In general, moving goods is cheaper now than in the past. Productivity has improved in both long-distance railroading and long-distance trucking over the past decade but much more quickly in rail than road transportation. Between 1987 and 2005, output-per-hour worked more than doubled in line-haul railroading but grew only 37 percent in long-distance, general-freight trucking. Line-haul railroads primarily engage in operating railroads for the transport of passengers and/or cargo over a long distance within a rail network. These establishments do not include switching and terminal operations or short-distance (or local) railroads. Long-distance, general-freight trucking establishments are operations other than those primarily engaged in local trucking and specialized trucking. Specialized trucking establishments are engaged in the transportation of freight that, because of size, weight, shape, or other inherent characteristics, requires specialized equipment, such as flatbeds, tankers, or refrigerated trailers.