PENNSYLVANIA INTERCITY
passenger
& freight
RAIL PLAN

Appendix 5

Freight Rail System

Appendix 5

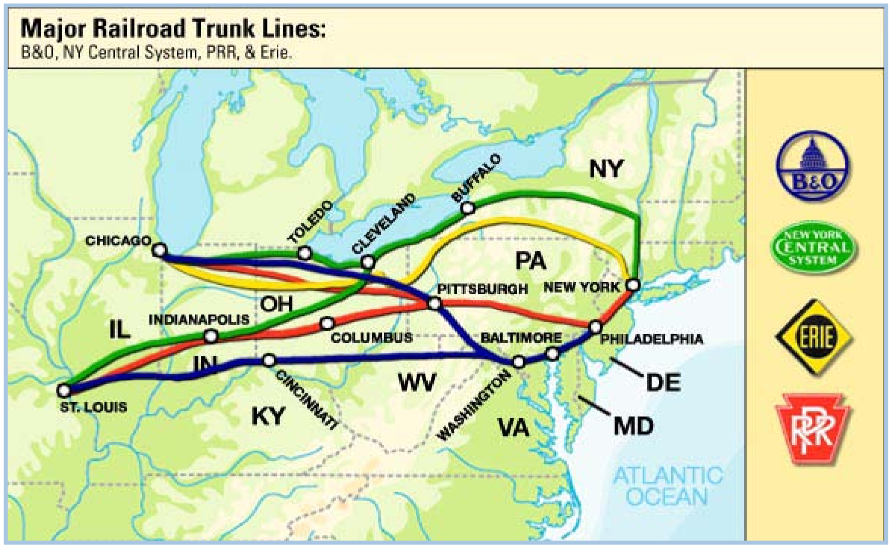
Freight Rail System

Introduction

Pennsylvania's freight railroad network has a rich history that has supported and shaped the state's industrial heritage and diverse economy. Pennsylvania freight railroads have carried the state's abundant raw materials, such as coal, oil, and agricultural products; and immense industrial output, such as steel and iron ore in the southwest and cement in the northeast. Besides local Pennsylvania freight, railroads in the state also served as a gateway for a significant volume of "overhead," or through freight that moves between the East Coast and the rest of the nation.

The foundation for Pennsylvania's dense rail network is the four major railroads which crossed the state at the turn of the century: the Pennsylvania, New York Central, Baltimore and Ohio, and Erie as shown in Figure 5-1. Over time, these rail carriers have evolved into a freight rail system comprised of four major Class I carriers and a large number of supporting short lines which continue to serve and support Pennsylvania's economy. Appendix 5 describes the current Pennsylvania freight network in terms of its rail carriers, major freight corridors, and local freight volumes. In addition, a forecast of future freight rail tonnage has been developed.

Figure 5-1: The Four Main Railroads in the State of Pennsylvania, 1870



Source: WITF, Inc.

Pennsylvania Rail Network System Overview

The Pennsylvania freight rail network totals 5,095[1] miles of track operated by more than 60 railroads as depicted in Figure 5-2. Compared to the other states in the Union, Pennsylvania has the fifth-largest rail network in terms of miles and the greatest number of railroads. In 2007, Pennsylvania's freight rail network carried 201.6 million tons of freight (10 percent of total United States rail tonnage) and 4.2 million carloads (13 percent of total United States carloads). The state ranks ninth nationally in originating rail tons and eleventh in terminating tons. The composition of Pennsylvania's rail freight is presented later in this chapter.

Rail Carriers in Pennsylvania

Table 5-1 presents an overview of the Pennsylvania rail network by class of carrier: Class I, Class II (Regional), and Class III (Short Line/Local Line Haul). Class I railroads are entities with annual revenues exceeding $359.6 million.[2] Class II Regional railroads have annual revenue between $40 million and $359.6 million or contain 350 service miles, while Class III Short Line/Local Line Haul railroads have annual revenue less than $40 million. Freight railroads may run on their own track and/or operate on track owned by Amtrak, commuter railroads, or another freight railroad, commonly called "trackage rights."

Table 5-1: Pennsylvania Freight Rail Network, 2009

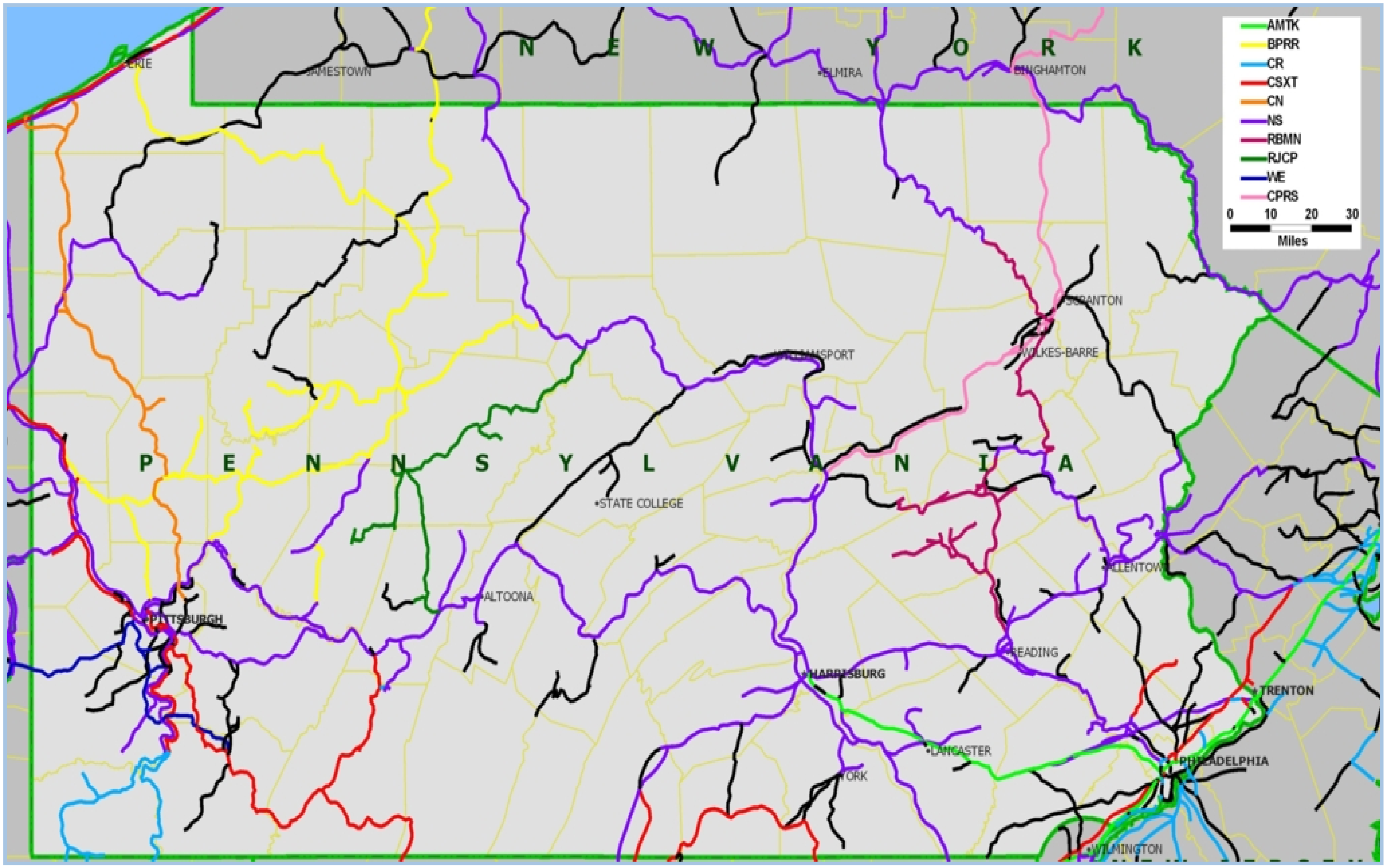
Carrier Class	Number of Lines
Class I	4
Class II (Regional)	2
Class III (Short Line/Local Line Haul)	32
Local Switching & Terminal	27
Total	65

Approximately 36 percent of the Pennsylvania freight rail network is owned by 59 smaller short line and terminal carriers. These railroads generally originate or terminate rail cars locally and act as "feeders" for the larger Class I carriers which own almost half of Pennsylvania's rail tracks. The Class I carriers provide the “line haul” service for these smaller carriers, transporting rail cars across the country on their national rail networks. Listed below are the individual rail carriers that comprise Pennsylvania's rail system.

[1] *Federal Railroad Administration, 2007*

[2] *Class I Railroad Statistics, Association of American Railroads, June 10, 2009*

Figure 5-2: Freight Rail Lines in Pennsylvania



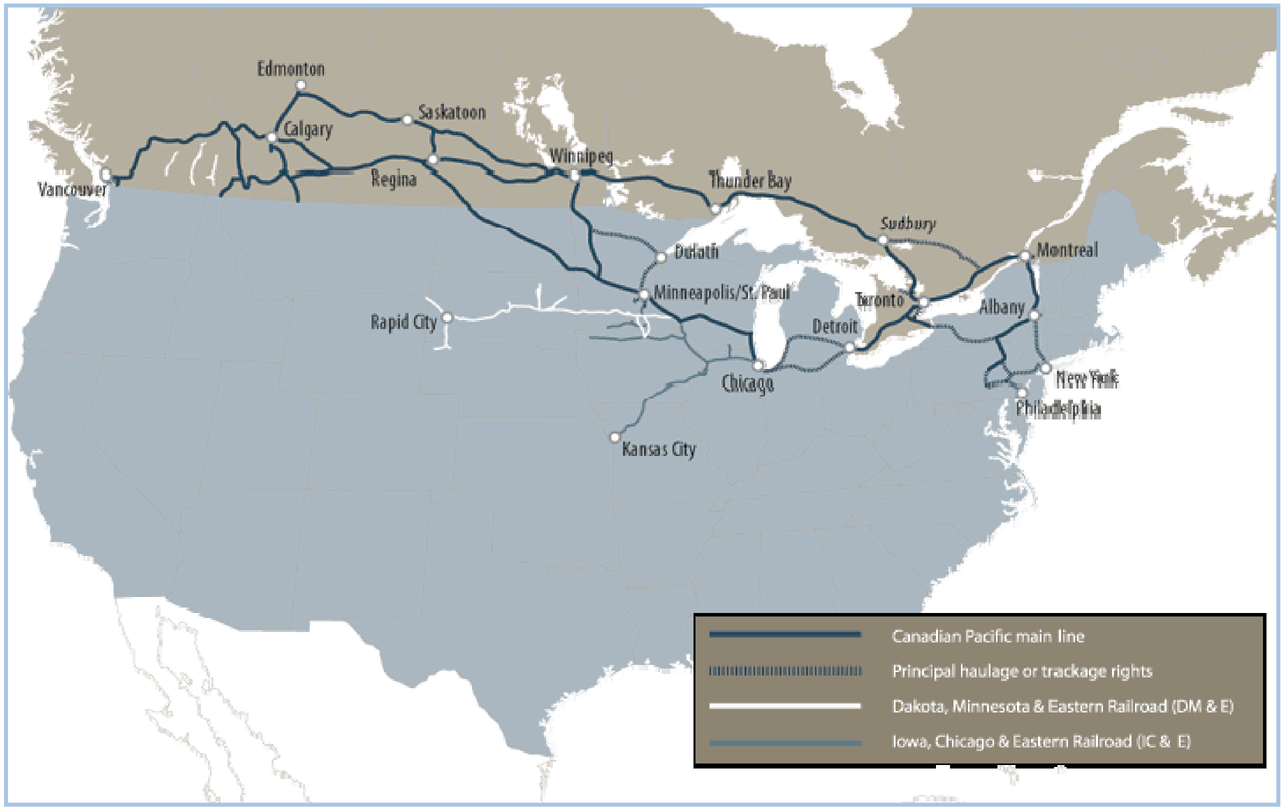
Source: Federal Railroad Administration, 2006

Class I Carriers in Pennsylvania

The four Class I carriers which operate in Pennsylvania are discussed in detail below. They include:

- **Canadian Pacific Railroad**, shown in Figure 5-3, operates from Binghamton, New York, providing service to Scranton and Sunbury. In addition, the railroad provides service to Philadelphia via trackage rights and hauling agreements to the South Philadelphia Port area, and to Bethlehem and onward to Newark, New Jersey, via trackage rights.

Figure 5-3: Canadian Pacific System Map

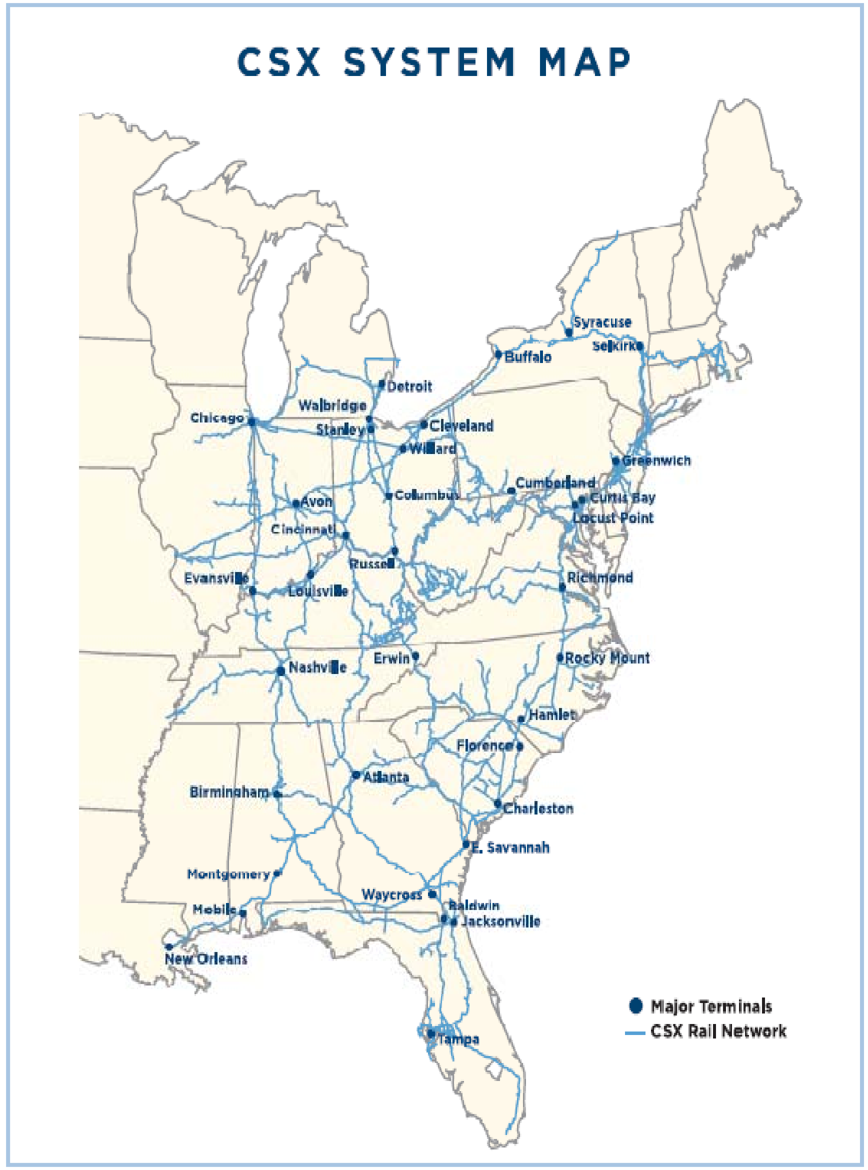


Source: Canadian Pacific Website- www.cpr.com

- **CSX Transportation**, shown in Figure 5-4, is comprised of three different lines within the state.
  - New York - Erie - Ohio Subdivision comprised of the Chicago Line and the Lakeshore Line.
  - Maryland- Connellsville - Pittsburgh - New Castle - Ohio Subdivision comprised of the Keystone, Pittsburgh, and New Castle Lines.
  - Delaware - Chester - Philadelphia - New Jersey Subdivision parallels Amtrak's Northeast Corridor Line.

Figure 5-4: CSX System Map

Source: CSX Website www.csx.com



- **Norfolk Southern**, shown in Figure 5-5, is comprised of seven different lines in the state.
  - Philadelphia - Harrisburg - Pittsburgh - Ohio is the former Pennsylvania Railroad's main line. One of the most dense rail lines in the United States, the line provides access between the ports and metropolitan areas of the Mid-Atlantic (i.e., Philadelphia, Baltimore, and New York) with Chicago and other Midwest destinations. Within Pennsylvania this line is further subdivided between the Harrisburg Line (Philadelphia to Harrisburg), Pittsburgh Line (Harrisburg to Pittsburgh), and Fort Wayne Line (Pittsburgh to Ohio).
  - Reading - Bethlehem - Easton - New Jersey is comprised of the Lehigh Line and the Reading Line.
  - Maryland (Perryville) - Columbia - Harrisburg between Harrisburg and Maryland and Delaware.
  - Harrisburg - Chambersburg - Hagerstown, named the Lurgan Line, provides access between the Main Line and Maryland.
  - Pittsburgh - Brownsville - Waynesburg between southwest Pennsylvania and West Virginia.
  - Harrisburg - Lock Haven - Emporium - Port Alleghany - New York is the Southern Buffalo Line connecting Harrisburg to Buffalo, New York.
  - New York - Erie - Ohio is comprised of the Norfolk Southern Buffalo/Cleveland line.

Figure 5-5: Norfolk Southern System Map

Source: Norfolk Southern Website www.nscorp.com

- **Bessemer and Lake Erie Railroad Company (BLE)** operates 127 miles between the Lake Erie port of Conneaut, Ohio, and steel mills in the Pittsburgh area. This railroad company is owned by Canadian National.

Class II (Regional) Carriers in Pennsylvania

There are two Class II railroads in Pennsylvania:

- **The Buffalo & Pittsburgh Railroad (BPRR)** is part of Genesee & Wyoming's New York/Ohio/Pennsylvania Region and operates 527 miles with service extending from New York State through Bradford, Dubois, and Butler.
- **The Wheeling & Lake Erie Railway Company (WLE Railway Co.)** operates 103 miles and serves southwest Pennsylvania between Pittsburgh and Connellsville, connecting them with Bellevue, Akron, and Carey, Ohio.

Class III (Short Line/Local Line Haul) Carriers in Pennsylvania

A total of 32 Class III railroads operate in Pennsylvania. The following is a list of these railroads, as of 2009.

- Allegheny Valley Railroad Company (AVR)
- Central New York Railroad Corporation (CNYR)
- Chestnut Ridge Railway Corporation (CHR)
- Cumberland Mine Railroad (CM)
- Delaware-Lackawanna Railroad Company, Inc. (DL)
- East Penn Railways (EPRY)
- Everett Railroad (EV)
- Gettysburg & Northern Railroad Company (GET)
- Hollidaysburg & Roaring Springs Railroad (HRS)
- Juniata Valley Railroad Company (JVRR)
- Lehigh Railway, LLC (LRWY)
- Luzerne and Susquehanna Railway Company (LS)
- Lycoming Valley Railroad Company (LVRR)
- Middletown & Hummelstown Railroad (MIDH)
- New Castle Industrial Railroad (NCIR)
- New Hope & Ivyland Railroad (NHRR)
- Nittany & Bald Eagle Railroad (NBER)
- North Shore Railroad (NSHR)
- Oil Creek & Titusville Lines, Inc.(OCTL)
- Pennsylvania & Southern Railway (PSRR)
- Pittsburgh & Ohio Central Railroad Company (POHC)
- R.J. Corman Railroad/Pennsylvania Line (RJCP)
- Reading Blue Mountain & Northern Railroad Company (RBMN)
- Shamokin Valley Railroad Company (SVRR)
- Southwest Pennsylvania Railroad (SWP)
- Stourbridge Railroad Company (SBRR)
- Strasburg Rail Road Company (SRC)
- Union County Industrial Railroad Company (UCIR)
- Wellsboro & Corning Railroad (WCOR)
- Western New York & Pennsylvania Railroad (WNYP)
- York Railway Company (YRC)
- Youngstown & Southeastern Railroad Company (YSRR)

Local Switching and Terminal Railroads in Pennsylvania

Twenty-seven local switching and terminal railroads operate in Pennsylvania. Below is a list of these railroads, as of 2009.

- Aliquippa & Ohio River Railroad Company (AORR)
- Allegheny Southern Railroad (ASR)
- Belvidere & Delaware River Railway Company (BDRV)
- Brandywine Valley Railroad Company (BVRY)
- Conrail Shared Assets (CRR)
- East Erie Commercial Railroad (EEC)
- Juniata Terminal Company (JFTS)
- Kasgro Rail Corporation (KRL)
- Kiski Junction Railroad (KJR)
- Landisville Railroad, LLC (LVR)
- Lehigh Valley Rail Management (Bethlehem Division) (PBNE)
- Lehigh Valley Rail Management (Cambria and Indiana Division) (CI)
- Lehigh Valley Rail Management (Johnstown Division) (CBL)
- Maryland Midland Railway (MMID)
- McKeesport Connecting Railroad Company (MKC)
- McLaughlin Line Railroad/MSI Corporation (MCLR)
- Mount Union Connecting Railroad (MTUC)
- N.D.C. Railroad Company (NDCR)
- Pennsylvania Southwestern Railroad, Inc.(PSWR)
- Pittsburgh, Allegheny & McKees Rocks Railroad (PAM)
- R.J. Corman Railroad/Allentown Lines (RJCN)
- SMS Rail Service, Inc. (PJRS)
- Steelton & Highspire Railroad Company (SH)
- Turtle Creek Industrial Railroad (TCKR)
- Tyburn Railroad Company (TYBR)
- Union Railroad Company (URR)
- Upper Merion & Plymouth Railroad Company (UMP)

Table 5-2 illustrates the volume of rail freight, expressed in ton-miles, carried by the larger rail carriers described above. In spite of the large numbers of state railroads, freight volume is concentrated to a small number of rail carriers. Norfolk Southern (NS) and CSX are the predominant freight rail service providers, responsible for 86 percent of the freight ton-miles. Five rail carriers carry 98 percent of the state's freight: NS, CSX, Canadian Pacific, BLE (owned by Canadian National), and Class II carrier Buffalo & Pittsburgh Railroad (BPRR) (owned by Genesee and Wyoming).

Table 5-2: Ton-Miles Carried on Pennsylvania Freight Railroad

Track Owner	Ton-miles (millions)
Norfolk Southern	16,373.2
CSX	7,443.2
Canadian Pacific	656.2
Canadian National	588.3
Buffalo & Pittsburgh	280.5
Conrail	203.8
Amtrak	165.8
Wheeling & Lake Erie	54.3
Reading Blue Mountain & Northern	21.0
Pittsburgh & Ohio Central	12.9
SEPTA	11.7
Kasgro Rail Line	7.8
Southwest Pennsylvania	6.6
Allegheny Valley	5.8
R.J. Corman/PA Line	5.3
Nittany & Bald Eagle	3.5
Tyburn	2.9
Shamokin Valley	2.7
Delaware-Lackawanna	2.1
All Others	10.8
Total	25,858.4

Source: Surface Transportation Board Carload Waybill Sample, Routed by IHS Global Insight

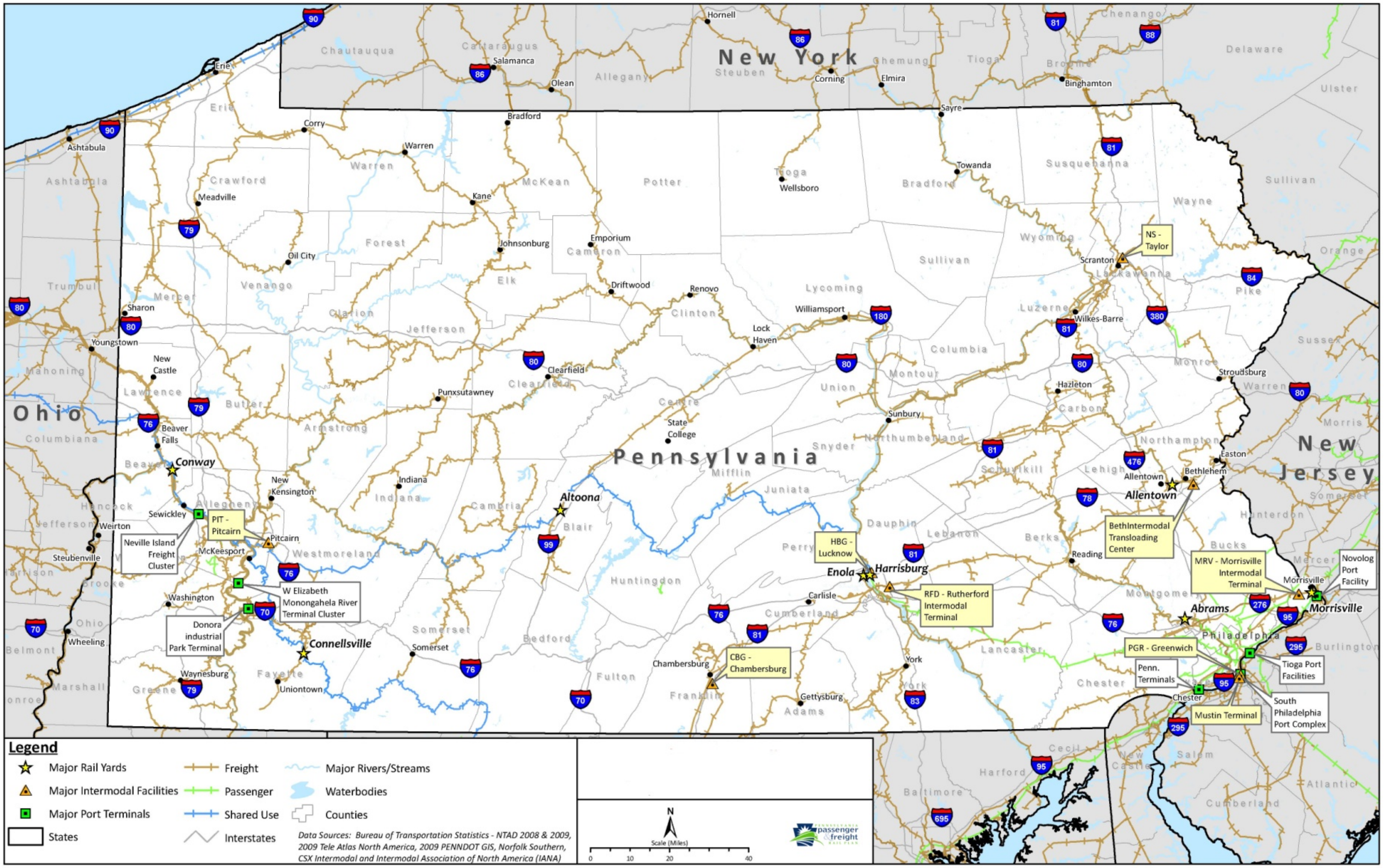
Major Rail Intermodal Terminals and Rail Yards in Pennsylvania

Rail freight terminals are facilities where freight cars are combined into trains or where trains are broken down to add to other trains or distributed to shippers. They are commonly divided into intermodal terminals and "classification" yards. Intermodal facilities are locations where freight containers and/or trailers are transferred between non-railroad freight modes involved in the trip. Typically, this arrangement includes some combination of rail, truck, and water with truck being the dominant non-rail intermodal carrier. Major classification yards are facilities where individual cars are grouped together (blocked) by destination and combined into trains containing multiple blocks of cars. The locations of these facilities are illustrated in Figure 5-6.

Intermodal Facilities

There are nine major intermodal terminals located within the state serving the intermodal trailer and container market: Pittsburgh, Chambersburg, Scranton, Harrisburg, Rutherford, Morrisville, Allentown/Bethlehem, and Philadelphia (Greenwich and Mustin). These are shown in Figure 5-6.

Figure 5-6: Major Intermodal Facilities and Rail Yards



Source: Bureau of Transportation Statistics – NTAD 2008 and 2009, 2009 tele Atlas North America, 2009PennDOT GIS, Norfolk Southern, CSX Intermodal and Intermodal Association of North America (IANA)

CSX Transportation

- Greenwich Yard is located along Delaware Avenue in South Philadelphia. The facility includes 18,000 feet of loading tracks, 2,000 truck parking spaces, and 30,000 feet of support tracks.
- Chambersburg Intermodal is a 114-acre terminal in Chambersburg. This facility, opened in 2007 and part of the National Gateway project, provides access to nearby warehousing and logistics parks and to Interstate 81. The National Gateway project is a joint public-private venture that proposes to improve rail corridors linking the Midwest with the East by widening roads and raising bridges to allow double-stacked rail cars to travel the corridor.

Norfolk Southern

- Taylor Yard, located near Scranton, serves the central and northeastern portions of Pennsylvania. This facility handles international containers to/from Chicago and domestic containers. This facility handles TOFC[3]/COFC[4]/Stack Car as well as bottom and top lift EMP[5] (53-foot) containers.
- Bethlehem Yard is located in Bethlehem and serves the northeastern sections of the state. Service from the facility includes seven-day-per-week trains to/from Chicago, Kansas City, Los Angeles, San Bernardino, and St. Louis. This facility handles TOFC/COFC/ Stack Car. In addition, top, bottom and side lift EMP (53 feet) containers are handled at the facility.
- Harrisburg (Rutherford) Yard serves central Pennsylvania. Service from the facility includes seven-day-per-week trains to/from Chicago, Elizabeth (New Jersey), Kansas City, Los Angeles, Norfolk, San Bernardino, and St. Louis. This facility handles TOFC and COFC. In addition, EMP (48- and 53-foot) containers are handled at the facility.
- Morrisville Yard serves south central Pennsylvania. Service from the facility includes seven-day-per-week trains to/from Atlanta, Chicago, Dallas, Jacksonville, Kansas City, Los Angeles, Memphis, and Miami. This facility handles TOFC and COFC. In addition, EMP (48- and 53-foot) containers are handled at the facility.
- Pittsburgh Yard in Wall serves western Pennsylvania. Service from the facility includes seven-day-per-week trains to/from Chicago, Elizabeth, and Kansas City. This facility handles TOFC and COFC. In addition, EMP (48- and 53-foot) containers are handled at the facility.
- Lucknow Yard, also located in Harrisburg, was a small Conrail freight yard located next to Conrail's Harrisburg yard and intermodal facility. This facility produced ten to twelve 1,500-foot ribbons of continuous welded rail via an assembly line each day. Currently, this 4,500-foot-long and 500-foot-wide facility is operated by Norfolk Southern.
- Mustin Field in Philadelphia serves the greater Philadelphia area and was completed in 2005. The terminal has yet to come on line.

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[3] *TOFC – Trailer on flat car*

[4] *COFC – Container on flat car*

[5] *EMP is a domestic interline container service which provides a fleet of approximately 25,000 48- and 53-foot containers and chassis.*

Canadian Pacific

- Philadelphia Yard has intermodal capabilities adjacent to the old Navy Yard in south Philadelphia.

Port Terminals

- Neville Island Freight Cluster is a 1,200-acre island located in the Ohio River and provides access to 33 parcels owned by 19 property owners. The island is accessed by rail (Pittsburgh and Ohio Central Railroad Co.), river, and highways, especially from I-79 and PA Route 51.
- West Elizabeth Monongahela River Terminal Cluster, also known as the CSI River and Rail Terminal, is a 23-acre site located in the Port of Pittsburgh along the Monongahela River. The facility services include barge loading and unloading, warehousing, rail car loading and unloading, and material processing. In addition, the facility provides a 75,000-square-foot indoor storage building, a 1,200-foot dock wall, and a 1,900-foot rail siding for Norfolk Southern trains. Norfolk Southern provides car switching service on site five times per week.
- Donora Industrial Park Terminal is located within a 256-acre park. The facility is adjacent to the Monongahela River and has rail service with Norfolk Southern.
- Port of Erie is served by Erie Commercial (switching railroad) and Allegheny and Eastern railroad. Products handled include refined petroleum products, coal, scrap, and aggregate.
- Tioga Marine Terminal located in South Philadelphia processes numerous cargoes including: containers, refrigerated fresh fruit, paper, plywood, autos, palletized breakbulk, and steel. Access to the facility is via area roadways (I-76 and I-95) along with railroad access to Norfolk Southern, Canadian Pacific, and CSX. The facility contains 2,000 feet of rail siding for intermodal COFC transfer.
- South Philadelphia Port Complex located adjacent to Delaware and Columbus Avenues in South Philadelphia has access to the Norfolk Southern and CSX railroads.
- Penn Terminals is an 80-acre site in Eddystone and contains a 300,000-square-foot warehouse with five cranes to handle containers, steel, forest products, and perishable cargoes.
- Novolog Port Facility is located at the old U.S. Steel Fairless Works Plant in Bucks County and has access to the Norfolk Southern railroad.

Profile of Pennsylvania Rail Freight Traffic

In 2007, the Pennsylvania freight rail network carried 201.6 million tons of freight and 4.2 million carloads. A profile of this traffic can be performed using the 2007 (the most recent data available) Surface Transportation Board (STB) annual Railroad Waybill Sample. The Waybill Sample is a statistically-based stratified sample of shipments terminated by United States rail carriers. Any carrier terminating 4,000 or more carloads per year is required to report one percent of its terminating shipments to the STB as part of the STB Waybill Sample database, which contains detailed information on the origin, destination, commodity, and volume for each sampled movement.[6]

[6] *Sixty two Class I and II railroad carriers, as well as larger short lines, reported to 2007 STB Waybill Sample. Carriers that are smaller than 4,000 annual loads may also be sampled if they act as haulage agents for larger railroads and appear as the carrier of record on a shipment.*

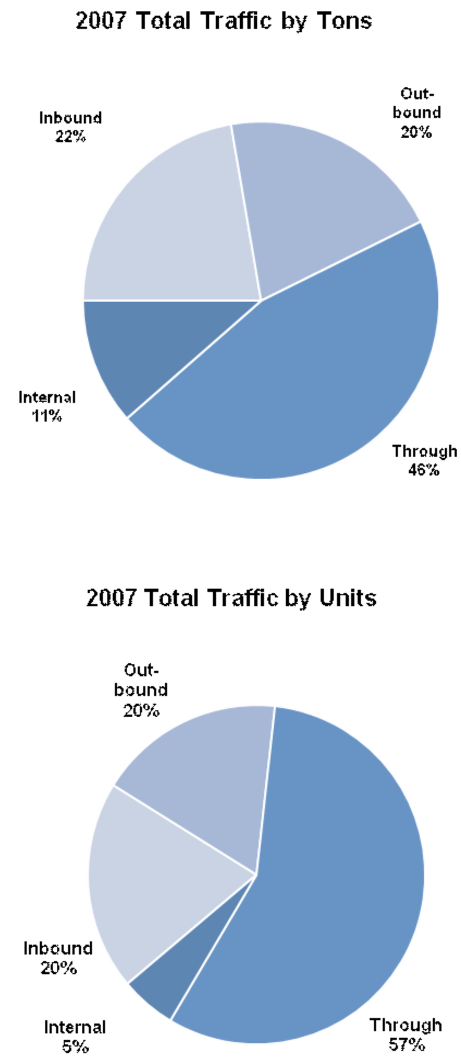
Using the STB Waybill data, an overview of Pennsylvania rail freight, including a brief analysis of its intermodal and coal traffic has been provided. Subsequent sections will examine "local" Pennsylvania traffic (originating and terminating), as well as major state freight corridors.

Pennsylvania Rail Freight by Type

Pennsylvania is primarily a through state for rail freight. Figure 5-7 shows the state's freight by type of shipment. Forty-six percent of the state's rail freight tons and 57 percent of its rail car units are through traffic. "Local" inbound and outbound traffic is evenly split between originating and terminating traffic.

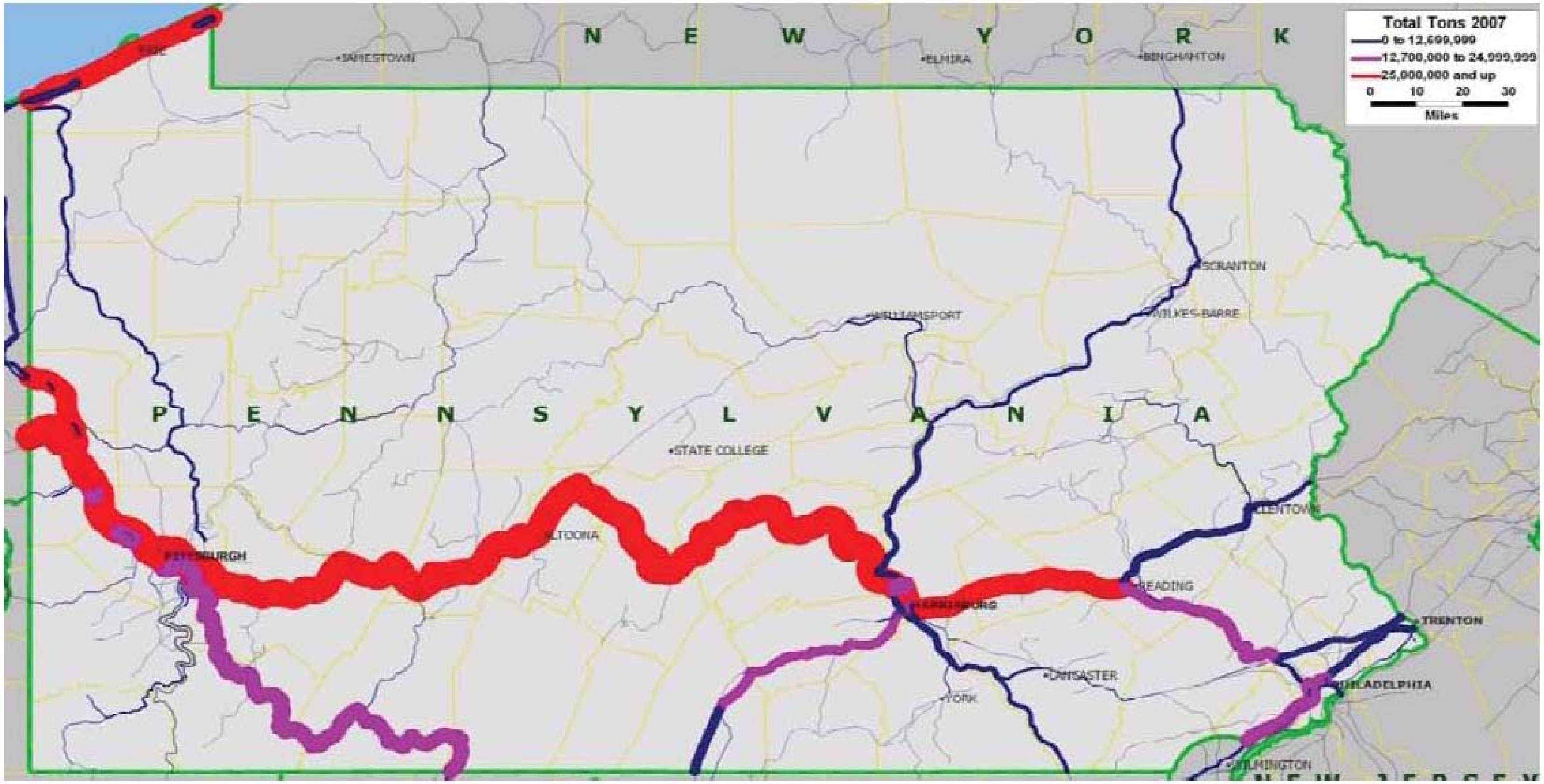
Figure 5-8 illustrates how Pennsylvania rail freight flows over its rail network. State rail freight is highly concentrated in several major corridors, primarily the NS mainline between Pittsburgh and Reading and the NS/CSX mainline along Lake Erie. Other significant corridors are Reading/Philadelphia (NS); CSX in southeastern Pennsylvania; CSX mainline between Cumberland, Maryland, and Ohio; and NS mainline south of Harrisburg. Ninety three percent of all Pennsylvania carloads travel over these major corridors.

Figure 5-7: Pennsylvania Rail Freight Traffic by Type



Source: Carload Waybill Sample 2007, Surface Transportation Board

Figure 5-8: Pennsylvania Rail Freight Flows 2007 (Tons)



Source: Surface Transportation Board Carload Waybill Sample, Routed by IHS Global Insight

Pennsylvania Rail Freight by Commodity

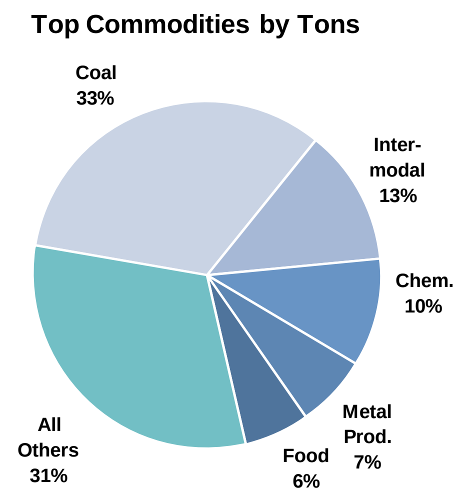
Figure 5-9 illustrates Pennsylvania major commodities transported by rail. Coal is the largest commodity transported by weight. Intermodal shipments comprise more than half the rail units moved, reflecting the lower weight to volume nature of many intermodal commodities (including the transport of empty containers). Heavier coal comprises about 15 percent of all rail units.

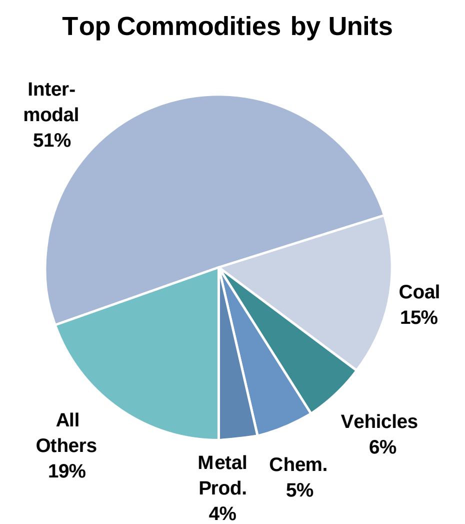
Because of the predominance of coal and intermodal traffic, more detail on this traffic is presented below, followed by a brief analysis of Pennsylvania's through rail freight traffic.

Rail Coal Traffic in Pennsylvania

Coal comprises approximately 71 million tons, or approximately one-third, of all rail shipments by weight in Pennsylvania. Although coal is produced throughout the state, seven Pennsylvania counties were responsible for over 90 percent of the coal traffic as illustrated in Table 5-3. Mines in Greene Country alone extracted more than 61 percent of the total state production of approximately 65 million tons in 2007. Almost 40 million of these total tons were shipped by rail. Shipments of coal by county are presented in Table 5-4. Greene County is the largest producer, importer, and exporter of coal.

Figure 5-9: Top Rail Commodities, 2007





Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board.

Table 5-3: Top Coal Producing Counties in Pennsylvania, 2007

County	Tons (Millions)	% share
Greene	39.9	61.3%
Armstrong	4.4	6.8%
Somerset	3.9	6.0%
Washington	3.9	6.0%
Clearfield	3.9	6.0%
Indiana	2.6	3.9%
Cambria	1.2	1.9%
All others	5.2	8.1%
Total	65.0	100.0%

Source: U.S. Energy Information Administration

Table 5-4: Rail Shipments of Coal by County – Tons (Millions), 2007

County	Outbound		Inbound		Total	
	Tons (Millions)	*%*	*Tons (Millions)*	*%*	*Tons (Millions)*	*%*
Greene	26.6	68%	7.9	25%	34.5	49%
Somerset	3.1	8%	5.4	17%	8.5	12%
Washington	2.6	7%	5.1	16%	7.7	11%
Clearfield	1.8	5%	3.9	12%	5.7	8%
Franklin	1.4	4%	3.3	10%	4.7	7%
Allegheny	1.1	3%	1.4	4%	2.5	4%
Armstrong	1.1	3%	1.3	4%	2.4	3%
All Others	1.7	4%	3.3	10%	5.0	7%
Total	39.4	100%	31.6	100%	71.0	100%

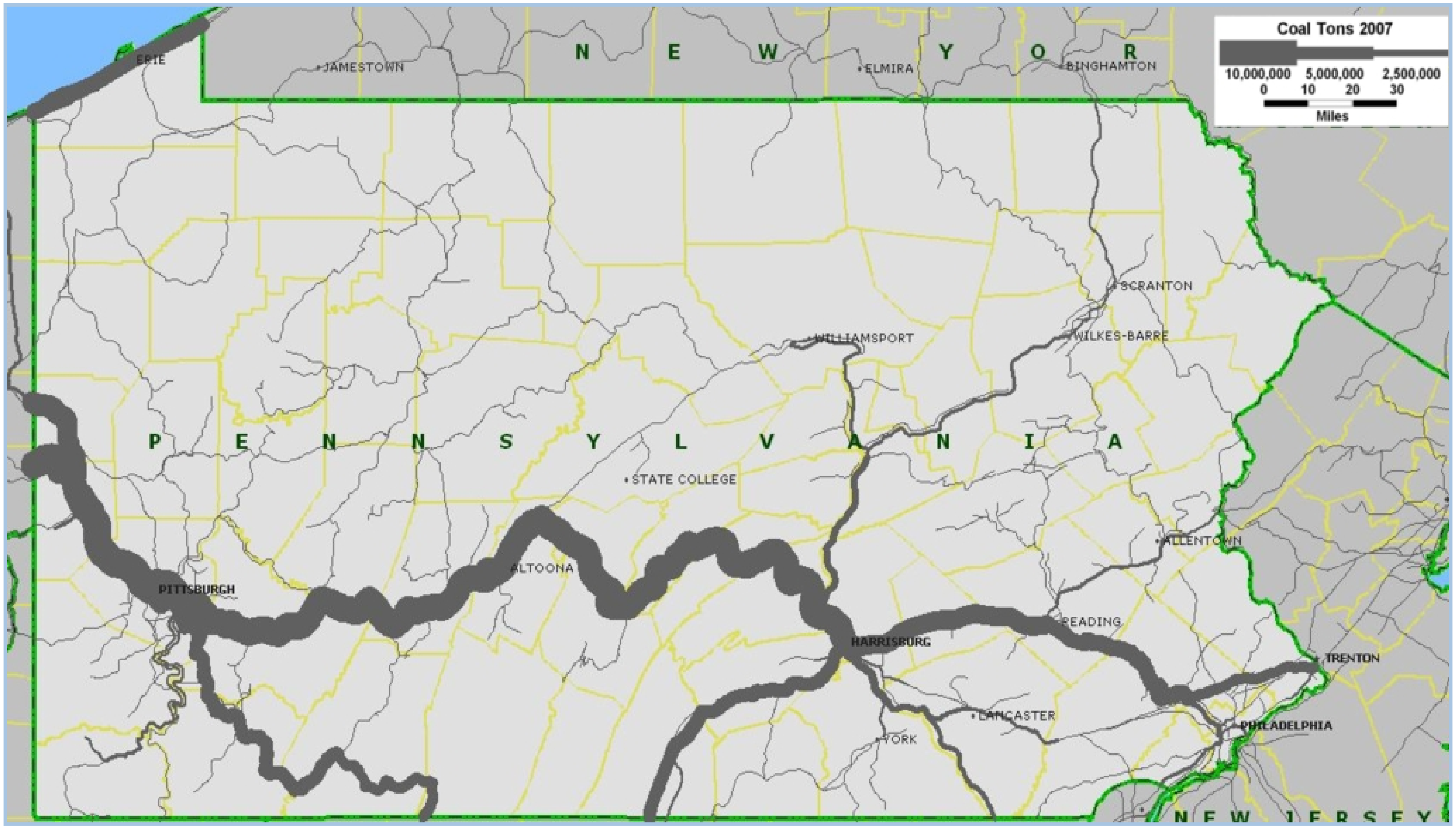
Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Figure 5-10 illustrates the flow of coal along the Pennsylvania rail network. Major coal producing counties such as Indiana and Cambria are near the east-west NS mainline that crosses the state. Coal from Green County moves on the CSX mainline in southwestern Pennsylvania and is consolidated in the Pittsburgh area or moves through the state on dedicated trains.

Intermodal Rail Traffic in Pennsylvania

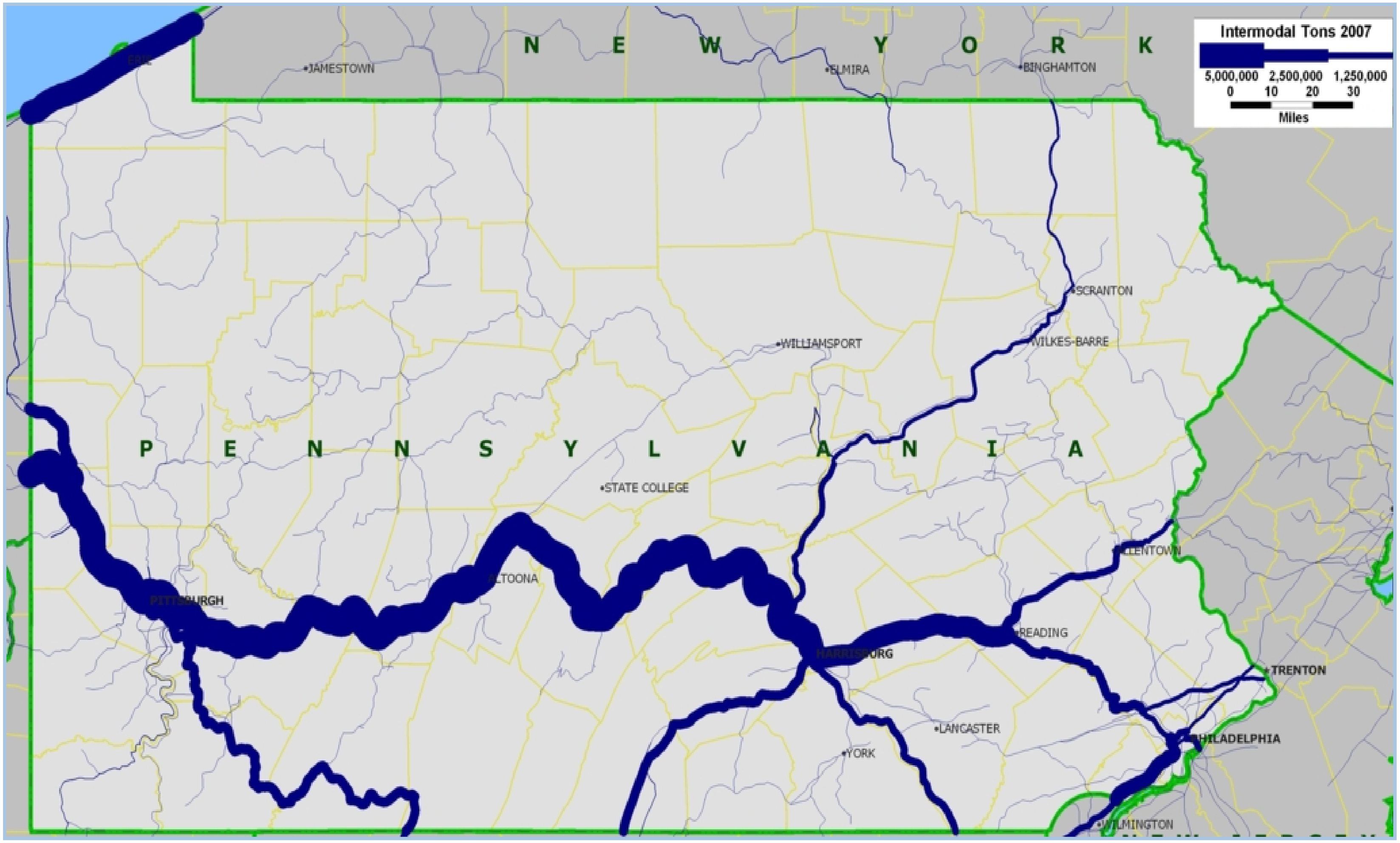
Intermodal commodities, such as mixed freight of all kinds, empty containers, dry goods, food, and mail account for more than half of Pennsylvania rail carloads. As Figure 5-11 illustrates, the majority of this traffic moves east-west along the NS mainline to and from northern New Jersey and New York via Trenton.

Figure 5-10: Total Pennsylvania Rail Coal Flows, 2007



Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Figure 5-11: Total Intermodal Flows, 2007



Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board.

There are seven major intermodal terminals in the state. Table 5-5 shows the share of originating and terminating units at each of the intermodal terminal locations. Some of these locations, such as Pittsburgh and Philadelphia, either have two terminals (Pittsburgh) or are jointly operated (Philadelphia). To preserve the confidentiality of the STB rail waybill data, locations with two terminals are presented in the aggregate.

Half of all intermodal traffic travels through the NS Harrisburg intermodal terminals in Rutherford and over half uses either Rutherford or Morrisville as shown in Table 5-5. Outbound units exceed inbound units at Harrisburg and Bethlehem, while Philadelphia has more terminating container/trailers, possibly indicating an oversupply of empty equipment in the area. One possible explanation is that empty units in Philadelphia are being loaded in and eventually repositioned in Harrisburg or Bethlehem for movement westbound.

Table 5-5: Intermodal Terminal Market Shares, 2007

Terminal	Share of Units	
	Originating	***Terminating***
Bethlehem	8.0%	7.5%
Chambersburg	1.2%	1.3%
Harrisburg	52.9%	49.9%
Morrisville	15.8%	15.3%
Philadelphia	10.2%	14.2%
Pittsburgh	11.7%	11.3%
Taylor (Scranton)	0.2%	0.4%

Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board.

Through Rail Traffic in Pennsylvania

Through rail traffic is the predominant type of rail traffic in Pennsylvania, accounting for 46 and 57 percent of the state's weight and units, respectively. However, because of its significant use of the network's capacity, an overview of this traffic is provided in this section. Initiatives such as the National Gateway and the Crescent Corridor demonstrate the significance of through rail traffic in the Commonwealth.

Table 5-6 shows significant origin and destination state pairs for Pennsylvania through traffic. Illinois is one of the major sources and destinations for through traffic, primarily intermodal traffic in Chicago. However, some of the traffic is likely to be originating or terminating in other states and is re-billed at intermodal terminals in the Chicago area. The large consumer markets in neighboring New York are also a major destination for Pennsylvania's through freight.

Table 5-6: Top Origin and Destination Pairs for Through Traffic, 2007

State	Destination Origin State	Tons (Million)
Illinois	New Jersey	9.2
Illinois	New York	4.8
West Virginia	New York	4.0
New Jersey	Illinois	3.7
Wyoming	New York	3.5
New Jersey	Ohio	2.5
Illinois	Massachusetts	2.3
Ohio	New York	2.2
West Virginia	Ohio	2.2
Illinois	Maryland	2.0

Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

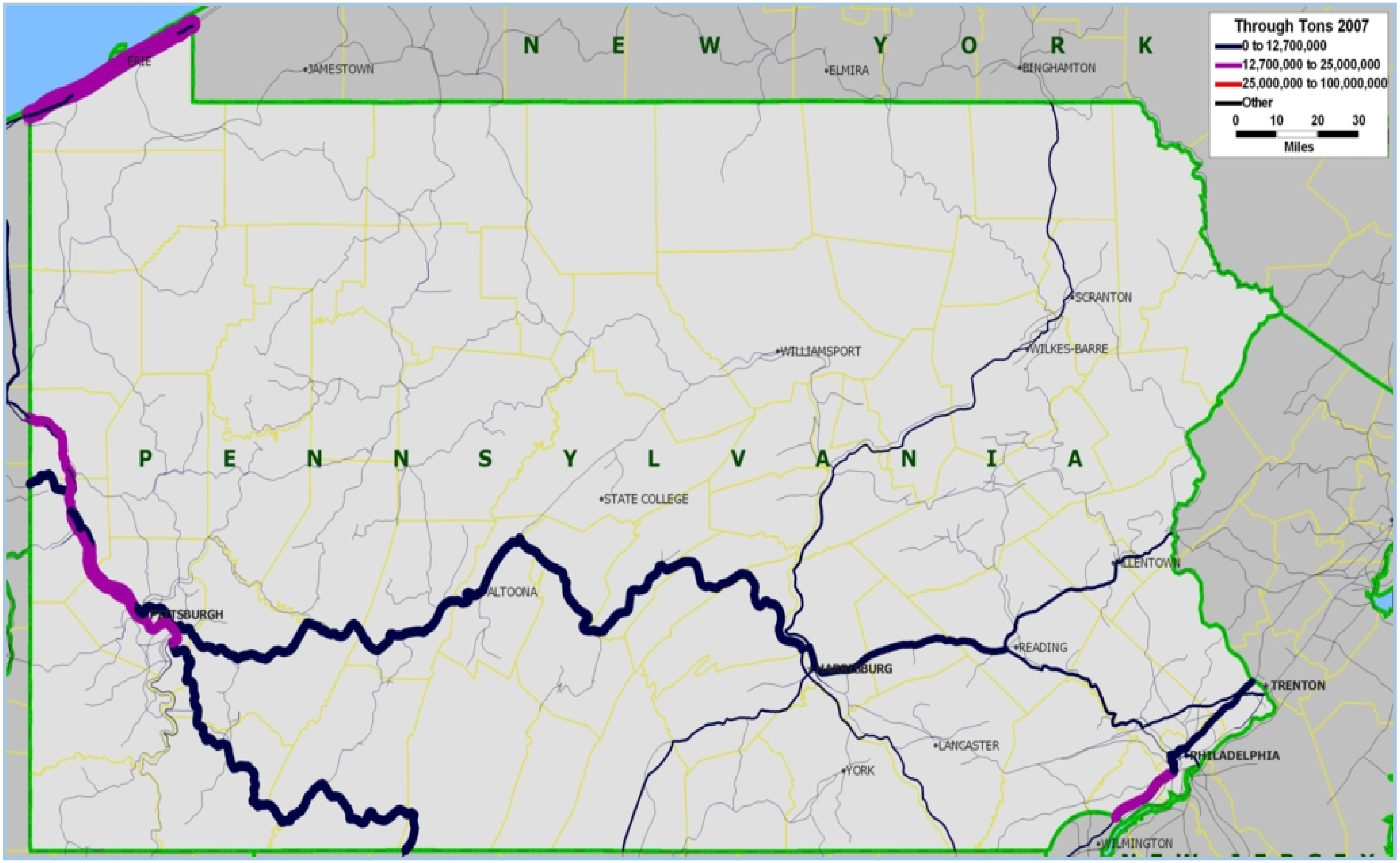
Figure 5-12 and Figure 5-13 illustrate the flow of Pennsylvania's through traffic along the national rail network and along the state's rail system. The traffic originates and terminates throughout the United States and Canada, but is particularly heavy in neighboring states. Additional information regarding through traffic on specific rail corridors will be provided later in this appendix.

At 1.4 million units, intermodal carloads comprise the largest category of rail units passing through the state and 18 percent of the tonnage. Coal, from West Virginia, Wyoming, and other states contributes 15.8 million tons to through traffic, followed closely by chemicals and vehicles as illustrated in Figure 5-14.

Figure 5-12: Pennsylvania Through Traffic Flows in the United States, 2007

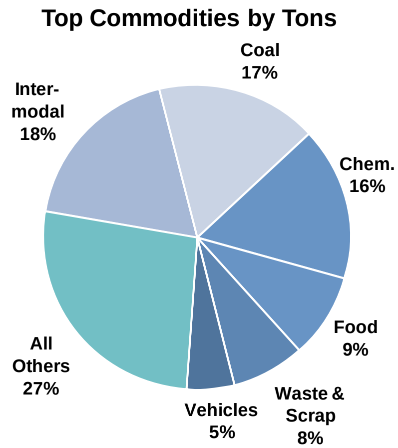
Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

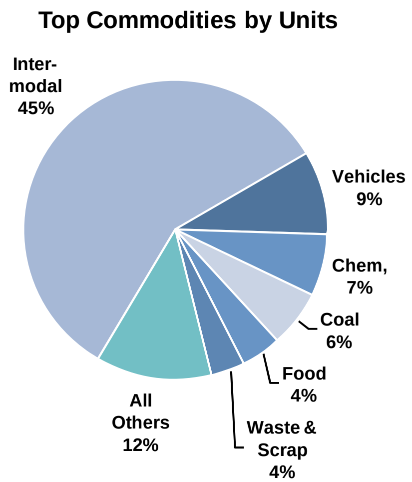
Figure 5-13: Through Traffic Flows on the Pennsylvania Rail Network, 2007



Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Figure 5-14: Commodity Composition of Pennsylvania's Through Traffic, 2007





Source: Pennsylvania Carload Waybill Sample

Pennsylvania "Local" Originating and Terminating Rail Freight

Approximately 40 percent of Pennsylvania's rail freight traffic either begins or ends in the state. Because this traffic stimulates local economic development and moves the goods and services generated by the Pennsylvania economy, this section examines this traffic in more detail.

Rail Freight Originating In Pennsylvania

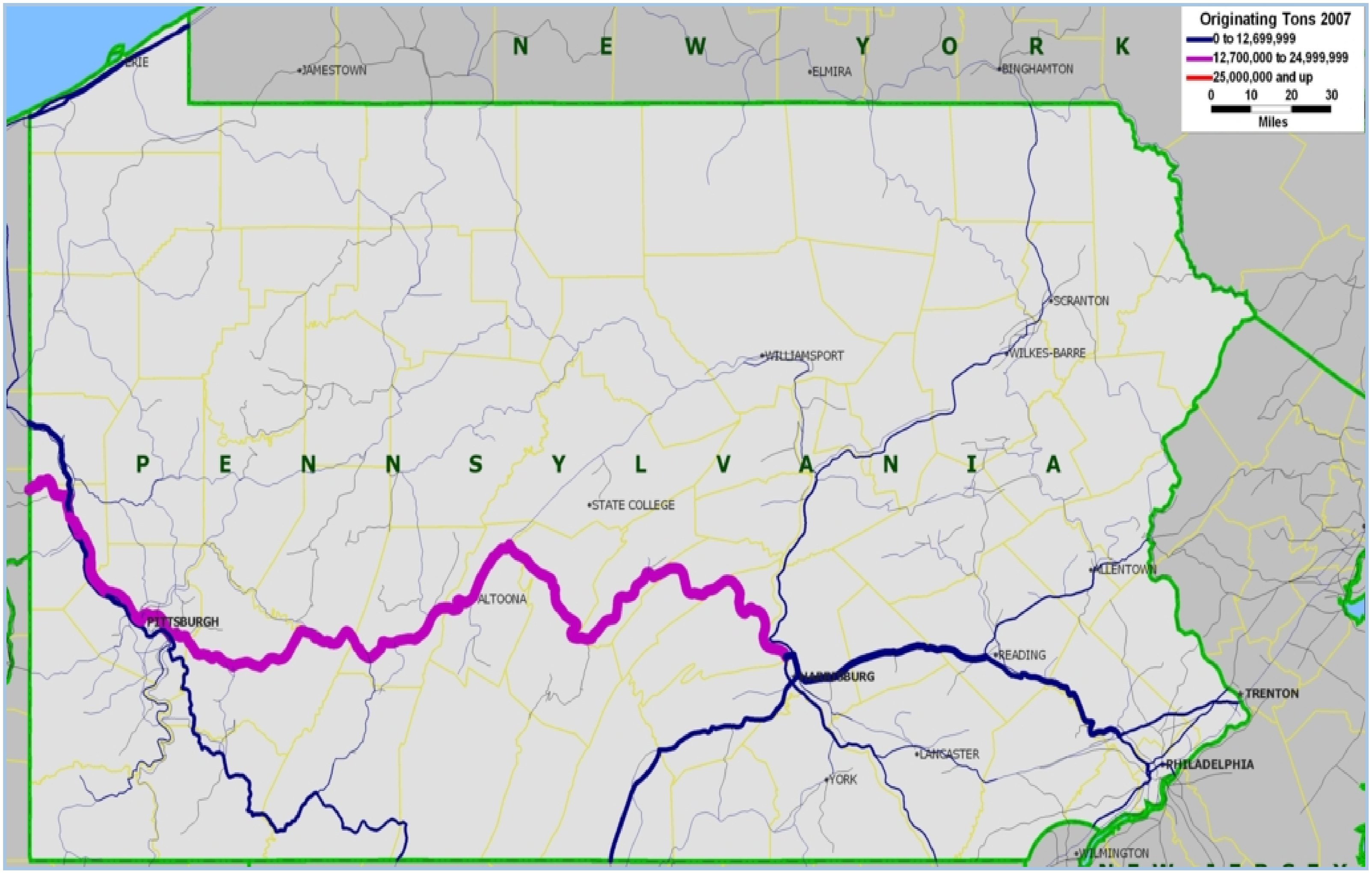
In 2007, the state shipped approximately 64.8 million tons of rail freight in over 994,000 rail units. This accounted for 20 and 18 percent of the state's total by weight and units, respectively.

Figures 5-15 and 5-16 provide a visual guide of this freight over the national and Pennsylvania rail networks. The majority of outbound tons flow west along the Norfolk Southern line and remains within the state or passes on to distribution hubs and final destination within the Midwest. Significant tonnage also travels both south and north along the east coast.

Figure 5-15: National Rail Flows of Rail Freight Originating in Pennsylvania by Tons, 2007

Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Figure 5-16: Outbound Pennsylvania Rail Flows within Pennsylvania by Tons, 2007



Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Table 5-7 illustrates the top ten destination states by weight. More than 23 million tons of cargo that originated within the state was for local, intrastate markets. Ohio was the largest destination state, receiving 8.7 million tons out of the total of 41.6 million shipped out of state.

Table 5-7: Top 10 Destination States by Tonnage, 2007

Destination State	Terminating Tons (Million)
Pennsylvania	23.2
Ohio	8.7
Maryland	7.8
Indiana	3.4
New York	3.2
Illinois	3.0
Delaware	2.2
South Carolina	2.1
New Jersey	2.1
Michigan	1.7
All Others	7.5
Total	64.9

Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board.

Table 5-8 presents the top destination states for Pennsylvania's rail freight by units. Illinois receives the largest number of units, the majority of which are intermodal, reflecting the importance of Chicago as one of the nation's premier intermodal distribution hubs. Out of a total of 994,000 units, almost 230,000 rail units remain within Pennsylvania.

Table 5-8: Top 10 Destination States by Units, 2007

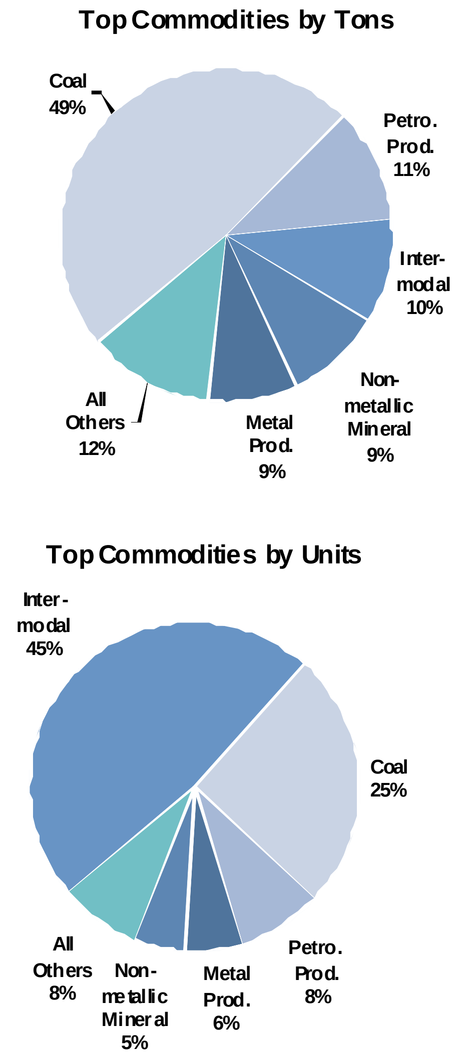
Destination State	Units (Thousand)
Illinois	232
Pennsylvania	229
Ohio	104
Maryland	75
Indiana	52
New York	32
New Jersey	30
Georgia	28
Michigan	26
Delaware	22
All Others	163
Total	993

Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Figure 5-17 illustrates that the top commodity shipped from Pennsylvania is coal, which at more than 20 million tons accounted for almost half the outbound rail tonnage in 2007. However, coal accounted for only about 25 percent of outbound rail units, with intermodal carloads comprising 45 percent of total originating rail traffic by units. Petroleum products are also a significant outbound commodity group with about 4.6 million tons and 64,000 units.

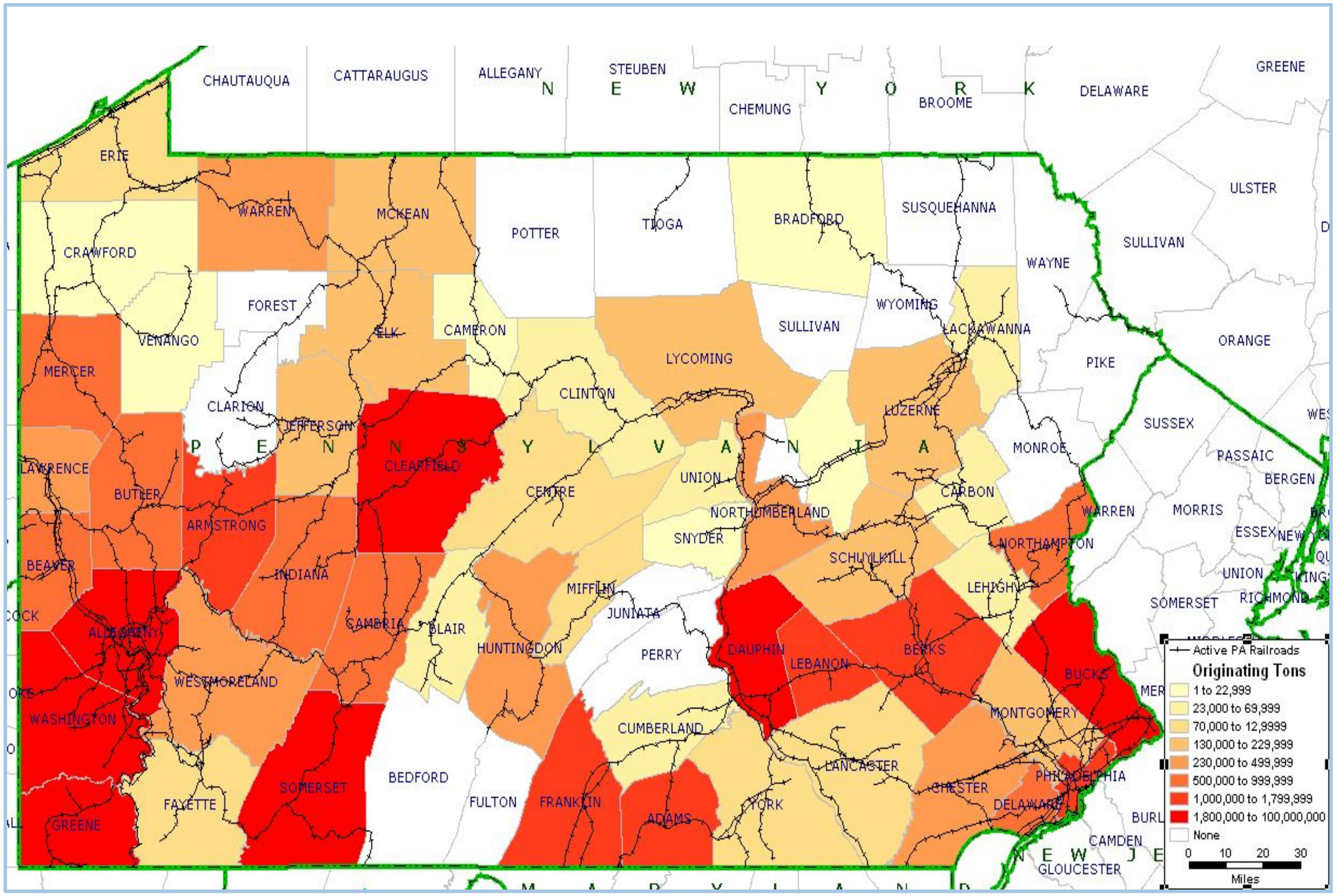
Figure 5-18 shows the major sources of rail tonnage for the state by county. The southwestern part of the state (Pittsburgh and surrounding coal counties) is particularly prominent, as are counties with intermodal terminals, such as Dauphin, Northampton, and Bucks. The map also illustrates several rail-served counties that originated zero tons in 2007, primarily counties along or near the New York State border.

Figure 5-17: Top Outbound Rail Commodities, 2007



Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Figure 5-18: Originating Pennsylvania Rail Traffic by County, Tons, 2007



Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Table 5-9 provides more detail on rail freight originating in the largest originating Pennsylvania counties. The top coal-producing county in the state, Greene County, is also the top generator of outbound freight traffic, inclusive of shipments to other counties within Pennsylvania. Although coal is a dense commodity that accounts for a relatively small number of units, because Greene County generates such a high volume of coal, it is also the largest generator of outbound rail units, as seen in Table 5-9.

As shown in Table 5-9, Greene County's coal is shipped primarily by both Norfolk Southern and CSX. Allegheny County is the second-largest rail freight generator by weight with 7.6 million tons primarily of coke and metals. Dauphin County, which contains the Harrisburg intermodal terminal, is the top generator of intermodal freight and the second-largest source of outbound rail units. The top ten counties account for approximately 80 percent and 85 percent of outbound rail tons and units, respectively.

Table 5-9: Top Rail Freight Generating Counties by Unit Count, 2007

County	Units (Thousand)	Top Commodities by Unit Count	Primary RR
Greene	243	Coal	NS, CSX
Dauphin	204	Intermodal	NS
Allegheny	135	Coke from Coal, Intermodal	NS, CSX
Bucks	76	Intermodal	NS
Philadelphia	51	Intermodal	CSX, CP
Northampton	36	Intermodal	NS
Somerset	31	Coal	NS
Washington	30	Coal	NS
Clearfield	19	Coal	NS, BPRR
Franklin	17	Coal	NS

Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Rail Freight Terminating In Pennsylvania

In 2007, Pennsylvania received approximately 68.6 million tons and slightly below 1.1 million units[7] from other states. Inbound freight accounted for 22 percent of rail tons and 20 percent of rail units in the state, a percentage identical to originating tonnage. However, inbound freight is more dispersed in terms of where it originates nationally than outbound freight, as Figure 5-19 illustrates. Rail shipments to Pennsylvania arrive from Wyoming, Louisiana, the Carolinas, and other states and converge in the Midwest prior to entering Pennsylvania. This freight, within state, is primarily along the NS mainline through the center of the state, as illustrated in Figure 5-20.

Tables 5-10 and 5-11 show the originating states of rail freight terminating in Pennsylvania in 2007. In addition to intrastate shipments, West Virginia is the largest origin of this traffic, comprised mostly of coal shipments (which also include the bulk of Pennsylvania rail shipments from Wyoming). Illinois was the second-largest source of tonnage and the largest origin of rail units entering Pennsylvania. Many of the units from Illinois are intermodal, and likely originating from states further west and rebilled at Chicago area intermodal terminals. Units from California are primarily import intermodal containers, entering through the ports of Long Beach and Los Angeles.

Table 5-10: Top Origin States of Pennsylvania's Freight by Tons, 2007

Origin State	Originating Tons (Million)
Pennsylvania	23.2
West Virginia	9.6
Illinois	8.0
Ohio	7.5
New York	2.1
Wyoming	1.8
Indiana	1.3
Ontario	1.2
Maryland	1.1
Michigan	0.9
All Others	11.9
Total	68.6

Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Table 5-11: Top Origin States of Pennsylvania's Freight by Units, 2007

Origin State	Units (Thousand)
Illinois	305
Pennsylvania	229
West Virginia	94
Ohio	85
Missouri	39
Georgia	30
Tennessee	27
Indiana	22
New York	22
California	20
All Others	209
Total	1,082

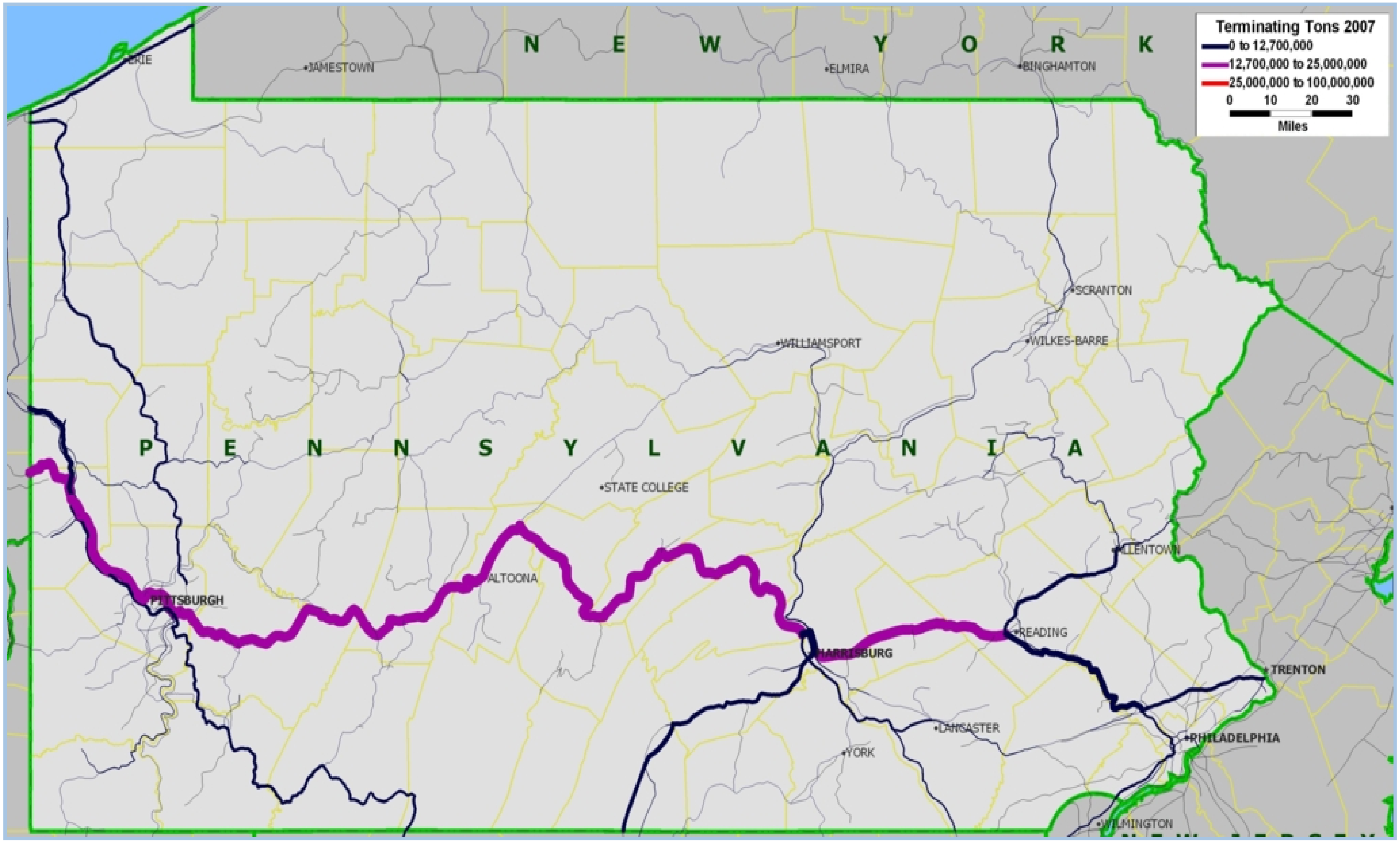
Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

[7] Terminating short-line railroads with less than 4,500 carloads generally do not report data to the Surface Transportation Board. Efforts to obtain this data are ongoing.

Figure 5-19: National Inbound Rail Flows to Pennsylvania by Tons, 2007

Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Figure 5-20: Inbound Pennsylvania Rail Freight Flows within the State by Tons, 2007



Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

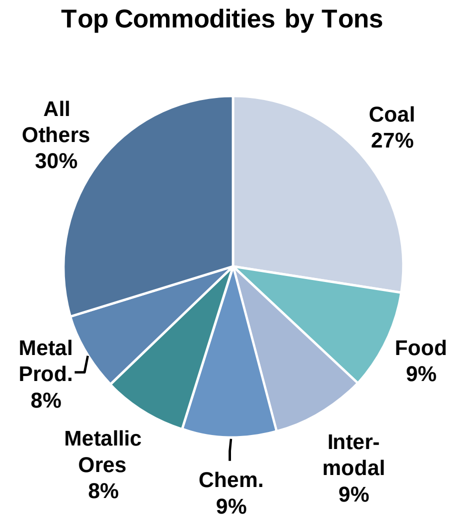
Figure 5-21 illustrates the commodity composition of Pennsylvania inbound rail traffic, which is more mixed than the composition of outbound commodities from the state. The top six commodities only account for 70 percent of the state's inbound tonnage. The largest category by weight is coal, while intermodal shipments comprise the largest percentage of incoming units. Pennsylvania is also a significant importer of food, chemicals, paper and pulp products, and metal products and ores.

Figure 5-22 shows the major destinations of rail tonnage for Pennsylvania by county. These data differ slightly from rail origins in that the southeastern region of the state is the primary receiver of inbound rail freight, with counties near Pittsburgh and counties with coal-fired power plants also prominent. (Greene County, the largest generator of rail freight, does not receive rail traffic.)

Table 5-12 and Table 5-13 show the top ten rail freight destination counties within Pennsylvania by weight and units, respectively. Indiana County is the top importing county by weight, primarily of coal, followed by Allegheny County for inbound metallic ores supporting the steel industry. Not surprisingly, Pennsylvania counties with intermodal terminals were the largest inbound counties by unit.

Figure 5-21: Top Inbound Rail Commodities, 2007

Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board



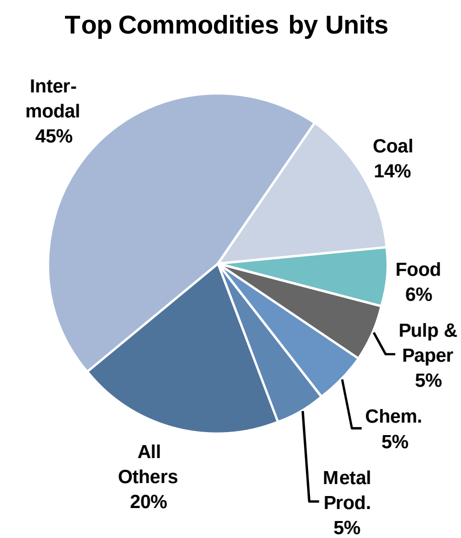
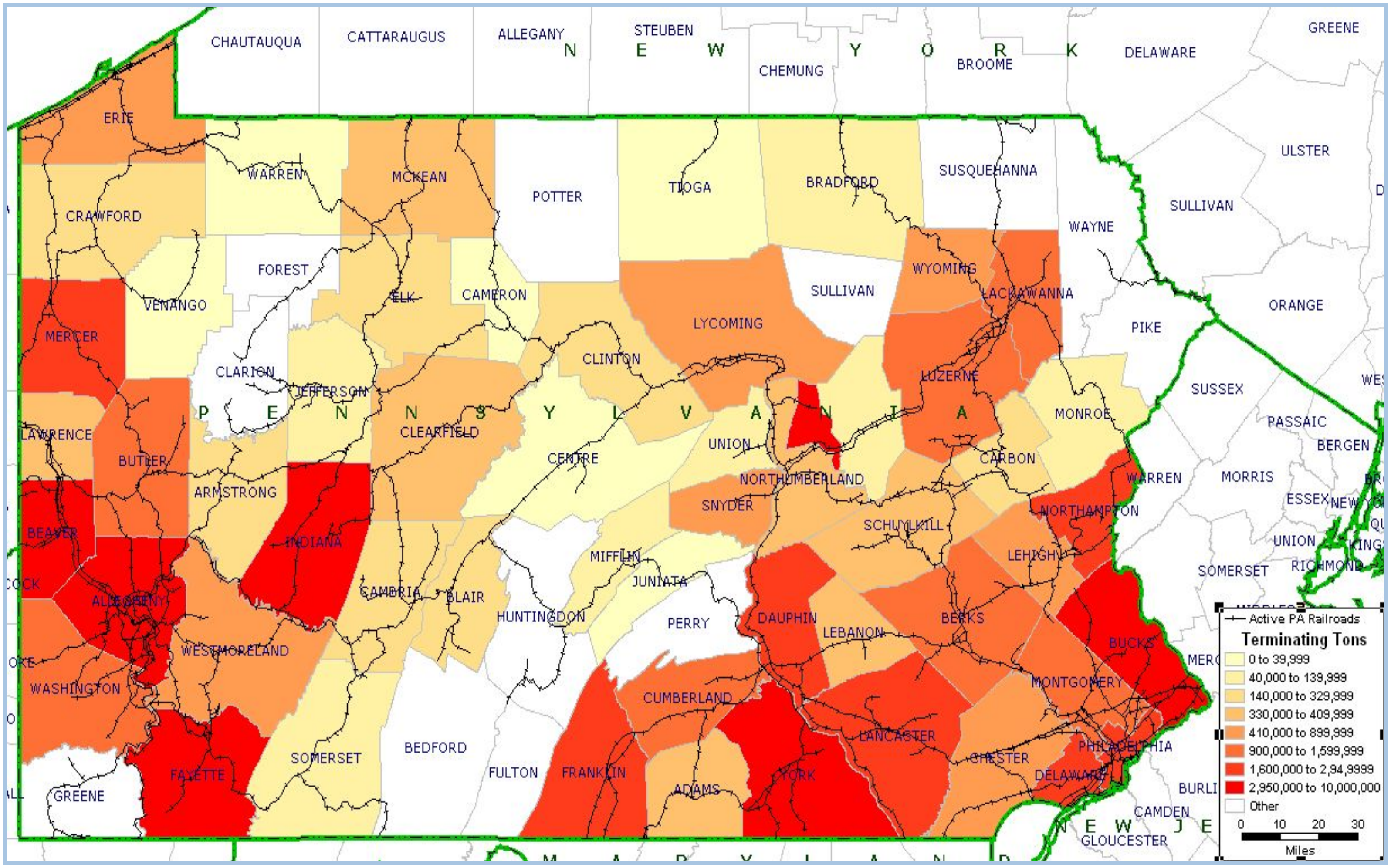


Figure 5-22: Inbound Pennsylvania Rail Traffic by County of Termination, Tons, 2007



Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Table 5-12: Top Rail Freight Receiving Counties by Weight, 2007

County	Tons (Million)	Top Commodities by Weight	Primary RR
Indiana	8.2	Coal	NS
Allegheny	7.2	Metallic Ores	BLE, NS
Beaver	5.8	Coal	CSX
Fayette	5.5	Coal	NS
York	4.3	Coal	NS
Bucks	3.0	Primary Metals, Intermodal	NS
Dauphin	2.9	Intermodal	NS
Northampton	2.9	Coal	NS
Mercer	1.9	Primary Metals	NS

Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Table 5-13: Top Rail Freight Receiving Counties by Unit Count, 2007

County	Units (Thousand)	Top Commodities by Unit Count	Primary RR
Dauphin	221	Intermodal	NS
Allegheny	116	Intermodal, Metallic Ores	NS
Bucks	94	Intermodal	NS
Indiana	78	Coal	NS
Northampton	60	Intermodal, Coal	NS
Fayette	54	Coal	NS
Beaver	53	Coal	CSX
Philadelphia	43	Intermodal	CSX
York	41	Coal	NS
Delaware	35	Motor Vehicles	CSX

Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

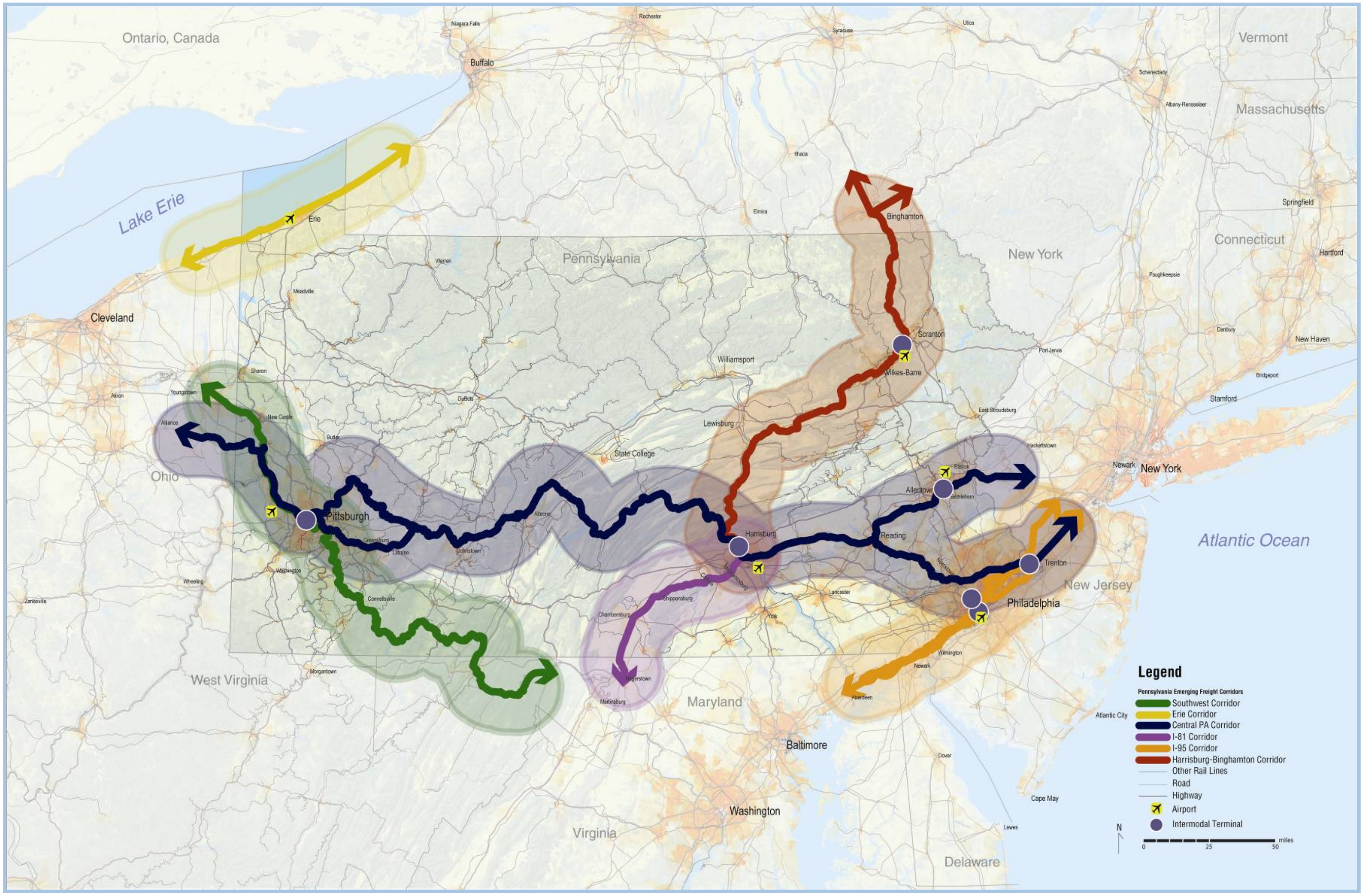
Freight Rail Corridors in Pennsylvania

As discussed previously, rail freight flows in Pennsylvania are highly concentrated in major corridors. This chapter identifies these corridors and provides more information regarding the freight characteristics. Understanding these freight concentrations can assist in making more informed decisions regarding public policy and future public investment.

Pennsylvania's major freight corridors are presented in Figure 5-23 and are as follows:

- **Central**: The Central Corridor is the largest corridor in the state and is operated by Norfolk Southern (NS). It extends the length of Pennsylvania beginning at the western end near Midland and crosses east to Reading, where it splits northeast to Easton in the I-78 highway corridor and southeast to Philadelphia.
- **Erie**: The Erie Corridor consists of parallel mainline tracks operated by NS and CSX along Lake Erie in northwest Pennsylvania.
- **I-95**: The I-95 corridor in southeastern Pennsylvania is CSX mainline that parallels I-95 beginning at Chester, north through Philadelphia to the New Jersey/ Pennsylvania border at Yardley.
- **Southwest**: This corridor is operated by CSX and crosses the southwest portion of the state beginning at the Pennsylvania/Maryland border near Cumberland, Maryland, north through Pittsburgh to the Ohio border near New Castle.
- **I-81**: This corridor, operated by NS, parallels I-81 in central Pennsylvania from the Pennsylvania/Maryland border near Hagerstown, Maryland, to Harrisburg.

Figure 5-23: Pennsylvania Major Freight Corridors



Source: IHS Global Insight, 2009

- **Harrisburg-Binghamton**: This Corridor extends north from Harrisburg, along the Susquehanna River, to Scranton where it turns north to Binghamton, New York. The Canadian Pacific Railway (CP) operates this corridor between Sunbury and Binghamton, with NS operations between Sunbury and Harrisburg (with CP trackage rights).

Table 5-14 illustrates the distribution of freight traffic in ton-miles and units for each of the above six corridors. The corridors constitute only 26 percent of the total track network in the state, but carry 89 percent of its freight ton-miles and 93 percent of all carloads.

Table 5-14: Traffic Volumes on Pennsylvania's Main Rail Freight Corridors

Corridor	Units (Thousands)		Ton-Miles (Millions)		Trackmiles	
Central Corridor	1,464.4	34%	12,897.0	54%	581	12%
Erie Corridor	842.3	20%	1,649.8	7%	95	2%
I-95 Corridor	639.6	15%	812.9	3%	136	3%
Southwest Corridor	562.1	13%	4,108.7	17%	183	4%
I-81 Corridor	294.4	7%	854.2	4%	67	1%
Harrisburg-Binghamton Corridor	191.1	4%	1,027.4	4%	180	4%
All Others	281.6	7%	2,609.8	11%	136	74%
Total	4,275.5	100%	23,959.8	100%	1,278	100%

Source: Federal Railroad Administration. Track miles used to calculate operating statistics in this report from the FRA do not match AAR data previously shown. FRA numbers only include operating track.

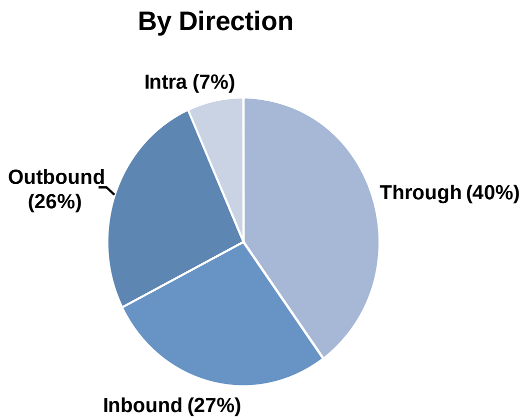
Over half of the state's ton-miles move on the Central Corridor alone, emphasizing that corridor's critical role in Pennsylvania's rail freight network. The Southwest corridor is also a significant corridor, carrying 17 percent of the state's rail freight in ton-miles.

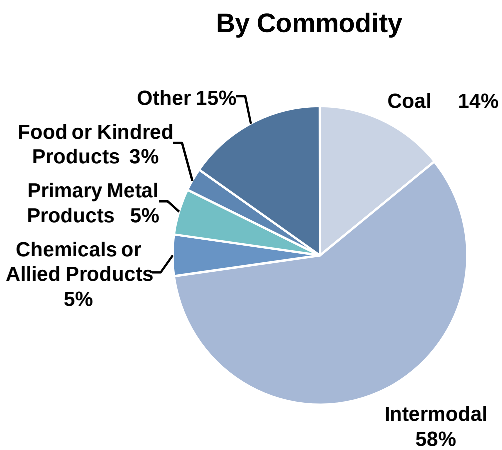
The Central Corridor

The Central Corridor is the largest corridor in Pennsylvania, both in terms of miles and volume, and is operated by Norfolk Southern (NS). The 581-mile line begins at the western end of the state near Midland in the NS Pittsburgh Division and extends across the state east into the NS Harrisburg Division to Reading. At Reading, the corridor splits northeast to Easton along the I-78 highway corridor and southeast to Philadelphia. There are four NS intermodal terminals on the corridor: Pittsburgh, Harrisburg, Bethlehem, and Morrisville.

One-third of the carloads and over 54 percent of the ton-miles that travel in Pennsylvania use the Central Corridor. As Figure 5-24 illustrates, the corridor is a major feeder of local traffic in Pennsylvania. Over 50 percent of the carloads on the corridor begin or end in the state, evenly split between originations and terminations. Forty percent of the corridor traffic is through traffic, primarily between the Midwest and points in New York and New Jersey. Because the corridor serves four intermodal terminals, it is not surprising that over half of the traffic is intermodal. In fact, intermodal and coal constitute over 70 percent of the corridor carloads.

Figure 5-24: Central Corridor Rail Traffic (Units) By Direction by Commodity





Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

The top ten state-to-state rail lanes in the Central Corridor, as shown in Table 5-15, constitute 40 percent of the corridor's total rail freight. Intermodal traffic between Pennsylvania and Chicago are the dominant movements by units, while intrastate coal movements are the majority of ton-miles. The corridor is a major lane for coal that either begins or ends in the state.

Table 5-15: Top Ten Rail Lanes in the Central Corridor

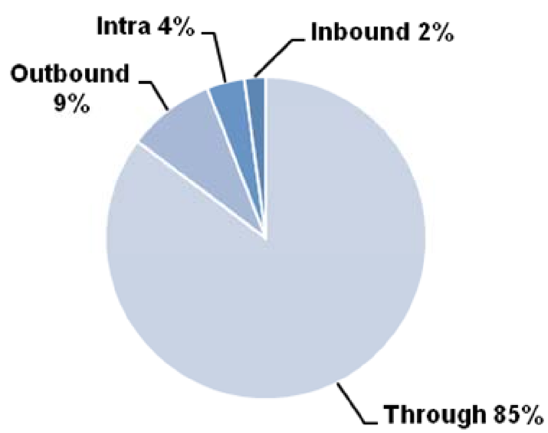
Commodity	Origin State	Destination State	Units	% of Corridor Total	Ton-miles (Millions)	% of Corridor Total
Intermodal	PA	IL	167,000	11.4%	526.3	4.1%
Intermodal	IL	PA	126,120	8.6%	339.3	2.6%
Intermodal	IL	NJ	111,880	7.6%	183.7	1.4%
Coal	PA	PA	72,314	4.9%	1,311.6	10.2%
Coal	WV	PA	31,691	2.2%	669.9	5.2%
Chemicals or Allied Products	IL	NJ	22,824	1.6%	702.2	5.4%
Coal	PA	MD	21,180	1.4%	117.8	0.9%
Coal	PA	OH	20,415	1.4%	539.6	4.2%
Food or Kindred Products	IL	PA	11,356	0.8%	244.3	1.9%
Primary Metal Products	OH	PA	10,960	0.7%	334.2	2.6%

Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

The Erie Corridor

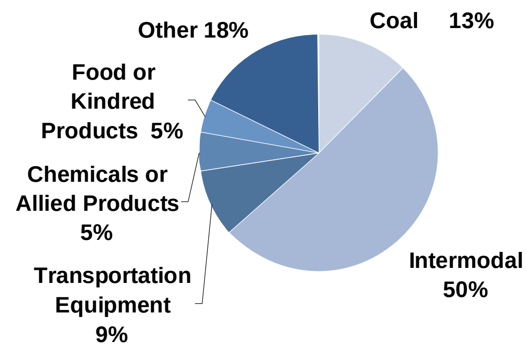
The Erie Corridor constitutes only two percent of Pennsylvania's freight network in terms of track miles, but carries 20 percent of its carloads. The corridor consists of parallel mainline NS and CSX tracks along Lake Erie for approximately 95 miles. Both lines have very little local industry and are primarily through mainlines, as shown in the Figures 5-25 and 5-26. Eighty-five percent of traffic is through, primarily intermodal, coal, and automotive (transportation equipment). These three commodities constitute almost 75 percent of the corridor traffic. All of its top ten lanes (except one) begin and end outside the state as illustrated in Table 5-16.

Figure 5-25: Erie Corridor Rail Traffic By Direction (Units)



Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Figure 5-26: Major Rail Commodities on the Erie Corridor (Units)



Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Table 5-16: Top Ten Rail Lanes in the Erie Corridor

Commodity	Origin State	Desti-nation State	Units	% of Corridor Total	Ton-miles (Millions)	% of Corridor Total
Intermodal	NJ	IL	115,800	14%	64.9	4%
Intermodal	IL	NJ	68,200	8%	38.8	2%
Intermodal	MA	IL	47,840	6%	26.6	2%
Intermodal	IL	MA	40,360	5%	26.4	2%
Intermodal	IL	NY	43,400	5%	22.9	1%
Intermodal	NY	IL	40,200	5%	21.2	1%
Coal	PA	PA	29,878	4%	134.3	8%
Coal	WY	NY	28,806	3%	151.6	9%
Transport Equipment	OH	NY	22,760	3%	20.0	1%
Coal	WV	NY	13,923	2%	62.1	4%
Top Ten Lanes			451,167	55%	568.8	34%

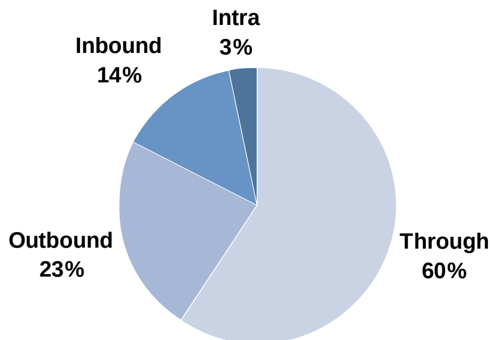
Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

The I-95 Corridor

The 136-mile I-95 corridor roughly parallels I-95 and carries 15 percent of Pennsylvania's units and three percent of its ton-miles. The line is operated by CSX and crosses southeastern Pennsylvania beginning at the Pennsylvania/Delaware border near Chester, through Philadelphia, and north to the New Jersey/ Pennsylvania border near Yardley. The corridor contains the CSX intermodal terminal in South Philadelphia.

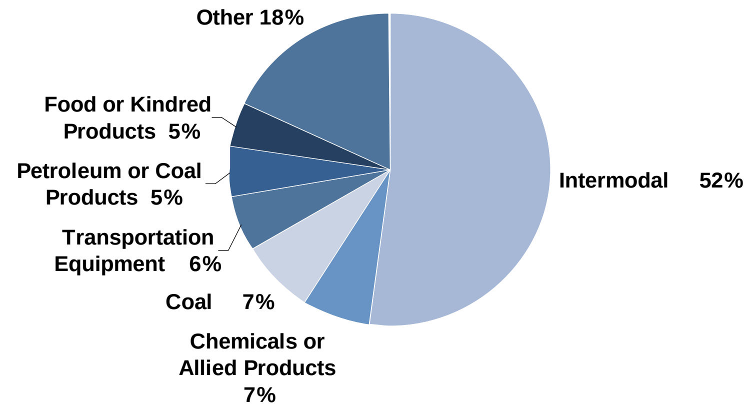
The I-95 corridor is more diverse in its traffic mix than many other Pennsylvania corridors. While intermodal constitutes 50 percent of the corridor carloads, the remaining traffic is a mix of food, automobiles, chemicals, and petroleum, most of which does not originate or terminate in the state, as shown in Figures 5-27 and 5-28. The top ten lanes comprise only 30 percent of the corridor's volume and are primarily intermodal lanes to and from Chicago as shown in Table 5-17.

Figure 5-27: I-95 Corridor Rail Traffic By Direction (Units)



Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Figure 5-28: Major Rail Commodities on the I-95 Corridor (Units)



Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Table 5-17: Top Ten Rail Lanes in the I-95 Corridor

Commodity	Origin State	Desti-nation State	Units	% of Corridor Total	Ton-miles (Millions)	% of Corridor Total
Intermodal	NJ	IL	55,320	9%	9.5	1%
Intermodal	IL	MD	37,160	6%	14.3	2%
Petroleum or Coal Products	PA	IN	18,184	3%	58.7	7%
Intermodal	IL	MA	18,680	3%	10.6	1%
Intermodal	FL	NJ	13,640	2%	8.6	1%
Coal	PA	PA	10,101	2%	11.9	1%
Chemicals 0r Allied Products	IL	NY	8,347	1%	38.0	5%
Farm Products	IL	NY	6,836	1%	33.3	4%
Primary Metal Products	PA	PA	6,320	1%	10.4	1%
Coal	WV	NY	5,772	1%	21.9	3%
Top Ten Lanes			180,360	29%	217.2	26%

Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

The Southwest Corridor

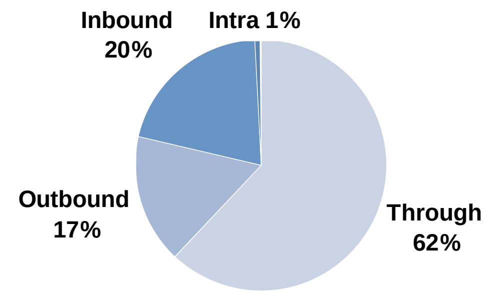
The Southwest Corridor is 183 miles long and crosses the southwest portion of the state beginning at the Pennsylvania/Maryland border near Cumberland, Maryland, moving north through Pittsburgh to the Ohio border at New Castle. Trackage is operated by CSX and part of its mainline network from Baltimore/Washington to the Midwest. There are two CSX intermodal terminals on the corridor at Chambersburg and Pittsburgh. The corridor carries approximately 13 percent of the state's carloads and 17 percent of its ton-miles.

The Southwest corridor is part of CSX's National Gateway Program to create an efficient rail route linking Mid-Atlantic ports to midwestern markets. The program is a $700 million public-private partnership that will upgrade tracks, equipment, and facilities, and provide double-stack intermodal clearance. CSX estimates the Gateway will provide over $650 million of public benefits to Pennsylvania by:

- reducing CO^2 emissions by 250,000 tons;
- expanding rail market access potential for the state;
- enhancing rail transportation infrastructure, including new intermodal terminals in Chambersburg and Pittsburgh;
- reducing the state's highway congestion by shifting freight from nearly one million trucks from the highway to the railway, saving over $40 million in highway maintenance costs; and
- saving $35 million in logistics costs for the state.

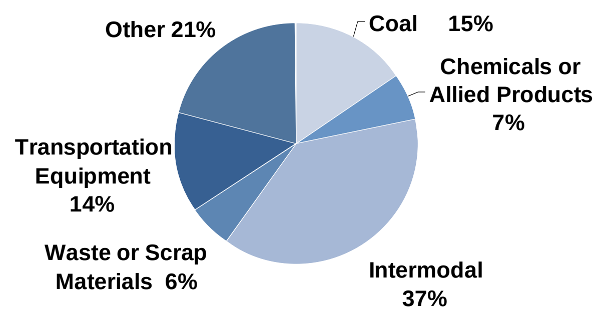
Figures 5-29 and 5-30 show the current freight profiles of the Southwest Corridor. Consistent with the goals of National Gateway, the corridor is primarily a through CSX corridor. Only one-third of the traffic begins or ends in Pennsylvania (with originations and destinations on the corridor about equal) with intermodal and coal constituting over half of its traffic. The corridor is also an important freight lane for Pennsylvania's steel industry: six percent of the traffic, or 32,000 carloads, are waste and scrap materials. The corridor serves a much more diverse set of customers and commodities than other state corridors. The top ten state-by-state lanes constitute less than one-third of the corridor's carloads as illustrated in Table 5-18.

Figure 5-29: Southwest Corridor Rail Traffic By Direction (Units)



Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Figure 5-30: Major Rail Commodities on the Southwest Corridor (Units)



Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Table 5-18: Top Ten Rail Lanes in the Southwest Corridor

Commodity	Origin State	Desti-nation State	Units	% of Corridor Total	Ton-miles (Millions)	% of Corridor Total
Intermodal	NJ	IL	55,320	8%	95.9	2%
Intermodal	MA	IL	24,720	4%	53.2	1%
Coal	WV	PA	26,595	4%	200.1	5%
Intermodal	MD	IL	22,640	3%	50.3	1%
Intermodal	IL	PA	19,280	3%	47.1	1%
Transportation Equipment	MI	MD	12,720	2%	49.7	1%
Transportation Equipment	IL	MD	11,600	2%	48.8	1%
Coal	PA	SC	15,064	2%	314.1	8%
Waste or Scrap Materials	NY	VA	8,828	1%	75.7	2%
Waste or Scrap Materials	NJ	VA	4,968	1%	75.9	2%
Top Ten Lanes			201,735	30%	1,010.8	24%

Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

The I-81 Corridor

The I-81 Corridor is the shortest of Pennsylvania's corridors at 67 miles. The corridor originates at the Maryland/Pennsylvania border near Hagerstown, Maryland, and runs to the Enola rail yard in Harrisburg. The corridor carries approximately 7 percent of the state's total traffic in terms of carloads and 4 percent in terms of ton-miles. The NS Rutherford intermodal terminal in Harrisburg is on the I-81 corridor.

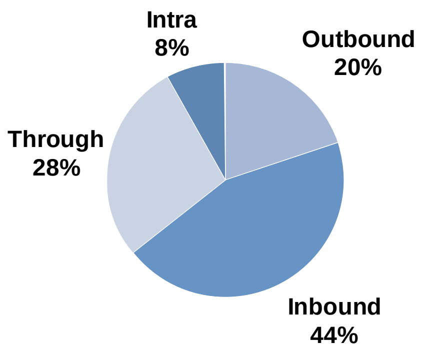
The I-81 Corridor is part of the NS Crescent Corridor initiative, a public-private project that will include public rail investments by states along the corridor, including Pennsylvania. The corridor will include a series of infrastructure improvements to establish a high-speed intermodal freight rail route roughly paralleling I-81 between the Gulf Coast and Memphis to Harrisburg, Philadelphia, and the New York metropolitan area. Crescent Corridor projects include straightening curves, adding passing tracks, improving signal systems, and building new terminals. In Pennsylvania, NS plans to construct a new 200-acre intermodal terminal in Greencastle, adjacent to the planned Antrim Commons Business Park.

NS estimates that the annual benefits to Pennsylvania from the Crescent Corridor will include:

- 700,000 long-haul trucks diverted to rail;
- 10 million gallons of fuel saved;
- carbon dioxide reduction of 110,000 tons;
- more than $9 million in traffic congestion savings;
- avoidance of an estimated $8.5 million in accident costs; and
- 26,000 jobs created or enhanced over the next ten years.

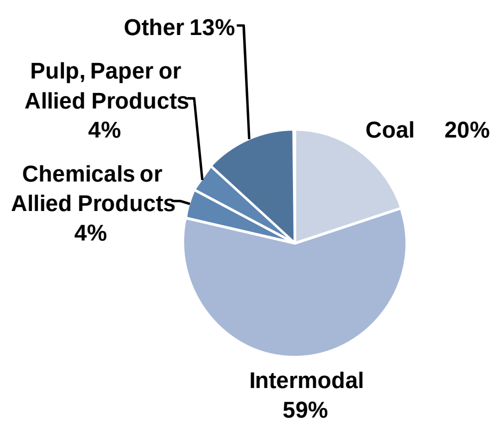
Figures 5-31 and 5-32 show the current freight profile of Pennsylvania's I-81 corridor portion of the proposed NS Crescent Corridor.

Figure 5-31: I-81 Corridor Rail Traffic By Direction (Units)



Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Figure 5-32: Major Rail Commodities on the I-81 Corridor (Units)



Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

The I-81 Corridor is primarily an inbound intermodal corridor. Consistent with the Crescent Corridor's objectives, 60 percent of I-81 Corridor's traffic is intermodal and 44 percent is inbound. Coal is the only other major commodity in the corridor. Eight of the top ten lanes in this corridor are intermodal, many of them beginning or ending out of the state as shown in Table 5-19. Major inbound intermodal lanes are from Illinois, Missouri, Tennessee, and Georgia. Intermodal trailers and containers from New Jersey also use the lane north to Canada as part of a joint NS/CP intermodal program between the Port of New York/New Jersey and eastern Canada.

Table 5-19: Top Ten Rail Lanes in the I-81 Corridor

Commodity	Origin State	Destination State	Units	% of Corridor Total	Ton-miles (Millions)	% of Corridor Total
Intermodal	IL	PA	30,280	10%	20.6	2%
Coal	PA	PA	19,708	7%	147.2	17%
Intermodal	PA	GA	20,120	7%	13.4	2%
Intermodal	IL	MA	17,760	6%	11.8	1%
Intermodal	GA	PA	17,240	6%	11.5	1%
Intermodal	MO	PA	15,720	5%	10.5	1%
Intermodal	TN	PA	15,600	5%	10.4	1%
Coal	WV	PA	8,764	3%	19.0	2%
Intermodal	NJ	ON	10,280	3%	18.0	2%
Intermodal	NJ	PQ	6,920	2%	11.7	1%
Top Ten Lanes			162,392	54%	274.1	30%

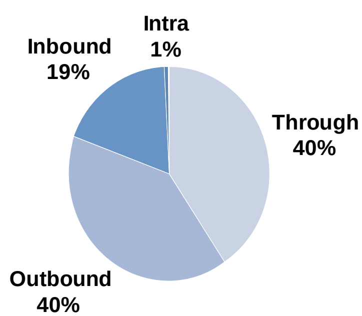
Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

The Harrisburg-Binghamton Corridor

This Harrisburg-Binghamton Corridor is 180 miles and operated by two railroads, NS and Canadian Pacific (CP). The NS operates from its Enola yard in Harrisburg north to Sunbury. From Sunbury, CP operates northwest to Scranton and north to the Pennsylvania/New York state line north of Lanesboro. The corridor handles approximately 4 percent of the state's total rail freight north in terms of units and ton-miles.

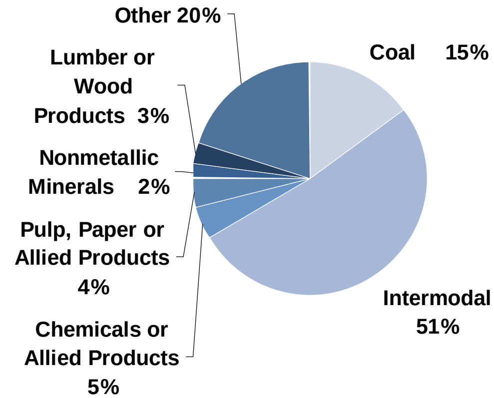
The Harrisburg-Binghamton Corridor is the smallest corridor in terms of rail traffic, but supports the largest percentage of traffic local to Pennsylvania as illustrated in Figure 5-33. Similar to other corridors, coal and intermodal are the dominant commodities, shown in Figure 5-34, with major lanes in and out of New England and Canada. Similar to the I-81 corridor, some of these lanes are the result of the joint NS/CP intermodal program between the Port of New York/New Jersey and eastern Canada as shown in Table 5-20.

Figure 5-33: Harrisburg-Binghamton Corridor Rail Traffic By Direction (Units)



Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Figure 5-34: Major Rail Commodities on the Harrisburg-Binghamton Corridor (Units)



Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Table 5-20: Top Ten Rail Lanes in the Harrisburg-Binghamton Corridor

Commodity	Origin State	Destin-ation State	Units	% of Corridor Total	Ton-miles (Millions)	% of Corridor Total
Intermodal	PA	IL	29,560	15%	37.7	4%
Intermodal	NJ	ON	10,280	5%	45.9	4%
Intermodal	NJ	PQ	6,920	4%	29.7	3%
Intermodal	ON	NJ	6,720	4%	11.4	1%
Coal	PA	NH	5,409	3%	90.9	9%
Coal	PA	NY	4,938	3%	24.1	2%
Farm Products	IL	PA	3,452	2%	16.1	2%
Coal	PA	OH	3,262	2%	54.4	5%
Waste or Scrap Materials	NJ	MI	3,320	2%	14.3	1%
Nonmetallic Minerals	NY	VT	3,020	2%	53.7	5%
Top Ten Lanes			76,881	42%	378.2	36%

Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Pennsylvania Rail Freight Forecast

Because a large component of Pennsylvania's rail activity is "overhead" or through traffic, forecasts of the state's rail freight is a function both of local state economic activity, as well as activity in other producing and consuming regions of the United States. As a result, the 25-year forecast of Pennsylvania rail freight is divided into the three primary types of rail traffic: originating, terminating, and through. A summary of this forecast is shown in Table 5-21.

The state's rail volume in units is projected to grow an average of 1.2 percent annually (compounded) over the next 25 years, lower than forecasted gross domestic product (GDP) nationally. This lower growth trend is due to a number of state macro factors, primarily the state's declining population (which affects consumption) and less heavy industry manufacturing in the state (which affects originations of rail-based commodities). In addition, flat projections of the state's coal traffic (see below) will lower the state's rail volume. Through rail freight in Pennsylvania will increase 1.5 percent annually, consistent with IHS Global Insight's national forecasted economic growth rates.

Table 5-21: Forecasted Pennsylvania Rail Freight: 2035

Traffic	Millions of Tons 2035	Millions of Units 2035	Annual Growth (Tons)	Annual Growth (Units)
Terminating	81.5	1.5	0.6%	1.1%
Originating	77.9	1.1	0.7%	0.5%
Through	118.8	3.7	0.9%	1.5%
Total	278.2	6.3	0.7%	1.2%

Source: IHS Global Insight 2008 Transearch Database

Figure 5-35 illustrates how forecasted 2035 rail freight will flow over the state's rail network. Note that these rail forecasts (and flows) are considered "base" projections assuming current rail conditions. The projections do not take into account significant transportation events that may affect rail flow in the future, such as the recently announced construction of a new NS intermodal terminal in Greencastle, Pennsylvania. The effect of this terminal on state freight flows requires a separate, more detailed analysis.

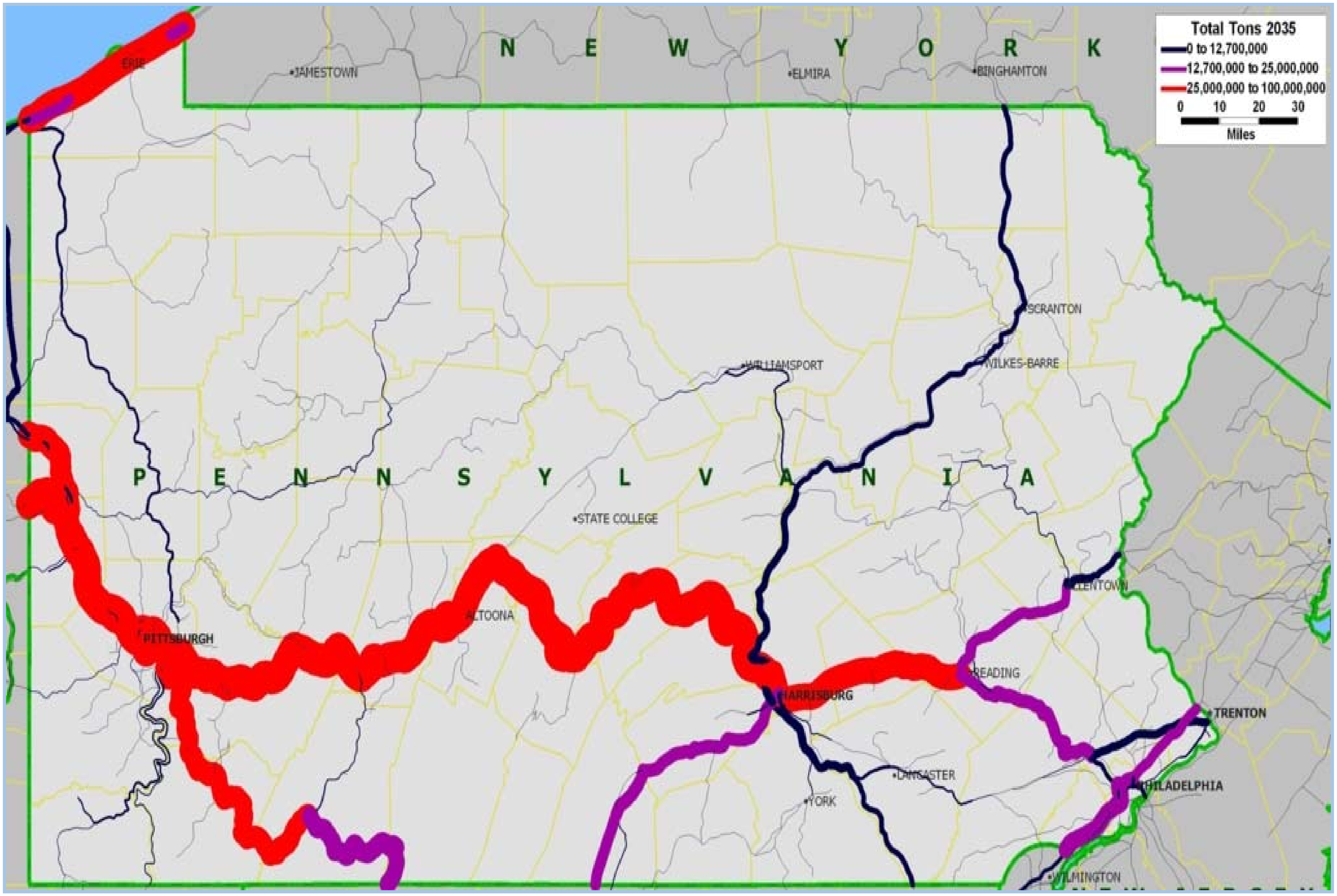
Since coal and intermodal are Pennsylvania's two dominant rail commodities, its rail volume forecasts are shown separately in Table 5-22. Intermodal volume in the state is expected to grow 1.8 percent annually (compounded) through 2035, primarily in through traffic. Coal rail traffic will remain flat with inbound coal declining consistent with lower state consumption of coal. However, demand for coal nationally is expected to remain strong and coal rail originations in the state will grow modestly. The impact from changes in national energy policy on coal traffic in Pennsylvania is not included in these forecasts.

Table 5-22: Pennsylvania Rail Intermodal and Coal Forecasts: 2035

Movement	Intermodal		Coal	
	2035 Intermodal Units (Thousands)	***Projected Annual Compounded Growth***	***2035 Coal Carloads (Thousands)***	***Projected Annual Growth CAGR***
Terminating	685.6	2.0%	95.4	-0.8%
Originating	408.4	0.4%	260.8	1.1%
Through	2,498.5	2.0%	124.1	-0.6%
Intra	5.5	0.8%	261.9	1.4%
Total	3,598.0	1.8%	742.2	0.6%

Source: IHS Global Insight 2008 Transearch Database

Figure 5-35: Forecasted 2035 Rail Tons in Pennsylvania



Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Appendix 5-1

Total Rail Tons Data

By:

- Origin State
- Destination State
- Origin Business Economic Area
- Destination Business Economic Area
- Commodity

Table 5-1-1:
Total Rail Tons by Origin State for Pennsylvania Rail Traffic, 2007

Origin	Total Tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled at destination
Pennsylvania	64,848,265	58,050,140	7.7%	2.8%
Illinois	30,125,156	9,092,698	68.9%	1.0%
West Virginia	19,924,649	16,404,816	9.1%	8.6%
Ohio	14,653,843	12,993,196	7.7%	3.6%
New Jersey	11,620,751	9,019,560	6.2%	16.2%
New York	8,039,320	5,056,144	30.1%	7.0%
Wyoming	5,566,290	5,554,410	0.2%	0.0%
Indiana	3,692,853	3,139,349	12.7%	2.3%
Quebec, CA	3,223,960	2,921,200	7.7%	1.7%
Maryland	3,191,900	2,628,648	10.0%	7.7%
Texas	2,803,840	2,505,240	10.6%	0.0%
Ontario, CA	2,441,212	2,214,412	9.0%	0.3%
Georgia	2,110,348	1,564,240	23.8%	2.1%
Michigan	2,028,412	1,690,844	16.0%	0.7%
Kentucky	1,913,507	1,547,922	7.4%	11.7%
Massachusetts	1,834,876	1,358,196	2.9%	23.1%
Florida	1,829,853	1,631,209	9.0%	1.8%
Louisiana	1,749,500	1,049,476	38.4%	1.6%
South Carolina	1,730,364	1,271,584	26.3%	0.2%
Virginia	1,642,662	1,227,128	22.5%	2.8%
Alabama	1,594,148	1,308,628	17.7%	0.2%
California	1,590,800	1,543,240	2.9%	0.1%
Colorado	1,516,879	1,493,559	1.5%	0.0%
Tennessee	1,438,456	1,087,444	21.3%	3.1%
Maine	1,243,400	1,209,480	2.2%	0.5%
North Carolina	1,233,280	938,152	23.0%	1.0%
Connecticut	1,016,660	977,172	2.8%	1.1%
Missouri	923,440	786,080	14.5%	0.4%
Delaware	794,452	530,536	15.9%	17.3%
Arkansas	610,600	552,960	9.4%	0.0%
New Brunswick, CA	585,280	577,200	0.8%	0.6%
Minnesota	524,516	467,752	5.6%	5.2%
Wisconsin	502,332	489,132	2.6%	0.0%
British Columbia, CA	492,120	410,720	16.5%	0.0%
Alberta, CA	481,440	424,640	11.0%	0.8%
Washington	450,728	437,328	3.0%	0.0%
Montana	425,584	425,584	0.0%	0.0%
Iowa	415,672	378,872	8.9%	0.0%
Mississippi	403,320	305,880	24.2%	1.0%
Idaho	372,320	368,080	0.2%	0.9%
Vermont	299,920	299,920	0.0%	0.0%
Nova Scotia, CA	286,440	282,720	1.3%	0.0%

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-1-1:
Total Rail Tons by Origin State for Pennsylvania Rail Traffic, 2007

Origin	Total Tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled at destination
Oregon	280,400	275,080	1.9%	0.0%
South Dakota	232,371	232,371	0.0%	0.0%
North Dakota	218,792	203,432	7.0%	0.0%
Manitoba, CA	171,280	171,280	0.0%	0.0%
Oklahoma	164,488	161,848	1.6%	0.0%
Rhode Island	93,476	93,476	0.0%	0.0%
Saskatchewan, CA	77,280	77,280	0.0%	0.0%
Utah	72,952	66,752	8.5%	0.0%
Nebraska	67,572	40,652	39.8%	0.0%
Arizona	63,880	52,880	17.2%	0.0%
Kansas	44,280	28,680	35.2%	0.0%
New Mexico	18,840	18,840	0.0%	0.0%
*Excludes Origins with fewer than three stations handling PA freight				
* Source STB Waybill Sample				

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-1-2: Total Rail Tons by Destination State for Pennsylvania Rail Traffic, 2007

Destination	Total Tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled at Destination
Pennsylvania	68,582,382	57,388,177	13.2%	3.1%
New York	22,871,116	16,616,142	25.0%	2.4%
New Jersey	21,741,556	14,709,272	32.3%	0.1%
Ohio	16,865,055	15,791,005	4.3%	2.0%
Maryland	16,219,275	14,022,915	12.8%	0.8%
Illinois	9,595,688	5,292,184	3.1%	41.9%
Virginia	5,902,087	4,239,523	28.2%	0.0%
Delaware	5,751,044	4,844,444	15.7%	0.0%
Massachusetts	5,633,636	3,150,800	41.0%	3.1%
Indiana	5,244,341	2,204,143	47.6%	10.4%
North Carolina	3,621,839	2,679,363	25.5%	0.6%
South Carolina	3,042,750	2,906,390	4.3%	0.2%
Michigan	2,724,605	2,273,945	16.3%	0.3%
West Virginia	2,385,289	2,301,369	3.5%	0.0%
Florida	1,452,229	1,215,269	11.0%	5.3%
Texas	1,131,172	813,012	20.4%	7.7%
Georgia	1,075,064	1,047,384	2.6%	0.0%
Quebec, CA	950,225	597,993	35.3%	1.8%
Kentucky	897,956	862,316	1.3%	2.7%
Ontario, CA	862,380	801,300	6.6%	0.5%
Connecticut	714,388	293,668	58.9%	0.0%
Tennessee	679,352	582,924	11.6%	2.6%
Missouri	536,840	504,600	0.4%	5.6%
Idaho	528,768	528,768	0.0%	0.0%
California	496,160	466,240	6.0%	0.0%
Wisconsin	345,188	74,160	78.5%	0.0%
Alabama	338,712	270,320	16.5%	3.7%
Louisiana	229,024	65,160	57.6%	14.0%
Utah	159,480	159,480	0.0%	0.0%
Minnesota	154,384	96,544	37.5%	0.0%
Arkansas	124,960	122,240	2.2%	0.0%
Oklahoma	123,580	111,260	10.0%	0.0%
Colorado	122,520	122,520	0.0%	0.0%
Iowa	83,568	20,040	76.0%	0.0%
Washington	79,668	65,188	18.2%	0.0%

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-1-2: Total Rail Tons by Destination State for Pennsylvania Rail Traffic, 2007

Destination	Total Tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled at Destination
Nevada	63,520	63,520	0.0%	0.0%
Arizona	63,400	63,400	0.0%	0.0%
Mississippi	63,320	33,400	8.8%	40.3%
Alberta, CA	59,560	59,560	0.0%	0.0%
Oregon	53,240	52,720	1.0%	0.0%
Nebraska	44,600	44,600	0.0%	0.0%
Kansas	43,320	43,320	0.0%	0.0%
British Columbia, CA	35,400	35,400	0.0%	0.0%
North Dakota	17,920	17,920	0.0%	0.0%
Saskatchewan, CA	7,040	7,040	0.0%	0.0%
*Excludes Destinations with fewer than three stations handling PA freight				

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-1-3: Total Rail Tons by Origin Business Economic Area for Pennsylvania Rail Traffic, 2007

Origin BEA	Total Tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled at Destination
Pittsburgh, PA	56,466,119	51,045,072	7.8%	1.8%
Chicago, IL	26,575,777	7,236,939	71.8%	1.0%
New York, NY	14,224,315	11,527,239	4.8%	14.1%
Philadelphia, PA	9,519,406	8,305,627	6.4%	6.3%
Cleveland, OH	8,590,778	7,585,216	8.0%	3.7%
State College, PA	6,395,507	6,258,655	0.8%	1.3%
Casper, WY	5,539,050	5,527,170	0.2%	0.0%
Harrisburg, PA	5,449,161	4,398,753	6.4%	12.9%
Washington, D.C.	4,961,404	3,639,324	21.4%	5.3%
Charleston, WV	4,215,231	2,838,619	6.3%	26.3%
Buffalo, NY	4,017,596	2,562,336	29.5%	7.0%
Toledo, OH	3,352,186	2,686,886	15.3%	4.5%
Quebec	3,223,960	2,921,200	7.7%	1.7%
St. Louis, MO	2,461,620	898,640	63.3%	0.5%
Ontario	2,441,212	2,214,412	9.0%	0.3%
Lexington, KY	2,051,460	1,733,533	4.8%	10.7%
Champaign, IL	1,854,574	1,644,374	10.2%	1.2%
Boston, MA	1,666,912	1,234,832	3.2%	22.7%
Wheeling, WV	1,658,253	1,484,249	10.3%	0.2%
Indianapolis, IN	1,619,516	1,485,596	5.9%	2.4%
Detroit, MI	1,583,108	1,341,188	15.3%	0.0%
Denver, CO	1,470,679	1,447,359	1.6%	0.0%
Houston, TX	1,463,520	1,342,960	8.2%	0.0%
Syracuse, NY	1,355,516	866,332	27.1%	9.1%
Rochester, NY	1,265,932	322,164	63.6%	10.9%
Columbus, OH	1,021,072	945,012	5.7%	1.8%
Atlanta, GA	873,052	755,292	8.9%	4.6%
Bangor, ME	833,400	821,880	1.4%	0.0%
San Francisco, CA	824,240	796,480	3.3%	0.1%
New Orleans, LA	795,840	256,840	67.2%	0.5%
Fort Wayne, IN	768,297	504,953	32.9%	1.4%
Wilmington, NC	685,180	521,920	23.3%	0.5%
Memphis, TN	679,456	474,484	28.2%	2.0%
Kansas City, MO	635,560	522,320	17.8%	0.0%
Richmond, VA	617,860	376,444	37.8%	1.2%

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-1-3: Total Rail Tons by Origin Business Economic Area for Pennsylvania Rail Traffic, 2007

Origin BEA	Total Tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled at Destination
San Antonio, TX	616,080	511,320	17.0%	0.0%
New Brunswick	585,280	577,200	0.8%	0.6%
Los Angeles, CA	550,720	549,920	0.0%	0.1%
Dayton, OH	546,052	471,864	5.6%	8.0%
Charleston, SC	509,308	375,028	26.4%	0.0%
British Columbia	492,120	410,720	16.5%	0.0%
Alberta	481,440	424,640	11.0%	0.8%
Birmingham, AL	470,680	407,840	12.6%	0.7%
Baton Rouge, LA	463,516	432,396	1.7%	5.1%
Evansville, IN	455,884	411,124	9.1%	0.7%
Cincinnati, OH	453,233	319,245	26.1%	3.5%
Billings, MT	445,744	445,744	0.0%	0.0%
Miami, FL	445,440	441,360	0.9%	0.0%
Columbia, SC	424,340	357,740	15.7%	0.0%
Montgomery, AL	417,720	324,800	22.2%	0.0%
Little Rock, AR	411,600	394,360	4.2%	0.0%
Jacksonville, FL	411,360	361,880	12.0%	0.0%
Portland, ME	410,000	387,600	4.0%	1.5%
Dallas, TX	405,760	372,640	7.9%	0.2%
Norfolk, VA	392,360	269,600	21.3%	10.0%
Erie, PA	386,708	174,032	49.8%	5.2%
Mobile, AL	377,560	309,280	18.1%	0.0%
Macon, GA	374,788	164,108	56.2%	0.0%
Savannah, GA	374,000	257,480	30.1%	1.1%
Louisville, KY	365,312	344,192	5.8%	0.0%
Peoria, IL	339,616	309,136	6.7%	2.2%
Greenville, NC	329,628	243,280	25.1%	1.1%
Jackson, MS	322,040	220,200	31.6%	1.2%
Nashville, TN	320,840	252,960	11.7%	9.5%
Portland, OR	306,520	294,800	3.8%	0.0%
Minneapolis, MN	304,208	255,928	6.8%	9.0%
Burlington, VT	296,560	284,400	4.1%	0.0%
Albany, NY	292,144	188,980	22.7%	12.6%
Tallahassee, FL	288,440	214,760	25.5%	0.0%
Charlotte, NC	287,400	131,840	54.1%	0.0%

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-1-3: Total Rail Tons by Origin Business Economic Area for Pennsylvania Rail Traffic, 2007

Origin BEA	Total Tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled at Destination
Nova Scotia	286,440	282,720	1.3%	0.0%
Lake Charles, LA	279,744	186,200	33.4%	0.0%
Des Moines, IA	259,272	230,792	11.0%	0.0%
Huntsville, AL	256,188	233,668	8.8%	0.0%
Greensboro, NC	251,160	236,080	2.8%	3.2%
Grand Rapids, MI	245,516	149,868	33.3%	5.6%
Orlando, FL	233,300	141,696	32.6%	6.6%
Sioux Falls, SD	232,371	232,371	0.0%	0.0%
Tupelo, MS	216,360	199,520	7.8%	0.0%
Idaho Falls, ID	215,080	211,640	0.0%	1.6%
Roanoke, VA	210,640	196,240	6.8%	0.0%
Jonesboro, AR	192,440	152,040	21.0%	0.0%
Shreveport, LA	179,880	146,320	18.7%	0.0%
Grand Forks, ND	175,956	175,956	0.0%	0.0%
Manitoba	171,280	171,280	0.0%	0.0%
Pendleton, OR	170,208	170,208	0.0%	0.0%
Richland, WA	159,640	159,640	0.0%	0.0%
Green Bay, WI	158,920	158,920	0.0%	0.0%
Tampa, FL	153,753	123,273	10.7%	9.1%
Augusta, GA	150,908	132,800	12.0%	0.0%
Beaumont, TX	142,000	132,360	6.8%	0.0%
Duluth, MN	133,096	124,612	6.4%	0.0%
Johnson City, TN	131,320	82,960	36.8%	0.0%
Fresno, CA	124,760	115,840	7.1%	0.0%
Fargo, ND	123,096	107,736	12.5%	0.0%
Davenport, IA	122,520	119,600	2.4%	0.0%
Milwaukee, WI	117,000	113,400	3.1%	0.0%
Raleigh, NC	116,920	66,740	42.9%	0.0%
Elkhart, IN	116,701	82,501	6.0%	23.3%
Wausau, WI	110,640	101,040	8.7%	0.0%
Staunton, VA	102,316	95,560	6.6%	0.0%
Knoxville, TN	95,600	86,560	8.3%	1.1%
Albany, GA	91,400	81,160	11.2%	0.0%
Chattanooga, TN	89,160	81,520	8.6%	0.0%
Sacramento, CA	78,920	68,840	12.8%	0.0%

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-1-3: Total Rail Tons by Origin Business Economic Area for Pennsylvania Rail Traffic, 2007

Origin BEA	Total Tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled at Destination
Seattle, WA	78,120	74,760	4.3%	0.0%
Saskatchewan	77,280	77,280	0.0%	0.0%
Twin Falls, ID	77,000	77,000	0.0%	0.0%
Greenville, SC	74,720	66,120	11.5%	0.0%
Salt Lake City, UT	72,952	66,752	8.5%	0.0%
Appleton, WI	68,840	68,840	0.0%	0.0%
Traverse City, MI	66,360	66,360	0.0%	0.0%
Pensacola, FL	64,080	50,960	20.5%	0.0%
Boise City, ID	61,680	60,880	1.3%	0.0%
Fayetteville, NC	61,268	53,628	12.5%	0.0%
Phoenix, AZ	57,880	46,880	19.0%	0.0%
Salisbury, MD	48,592	33,952	0.0%	30.1%
Minot, ND	47,952	47,952	0.0%	0.0%
Paducah, KY	45,560	45,560	0.0%	0.0%
Wichita, KS	27,280	19,280	29.3%	0.0%
Grand Island, NE	23,412	23,412	0.0%	0.0%
Lafayette, LA	15,640	15,640	0.0%	0.0%
Omaha, NE	11,720	11,720	0.0%	0.0%

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-1-4: Total Rail Tons by Destination Business Economic Area for Pennsylvania Rail Traffic, 2007

Destination BEA	Total Tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled at Destination
New York, NY	32,439,331	22,638,095	28.8%	1.4%
Pittsburgh, PA	30,669,550	27,819,307	9.2%	0.1%
Washington, D.C.	19,778,312	15,626,695	13.7%	7.3%
Philadelphia, PA	18,982,813	15,771,142	16.4%	0.5%
Chicago, IL	13,268,477	6,304,579	21.1%	31.5%
Cleveland, OH	11,827,931	10,774,994	6.2%	2.7%
Buffalo, NY	10,868,448	8,552,080	17.7%	3.8%
Harrisburg, PA	9,146,680	7,417,650	18.0%	0.9%
Boston, MA	5,332,886	2,430,056	53.2%	1.3%
Albany, NY	4,375,243	2,196,421	48.4%	1.6%
Syracuse, NY	3,598,140	2,829,884	19.9%	1.5%
Salisbury, MD	3,556,201	2,993,380	15.8%	0.0%
Toledo, OH	2,700,305	2,357,513	0.4%	12.3%
Detroit, MI	2,667,805	2,223,385	16.4%	0.3%
Rochester, NY	2,493,657	2,070,637	16.4%	0.6%
Richmond, VA	2,469,396	1,721,036	30.3%	0.0%
Charleston, SC	2,460,054	2,391,974	2.8%	0.0%
Wheeling, WV	2,165,403	2,161,443	0.2%	0.0%
Norfolk, VA	1,660,607	1,346,323	18.9%	0.0%
Cincinnati, OH	1,538,970	1,534,090	0.3%	0.1%
State College, PA	1,466,264	782,960	46.6%	0.0%
Greenville, NC	1,250,944	531,628	57.5%	0.0%
Quebec	950,225	597,993	35.3%	1.8%
Charleston, WV	937,995	935,115	0.3%	0.0%
St. Louis, MO	869,000	491,716	3.3%	40.1%
Ontario	862,380	801,300	6.6%	0.5%
Atlanta, GA	721,840	713,400	1.2%	0.0%
Columbus, OH	713,034	705,474	1.1%	0.0%
Erie, PA	709,964	519,804	26.8%	0.0%
Charlotte, NC	649,032	594,472	6.6%	1.8%
Raleigh, NC	607,136	534,336	10.6%	1.4%
Jacksonville, FL	503,516	418,396	1.5%	15.4%
Hickory, NC	427,003	427,003	0.0%	0.0%
Wilmington, NC	418,384	310,496	25.8%	0.0%
Indianapolis, IN	416,748	391,988	5.3%	0.7%

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-1-4: Total Rail Tons by Destination Business Economic Area for Pennsylvania Rail Traffic, 2007

Destination BEA	Total Tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled at Destination
Dallas, TX	407,000	236,480	41.9%	0.0%
Kansas City, MO	381,920	357,840	0.5%	5.8%
Houston, TX	362,212	359,052	0.9%	0.0%
Nashville, TN	353,360	353,360	0.0%	0.0%
Miami, FL	346,592	202,832	41.5%	0.0%
Tampa, FL	331,278	331,278	0.0%	0.0%
Greensboro, NC	318,920	318,920	0.0%	0.0%
Orlando, FL	295,711	287,631	2.7%	0.0%
Los Angeles, CA	286,520	263,680	8.0%	0.0%
Memphis, TN	265,668	175,760	27.2%	6.7%
Louisville, KY	258,008	217,208	6.6%	9.3%
Fort Wayne, IN	250,396	235,356	3.1%	2.9%
Augusta, GA	247,520	243,800	1.5%	0.0%
Staunton, VA	222,692	222,692	0.0%	0.0%
San Francisco, CA	196,360	191,960	2.2%	0.0%
Roanoke, VA	192,544	188,544	2.1%	0.0%
Minneapolis, MN	171,944	96,544	43.9%	0.0%
Greenville, SC	171,800	168,200	0.0%	2.1%
Johnson City, TN	163,492	163,492	0.0%	0.0%
Salt Lake City, UT	159,480	159,480	0.0%	0.0%
Elkhart, IN	139,888	139,888	0.0%	0.0%
San Antonio, TX	129,200	51,320	0.7%	59.6%
Birmingham, AL	125,512	77,000	35.5%	3.1%
Columbia, SC	125,360	97,760	19.5%	2.5%
Lexington, KY	125,280	125,280	0.0%	0.0%
Fayetteville, NC	123,192	98,200	20.3%	0.0%
Evansville, IN	115,200	115,200	0.0%	0.0%
Huntsville, AL	106,760	95,520	10.5%	0.0%
Mobile, AL	82,760	75,320	0.0%	9.0%
New Orleans, LA	73,000	8,800	44.2%	43.8%
Macon, GA	72,000	72,000	0.0%	0.0%
Tulsa, OK	71,240	58,920	17.3%	0.0%
Milwaukee, WI	70,600	16,640	76.4%	0.0%
McAllen, TX	69,440	59,320	0.0%	14.6%
Dayton, OH	68,640	68,640	0.0%	0.0%

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-1-4: Total Rail Tons by Destination Business Economic Area for Pennsylvania Rail Traffic, 2007

Destination BEA	Total Tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled at Destination
Beaumont, TX	65,680	48,800	25.7%	0.0%
Jonesboro, AR	64,760	64,760	0.0%	0.0%
Seattle, WA	64,520	50,040	22.4%	0.0%
Champaign, IL	63,640	26,040	10.5%	48.6%
Alberta	59,560	59,560	0.0%	0.0%
Chattanooga, TN	58,360	58,360	0.0%	0.0%
Knoxville, TN	57,320	50,800	11.4%	0.0%
Phoenix, AZ	56,560	56,560	0.0%	0.0%
Denver, CO	56,520	56,520	0.0%	0.0%
Reno, NV	54,240	54,240	0.0%	0.0%
Portland, OR	53,240	52,720	1.0%	0.0%
Omaha, NE	52,880	33,560	36.5%	0.0%
Savannah, GA	52,600	44,920	14.6%	0.0%
Oklahoma City, OK	52,340	52,340	0.0%	0.0%
Grand Rapids, MI	50,560	50,560	0.0%	0.0%
Little Rock, AR	50,080	50,080	0.0%	0.0%
British Columbia	35,400	35,400	0.0%	0.0%
Lafayette, LA	33,560	33,560	0.0%	0.0%
Spokane, WA	14,120	14,120	0.0%	0.0%
Sacramento, CA	10,600	10,600	0.0%	0.0%
Richland, WA	10,040	10,040	0.0%	0.0%
Odessa, TX	9,600	9,600	0.0%	0.0%
Saskatchewan	7,040	7,040	0.0%	0.0%

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-1-5: Total Rail Tons by Commodity for Pennsylvania, 2007

Commodity Name	STCC2	Total Tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled at Destination
Coal	11	67,620,331	62,351,161	5.1%	2.7%
Chemicals or Allied Products	28	21,637,791	11,579,200	44.4%	2.2%
Miscellaneous Mixed Shipments	46	16,981,720	11,459,880	19.8%	12.7%
Food or Kindred Products	20	13,873,513	8,870,057	33.1%	2.9%
Primary Metal Products	33	13,487,736	12,430,496	6.5%	1.3%
Waste or Scrap Materials	40	11,400,164	9,777,348	10.6%	3.7%
Nonmetallic Minerals	14	9,531,833	6,750,545	25.9%	3.2%
Pulp, Paper, or Allied Products	26	8,457,072	7,305,404	12.2%	1.4%
Petroleum or Coal Products	29	8,370,298	5,473,244	33.7%	0.9%
Farm Products	01	6,032,048	2,958,140	47.5%	3.4%
Transportation Equipment	37	5,916,664	3,428,296	30.5%	11.5%
Lumber or Wood Products	24	5,575,624	3,072,188	41.5%	3.7%
Clay, Concrete,Glass, or Stone	32	4,702,429	3,626,879	17.9%	4.9%
Metallic Ores	10	4,083,616	4,046,212	0.6%	0.3%
Shipping Containers	42	2,806,760	2,078,600	0.6%	25.3%
Waste Hazardous Materials	48	624,480	577,400	7.0%	0.5%
Apparel or Related Products	23	365,680	277,040	16.9%	7.3%
Machinery	35	351,684	324,680	6.5%	1.2%
Rubber or Miscellaneous Plastics	30	314,600	192,280	23.6%	15.3%
Electrical Equipment	36	299,652	235,732	16.0%	5.4%
Mail or Contract Traffic	43	254,760	178,200	6.5%	23.6%
Freight Forwarder Traffic	44	191,560	113,600	25.4%	15.3%
Miscellaneous Freight Shipments	41	151,236	104,452	14.1%	16.9%
Printed Matter	27	131,000	120,480	7.7%	0.3%
Fabricated Metal Products	34	129,244	95,504	9.9%	16.2%
Misc. Manufacturing Products	39	108,760	68,800	30.0%	6.7%
Furniture or Fixtures	25	74,320	54,320	20.0%	6.9%
Shipper Association Traffic	45	61,720	54,440	9.7%	2.1%
Textile Mill Products	22	58,080	49,480	4.5%	10.3%
Fresh Fish or Marine Products	09	31,480	31,480	0.0%	0.0%
Instrum, Photo Equip, Optical Equip	38	27,000	14,920	27.0%	17.8%
Ordnance or Accessories	19	15,040	15,040	0.0%	0.0%
Leather or Leather Products	31	6,280	4,040	6.4%	29.3%

Source: Surface Transportation Board Carload Waybill Sample, 2007

PENNSYLVANIA INTERCITY
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RAIL PLAN

Appendix 5-1a

List of Business Economic Areas

Table 5-1-6: List of Business Economic Areas

BEA	BEA Name	BEA Description
1	Bangor, ME	Bangor, ME
2	Portland, ME	Portland, ME
3	Boston, MA	Boston-Worcester-Lawrence-Lowell-Brockton, MA-NH-RI-VT
4	Burlington, VT	Burlington, VT-NY
5	Albany, NY	Albany-Schenectady-Troy, NY
6	Syracuse, NY	Syracuse, NY-PA
7	Rochester, NY	Rochester, NY-PA
8	Buffalo, NY	Buffalo-Niagara Falls, NY-PA
9	State College, PA	State College, PA
10	New York, NY	New York-North New Jersey-Long Island, NY-NJ-CT-PA-MA-VT
11	Harrisburg, PA	Harrisburg-Lebanon-Carlisle, PA
12	Philadelphia, PA	Philadelphia-Wilmington-Atlantic City, PA-NJ-DE-MD
13	Washington, DC	Washington-Baltimore, DC-MD-VA-WV-PA
14	Salisbury, MD	Salisbury, MD-DE-VA
15	Richmond, VA	Richmond-Petersburg, VA
16	Staunton, VA	Staunton, VA-WV
17	Roanoke, VA	Roanoke, VA-NC-WV
18	Greensboro, NC	Greensboro-Winston-Salem-High Point, NC-VA
19	Raleigh, NC	Raleigh-Durham-Chapel Hill, NC
20	Norfolk, VA	Norfolk-Virginia Beach-Newport News, VA-NC
21	Greenville, NC	Greenville, NC
22	Fayetteville, NC	Fayetteville, NC
23	Charlotte, NC	Charlotte-Gastonia-Rock Hill, NC-SC
24	Columbia, SC	Columbia, SC
25	Wilmington, NC	Wilmington, NC-SC
26	Charleston, SC	Charleston-North Charleston, SC
27	Augusta, GA	Augusta-Aiken, GA-SC
28	Savannah, GA	Savannah, GA-SC
29	Jacksonville, FL	Jacksonville, FL-GA
30	Orlando, FL	Orlando, FL
31	Miami, FL	Miami-Fort Lauderdale, FL
32	Fort Myers, FL	Fort Myers-Cape Coral, FL
33	Sarasota, FL	Sarasota-Bradenton, FL
34	Tampa, FL	Tampa-St. Petersburg-Clearwater, FL
35	Tallahassee, FL	Tallahassee, FL-GA
36	Dothan, AL	Dothan, AL-FL-GA

Source: U.S. Bureau of Economic Analysis, 1996

Table 5-1-6: List of Business Economic Areas

BEA	BEA Name	BEA Description
37	Albany, GA	Albany, GA
38	Macon, GA	Macon, GA
39	Columbus, GA	Columbus, GA-AL
40	Atlanta, GA	Atlanta, GA-AL-NC
41	Greenville, SC	Greenville-Spartanburg-Anderson, SC-NC
42	Asheville, NC	Asheville, NC
43	Chattanooga, TN	Chattanooga, TN-GA
44	Knoxville, TN	Knoxville, TN
45	Johnson City, TN	Johnson City-Kingsport-Bristol, TN-VA
46	Hickory, NC	Hickory-Morganton, NC-TN
47	Lexington, KY	Lexington, KY-TN-VA-WV
48	Charleston, WV	Charleston, WV-KY-OH
49	Cincinnati, OH	Cincinnati-Hamilton, OH-KY-IN
50	Dayton, OH	Dayton-Springfield, OH
51	Columbus, OH	Columbus, OH
52	Wheeling, WV	Wheeling, WV-OH
53	Pittsburgh, PA	Pittsburgh, PA-WV
54	Erie, PA	Erie, PA
55	Cleveland, OH	Cleveland-Akron, OH-PA
56	Toledo, OH	Toledo, OH
57	Detroit, MI	Detroit-Ann Arbor-Flint, MI
58	Northern Michigan, MI	Northern Michigan, MI
59	Green Bay, WI	Green Bay, WI-MI
60	Appleton, WI	Appleton-Oshkosh-Neenah, WI
61	Traverse City, MI	Traverse City, MI
62	Grand Rapids, MI	Grand Rapids-Muskegon-Holland, MI
63	Milwaukee, WI	Milwaukee-Racine, WI
64	Chicago, IL	Chicago-Gary-Kenosha, IL-IN-WI
65	Elkhart, IN	Elkhart-Goshen, IN-MI
66	Fort Wayne, IN	Fort Wayne, IN
67	Indianapolis, IN	Indianapolis, IN-IL
68	Champaign, IL	Champaign-Urbana, IL
69	Evansville, IN	Evansville-Henderson, IN-KY-IL
70	Louisville, KY	Louisville, KY-IN
71	Nashville, TN	Nashville, TN-KY
72	Paducah, KY	Paducah, KY-IL

Source: U.S. Bureau of Economic Analysis, 1996

Table 5-1-6: List of Business Economic Areas

BEA	BEA Name	BEA Description
73	Memphis, TN	Memphis, TN-AR-MS-KY
74	Huntsville, AL	Huntsville, AL-TN
75	Tupelo, MS	Tupelo, MS-AL-TN
76	Greenville, MS	Greenville, MS
77	Jackson, MS	Jackson, MS-AL-LA
78	Birmingham, AL	Birmingham, AL
79	Montgomery, AL	Montgomery, AL
80	Mobile, AL	Mobile, AL
81	Pensacola, FL	Pensacola, FL
82	Biloxi, MS	Biloxi-Gulfport-Pascagoula, MS
83	New Orleans, LA	New Orleans, LA-MS
84	Baton Rouge, LA	Baton Rouge, LA-MS
85	Lafayette, LA	Lafayette, LA
86	Lake Charles, LA	Lake Charles, LA
87	Beaumont, TX	Beaumont-Port Arthur, TX
88	Shreveport, LA	Shreveport-Bossier City, LA-AR
89	Monroe, LA	Monroe, LA
90	Little Rock, AR	Little Rock-North Little Rock, AR
91	Fort Smith, AR	Fort Smith, AR-OK
92	Fayetteville, AR	Fayetteville-Springdale-Rogers, AR-MO-OK
93	Joplin, MO	Joplin, MO-KS-OK
94	Springfield, MO	Springfield, MO
95	Jonesboro, AR	Jonesboro, AR-MO
96	St. Louis, MO	St. Louis, MO-IL
97	Springfield, IL	Springfield, IL-MO
98	Columbia, MO	Columbia, MO
99	Kansas City, MO	Kansas City, MO-KS
100	Des Moines, IA	Des Moines, IA-IL-MO
101	Peoria, IL	Peoria-Pekin, IL
102	Davenport, IA	Davenport-Moline-Rock Island, IA-IL
103	Cedar Rapids, IA	Cedar Rapids, IA
104	Madison, WI	Madison, WI-IL-IA
105	La Crosse, WI	La Crosse, WI-MN
106	Rochester, MN	Rochester, MN-IA-WI
107	Minneapolis, MN	Minneapolis-St. Paul, MN-WI-IA
108	Wausau, WI	Wausau, WI

Source: U.S. Bureau of Economic Analysis, 1996

Table 5-1-6: List of Business Economic Areas

BEA	BEA Name	BEA Description
109	Duluth, MN	Duluth-Superior, MN-WI
110	Grand Forks, ND	Grand Forks, ND-MN
111	Minot, ND	Minot, ND
112	Bismarck, ND	Bismarck, ND-MT-SD
113	Fargo, ND	Fargo-Moorhead, ND-MN
114	Aberdeen, SD	Aberdeen, SD
115	Rapid City, SD	Rapid City, SD-MT-NE-ND
116	Sioux Falls, SD	Sioux Falls, SD-IA-MN-NE
117	Sioux City, IA	Sioux City, IA-NE-SD
118	Omaha, NE	Omaha, NE-IA-MO
119	Lincoln, NE	Lincoln, NE
120	Grand Island, NE	Grand Island, NE
121	North Platte, NE	North Platte, NE-CO
122	Wichita, KS	Wichita, KS-OK
123	Topeka, KS	Topeka, KS
124	Tulsa, OK	Tulsa, OK-KS
125	Oklahoma City, OK	Oklahoma City, OK
126	Western Oklahoma, OK	Western Oklahoma, OK
127	Dallas, TX	Dallas-Fort Worth, TX-AR-OK
128	Abilene, TX	Abilene, TX
129	San Angelo, TX	San Angelo, TX
130	Austin, TX	Austin-San Marcos, TX
131	Houston, TX	Houston-Galveston-Brazoria, TX
132	Corpus Christi, TX	Corpus Christi, TX
133	McAllen, TX	McAllen-Edinburg-Mission, TX
134	San Antonio, TX	San Antonio, TX
135	Odessa, TX	Odessa-Midland, TX
136	Hobbs, NM	Hobbs, NM-TX
137	Lubbock, TX	Lubbock, TX
138	Amarillo, TX	Amarillo, TX-NM
139	Santa Fe, NM	Santa Fe, NM
140	Pueblo, CO	Pueblo, CO-NM
141	Denver, CO	Denver-Boulder-Greeley, CO-KS-NE
142	Scottsbluff, NE	Scottsbluff, NE-WY
143	Casper, WY	Casper, WY-ID-UT
144	Billings, MT	Billings, MT-WY

Source: U.S. Bureau of Economic Analysis, 1996

Table 5-1-6: List of Business Economic Areas

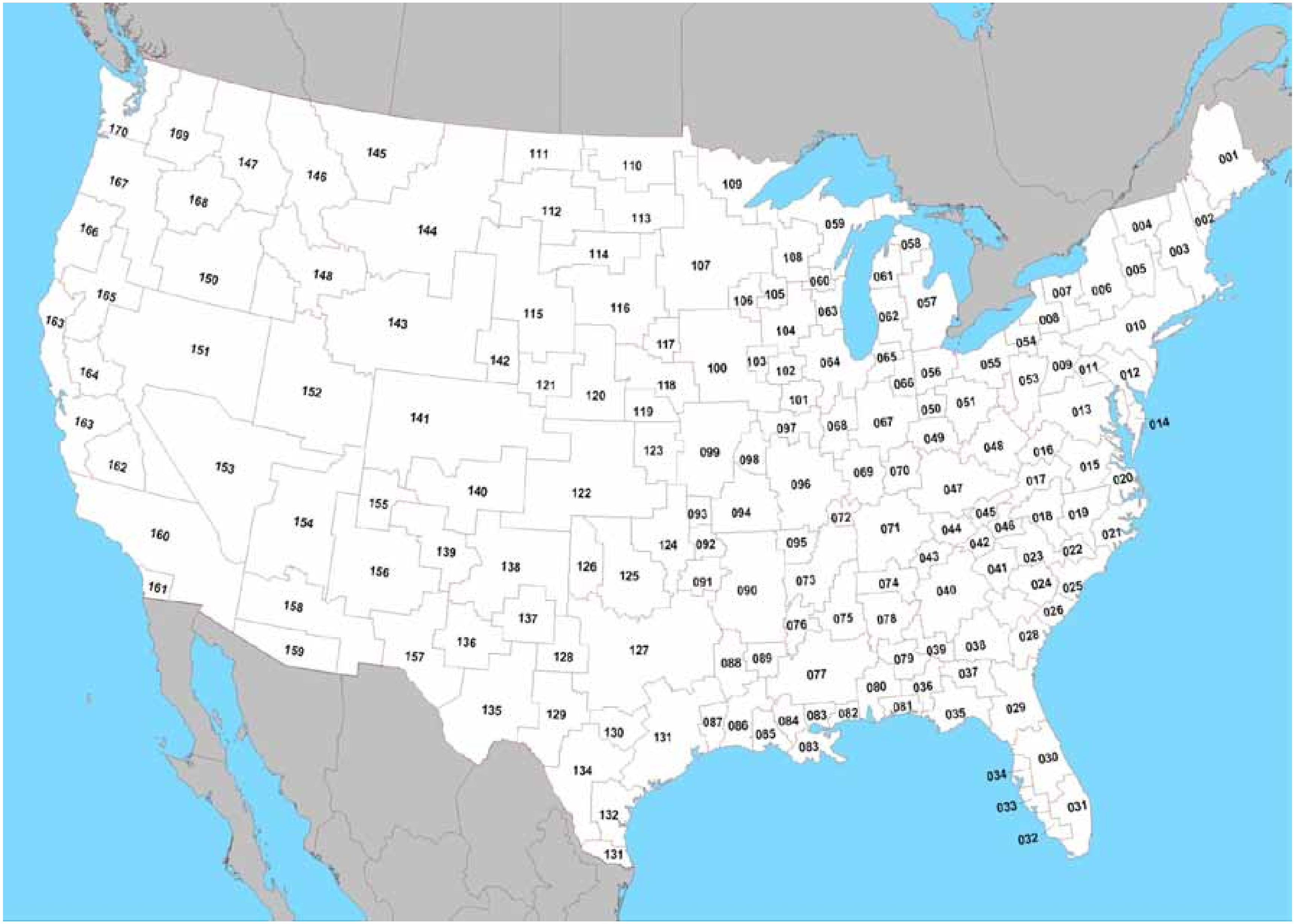
BEA	BEA Name	BEA Description
145	Great Falls, MT	Great Falls, MT
146	Missoula, MT	Missoula, MT
147	Spokane, WA	Spokane, WA-ID
148	Idaho Falls, ID	Idaho Falls, ID-WY
149	Twin Falls, ID	Twin Falls, ID
150	Boise City, ID	Boise City, ID-OR
151	Reno, NV	Reno, NV-CA
152	Salt Lake City, UT	Salt Lake City-Ogden, UT-ID
153	Las Vegas, NV	Las Vegas, NV-AZ-UT
154	Flagstaff, AZ	Flagstaff, AZ-UT
155	Farmington, NM	Farmington, NM-CO
156	Albuquerque, NM	Albuquerque, NM-AZ
157	El Paso, TX	El Paso, TX-NM
158	Phoenix, AZ	Phoenix-Mesa, AZ-NM
159	Tucson, AZ	Tucson, AZ
160	Los Angeles, CA	Los Angeles-Riverside-Orange County, CA-AZ
161	San Diego, CA	San Diego, CA
162	Fresno, CA	Fresno, CA
163	San Francisco, CA	San Francisco-Oakland-San Jose, CA
164	Sacramento, CA	Sacramento-Yolo, CA
165	Redding, CA	Redding, CA-OR
166	Eugene, OR	Eugene-Springfield, OR-CA
167	Portland, OR	Portland-Salem, OR-WA
168	Pendleton, OR	Pendleton, OR-WA
169	Richland, WA	Richland-Kennewick-Pasco, WA
170	Seattle, WA	Seattle-Tacoma-Bremerton, WA
171	Anchorage, AK	Anchorage, AK
172	Honolulu, HI	Honolulu, HI

Source: U.S. Bureau of Economic Analysis, 1996

PENNSYLVANIA INTERCITY passenger & freight RAIL PLAN

Appendix 5-1b

Map of Business Economic Areas



Source: U.S. Bureau of Economic Analysis, 1996

PENNSYLVANIA INTERCITY passenger & freight RAIL PLAN

Appendix 5-2

Total Inbound, Outbound, and Through Rail Tons Data

Inbound by:

- Origin State
- Origin Business Economic Area

Outbound by:

- Destination State
- Destination Business Economic Area

Through Pennsylvania by:

- Origin State
- Origin Business Economic Area
- Destination State
- Destination Business Economic Area

Table 5-2-1: Total Inbound Rail Tons by Origin State for Pennsylvania, 2007

Origin State	Total tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled in PA
West Virginia	9,648,452	8,133,572	4.3%	11.4%
Illinois	7,990,788	3,189,812	57.2%	2.9%
Ohio	7,481,428	7,086,495	3.2%	2.1%
New York	2,085,800	592,316	66.0%	5.6%
Wyoming	1,784,978	N/A	N/A	N/A
Indiana	1,341,560	1,238,720	7.4%	0.2%
Ontario, CA	1,201,532	1,005,852	15.7%	0.6%
Maryland	1,072,016	984,024	7.9%	0.3%
Michigan	860,936	708,456	17.7%	0.0%
Quebec, CA	848,920	705,120	10.5%	6.4%
Texas	769,560	716,280	6.8%	0.1%
Georgia	752,148	669,548	11.0%	0.0%
Louisiana	736,020	430,636	41.5%	0.0%
South Carolina	656,960	551,160	16.1%	0.0%
Tennessee	650,124	527,724	17.6%	1.2%
Kentucky	617,201	314,900	13.6%	35.4%
Virginia	543,748	510,708	4.7%	1.4%
Missouri	517,520	416,680	19.5%	0.0%
Alabama	487,908	482,468	1.1%	0.0%
California	484,400	481,960	0.2%	0.3%
New Jersey	399,828	390,028	2.5%	0.0%
North Carolina	396,228	374,408	3.4%	2.1%
British Columbia, CA	310,400	266,080	14.3%	0.0%
Minnesota	307,456	271,492	2.8%	8.9%
Alberta, CA	298,400	268,160	8.9%	1.3%
Arkansas	255,080	255,080	0.0%	0.0%
Wisconsin	250,052	243,212	2.7%	0.0%
Maine	235,720	235,720	0.0%	0.0%
Florida	226,360	210,320	0.3%	6.8%
Mississippi	207,080	148,440	28.3%	1.9%
Delaware	186,280	179,000	2.1%	1.8%
Colorado	183,440	183,440	0.0%	0.0%
North Dakota	143,272	143,272	0.0%	0.0%
New Brunswick, CA	134,760	134,760	0.0%	0.0%
Nova Scotia, CA	128,280	124,560	2.9%	0.0%

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-2-1: Total Inbound Rail Tons by Origin State for Pennsylvania, 2007

Origin State	Total tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled in PA
Oklahoma	109,328	109,328	0.0%	0.0%
Washington	105,200	105,200	0.0%	0.0%
Idaho	100,320	100,320	0.0%	0.0%
Iowa	88,840	85,920	3.3%	0.0%
Utah	49,752	49,752	0.0%	0.0%
Oregon	48,480	48,480	0.0%	0.0%
Manitoba, CA	47,480	47,480	0.0%	0.0%
Massachusetts	23,200	22,400	3.4%	0.0%
Kansas	15,080	N/A	N/A	N/A
Saskatchewan, CA	12,080	12,080	0.0%	0.0%
Nebraska	11,960	11,960	0.0%	0.0%
Arizona	5,600	5,600	0.0%	0.0%
*N/A: Not available				
*Includes only origins with three or more stations serving PA destinations				

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-2-2: Total Inbound Rail Tons by Origin Business Economic Area for Pennsylvania Rail Traffic, 2007

Origin BEA	Total tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled in PA
Chicago, IL	6,785,136	2,406,796	61.1%	3.4%
Pittsburgh, PA	6,706,249	6,301,551	5.7%	0.3%
Cleveland, OH	5,297,583	5,067,030	1.4%	3.0%
Charleston, WV	2,372,588	1,227,246	2.8%	45.5%
Casper, WY	1,784,978	N/A	N/A	N/A
Washington, DC	1,201,860	1,117,308	7.0%	0.0%
Ontario	1,201,532	1,005,852	15.7%	0.6%
Rochester, NY	965,120	57,032	82.9%	11.2%
Wheeling, WV	953,488	925,568	2.9%	0.0%
Lexington, KY	929,420	710,759	0.0%	23.5%
Toledo, OH	914,213	846,541	7.4%	0.0%
Buffalo, NY	906,436	361,080	60.2%	0.0%
Quebec	848,920	705,120	10.5%	6.4%
Champaign, IL	799,108	743,308	7.0%	0.0%
St. Louis, MO	748,756	368,800	50.7%	0.0%
Indianapolis, IN	603,516	603,516	0.0%	0.0%
Detroit, MI	584,336	499,016	14.6%	0.0%
Houston, TX	475,680	433,520	8.9%	0.0%
New York, NY	469,128	459,328	2.1%	0.0%
Memphis, TN	356,404	279,124	19.5%	2.2%
Fort Wayne, IN	346,396	259,356	25.1%	0.0%
Kansas City, MO	324,840	236,320	27.3%	0.0%
New Orleans, LA	313,160	114,280	63.5%	0.0%
British Columbia	310,400	266,080	14.3%	0.0%
Alberta	298,400	268,160	8.9%	1.3%
Atlanta, GA	288,280	275,360	4.5%	0.0%
Philadelphia, PA	286,916	279,636	1.4%	1.2%
San Francisco, CA	282,520	280,880	0.3%	0.3%
Charleston, SC	234,424	234,424	0.0%	0.0%
Birmingham, AL	222,280	218,480	1.7%	0.0%
Baton Rouge, LA	210,476	206,596	1.8%	0.0%
Evansville, IN	201,884	181,324	10.2%	0.0%
Bangor, ME	199,760	199,760	0.0%	0.0%
Wilmington, NC	192,224	188,424	2.0%	0.0%
Little Rock, AR	189,200	189,200	0.0%	0.0%
Syracuse, NY	179,388	159,868	10.9%	0.0%
Cincinnati, OH	177,720	111,520	37.2%	0.0%

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-2-2: Total Inbound Rail Tons by Origin Business Economic Area for Pennsylvania Rail Traffic, 2007

Origin BEA	Total tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled in PA
Dallas, TX	170,880	162,160	4.5%	0.6%
Savannah, GA	165,680	158,720	4.2%	0.0%
Grand Forks, ND	159,956	159,956	0.0%	0.0%
Los Angeles, CA	159,640	158,840	0.0%	0.5%
Richmond, VA	155,964	133,284	9.6%	4.9%
Jackson, MS	154,680	96,040	37.9%	2.5%
Grand Rapids, MI	151,212	84,052	44.4%	0.0%
Charlotte, NC	147,360	57,960	60.7%	0.0%
Columbus, OH	137,360	113,920	17.1%	0.0%
Columbia, SC	135,720	115,400	15.0%	0.0%
New Brunswick	134,760	134,760	0.0%	0.0%
Nova Scotia	128,280	124,560	2.9%	0.0%
Greensboro, NC	121,760	113,600	0.0%	6.7%
Jacksonville, FL	117,520	116,760	0.6%	0.0%
Tupelo, MS	117,280	117,280	0.0%	0.0%
Minneapolis, MN	114,468	86,988	0.0%	24.0%
Lake Charles, LA	114,464	36,160	68.4%	0.0%
Peoria, IL	113,360	113,360	0.0%	0.0%
Mobile, AL	111,200	111,200	0.0%	0.0%
Tallahassee, FL	107,320	61,400	42.8%	0.0%
Dayton, OH	107,104	100,036	6.6%	0.0%
Roanoke, VA	103,560	97,160	6.2%	0.0%
Shreveport, LA	97,760	73,440	24.9%	0.0%
Macon, GA	95,788	85,748	10.5%	0.0%
Greenville, NC	91,760	89,360	2.6%	0.0%
Duluth, MN	83,696	75,212	10.1%	0.0%
Augusta, GA	81,080	81,080	0.0%	0.0%
Green Bay, WI	80,840	80,840	0.0%	0.0%
Huntsville, AL	78,508	76,868	2.1%	0.0%
Louisville, KY	76,672	76,672	0.0%	0.0%
Nashville, TN	75,680	75,680	0.0%	0.0%
Fargo, ND	70,656	70,656	0.0%	0.0%
Montgomery, AL	68,760	68,760	0.0%	0.0%
Portland, OR	60,080	60,080	0.0%	0.0%
Norfolk, VA	58,320	54,360	6.8%	0.0%
Albany, GA	56,280	53,440	5.0%	0.0%
Miami, FL	55,480	55,480	0.0%	0.0%

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-2-2: Total Inbound Rail Tons by Origin Business Economic Area for Pennsylvania Rail Traffic, 2007

Origin BEA	Total tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled in PA
Traverse City, MI	55,120	55,120	0.0%	0.0%
Des Moines, IA	51,120	51,120	0.0%	0.0%
Wausau, WI	50,160	43,320	13.6%	0.0%
Salt Lake City, UT	49,752	49,752	0.0%	0.0%
San Antonio, TX	49,400	49,400	0.0%	0.0%
Minot, ND	47,952	47,952	0.0%	0.0%
Manitoba	47,480	47,480	0.0%	0.0%
Knoxville, TN	45,680	45,680	0.0%	0.0%
Richland, WA	44,360	44,360	0.0%	0.0%
Idaho Falls, ID	42,000	42,000	0.0%	0.0%
Milwaukee, WI	40,880	40,880	0.0%	0.0%
Beaumont, TX	40,680	38,280	5.9%	0.0%
Chattanooga, TN	38,640	38,640	0.0%	0.0%
Boise City, ID	36,480	36,480	0.0%	0.0%
Portland, ME	35,960	35,960	0.0%	0.0%
Fresno, CA	34,440	34,440	0.0%	0.0%
Twin Falls, ID	25,960	25,960	0.0%	0.0%
Salisbury, MD	24,352	20,912	0.0%	14.1%
Seattle, WA	23,800	23,800	0.0%	0.0%
Raleigh, NC	23,320	19,780	15.2%	0.0%
Elkhart, IN	22,472	19,792	11.9%	0.0%
Pendleton, OR	21,320	21,320	0.0%	0.0%
Albany, NY	20,520	N/A	N/A	N/A
Greenville, SC	15,480	15,480	0.0%	0.0%
Orlando, FL	12,400	N/A	N/A	N/A
Saskatchewan	12,080	12,080	0.0%	0.0%
Boston, MA	12,000	11,200	6.7%	0.0%
Mexico	6,200	6,200	0.0%	0.0%
*N/A: Not available				

*Includes only origins with three or more stations serving PA destinations

*Note that Business Economic Areas cross state lines. Tonnages from Pennsylania BEAs listed in this chart originate from outside of PA

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-2-3: Total Outbound Rail Tons by Destination State for Pennsylvania, 2007

Destination State	Total tons	Non-Rebill Tons	% Rebilled in PA	% Rebilled at Destination
Ohio	8,662,679	8,307,189	2.6%	1.5%
Maryland	7,830,463	7,742,975	0.0%	1.1%
Indiana	3,364,949	1,570,323	53.2%	0.1%
New York	3,151,007	2,759,639	11.3%	1.1%
Illinois	2,964,404	1,569,232	6.4%	41.0%
Delaware	2,241,493	1,834,583	18.1%	0.1%
South Carolina	2,137,598	2,129,958	0.0%	0.3%
New Jersey	2,114,309	2,091,181	0.5%	0.6%
Michigan	1,673,215	1,638,203	1.7%	0.4%
West Virginia	1,024,788	1,020,828	0.4%	0.0%
Virginia	946,598	946,598	0.0%	0.0%
Texas	748,560	503,960	23.0%	9.7%
Georgia	424,000	408,480	3.7%	0.0%
North Carolina	407,668	379,468	1.9%	5.0%
Florida	298,647	287,887	3.6%	0.0%
Ontario, CA	292,088	233,288	18.8%	1.4%
Tennessee	290,720	253,440	8.4%	4.4%
California	283,560	268,280	5.4%	0.0%
Wisconsin	248,136	N/A	N/A	N/A
Missouri	233,880	223,280	0.4%	4.1%
Kentucky	201,288	200,208	0.0%	0.5%
Alabama	192,592	166,000	13.2%	0.6%
Quebec, CA	136,640	125,080	1.6%	6.9%
Massachusetts	107,976	69,440	32.7%	3.0%
Oklahoma	93,420	87,460	6.4%	0.0%
Arkansas	78,360	78,360	0.0%	0.0%
Minnesota	77,200	28,960	62.5%	0.0%
Louisiana	54,920	42,160	10.3%	13.0%
Utah	50,880	50,880	0.0%	0.0%
Alberta, CA	39,800	39,800	0.0%	0.0%
Nebraska	35,360	35,360	0.0%	0.0%
Iowa	27,840	N/A	N/A	N/A
Washington	27,400	20,480	25.3%	0.0%
Mississippi	24,760	19,680	0.0%	20.5%
Nevada	20,520	20,520	0.0%	0.0%
Oregon	19,600	19,080	2.7%	0.0%
North Dakota	17,920	17,920	0.0%	0.0%
Colorado	15,000	15,000	0.0%	0.0%
Saskatchewan, CA	3,600	3,600	0.0%	0.0%
*N/A: Not available				
*Includes only destinations with three or more stations receiving PA freight				

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-2-4: Total Outbound Rail Tons by Destination Business Economic Area for Pennsylvania Rail Traffic, 2007

Destination State	Total tons	Non-Rebill Tons	% Rebilled in PA	% Rebilled at Destination
Washington, DC	8,553,531	8,466,043	0.0%	1.0%
Chicago, IL	5,888,929	2,685,331	34.8%	19.8%
Cleveland, OH	4,953,803	4,714,665	4.6%	0.2%
Philadelphia, PA	2,130,704	2,063,977	3.1%	0.1%
Charleston, SC	2,013,358	2,013,358	0.0%	0.0%
Salisbury, MD	1,878,434	1,535,971	18.2%	0.0%
Detroit, MI	1,643,735	1,608,723	1.7%	0.4%
Wheeling, WV	1,562,863	1,558,903	0.3%	0.0%
Cincinnati, OH	1,292,198	1,292,198	0.0%	0.0%
Syracuse, NY	1,021,972	1,019,972	0.0%	0.2%
Buffalo, NY	884,704	608,380	28.3%	3.0%
Toledo, OH	767,883	651,531	0.0%	15.2%
Norfolk, VA	763,166	763,166	0.0%	0.0%
Boston, MA	638,852	68,520	89.3%	0.0%
Albany, NY	628,176	600,976	3.3%	1.0%
Rochester, NY	541,255	497,331	8.1%	0.0%
New York, NY	430,644	382,516	7.7%	3.5%
Atlanta, GA	356,600	356,600	0.0%	0.0%
Columbus, OH	338,670	338,670	0.0%	0.0%
Ontario	292,088	233,288	18.8%	1.4%
St. Louis, MO	286,516	213,556	6.7%	18.8%
Dallas, TX	261,280	129,480	50.4%	0.0%
Houston, TX	214,600	214,600	0.0%	0.0%
Los Angeles, CA	177,480	164,520	7.3%	0.0%
Fort Wayne, IN	165,920	165,920	0.0%	0.0%
Charleston, WV	161,070	161,070	0.0%	0.0%
Wilmington, NC	149,880	149,880	0.0%	0.0%
Orlando, FL	147,031	147,031	0.0%	0.0%
Kansas City, MO	140,560	129,960	0.7%	6.8%
Quebec	136,640	125,080	1.6%	6.9%
Memphis, TN	136,240	102,680	15.3%	9.3%
Indianapolis, IN	123,108	123,108	0.0%	0.0%
San Francisco, CA	101,080	98,760	2.3%	0.0%
Richmond, VA	99,512	99,512	0.0%	0.0%
Nashville, TN	93,520	93,520	0.0%	0.0%
San Antonio, TX	93,120	30,040	0.9%	66.8%
Greenville, NC	88,040	N/A	N/A	N/A
Raleigh, NC	85,788	73,548	4.4%	9.8%
Minneapolis, MN	77,200	28,960	62.5%	0.0%

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-2-4: Total Outbound Rail Tons by Destination Business Economic Area for Pennsylvania Rail Traffic, 2007

Destination State	Total tons	Non-Rebill Tons	% Rebilled in PA	% Rebilled at Destination
Birmingham, AL	74,832	49,440	33.9%	0.0%
Miami, FL	73,936	N/A	N/A	N/A
Jacksonville, FL	73,120	73,120	0.0%	0.0%
Greensboro, NC	64,240	64,240	0.0%	0.0%
Augusta, GA	61,480	61,480	0.0%	0.0%
Elkhart, IN	60,840	60,840	0.0%	0.0%
Jonesboro, AR	53,440	53,440	0.0%	0.0%
Roanoke, VA	53,440	53,440	0.0%	0.0%
Tulsa, OK	51,160	45,200	11.6%	0.0%
Salt Lake City, UT	50,880	50,880	0.0%	0.0%
Beaumont, TX	45,240	45,240	0.0%	0.0%
Charlotte, NC	40,160	27,280	2.3%	29.8%
Alberta	39,800	39,800	0.0%	0.0%
Milwaukee, WI	39,680	N/A	N/A	N/A
Louisville, KY	36,320	28,000	19.9%	3.0%
Mobile, AL	35,880	35,880	0.0%	0.0%
Evansville, IN	33,280	33,280	0.0%	0.0%
Macon, GA	31,480	31,480	0.0%	0.0%
Knoxville, TN	31,240	27,520	11.9%	0.0%
Burlington, VT	30,600	N/A	N/A	N/A
Grand Rapids, MI	29,480	29,480	0.0%	0.0%
Lafayette, LA	26,720	26,720	0.0%	0.0%
Greenville, SC	24,280	20,680	0.0%	14.8%
Seattle, WA	21,080	N/A	N/A	N/A
Lexington, KY	20,040	20,040	0.0%	0.0%
Portland, OR	19,600	19,080	2.7%	0.0%
Champaign, IL	18,960	N/A	N/A	N/A
Little Rock, AR	17,520	17,520	0.0%	0.0%
New Orleans, LA	15,120	N/A	N/A	N/A
Denver, CO	15,000	15,000	0.0%	0.0%
Columbia, SC	10,080	6,960	0.0%	31.0%
Saskatchewan	3,600	3,600	0.0%	0.0%
*N/A: Not available				

*Includes only destinations with three or more stations receiving PA freight

*Note that Business Economic Areas cross state lines. Tonnages from Pennsylania BEAs listed in this chart originate from outside of PA

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-2-5: Total Through Rail Ton Traffic Through Pennsylvania by Origin State, 2007

Origin State	Total tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled at Destination
Illinois	22,134,368	5,902,886	73.1%	0.4%
New Jersey	11,220,923	8,629,532	6.3%	16.8%
West Virginia	10,276,197	8,271,244	13.6%	5.9%
Ohio	7,172,415	5,906,701	12.4%	5.2%
New York	5,953,520	4,463,828	17.5%	7.5%
Wyoming	3,781,312	3,781,312	0.0%	0.0%
Quebec, CA	2,375,040	2,216,080	6.7%	0.0%
Indiana	2,351,293	1,900,629	15.8%	3.4%
Maryland	2,119,884	1,644,624	11.0%	11.4%
Texas	2,034,280	1,788,960	12.1%	0.0%
Massachusetts	1,811,676	1,335,796	2.9%	23.4%
Florida	1,603,493	1,420,889	10.2%	1.1%
Georgia	1,358,200	894,692	30.9%	3.2%
Colorado	1,333,439	1,310,119	1.7%	0.0%
Kentucky	1,296,306	1,233,022	4.5%	0.4%
Ontario, CA	1,239,680	1,208,560	2.5%	0.0%
Michigan	1,167,476	982,388	14.7%	1.2%
California	1,106,400	1,061,280	4.1%	0.0%
Alabama	1,106,240	826,160	25.0%	0.3%
Virginia	1,098,914	716,420	31.3%	3.6%
South Carolina	1,073,404	720,424	32.5%	0.3%
Louisiana	1,013,480	618,840	36.2%	2.7%
Maine	1,007,680	973,760	2.8%	0.6%
Connecticut	876,660	837,172	3.2%	1.3%
North Carolina	837,052	563,744	32.2%	0.4%
Tennessee	788,332	559,720	24.3%	4.7%
Delaware	608,172	351,536	20.2%	22.0%
New Brunswick, CA	450,520	442,440	1.0%	0.8%
Missouri	405,920	369,400	8.1%	0.9%
Arkansas	355,520	297,880	16.2%	0.0%
Washington	345,528	332,128	3.9%	0.0%
Iowa	326,832	292,952	10.4%	0.0%
Vermont	298,600	298,600	0.0%	0.0%
Idaho	272,000	267,760	0.3%	1.3%
Wisconsin	252,280	245,920	2.5%	0.0%
South Dakota	232,371	232,371	0.0%	0.0%
Oregon	231,920	226,600	2.3%	0.0%
Minnesota	217,060	196,260	9.6%	0.0%
Mississippi	196,240	157,440	19.8%	0.0%

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-2-5: Total Through Rail Ton Traffic Through Pennsylvania by Origin State, 2007

Origin State	Total tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled at Destination
Alberta, CA	183,040	156,480	14.5%	0.0%
British Columbia, CA	181,720	144,640	20.4%	0.0%
Nova Scotia, CA	158,160	158,160	0.0%	0.0%
Manitoba, CA	123,800	123,800	0.0%	0.0%
Rhode Island	89,076	89,076	0.0%	0.0%
North Dakota	75,520	60,160	20.3%	0.0%
Saskatchewan, CA	65,200	65,200	0.0%	0.0%
Arizona	58,280	47,280	18.9%	0.0%
Nebraska	55,612	28,692	48.4%	0.0%
Oklahoma	55,160	52,520	4.8%	0.0%
Kansas	29,200	20,800	28.8%	0.0%
Utah	23,200	N/A	N/A	N/A
*N/A: Not available				
*Includes only origins with three or more stations sending freight through PA				

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-2-6: Total Through Rail Ton Traffic Through Pennsylvania by Business Economic Area for Pennsylvania Rail Traffic, 2007

Origin BEA	Total Tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled at Destination
Chicago, IL	19,790,641	4,830,143	75.4%	0.2%
New York, NY	12,112,516	9,583,708	5.1%	15.8%
Pittsburgh, PA	8,144,366	6,478,647	13.7%	6.7%
Casper, WY	3,754,072	3,754,072	0.0%	0.0%
Buffalo, NY	2,887,844	2,022,860	20.6%	9.4%
Cleveland, OH	2,669,284	2,215,506	11.3%	5.7%
Toledo, OH	2,437,973	1,840,345	18.3%	6.2%
Quebec	2,375,040	2,216,080	6.7%	0.0%
Washington, D.C.	2,319,996	1,823,816	10.3%	11.1%
Philadelphia, PA	2,175,671	1,741,644	12.6%	7.4%
Charleston, WV	1,842,643	1,611,373	10.8%	1.7%
St. Louis, MO	1,712,864	529,840	68.8%	0.7%
Boston, MA	1,654,912	1,223,632	3.2%	22.9%
Denver, CO	1,306,279	1,282,959	1.8%	0.0%
Ontario	1,239,680	1,208,560	2.5%	0.0%
Syracuse, NY	1,176,128	706,464	29.6%	10.5%
Lexington, KY	1,122,040	1,022,774	8.8%	0.0%
Champaign, IL	1,055,466	901,066	12.6%	2.0%
Indianapolis, IN	1,016,000	882,080	9.4%	3.8%
Detroit, MI	998,772	842,172	15.7%	0.0%
Houston, TX	987,840	909,440	7.9%	0.0%
Columbus, OH	883,712	831,092	3.9%	2.0%
Wheeling, WV	704,765	558,681	20.3%	0.5%
Bangor, ME	633,640	622,120	1.8%	0.0%
Atlanta, GA	584,772	479,932	11.1%	6.8%
San Antonio, TX	566,680	461,920	18.5%	0.0%
San Francisco, CA	541,720	515,600	4.8%	0.0%
Wilmington, NC	492,956	333,496	31.6%	0.7%
New Orleans, LA	482,680	142,560	69.7%	0.8%
Richmond, VA	461,896	243,160	47.4%	0.0%
New Brunswick	450,520	442,440	1.0%	0.8%
Dayton, OH	438,948	371,828	5.3%	10.0%
Fort Wayne, IN	421,901	245,597	39.2%	2.6%
Los Angeles, CA	391,080	391,080	0.0%	0.0%
Miami, FL	389,960	385,880	1.0%	0.0%

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-2-6: Total Through Rail Ton Traffic Through Pennsylvania by Business Economic Area for Pennsylvania Rail Traffic, 2007

Origin BEA	Total Tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled at Destination
Portland, ME	374,040	351,640	4.3%	1.7%
Montgomery, AL	348,960	256,040	26.6%	0.0%
Norfolk, VA	334,040	215,240	23.9%	11.7%
Memphis, TN	323,052	195,360	37.7%	1.8%
Kansas City, MO	310,720	286,000	8.0%	0.0%
Burlington, VT	295,240	N/A	N/A	N/A
Jacksonville, FL	293,840	245,120	16.6%	0.0%
Louisville, KY	288,640	267,520	7.3%	0.0%
Columbia, SC	288,620	242,340	16.0%	0.0%
Rochester, NY	285,692	259,132	1.9%	7.4%
Macon, GA	279,000	78,360	71.9%	0.0%
Cincinnati, OH	275,513	207,725	18.9%	5.7%
Charleston, SC	274,884	140,604	48.8%	0.0%
Albany, NY	271,624	188,980	20.4%	10.0%
Mobile, AL	266,360	198,080	25.6%	0.0%
Evansville, IN	254,000	229,800	8.3%	1.2%
Baton Rouge, LA	253,040	225,800	1.5%	9.3%
Birmingham, AL	248,400	189,360	22.4%	1.4%
Portland, OR	246,440	234,720	4.8%	0.0%
Nashville, TN	245,160	177,280	15.3%	12.4%
Greenville, NC	237,868	153,920	33.8%	1.5%
Dallas, TX	234,880	210,480	10.4%	0.0%
Sioux Falls, SD	232,371	232,371	0.0%	0.0%
Peoria, IL	226,256	195,776	10.1%	3.4%
Little Rock, AR	222,400	205,160	7.8%	0.0%
Orlando, FL	220,900	137,176	34.5%	3.4%
Savannah, GA	208,320	98,760	50.7%	1.9%
Des Moines, IA	208,152	179,672	13.7%	0.0%
Minneapolis, MN	189,740	168,940	11.0%	0.0%
Alberta	183,040	156,480	14.5%	0.0%
British Columbia	181,720	144,640	20.4%	0.0%
Tallahassee, FL	181,120	153,360	15.3%	0.0%
Huntsville, AL	177,680	156,800	11.8%	0.0%
Idaho Falls, ID	173,080	169,640	0.0%	2.0%
Jackson, MS	167,360	124,160	25.8%	0.0%

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-2-6: Total Through Rail Ton Traffic Through Pennsylvania by Business Economic Area for Pennsylvania Rail Traffic, 2007

Origin BEA	Total Tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled at Destination
Lake Charles, LA	165,280	150,040	9.2%	0.0%
Nova Scotia	158,160	158,160	0.0%	0.0%
Pendleton, OR	148,888	148,888	0.0%	0.0%
Tampa, FL	146,353	123,273	11.3%	4.5%
Charlotte, NC	140,040	73,880	47.2%	0.0%
Jonesboro, AR	133,120	92,720	30.3%	0.0%
Greensboro, NC	129,400	122,480	5.3%	0.0%
Manitoba	123,800	123,800	0.0%	0.0%
Richland, WA	115,280	115,280	0.0%	0.0%
Roanoke, VA	107,080	99,080	7.5%	0.0%
Beaumont, TX	101,320	94,080	7.1%	0.0%
Davenport, IA	99,960	99,960	0.0%	0.0%
Tupelo, MS	99,080	82,240	17.0%	0.0%
Grand Rapids, MI	94,304	65,816	15.5%	14.7%
Elkhart, IN	94,229	62,709	4.5%	28.9%
Raleigh, NC	93,600	46,960	49.8%	0.0%
Fresno, CA	90,320	81,400	9.9%	0.0%
Shreveport, LA	82,120	72,880	11.3%	0.0%
Johnson City, TN	79,040	75,800	4.1%	0.0%
Green Bay, WI	78,080	78,080	0.0%	0.0%
Milwaukee, WI	76,120	72,520	4.7%	0.0%
Sacramento, CA	73,120	63,040	13.8%	0.0%
Augusta, GA	69,828	51,720	25.9%	0.0%
Saskatchewan	65,200	65,200	0.0%	0.0%
Pensacola, FL	61,160	48,040	21.5%	0.0%
Wausau, WI	60,480	57,720	4.6%	0.0%
Greenville, SC	59,240	50,640	14.5%	0.0%
Seattle, WA	54,320	50,960	6.2%	0.0%
Phoenix, AZ	52,680	41,680	20.9%	0.0%
Fargo, ND	52,440	N/A	N/A	N/A
Twin Falls, ID	51,040	51,040	0.0%	0.0%
Chattanooga, TN	50,520	42,880	15.1%	0.0%
Knoxville, TN	49,920	N/A	N/A	N/A
Duluth, MN	49,400	49,400	0.0%	0.0%
Fayetteville, NC	38,648	31,008	19.8%	0.0%

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-2-6: Total Through Rail Ton Traffic Through Pennsylvania by Business Economic Area for Pennsylvania Rail Traffic, 2007

Origin BEA	Total Tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled at Destination
Cedar Rapids, IA	36,960	N/A	N/A	N/A
Spokane, WA	35,200	N/A	N/A	N/A
Albany, GA	35,120	27,720	21.1%	0.0%
Lincoln, NE	32,440	N/A	N/A	N/A
Staunton, VA	27,596	N/A	N/A	N/A
Paducah, KY	26,080	26,080	0.0%	0.0%
Boise City, ID	25,200	24,400	3.2%	0.0%
Salisbury, MD	24,240	13,040	0.0%	46.2%
Salt Lake City, UT	23,200	N/A	N/A	N/A
Appleton, WI	22,040	22,040	0.0%	0.0%
Wichita, KS	20,080	19,280	4.0%	0.0%
Mexico	16,600	16,600	0.0%	0.0%
Grand Forks, ND	16,000	16,000	0.0%	0.0%
Lafayette, LA	11,880	11,880	0.0%	0.0%
*N/A: Not available				
*Includes only origins with three or more stations with freight moving through Pennsylvania.				
*Note that Business Economic Areas cross state lines. Tonnages from Pennsylania BEAs listed in this chart originate from outside of PA.				

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-2-7: Total Through Rail Tons Through Pennsylvania by Destination State, 2007

Destination State	Total Tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled at Destination
New York	19,720,109	13,856,503	27.2%	2.7%
New Jersey	19,627,247	12,618,091	35.7%	0.0%
Maryland	8,388,812	6,279,940	24.7%	0.4%
Ohio	8,202,376	7,483,816	6.1%	2.6%
Illinois	6,631,284	3,722,952	1.6%	42.2%
Massachusetts	5,525,660	3,081,360	41.1%	3.1%
Virginia	4,955,489	3,292,925	33.5%	0.0%
Delaware	3,509,551	3,009,861	14.2%	0.0%
North Carolina	3,214,171	2,299,895	28.4%	0.0%
Indiana	1,879,392	633,820	37.5%	28.8%
West Virginia	1,360,501	1,280,541	5.9%	0.0%
Florida	1,153,582	927,382	12.9%	6.7%
Michigan	1,051,390	635,742	39.5%	0.0%
South Carolina	905,152	776,432	14.2%	0.0%
Quebec, CA	813,585	472,913	40.9%	0.9%
Connecticut	705,428	290,828	58.8%	0.0%
Kentucky	696,668	662,108	1.7%	3.3%
Georgia	651,064	638,904	1.9%	0.0%
Ontario, CA	570,292	568,012	0.4%	0.0%
Maine	464,600	N/A	N/A	N/A
Vermont	396,960	N/A	N/A	N/A
Tennessee	388,632	329,484	13.9%	1.3%
Texas	382,612	309,052	15.4%	3.9%
Rhode Island	326,311	N/A	N/A	N/A
Missouri	302,960	281,320	0.3%	6.8%
California	212,600	197,960	6.9%	0.0%
New Hampshire	210,047	N/A	N/A	N/A
Louisiana	174,104	23,000	72.5%	14.3%
Alabama	146,120	104,320	20.8%	7.8%
Utah	108,600	108,600	0.0%	0.0%
Colorado	107,520	107,520	0.0%	0.0%
Wisconsin	97,052	N/A	N/A	N/A
Minnesota	77,184	67,584	12.4%	0.0%
Idaho	69,520	69,520	0.0%	0.0%
Iowa	55,728	N/A	N/A	N/A

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-2-7: Total Through Rail Tons Through Pennsylvania by Destination State, 2007

Destination State	Total Tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled at Destination
Washington	52,268	44,708	14.5%	0.0%
Arkansas	46,600	43,880	5.8%	0.0%
Nevada	43,000	43,000	0.0%	0.0%
Arizona	38,920	38,920	0.0%	0.0%
Mississippi	38,560	N/A	N/A	N/A
Kansas	36,600	36,600	0.0%	0.0%
Oregon	33,640	33,640	0.0%	0.0%
Oklahoma	30,160	23,800	21.1%	0.0%
Nebraska	9,240	9,240	0.0%	0.0%
*N/A: Not available				
*Includes only destinations with three or more stations receiving freight through PA.				

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-2-8: Total Through Rail Tons Through Pennsylvania by Destination Business Economic Area, 2007

Destination State	Total Tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled at Destination
New York, NY	20,657,960	12,332,432	39.7%	0.6%
Buffalo, NY	9,595,928	7,798,624	14.9%	4.0%
Washington, D.C.	9,519,500	6,870,344	27.5%	0.4%
Chicago, IL	7,379,548	3,619,248	10.1%	40.8%
Philadelphia, PA	5,336,299	4,508,131	15.5%	0.0%
Cleveland, OH	4,925,093	4,445,413	9.7%	0.0%
Boston, MA	4,694,034	2,361,536	48.2%	1.4%
Albany, NY	3,747,067	1,595,445	56.0%	1.7%
Syracuse, NY	2,576,168	1,809,912	27.8%	1.9%
Richmond, VA	2,369,884	1,621,524	31.6%	0.0%
Toledo, OH	1,932,422	1,705,982	0.6%	11.2%
Rochester, NY	1,814,202	1,479,386	17.6%	0.8%
Salisbury, MD	1,677,767	1,457,409	13.1%	0.0%
Greenville, NC	1,162,904	447,588	61.5%	0.0%
Detroit, MI	1,024,070	614,662	39.9%	0.0%
Norfolk, VA	897,441	583,157	35.0%	0.0%
Quebec	813,585	472,913	40.9%	0.9%
Charleston, WV	776,925	774,045	0.4%	0.0%
Charlotte, NC	608,872	567,192	6.8%	0.0%
Wheeling, WV	602,540	602,540	0.0%	0.0%
St. Louis, MO	582,484	278,160	1.7%	50.6%
Ontario	570,292	568,012	0.4%	0.0%
Raleigh, NC	521,348	460,788	11.6%	0.0%
Burlington, VT	517,876	N/A	N/A	N/A
Pittsburgh, PA	456,945	417,945	8.5%	0.0%
Charleston, SC	446,696	378,616	15.2%	0.0%
Jacksonville, FL	430,396	345,276	1.8%	18.0%
Hickory, NC	409,123	409,123	0.0%	0.0%
Columbus, OH	374,364	366,804	2.0%	0.0%
Atlanta, GA	365,240	356,800	2.3%	0.0%
Tampa, FL	316,358	316,358	0.0%	0.0%
Indianapolis, IN	293,640	268,880	7.5%	1.0%
Miami, FL	272,656	139,656	48.8%	0.0%
Wilmington, NC	268,504	160,616	40.2%	0.0%
Nashville, TN	259,840	259,840	0.0%	0.0%

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-2-8: Total Through Rail Tons Through Pennsylvania by Destination Business Economic Area, 2007

Destination State	Total Tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled at Destination
Bangor, ME	255,560	N/A	N/A	N/A
Greensboro, NC	254,680	254,680	0.0%	0.0%
Cincinnati, OH	246,772	241,892	1.6%	0.4%
Kansas City, MO	241,360	227,880	0.4%	5.2%
Louisville, KY	221,688	189,208	4.4%	10.3%
Staunton, VA	214,892	214,892	0.0%	0.0%
Portland, ME	209,040	N/A	N/A	N/A
Augusta, GA	186,040	182,320	2.0%	0.0%
Orlando, FL	148,680	140,600	5.4%	0.0%
Houston, TX	147,612	144,452	2.1%	0.0%
Greenville, SC	147,520	147,520	0.0%	0.0%
Dallas, TX	145,720	107,000	26.6%	0.0%
Roanoke, VA	139,104	135,104	2.9%	0.0%
Memphis, TN	129,428	73,080	39.7%	3.9%
Fayetteville, NC	123,192	98,200	20.3%	0.0%
Johnson City, TN	122,532	122,532	0.0%	0.0%
Columbia, SC	115,280	90,800	21.2%	0.0%
Los Angeles, CA	109,040	99,160	9.1%	0.0%
Salt Lake City, UT	108,600	108,600	0.0%	0.0%
Lexington, KY	105,240	105,240	0.0%	0.0%
San Francisco, CA	95,280	93,200	2.2%	0.0%
Minneapolis, MN	94,744	67,584	28.7%	0.0%
Fort Wayne, IN	84,476	69,436	9.1%	8.7%
Evansville, IN	81,920	81,920	0.0%	0.0%
Baton Rouge, LA	80,720	N/A	N/A	N/A
Elkhart, IN	79,048	79,048	0.0%	0.0%
New Orleans, LA	57,880	N/A	N/A	N/A
Birmingham, AL	50,680	27,560	37.9%	7.7%
Mobile, AL	46,880	39,440	0.0%	15.9%
Champaign, IL	44,680	N/A	N/A	N/A
Seattle, WA	43,440	35,880	17.4%	0.0%
Denver, CO	41,520	41,520	0.0%	0.0%
Savannah, GA	40,880	40,880	0.0%	0.0%
Macon, GA	40,520	40,520	0.0%	0.0%
Reno, NV	40,320	40,320	0.0%	0.0%

Source: Surface Transportation Board Carload Waybill Sample, 2007

Table 5-2-8: Total Through Rail Tons Through Pennsylvania by Destination Business Economic Area, 2007

Destination State	Total Tons	Non-Rebill Tons	% Rebilled at Origin	% Rebilled at Destination
San Antonio, TX	36,080	21,280	0.0%	41.0%
Huntsville, AL	34,240	23,000	32.8%	0.0%
Portland, OR	33,640	33,640	0.0%	0.0%
Chattanooga, TN	32,800	32,800	0.0%	0.0%
Little Rock, AR	32,560	32,560	0.0%	0.0%
Phoenix, AZ	32,080	32,080	0.0%	0.0%
Milwaukee, WI	30,920	N/A	N/A	N/A
Appleton, WI	29,148	N/A	N/A	N/A
Lake Charles, LA	28,664	N/A	N/A	N/A
Knoxville, TN	26,080	N/A	N/A	N/A
Grand Rapids, MI	21,080	21,080	0.0%	0.0%
Tulsa, OK	20,080	13,720	31.7%	0.0%
Green Bay, WI	13,480	N/A	N/A	N/A
Madison, WI	12,184	N/A	N/A	N/A
*N/A: Not available				
*Includes only origins with three or more stations with freight moving through Pennsylvania.				
*Note that Business Economic Areas cross state lines. Tonnages from Pennsylania BEAs listed in this chart originate from outside of PA.				

Source: Surface Transportation Board Carload Waybill Sample, 2007