

## INNOVATIONS

# WASCOSA flex freight system<sup>®</sup> with E-type swap body



WASCOSA has set itself the goal of becoming the most innovative freight car leaser. This leads to the obligation of satisfying the highest customer demands and constantly setting new trends in the freight car industry. The WASCOSA flex freight system<sup>®</sup> was developed for participants in rail-freight traffic who want to increase the long-term productivity and profitability of their rolling stock and optimise the number of freight cars in use. The aim of this project was to develop a freight car that can be used throughout the year for different types of freight and thus allows a continuously high employment and productivity over the car's entire life cycle.

The starting point was the fact that a number of rail transport companies' use special freight cars that can only be used for certain freight and thus leads to unsatisfactory economic results with a fluctuating demand, on the one hand through inadequate capacity utilisation and on the other through an excessive number of cars in the fleet. What's more, the parking charges also take their toll.

The WASCOSA flex freight system<sup>®</sup> concept was completed on time for the 2009 transport logistic trade fair in Munich and is based on two elements. The first element is a fully fledged 60'-container car that can be used at any time without restrictions to transport all possible containers in combined traffic. In addition, the container car has special additional attachment features to attach a special car superstructure. These make the car an exclusive vehicle with a corresponding added value for shippers.

The second element in the concept are different superstructures that allow the car to be converted into a special freight car depending on the needs and cargo. The superstructure on show is an E-tank (load volume 85.72 m<sup>3</sup>, payload 59.61 t) based on the idea of the Eanos car and having 4 double doors as well as a steel floor. The car can thus be used for all common cargos that would otherwise be carried in an Eanos car. Examples include scrap, refuse, sugar beet, building materials, wood chips, etc.

The superstructures can be removed and stacked when empty. The big advantage here is the ability to react to seasonal fluctuations and avoid special freight cars standing around unused, which has a negative effect on the profitability of the vehicle.

This big advantage on the one hand justifies the non-standard length of the car and clearly compensates the on the whole higher procurement and rental costs on account of the permanently higher productivity. In this way the WASCOSA flex freight system<sup>®</sup> makes a significant contribution to effectively reducing the number of freight cars used for various cargoes.

Other superstructures are currently being developed and will be introduced continuously. Patent protection has been applied for on the WASCOSA flex freight system<sup>®</sup>.

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