



PARKING AREA for trailers accommodates 292 units.

Rail, Truckers Join in New Piggyback Terminals

OPENING of two ultra-modern piggyback terminals by the Erie-Lackawanna Railroad and T.O.F.C., Inc., a new corporation, marks a major advance in direct cooperation between railroads and motor carriers. (See *Modern Railroads*, June 1961, p 73.)

The new terminals, representing an initial investment of \$1.8 million, are at Chicago and at Croxton, N.J. They were built and are jointly owned by E-L and T.O.F.C. (Terminal Operating Facility Company). Fifty percent of T.O.F.C. is owned by Rail-Trailer Co., a pioneer in piggyback freight service, the other fifty percent by six major trucking firms: Cooper-Jarrett, Inc.; Denver-Chicago Trucking Co.; Eastern Express, Inc.; Emery Transportation Co.; Interstate System, and Spector Freight System, Inc. The terminals are under the management supervision of Rail-Trailer Co.

All users of Erie-Lackawanna piggyback service have access to the terminals, with the railroad furnishing the rail haul between Chicago and New York, and all customers paying the same rates. It is expected that other motor carriers will join T.O.F.C. as stockholder participants. According to E. F. Ryan, who is president of both Rail-Trailer and of T.O.F.C., some 45 or 50 motor carriers are eligible by reason of their certificates to participate in the service.

Commenting on the statesmanship that has been shown by all participants in the new venture, E-L President M. G. McInnes predicted that the cooperative arrangement can add several million dollars annually to the railroad's revenues. "We have a good plant, we have the know-how, and we have the desire to make this new setup work," he said.

Discussing the concept of cooperation between motor carriers and railroads, Ted Baker, Senior Vice President of Spector Freight Lines, points out that the main area of competition for both modes of transport has been the so-called gray area transportation and private carriage. "This new venture is a real start toward effective cooperation," he said. "It shows that we can do anything necessary to haul the freight of the country."

Construction of the new Chicago terminal, at the Erie-Lackawanna yard on the south side of the city, required transfer of the railroad's diesel and car repair shops to new locations. The facility has eleven ramped tracks with a capacity of 111 flatcars. Of these, eight are 900 ft long tracks for standard piggyback flatcars, two

are for Clejan-type cars and one is a "reverse" track for unloading trailers which arrive with the hitches facing away from the other ramps. In addition, there are six storage tracks with a capacity of 199 flatcars. Tracks are equipped for both air and electric wrenches, and the terminal can handle any type of piggyback tie-down equipment.

The plant includes a new modern concrete-block office building and a maintenance garage for truck-tractors. Two parking areas accommodate 292 trailers. Besides a telephone communication system, there is Teletype for receiving and sending train consists and a R. W. Neill intercom system with six talk-back speakers on the loading ramps.

The entire terminal is efficiently lighted, with high lights for parking areas and lower lights along the tracks where tie-down operations are performed. Trailers arriving at the terminal pass through a photoelectric clearance device to check measurements, and are weighed on a 60-ft Fairbanks Morse scale which automatically prints the weight on the waybill. An efficient inspection system determines and assesses responsibility for any damage; trailers are inspected both before and after loading.

Round-the-Clock Service at Both Terminals

Initially the Chicago terminal handled loadings for two trains, one in the morning and one in the evening. Volume was 1200 to 1400 trailers a month, but the volume was expected to grow rapidly.

The Croxton facility is similar in size and capacity to the Chicago terminal.

Both terminals operate on a 24-hour basis, requiring 17 T.O.F.C. employees at each terminal. Since consists of trains enroute are received by Teletype, it is possible to notify consignees in advance of the arrival time of their trailers. Most inbound shipments arrive at the terminals between midnight and 3 am. These are all unloaded and ready for delivery by early morning.

Servicing of refrigerated trailers will be handled at three service centers, set up at Chicago, Stony Point, Pa. and Croxton by Thermo-King Corporation. At these centers, service including replacement of parts on all types and makes of refrigeration equipment, will be available 24 hours a day, seven days a week. ■