

IV. A PHOTOGRAPHIC SLICE OF INTERMODAL FREIGHT TRANSPORTATION HISTORY

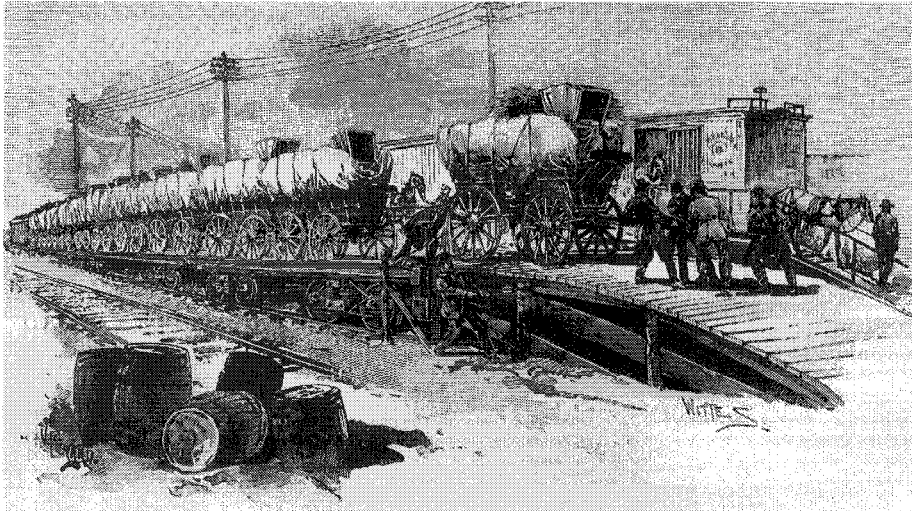
Collected by Gordon C. Miller



Container on the move at the Port of Los Angeles.

“Intermodal has become the world standard for the transportation of merchandise freight. It is a technology built around the container, the equipment to haul it, and the devices to transload it. Intermodal is revolutionary. It is changing the nature of goods production and distribution.” – Gilbert E. Carmichael

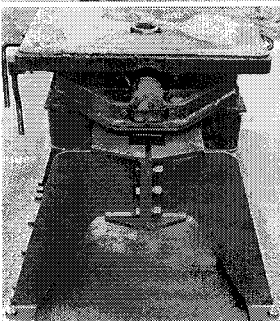
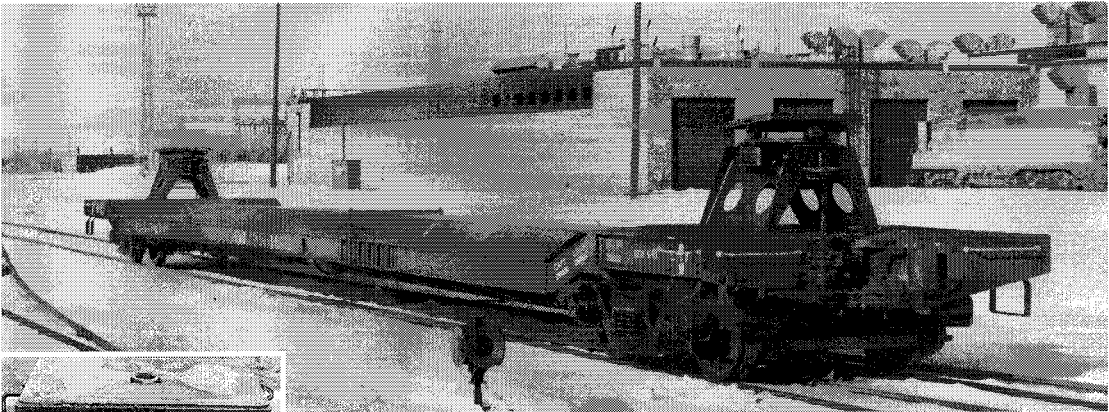
Intermodal Beginnings



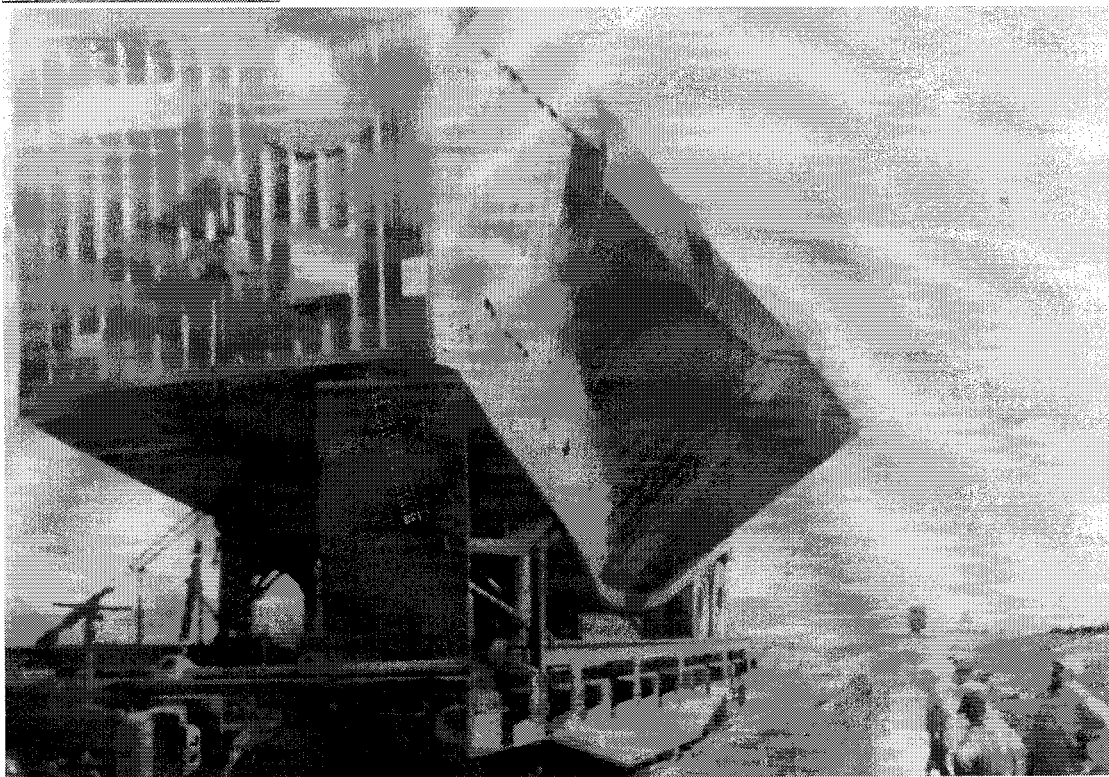
The famous "Farmers Train," taking goods loaded in wagons on flatcars to Gotham City, operated by Long Island Railroad in the 1890s.

Ground breaking at the South Kearny Rail Yard in New Jersey for the Pennsylvania Railroad, taken 1 January 1955 looking eastward.

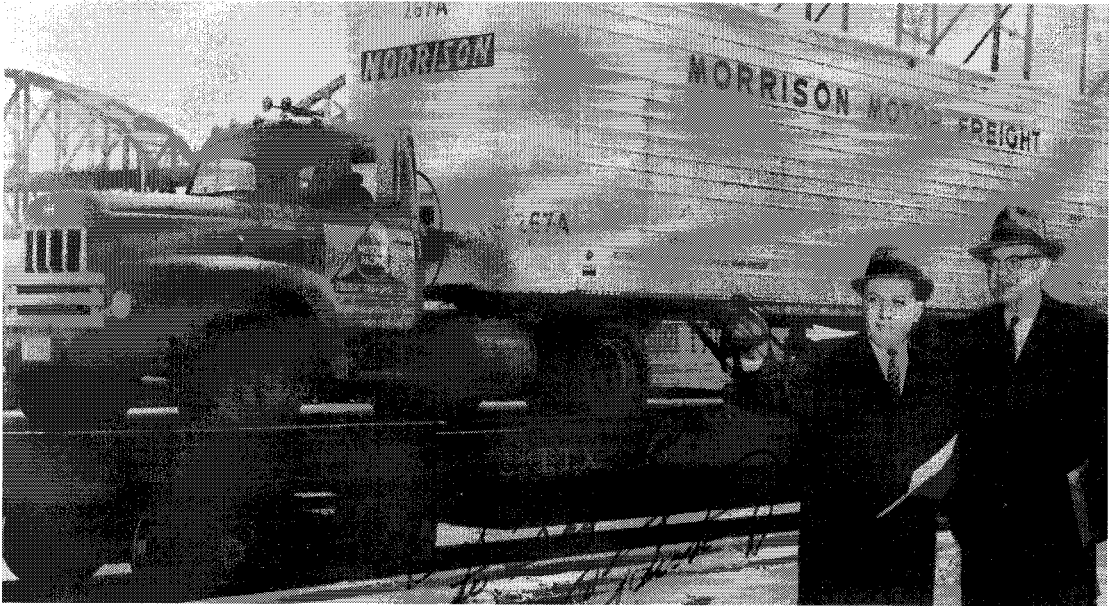




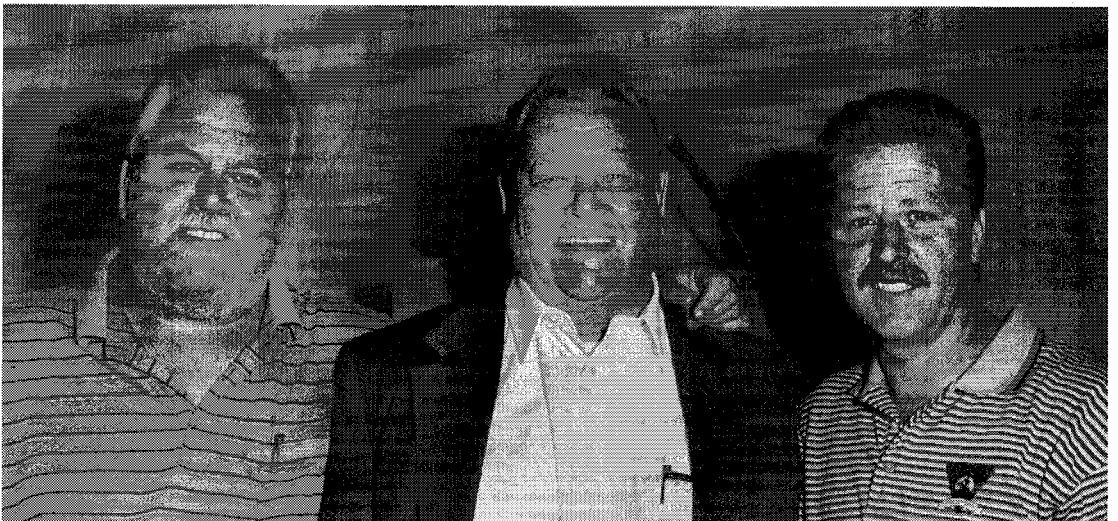
Above: Radical 75-foot car, the X15972, built by General Motors Electro-Motive Division in 1953, sits in the snow on a yard track. The car is equipped with non-rotating roller bearings, fixed stanchion end-of-car trailer hitches (see inset to the left), and raised center section. Note the “disaster chains” mid-car that were required to be attached to the rear of the trailer. Below: Oops! Even bad things happened to good trailers in the early days.



Intermodal Believers



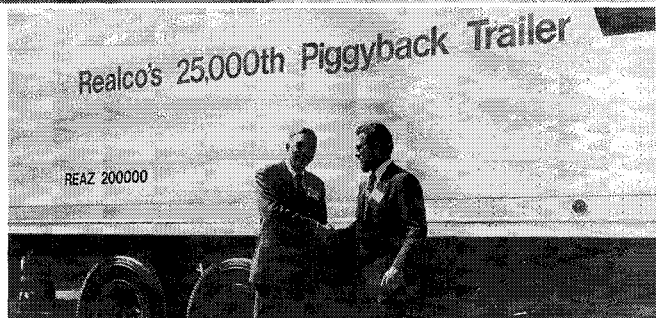
Charlie Groton, president of the Missouri Pacific Truck Lines, St. Louis, Missouri (left), was an early believer in piggyback and a founder of the National Railroad Piggyback Association, which honors intermodal innovators with the Silver Kingpin Award.



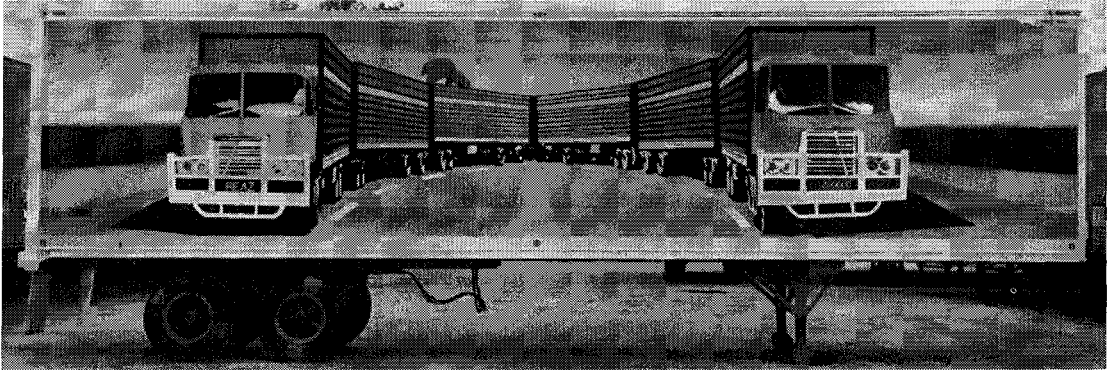
Jack Lanigan, Sr. (center), and his sons, Mike (left) and Bill Lanigan, pioneers in straddle cranes for the intermodal industry.



Palmer Bayer (left), Realco's first president, presenting one of the first trailers to Dave Jones of the Louisville and Nashville Railroad. Realco was one of the promoters of the piggyback trailer business. Inset: Bob Budorick, president of Realco, accepting the delivery of their 25,000th trailer from Great Dane in Savannah, Georgia, in 1972.



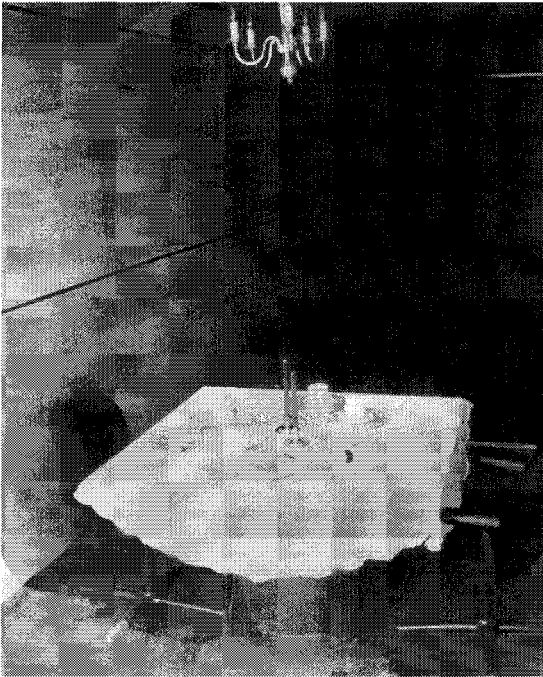
Intermodal Trailers & Containers



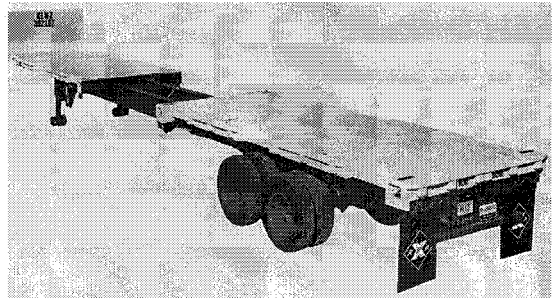
Was the early piggyback business coming or going? This mural trailer for Realco depicted the interface with truckers.



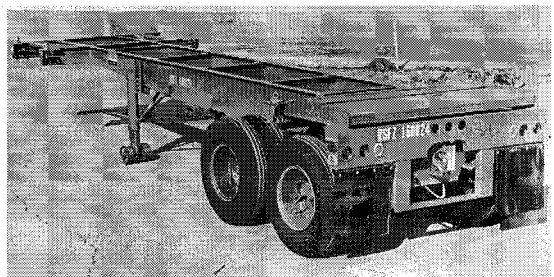
Tying down trailers on the Pennsylvania Railroad in Chicago, using a "Kingpin grabber." Chains hooked directly to the grabber so that no eyes needed to be welded on the trailer.



Smooth riding—a china table setting inside an American President Lines container shipped from coast to coast—without a broken dish or glass.



Expandable flatbed trailer 40- to 60-feet.

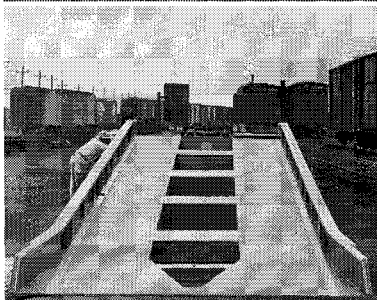
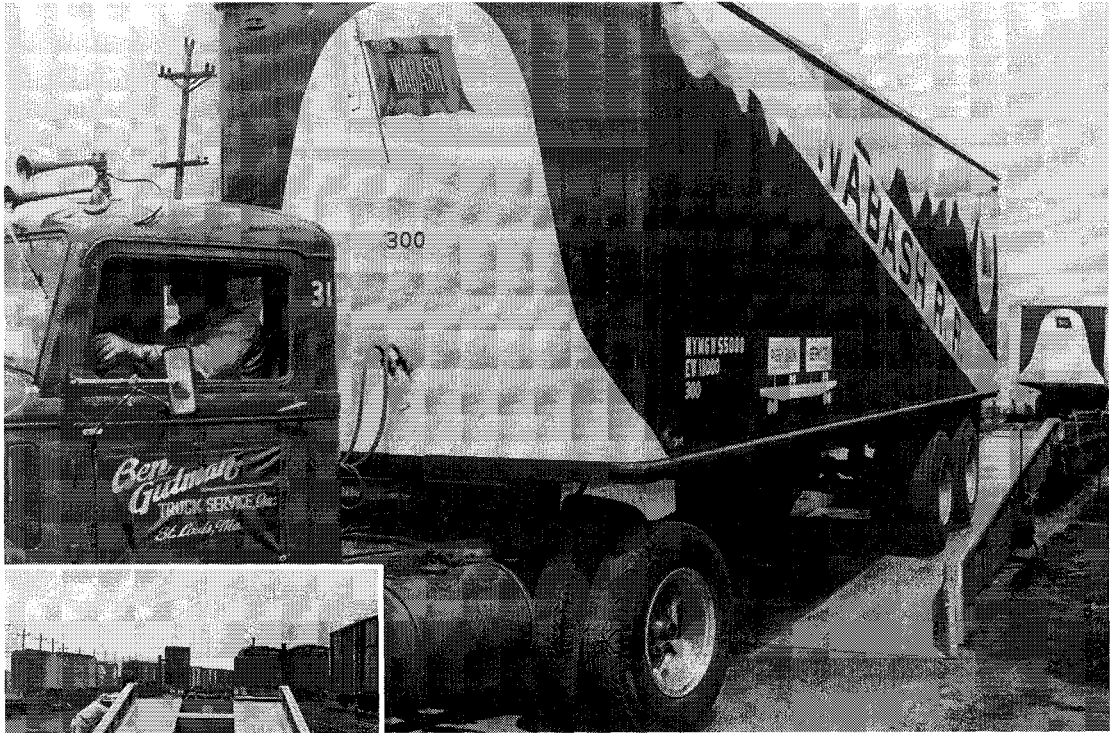


Chassis for transporting 20- and 24-foot containers.



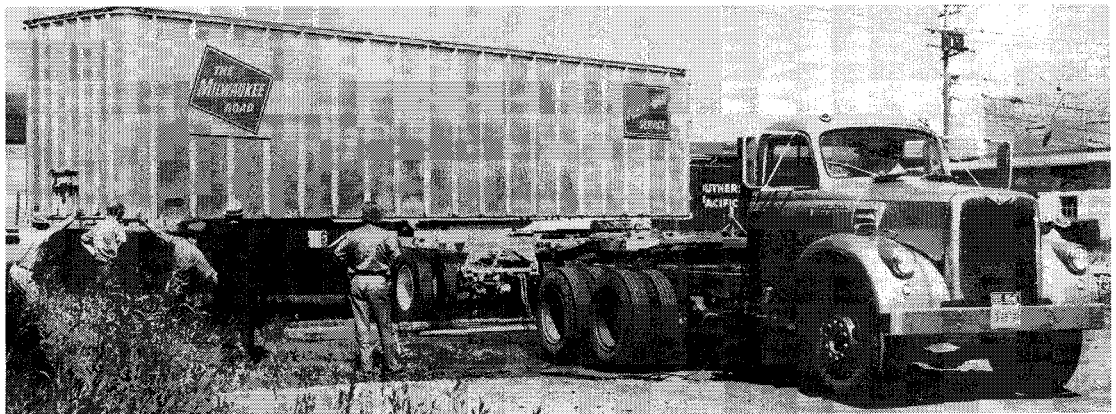
Early vintage Realco mobile repair trucks, like the one above, were sent out to repair broken down trailers.

Intermodal Loading



Wabash Railroad taking delivery of its first new 35-foot vans in St. Louis, Missouri, over a portable ramp. Inset: Portable ramp, St. Louis, Missouri.

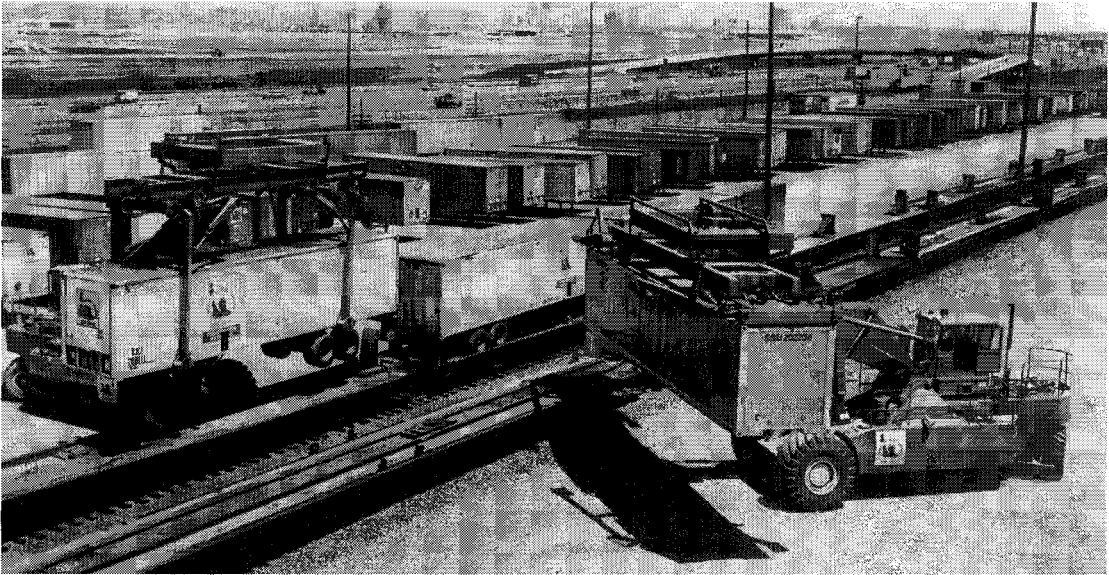
No special equipment or ramp is necessary as shown by this Flexi-Van load of freight coming off a railcar in Bozeman, Montana.



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Intermodal Freight Photographs

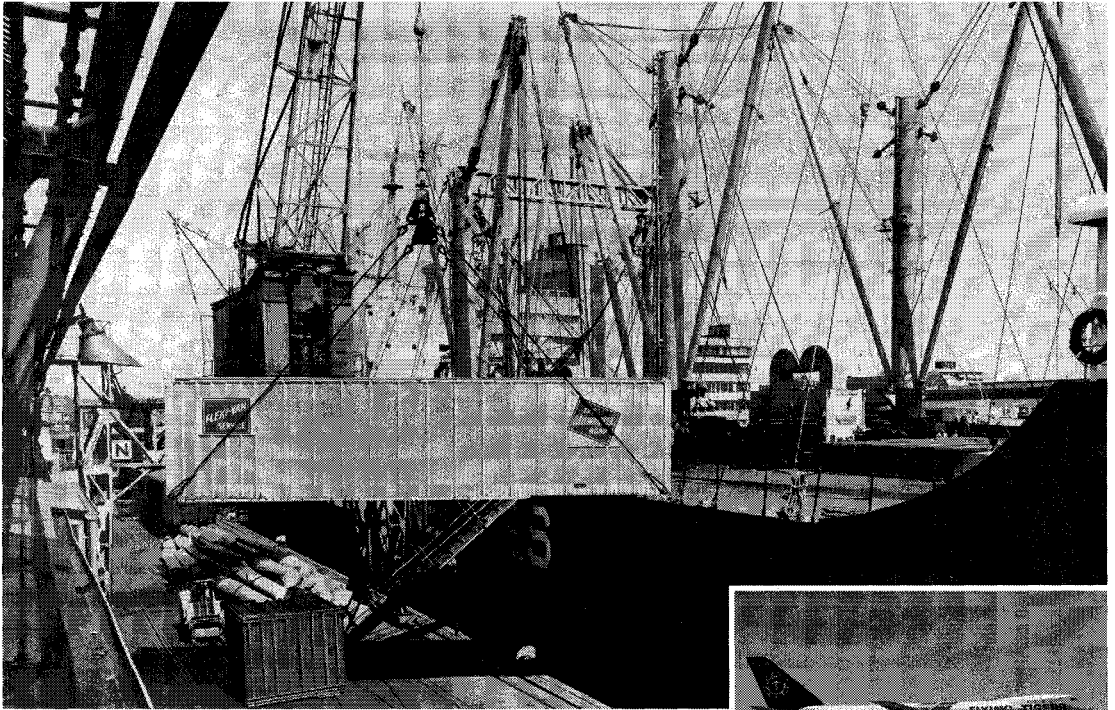
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Above: A side loader in action. Below: Volume terminals required cranes for quicker unloading.



Intermodal – Air, Sea, Land

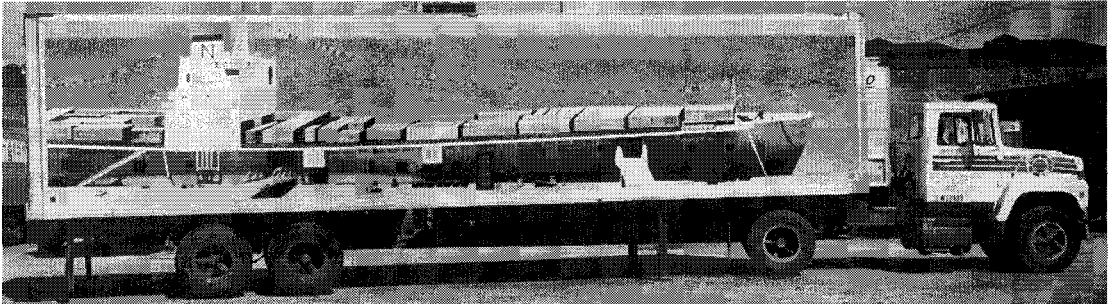


Above: A Flexi-Van from the Milwaukee Railroad being removed from a marine vessel in Antwerp, Belgium. Inset: A cargo airplane belonging to Flying Tigers Line, Inc. Below: Piggyback automobile trailers on the Milwaukee Railroad in Idaho.

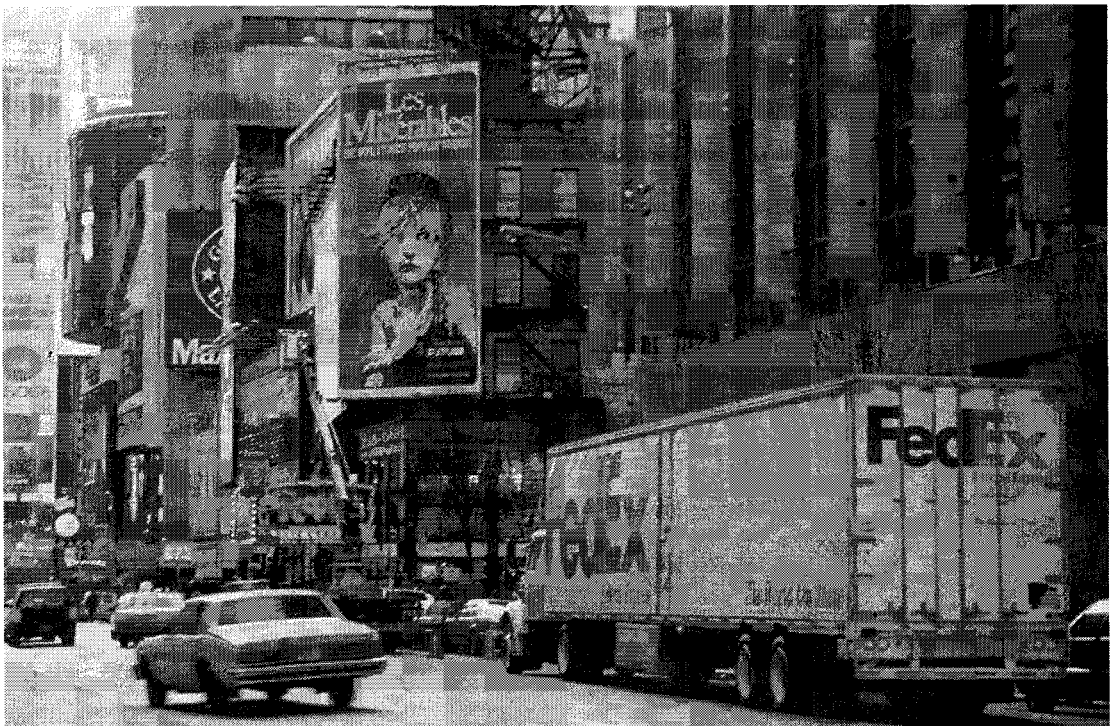




RoRo loading in Miami, Florida, for Caribbean and Central American destinations. Inset: TMT Fortaleza (Trailer Marine Transport Corporation) barge in operation between Jacksonville, Florida, and San Juan, Puerto Rico.



*Above: A Realco mural trailer with freight moving on the road, then on rail, and finally on the sea.
Below: FedEx delivery truck in New York City.*



“Intermodalism is one of the top three achievements in the 20th century, second only to the invention of the airplanes and the diesel engine. Now, intermodalism is entering the 21st century by pulling the world’s continents into one global transport network.” – Theodore Prince

Photographic essay resource: Piggyback and Containers (1992), by David DeBoer.