and sound solutions to problems.

From research and development, through precise engineering and trustworthy manufacture, to in-the-field verification of promised performance, Pullman-Standard provides both progress and products for . . . The New Dimension in Transportation.



PROTECTOFRAME-20. Converts PS-4PB Piggyback Flat Cars for quick, safe handling of containers. Frame is 82'-10 $\frac{1}{2}$ " long, 38 $\frac{1}{4}$ " wide, 9" high, has controlled, cushioned longitudinal movement of 10" in either direction to absorb shock. Does not interfere with stanchion operation or passage of trailer wheels.



You get Unmatched Trailmobile Experience in over-the-road hauling progress

The building of highway trailers and trailers especially adapted for piggy-backing and the introduction of innovations for containerization has involved few problems for Trailmobile Inc. Since 1955, standard components in the highly successful Customer Individualized Design (CID) line have permitted 192,000 different assembly combinations. Long and varied trailer-body experience in combining strength, light weight and economy enables Trailmobile engineers to develop functional container design—be it uninsulated, insulated, or refrigerated.

The trend to coordinated road-rail transportation is not the first major change Trailmobile has experienced in its long, illustrious history. Originally a carriage manufacturer, Trailmobile made and marketed the first automotive trailer ever built—a 4-wheel, 1000-lb. capacity unit—in 1915. More Trailmobile trailers were used by the

Allied Forces in World War I than all other makes combined—some 10,000—and over 40,000 served in World War II as everything from bomb carriers to cargo haulers.

The Trailmobile record is studded with "firsts" . . . first double-locking coupler . . . first fully automatic, cab-controlled semi-trailers . . . first to use drop forged nickle steel axles, heat-treated . . . first tandem-axle trailer . . . first trailers ever used in piggyback operation (48 sold to Chicago North Shore & Milwaukee Railroad in 1926) . . . first to offer Customer Individualized Design . . . and much more.

Today, working with aluminum alloys, stainless steel and weight-saving, high-strength steel, Trailmobile applies this unparalleled background with maximum craftsmanship to the needs of coordination—specialized trailers, containers and related equipment for . . . The New Dimension in Transportation.



CONTAINERS are available in lengths ranging from 10 feet to 40 feet. They can be made of aluminum or steel and offer a choice of side panels including horizontal corrugated, vertical corrugated or vertical post.



CONTAINER CHASSIS consist of main rails and reinforcing cross members. They can be made in lengths from 20 feet to 40 feet. They include a 2-speed landing gear and either a single or tandem axle suspension.



LTL PIGGY-BACK TRAILER offers amazing capacity and accessibility. Inside loading area is 2901 cu. ft. (in a 40' trailer, 12'-6" high). Side doors are available as an 8' wide opening or two 4' doors, placed on either side.

ALUMINUM BULK/LIQUID CONTAINER is a look into the future where rail operations are concerned. It utilizes aluminum extrusions on top and bottom to increase strength. It incorporates a 77" straight cylinder, 16" diameter domes and compartments as desired by purchasers.



PB-64 is a steel piggyback trailer. It features Trailmobile's famous Integral Post construction, has an underframe with a space-saving 4" upper fifth wheel. Result: 96" inside loading height, 93" inside width in a 12'-6" unit.

PB-66 is identical to the PB-64 except the Integral Post side panels have been reversed to provide a smooth exterior. Excellent streamlining and an ideal surface for fast, easy cleaning result.



J-RAIL TRAILER is a rugged flatbed. T-1 Steel main rails are the secret—cut weight, increase strength. Example: A 25' unit weighs 8580 lbs., can carry up to 50,000 lbs. of distributed payload. Aluminum side racks convert trailer to an open top.



As modern as coordinated transportation, as sound and practical as Pullman specialized equipment, Transport Leasing Company enables carriers and shippers to profit from progress without tying up funds they can use more profitably for other business purposes. Users preferring to lease are relieved of the problems of maintenance and other involvements of ownership.

A wholly-owned subsidiary of Pullman Incorporated, Transport Leasing Company not only preserves the unified interest in facilities and their performance but assures lessees they will always obtain the dependability and economy of finest equipment.

Transport Leasing Company services are available on all Pullman Equipment for Coordinated Transportation.

Shown here is the rolling stock in which Transport Leasing Company has specialized, but now that the scope of this service is expanded to include all Pullman Equipment for Coordinated Transportation, volume-shippers and carriers need not postpone their participation in today's improvements . . . The New Dimension in Transportation.

You can lease from **Transport Leasing Company** without disturbing working capital



PS-4PB PIGGYBACK FLAT CAR. Already the standard of the piggyback fleets with over 3,000 units in service or on order, the 85-ft. PS-4PB handles two 40-ft. trailers with room to spare. The new P-S Protectoframe-20 converts the PS-4PB into a shock-cushioned vehicle for transporting containers without affecting its performance as a trailer carrier.



P-S LO-DEK FLAT CAR. The lowest flat car on the market (only 31 inches from rail to deck) the LO-DEK is now also the longest: 89 feet. This added length means added versatility for the growing piggyback movement and provides increased room for the cushioning of both trailers and containers. High strength steel construction, all-steel deck and combination rub rails and side sills mean extra economy . . . reduced maintenance.



P-S MODULAR CONTAINER CAR. The Pullman-Standard Modular Container Car is a new concept of container carrying rail equipment. Essentially a center sill riding on two sets of trucks, the car will accommodate sixteen 8'x8'x5' Trailmobile containers or any mix of containers up to 80 feet in length. The Pullman-Standard Container Car can be equipped for passenger train operation and meets all ICC and AAR requirements for a car of this type

PULLMAN EQUIPMENT FOR COORDINATED TRANSPORTATION

One Source, One Responsibility, One Purpose

Pullman Equipment for Coordinated Transportation is unique in many ways. *First*, because it is a logical development within a single organization, Pullman Incorporated, whose corporate members have for years been dedicated to comparable services, but individually rather than collectively. *Second*, because within this single organization are the trained and tried skills required to solve coordinated transportation problems. This means a single source supplies solutions to problems requiring coordinated transportation. *Third*, because every problem solving step is a qualified team assignment. This means that designs are right from the start for both the purpose and production. *Fourth*, because only one reliable organization is responsible for successful performance, thorough, coordinated testing can be accomplished and documented before new products are offered to customers. *Fifth*, because leasing adds no complication to the single, simple transaction. Coordinated thought and interest are producing Pullman Equipment for Coordinated Transportation to help carriers give even better service to shippers.

FOR DETAILED LITERATURE ON THE RAIL AND HIGHWAY
EQUIPMENT SHOWN IN THIS BROCHURE, WRITE OR CONTACT:

PULLMAN INCORPORATED

- PULLMAN-STANDARD
- TRAILMOBILE INC.
- TRANSPORT LEASING CO.

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