Proceedings of the Transportation Research Forum

Volume 5 **1990**

32nd TRF Annual Forum
Long Beach, California
October 10-12, 1990

- *Service Levels, Operating Cost, and Train Crew Size in the U.S. Rail Industry*
  by Mark H. Keaton,
  Michigan Technological Univ.

Reductions in train crew cost could make it economical for U.S. railroads to provide improved service. This paper quantifies the cost to provide a range of service levels for a hypothetical rail system. Average transit time is the measure of service level. Higher levels of service are achieved by increasing the number and frequency of direct train connections, permitting cars to bypass intermediate yards. If train crew cost could be cut to about one-half its current level of $8 per train mile, reductions of 14 hours, or 15 percent, in average transit time could be achieved without an increase in total operating expenses. Moreover, employment in train and engine service will actually increase, even if trains are operated with two-person crews in place of the existing four-person crews.

Railroad Competitiveness

Panel Session Organizer and Moderator:
Frank Mulvey, U.S. General Accounting Office

Panelists:

- Michael Haverty, President
  The Atchison, Topeka and Santa Fe Railway Co.
- James Kennedy, Exec. Secretary and Treasurer
  Railway Labor Executives Assoc.
- Robert L. Banks
  R.L. Banks Associates
- W.G. "Bill" Waters
  University of British Columbia

The Impact of the U.S.-Canada Free Trade Act

Session Organizer and Moderator: L. Milton Glisson,
North Carolina A & T State University

- *Motor Carrier Perspective*
  by Garland Chow,
  University of British Columbia

While transportation services were left out of the United States - Canada Free Trade Agreement, the F.T.A. has very important implications for the transport sector. Commodity flows are predicted to shift from predominantly east-west flow to a more north-south flow. Motor carriers will play a large part in transporting these commodities and the issue arises as to whether motor carriers domiciled in Canada or motor carriers domiciled in the United States have the competitive advantage. Is there a level playing field between Canadian and U.S. carriers? If there are advantages, are these advantages due to natural market and economic conditions, or are they due to artificial influences including discriminatory government policy? These are important issues for both policy-makers and carriers in considering strategic plans for competing in the Canada - United States transborder trucking market.