
Appendix G

Glossary

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This glossary of freight related terms is intended to cover the majority of technical terms found in the Chittenden County Regional Freight Study Final Report. These definitions are based on those provided in the **Intermodal Freight Transportation, 4th Edition**, 1999, prepared by Gerhardt Muller, and distributed by the Eno Transportation Foundation, Inc. and the Intermodal Association of North America. Readers are referred to this document for additional clarifications.

Boxcar. An enclosed railcar, typically 40 or more feet long, used for packaged freight and some bulk commodities.

Bulk cargo. Cargo that is unbound as loaded; it is without count in a loose unpackaged form. Examples of bulk cargo include coal, grain, and petroleum products.

Carload. Quantity of freight (in tons) required to fill a railcar; amount normally required to qualify for a carload rate.

Chassis. A trailer-type device with wheels constructed to accommodate containers, which are lifted on and off.

Classification yard. A railroad terminal area where railcars are grouped together to form train units.

Common carrier. Any carrier engaged in the interstate transportation of persons/property on a regular schedule at published rates, whose services are for hire to the general public.

Container. A large, standard sized metal box into which cargo is packed for shipment; containers are designed to be moved with common handling equipment, functioning as the transfer unit between modes rather than the cargo itself.

Container on flatcar (COFC). Containers resting on railway flatcars without a chassis underneath.

Contract carrier. Carrier engaged in interstate transportation of persons/property by motor vehicle on a for-hire basis, but under continuing contract with one or a limited number of customers to meet specific needs.

Doublestack. Railcar movement of containers stacked two high.

Drayage. Transporting of rail or ocean freight by truck to an intermediate or final destination; typically a charge for pickup/delivery of goods moving short distances (e.g., from marine terminal to warehouse).

For-hire carrier. Carrier that provides transportation service to the public on a fee basis.

Freight All Kinds (FAK). Goods classified FAK are usually charged higher rates than those marked with a specific classification and are frequently in a container that includes various classes of cargo.

Gross Vehicle Weight (GVW). The combined total weight of a vehicle and its freight.

Interline freight. Freight moving from point of origin to destination over the lines of two or more transportation lines.

Just-in-time (JIT). Cargo or components that must be at a destination at the exact time needed. The container or vehicle is the movable warehouse.

Less-than-containerload/less-than-truckload(LCL/LTL). A container or trailer loaded with cargo from more than one shipper; loads that do not by themselves meet the containerload or truckload requirements.

Line haul. The movement of freight over the road/rail from origin terminal to destination terminal, usually over long distances.

Logistics. All activities involved in the management of product movement; delivering the right product from the right origin to the right destination, with the right quality and quantity, at the right schedule and price.

Owner-operator. Trucking operation in which the owner of the truck is also the driver.

Private carrier. A carrier that provides transportation service to the firm that owns or leases the vehicles and does not charge a fee.

Trailer on flatcar (TOFC). Transport of trailers with their loads on specially designed rail cars.

Transloading. Transferring bulk shipments from the vehicle/container of one mode to that of another at a terminal interchange point.

Truckload (TL). Quantity of freight required to fill a truck, or at a minimum, the amount required to qualify for a truckload rate.