



## Canadian Transcontinental Rail Journey September 10-19, 2009

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### LECTURER

***Carl D. Martland***  
***MIT Senior Research Associate, Retired,***  
***Department of Civil & Environmental Engineering***

Carl D. Martland '68, CE '72, SM '72 graduated from MIT with a SB in mathematics in 1968, plus an SM in civil engineering and the civil engineer degree in 1972. In July 2007, he retired from his position as senior research associate in the MIT Department of Civil and Environmental Engineering, where he had been actively engaged in transportation research and teaching since 1971. A specialist in rail transportation, Martland has studied service design, costing and control, track maintenance planning, equipment utilization, preventive maintenance, terminal operations, intermodal transportation, productivity, safety, and technology assessment. He has taught undergraduate and graduate subjects at MIT, including Freight Transportation Management, Project Evaluation, Engineering System Design, and Transportation Demand & Economics.



Martland has supervised more than three dozen research projects for the Association of American Railroads, individual railroads, and various government agencies and participated in studies of freight systems and public policy in Argentina, Bolivia, Brazil, Canada, Columbia, China, Egypt, Hong Kong, India, Panama, Japan, Spain, and Thailand. As a consultant, he has worked on aspects of rail performance with all of the major railroads of the United States and Canada, the Association of American Railroads, and the Federal Railroad Administration.

Martland has written extensively on freight transportation, publishing more than 120 papers and research reports. His papers have earned many awards, and, in 1997, the Transportation Research Forum selected Martland as the recipient of the Distinguished Transportation Researcher Award.

***Carl Martland's '68, CE '72, SM '72 comments about the program:***

“In the 19th century, railroads bridged the continent, dramatically reducing the costs and time required for travel and for freight movements. In the 20th century, highways and airlines challenged the railroads supremacy, forcing the railroads to concentrate on fewer routes and fewer services; the romance of the rails dimmed even as the last of the robber barons faded away. By the 1970s, much of the system was in poor repair, tottering on the verge of bankruptcy. However, with some boost from governments, the railroads rationalized their networks, restructured their organizations, improved their technologies, and became much more productive and profitable. Today, the industry is poised to play a much larger role in the transportation system, both for passengers and for freight. On this train trip, we will see the modern face of railroads – heavy unit trains of coal and grain, double-stack container trains that link Asia and the east coast, massive rail yards and well-maintained infrastructure. And we of course will enjoy the fabulous trip through the Rockies and our stays at some of the most historic railroad hotels.”