

DOT COST-EFFECTIVENESS REVIEW OF
RAILROAD ELECTRIFICATION

SUMMARY OF CONCLUSIONS

From a National Viewpoint (Social Resources Cost)

- Electrification most likely practical for 10% of U. S. main line trackage carrying 50% of nation's traffic and generating \$1.1 billion savings 1975 - 2005 (discounted at 13%).
- Crossover from diesel to electric lies at approximately 63% of single track (CTC) capacity or 39 million GTM per mile of track annually.

From Industry Point of View

- Considering interest charges (7.5%), taxes, and equity in equipment loans, crossover from diesel to electric is close to the crossover point from social resources cost view points.

Note

Routes studied based on a hypothetical skeleton U. S. main line rail network developed by F. R. A. F. R. A. -Base Rail Network has 120,000 miles of main line links with traffic over links established from 1% waybill data.

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