

US train stations use 20-foot collapsible containers

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Double-stack container transport is common in multimodal transport, allowing two containers to be stacked on top of each other on a railcar. This significantly increases transport efficiency. Originating in ...

Containers, as such, were unusual, although the Flexi-Van system used by the New York Central (as well as a few other carriers) to overcome clearance problems associated with the trailers was a notable, ...

One BNSF intermodal train can take several hundred trucks off the highways, reducing congestion and emissions. Truck trailers or cargo containers from ships are loaded directly onto railcars.

OverviewHistorySizes and clearancesStacking containersDwarf containersWeightsOperationsDouble-stack rail transport is a form of intermodal freight transport in which railroad cars carry two layers of intermodal containers. Invented in the United States in 1984, it is now being used for nearly 70% of United States intermodal shipments. Using double stack technology, a freight train of a given length can carry roughly twice as many containers, sharply reducing transport costs per container. On United States railroads, special well cars are used for dou...

Recently, shippers at several places in the country are having a hard time obtaining the 20-foot containers, particularly in the U.S. heartland.

Well cars, also referred to as double-stack cars, are a relatively recent specialized piece of equipment developed in the 1980s to haul intermodal containers.

Of the 60-plus million ocean containers, approximately two-thirds are 40-feet; a third are 20 feet. There will always be 40-foot containers to load on the train.

Controlling weight, both total train and platform by platform, is necessary for a stacked container train operation whereas it is not as important in single tier or conventional COFC/TOFC.

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Sludge or dirt is often carried in specialized half-height 20-foot containers, while old 40-foot international containers can be converted to carry trash or debris by having their roofs removed.

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Union Pacific owns and manages EMP and UMAX containers and is the only western railroad to provide rail-owned domestic containers. Both EMP and UMAX have some of the newest containers in the ...

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