

TABLE 5D19 ELASTICITIES OF SUBSTITUTION AND DEMAND FOR RAIL AND TRUCK
TRANSPORTATION BETWEEN CHICAGO AND NEW YORK

<i>Functional form</i>	<i>Destination</i>	<i>Substitution elasticities</i>	<i>Own-price demand elasticities</i>		<i>Cross-price demand elasticities</i>	
		<i>Rail, Truck</i>	<i>Rail</i>	<i>Truck</i>	<i>Rail, Truck</i>	<i>Truck, Rail</i>
TL	Chicago	5.43	-0.36	-0.41	0.32	0.45
	New York	2.70	-0.55	-0.53	0.22	0.42
CESTL	Chicago	1.55	-0.10	-0.12	0.09	0.10
	New York	0.55	-0.06	-0.11	0.04	0.09
BTL	Chicago	5.61	-0.39	-0.46	0.28	0.43
	New York	2.44	-0.09	-0.59	0.18	0.41

Note TL denotes Translog, CESTL denotes CES Translog, BTL denotes Barnett Translog.

Source Westbrook & Buckley (1990, table 2, p. 627).