

**HOBBS  
PAK** Flexible refuse removal  
systems to meet the environmental  
clean-up challenges of the 1970's!



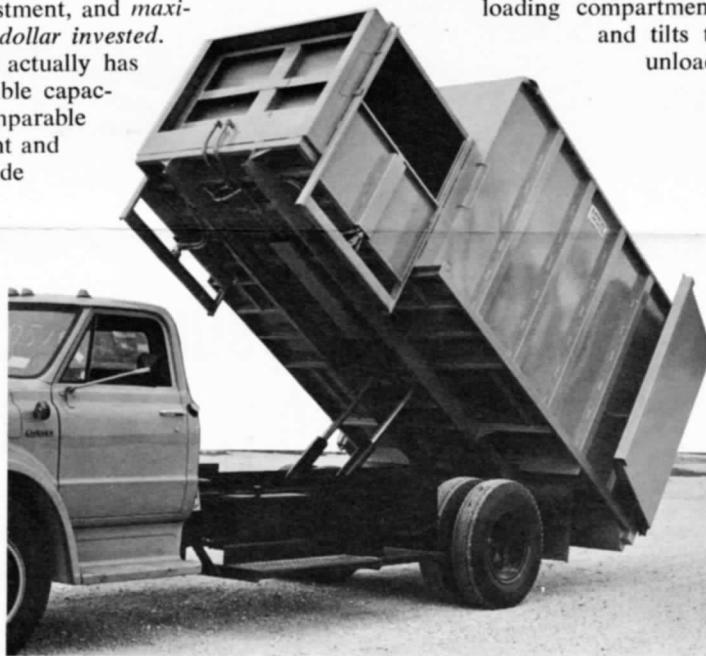
**Hobbs-Pak side loader** is designed for maximum return in service per dollar invested. It's ideal for cities on a limited budget.

## Economical Hobbs-Pak side loader handles mountains of refuse for cities on limited budgets.

The Hobbs-Pak side loader is one of the most economical collection units you can buy. It's designed from the ground up for fast, efficient operation, low original investment, and *maximum return in service per dollar invested.*

Each body in this series actually has three yards more compressible capacity than other packers of comparable weight and cost. Light-weight and durable, the Hobbs-Pak side loader fits any truck chassis. The hydraulic compression cycle is completed in

less than 30 seconds with 37,000 pounds of pressure. This body is available in 13-, 16-, 20-, and 24-yard capacities *exclusive* of the loading compartment, and tilts to unload.

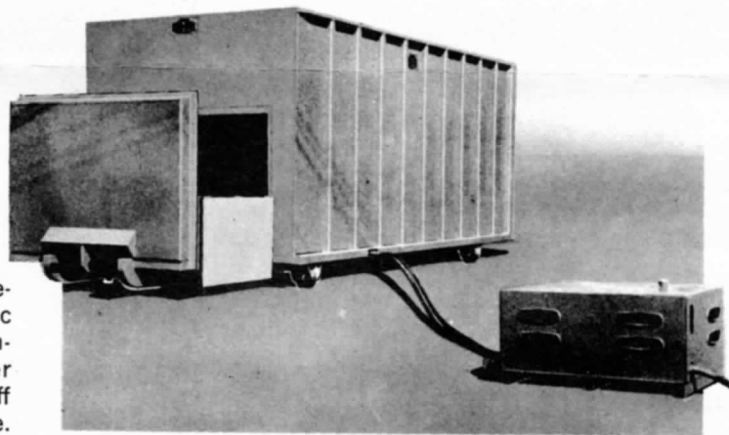


**Twin hydraulic cylinders** tilt the entire body for simple, quick unloading.

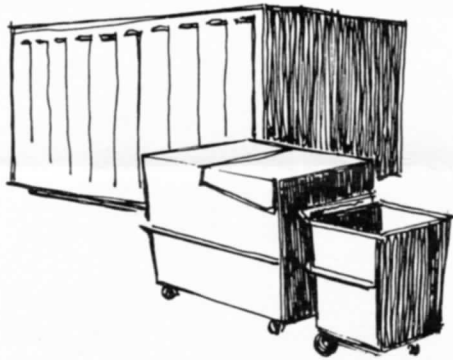
# HOBBS PAK

## Flexible refuse removal systems to meet the environmental clean-up challenges of the 1970's!

**Hobbs-Pak packing container** has its own hydraulic packer plate to compact refuse. Container's hydraulic system is driven by an independent electric power unit, right, that operates off any 220- or 440-volt source.



## Container systems from $\frac{5}{8}$ to 40 cubic yards.



**Three different Hobbs-Pak container systems** insure the right container for every job. Open-top boxes of 20 to 42 cubic yard capacity are driven to dump-site in truck equipped with tilting roll-on, roll-off frame. Smaller containers are automatically emptied on-site into side-loading packers.

Hobbs-Pak has a full line of container systems, and each is custom-engineered for a particular application.

Large open-top boxes are designed for on-site collection of heavy non-compressible waste (wood and metal scraps), are ideally suited where large amounts of refuse are generated in a short period of time. Boxes are taken to dump-site on trucks equipped with tilting roll-on, roll-off frame.

Smaller containers, from  $\frac{5}{8}$  to 2 cubic yard capacities, are loaded automatically into Hobbs-Pak side-loading packers. Safety and simplicity of operation are assured by positive-action, single-lever control of dumping action, and a Hobbs-Pak side-loading body equipped with a container-loading system can still be loaded manually.

# HOBBS PAK

## Flexible refuse removal systems to meet the environmental clean-up challenges of the 1970's!



ON THE FIRING LINE: Hobbs-Pak rear-loading refuse packer brings simplified engineering, balanced design and maximum safety to the

basic job of street collection. This is where you start to solve the problems of refuse collection in cities large and small.

## New Hobbs-Pak rear loader's strength and capacity handle toughest refuse collection schedules

Unitized construction—wrap-around steel girdles which make the entire body shell functions as a load-carrying tube—gives the Hobbs-Pak rear loader strength to resist packing pressures, take in huge loads and stay on routes longer.

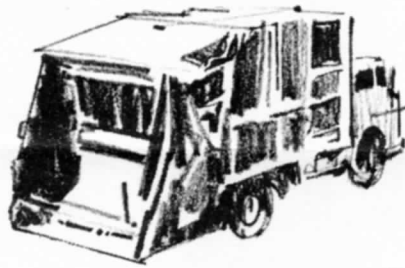
This unit is available with capacities of 16, 18, 20 and 25 cubic yards. Its fully automatic packing cycle, which sweeps the loading hopper clear of refuse and packs it into the storage compartment, requires 17 to 22 seconds, depending on power-takeoff from truck. The hopper is 80" wide and has a low

loading height.

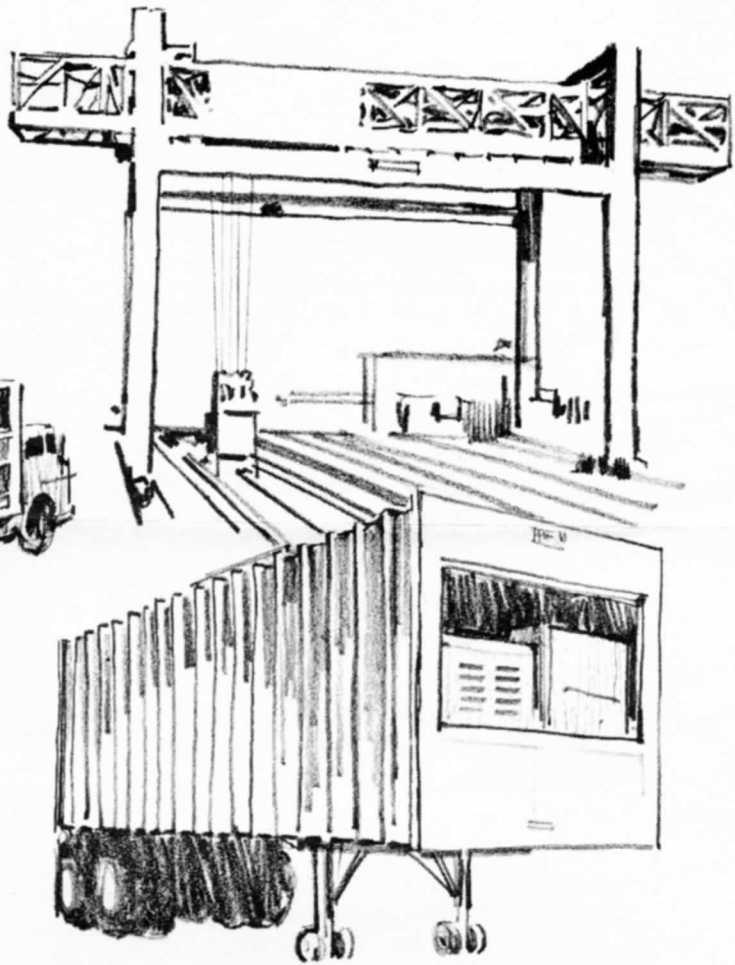
Packing force is in excess of 83,000 pounds. Full load is discharged by ejection plate, which is powered by a unitized, economical hydraulic system.

### Container system

Containers for the Hobbs-Pak rear loader are available in 1- and 2-cubic-yard capacities, with fall-away doors and 6" easy-roll casters. The container is pivoted hydraulically.



**Hobbs-Pak  
knows the  
ins and outs  
of refuse removal**



cally, and its load deposited in the hopper in 10 seconds. Rotating lift arms are *notched* so that containers can be lifted from irregular surfaces.



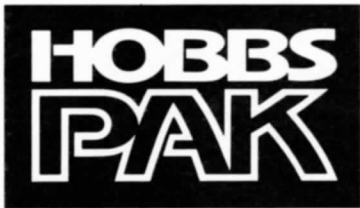
## **Basic tool – *plus!***

The Hobbs-Pak rear loader is a basic tool in the Hobbs-Pak system developed during the past decade to attack the refuse collection and disposal problems of municipalities and county governments across the nation.

Such compaction units moving in and out of modern transfer facilities on a maximum-utilization schedule handle mountainous volumes of refuse every day. These “ins and outs” help you meet the challenge of growth and change, and cut your costs as much as 50 percent over conventional methods.

In addition to transfer systems like those described on the next two pages, Hobbs-Pak offers packing bodies, trailers, containers, plus related handling equipment.

For full details on systems and equipment described here, write HOBBS-PAK Division, Fruehauf Corporation, 609 North Main, Fort Worth, Texas 76106 or call 817/336-0404.



# Transfer systems designed to handle more refuse, pay for themselves in 1-3 years!

Transfer trailers with capacities of 60, 70 and 80 yards, engineered by long-time trailer specialists!

Hobbs-Pak compaction trailers are now meeting the needs of cities throughout the country for faster, more efficient transport of increasing volumes of refuse.

Extra-strength, wrap-around girdle construction combines with full-stroke hydraulic cylinder (over 111,000 pound compaction force) to make these mammoth trailers the sensible solution to the refuse transfer problem.

Hobbs-Pak trailers offer top, side or rear loading models. Hydraulic power sources may be mounted on chassis, or may be part of stationary operation. Three Hobbs-Pak transfer systems, utilizing slightly different trailer specifications and support equipment, allow users to specify a transfer system suiting their exact needs.

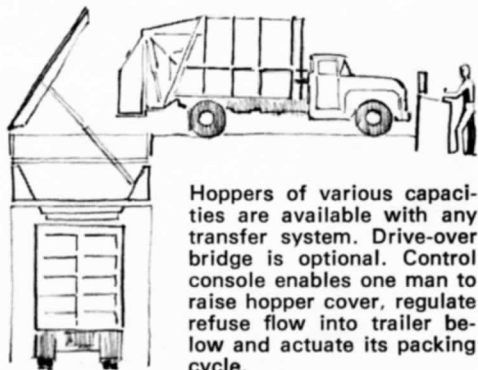
Hobbs-Pak patented transfer station concept has proven to be a flexible, economical way of transporting refuse to increasingly



distant disposal areas from cities both large and small.

In most cases, conventional route trucks transfer their loads at a central site into larger trailers where refuse is re-compacted before the final trip to sanitary landfills. The stations can be simple ramp affairs, or buildings complete with criss-cross traffic patterns and hoppers. In every case, these installations have provided better service at reduced costs, amortizing the investment in one to three years!

Future station expansion is facilitated through Hobbs-Pak's modular design. Extra ramps or hoppers may be added to the basic unit, or a complete new unit added without undue interruption of work flow. Or larger transfer trailers may expand capacity.

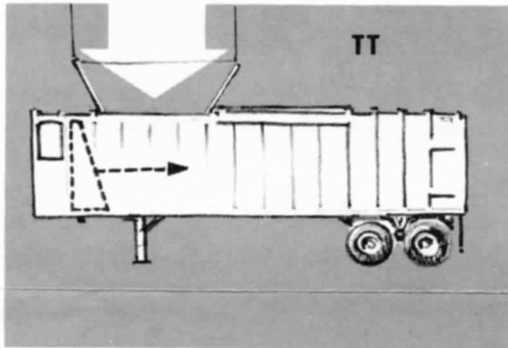


Hoppers of various capacities are available with any transfer system. Drive-over bridge is optional. Control console enables one man to raise hopper cover, regulate refuse flow into trailer below and actuate its packing cycle.

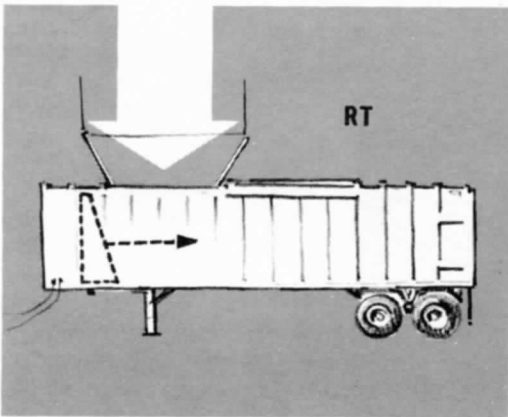




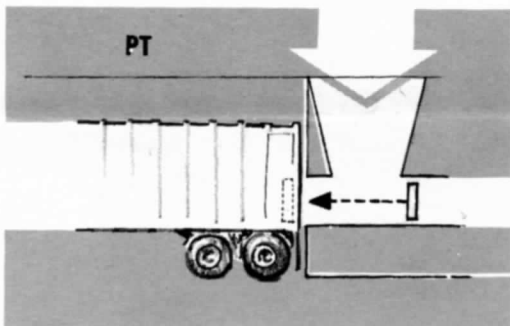
# Three types of transfer systems available from Hobbs-Pak to suit your exact requirements



**TT** is for "Tandem Transfer," the trailer that receives loads from smaller route trucks through its roof doors. It's self-contained; has its own engine (or electric motor) to power the hydraulic pump that drives the packer plate during compaction cycles and discharge of refuse through the rear door opening. Advantage with engine-equipped TT is that no stationary equipment except a loading chute is required.



**RT** stands for "Rapid Transfer." This trailer is like the TT (roof doors, etc.) except that *it does not have an engine on board to drive its packer plate*. Hydraulic power from a remote power unit, usually situated in a transfer station a floor above the trailer, through quick-connect lines to the trailer's hydraulic cylinder. Removing the power supply from the trailer cuts 1500 pounds of dead weight, increases payload capacity and reduces investment. Wetline kit is installed on truck-tractor to supply power for unloading at disposal area. This is a *patented* Hobbs-Pak system.



**PT** is for "Packer Transfer." This trailer is packed with refuse by a separate compaction plate in a stationary hopper. The trailer is equipped with a special rear door opening that aligns with the stationary unit. The stationary hopper serves as a giant *holding* hopper, out of which refuse can be transferred continuously, eliminating route truck unloading delays. Load is ejected by full-stroke cylinder and plate.

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