Staying on Track: A Look at Rail in Today's Supply Chain

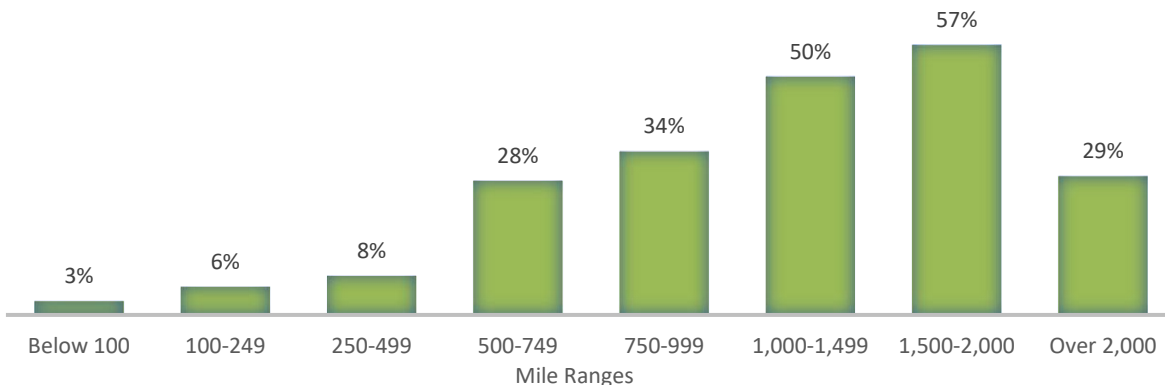Railroad traffic across the U.S. and Economic Areas

As we kick off the new year with memories of holiday feasts and gift exchanges still in our heads, we look at the backbone of what makes it possible. **Logistics.** *The railroad is a long-standing part of the multimodal transportation system serving the U.S. economy. This paper will review rail traffic at a national level and review the top areas for outbound and inbound freight via rail.*

Cyndi Dancy, Research Director | email cyndi@garnereconomics.com I web www.garnereconomics.com

The U.S. freight rail network stretches across the continent with 140,000 miles of track linking vital markets. The majority of rail freight is run by seven Class I railroads, companies with operating revenues of $447.6 million or greater (updated in 2017)[1]. Regional railroads and local or short line railroads, carry the remainder of rail freight in the U.S. with more than 500 companies.

Rail transportation is a critical function our economy is dependent on. In 2015 the U.S. transportation system moved a daily average of about 49.3 million tons of freight valued at more than $52.5 billion.[2] As supply chains can span the globe, different modes of transportation are often used in combination to move cargo. Modal efficiency is highly dependent on weight and distance with the use of rail increasing for longer distances and heavier loads. Significant and steady volume also contributes to the usage or rail transport. Approximately 57 percent of freight was transported via rail, without other modes, at distances between 1,500 and 2,000 miles in 2015.

2015 PERCENT OF FREIGHT TONNAGE TRANSPORTED BY RAIL

Below 100	100-249	250-499	500-749	750-999	1,000-1,499	1,500-2,000	Over 2,000
3%	6%	8%	28%	34%	50%	57%	29%

Mile Ranges

Not including rail as part of multimodal transport.
Source: Bureau of Transportation Statistics, Freight Facts & Figures Published 2017
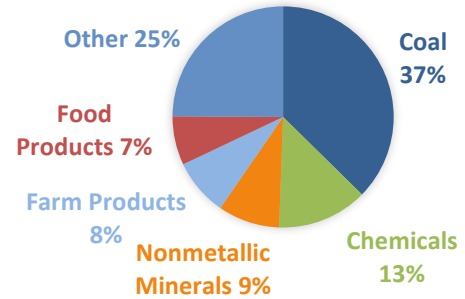
[1] Surface Transportation Board
[2] Bureau of Transportation Statistics, Freight Facts & Figures

In total, 2017 U.S. rail traffic volume was up 3.4 percent from 2016 or 27,489,960 carloads, containers, and trailers.[3] This breaks out to 13,478,126 carloads and 14,011,834 intermodal units and trailers comprising total rail traffic for the year. These totals were both increases from the previous year – 2.9 percent for carloads and 3.9 percent for intermodal units.

Commodities moved by rail are largely natural resources, chemicals, and agricultural or food products (oils, grains, and sugars). Based on weight in 2015, coal is 37 percent of rail freight, the largest commodity transported by rail. Chemicals are second with 13 percent of freight tonnage; Nonmetallic Minerals at nine percent; Farm Products at eight percent and Food Products at seven percent.[4]

2015 COMMODITIES FREIGHT IN TONS

Source: Surface Transportation Board, Freight Tonnage based on Waybill transit movements excluding mixed shipments

TOP TRAFFIC CENTERS

To get an idea of where rail traffic is concentrated, Garner Economics utilized the Public Use Waybill Sample for 2015, the latest year available. The database is a portion of all waybills (lists of goods being carried) by rail carriers delivering 4,500 or more revenue carloads annually. **For this report, "metros" are Business Economic Areas as defined by the Bureau of Economic Analysis which are areas surrounding economic nodes. These areas contain Metropolitan Statistical Areas, but are not directly comparable.** The top metros were ranked for rail traffic based on the sample for both carloads and weight.

Table 1: Top Ten Metros: 2015 Outbound Traffic

Sorted by Number of Carloads by Origination Point

Metro	# Carloads	Weight in Tons	Carload Rank	Weight Rank	Top Commodity (Carload/Weight)
Casper, WY-ID-UT	1,656,863	197,553,138	1	1	Coal
Chicago-Gary-Kenosha, IL-IN-WI	262,000	18,333,175	2	4	Misc. Mixed/Coal
Duluth-Superior, MN-WI	254,008	21,288,426	3	3	Iron
Pittsburgh, PA-WV	193,563	22,024,597	4	2	Coal
Lexington, KY-TN-VA-WV	161,594	18,075,811	5	5	Coal
Billings, MT-WY	147,786	17,481,787	6	6	Coal
Charleston, WV-KY-OH	138,208	15,718,251	7	7	Coal
Minot, ND	122,521	12,255,611	8	10	Crude Petroleum
St. Louis, MO-IL	116,395	12,820,901	9	9	Coal
Evansville-Henderson, IN-KY-IL	115,081	13,239,596	10	8	Coal

Source: Surface Transportation Board, 2015 Public Use Waybill Sample, Garner Economics

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[3] Association of American Railroads, Freight Rail Traffic news release 1-3-2018

[4] Surface Transportation Board, 2-Digit STCC Summary Statistics Report excluding miscellaneous mixed freight, and freight forwarder traffic

It is no surprise that coal is the largest commodity being transported among the top metros, both in carloads and weight since 37 percent of rail traffic is coal (Table 1). Electric utilities consume more than 93 percent of all coal used in the U.S., and more than two thirds of this coal was shipped either completely or in part by rail. Even as coal use declines, the share of rail-delivered coal to electric utilities consistently remained near 70 percent.[5] Coal-rich areas of the country dominate the top ten list for outbound rail traffic. Wyoming is home to three of the world's largest coal mines by reserve and combined with West Virginia, produced over half of the U.S. coal supply in 2016. Other top producers are Pennsylvania, Illinois, and Kentucky which are scattered throughout top ten list.

Other natural resources account for high rail traffic including iron in the Duluth-Superior, MN area and crude petroleum coming out of the Minot, North Dakota metro. The one exception to this trend of fuel and mineral dominance is Chicago with their outbound carload traffic consisting of mixed goods. Chicago is one of the country's top intermodal markets accounting for the high level of traffic particularly in mixed goods.

If we remove coal from the rail freight picture, the metro areas change quite a bit (Table 2). Duluth with its iron, Chicago's mixed carloads, and Minot with its crude petroleum still remain in the top ten metros for outbound traffic. What changes is the appearance of some transportation hubs in the heart of agricultural regions. Additional commodities of non-metallic minerals, in the form of crushed stone, and farm products such as corn, wheat, and soybeans are also featured on this top ten ranking.

{Excluding Coal} Table 2: Top Ten Metros: 2015 Outbound Traffic Excluding Coal
Sorted by Number of Carloads by Origination Point

Metro	# Carloads	Weight in Tons	Carload Rank	Weight Rank	Top Commodity (Carload/Weight)
Duluth-Superior, MN-WI	254,008	21,288,426	1	1	Iron
Chicago-Gary-Kenosha, IL-IN-WI	216,048	12,792,109	2	2	Misc. Mixed/ Chemicals
Minot, ND	122,521	12,255,611	3	3	Crude Petroleum
Los Angeles-Riverside-Orange County, CA-AZ	74,876	1,495,512	4	27	Misc. Mixed
San Antonio, TX	64,704	5,610,757	5	4	Crushed Stone
Minneapolis-St. Paul, MN-WI-IA	57,926	5,536,689	6	5	Corn
Des Moines, IA-IL-MO	51,394	5,216,974	7	6	Corn
Dallas-Fort Worth, TX-AR-OK	50,720	3,905,297	8	12	Crushed Stone
Orlando, FL	46,210	4,964,147	9	7	Crushed Stone
Fargo-Moorhead, ND-MN	42,477	4,500,805	10	8	Soybeans, Wheat

Source: Surface Transportation Board, 2015 Public Use Waybill Sample, Garner Economics
Note: Top metros for transporting commodities other than coal

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[5] U.S. Energy Information Administration, Today in Energy June 2, 2017

Table 3: Top Ten Metros: 2015 Inbound Traffic
Sorted by Number of Carloads by Termination Point

Metro	# Carloads	Weight in Tons	Carload Rank	Weight Rank	Top Commodity (Carload/Weight)
Chicago-Gary-Kenosha, IL-IN-WI	378,679	31,976,531	1	1	Coal
Duluth-Superior, MN-WI	316,316	28,963,666	2	2	Iron
Houston-Galveston-Brazoria, TX	255,293	27,481,733	3	4	Coal
St. Louis, MO-IL	253,038	28,871,193	4	3	Coal
Kansas City, MO-KS	157,738	17,967,551	5	5	Coal
Dallas-Fort Worth, TX-AR-OK	137,182	13,853,409	6	6	Coal
Norfolk-Virginia Beach-Newport News, VA-NC	115,435	12,265,239	7	7	Coal
Washington-Baltimore, DC-MD-VA-WV-PA	112,771	12,063,359	8	9	Coal
Portland-Salem, OR-WA	112,410	12,200,122	9	8	Soybeans, Wheat, Corn
Los Angeles-Riverside-Orange County, CA-AZ	99,274	5,038,131	10	27	Misc. Mixed/ Coal

Source: Surface Transportation Board, 2015 Public Use Waybill Sample, Garner Economics
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Again, coal transport dominates the top metros for inbound rail traffic in the U.S (Table 3). This could be due to the high use by power plants and the existence of intermodal centers and exports. All but three of the metros have a water port opening the possibility that the eight percent of coal production exported in 2016[6] added to rail traffic among these areas.

The two areas that did not have natural mineral resources as their main inbound rail traffic are Portland-Salem, OR-WA, and Los Angeles. Portland's largest commodity, measured by both carloads and weight, was farm products. Soybeans, wheat, and corn account for the majority of farm products shipped there via rail. The Los Angeles area received miscellaneous mixed goods as its largest shipments measured by carload; most likely goods via multimodal exchanges serving the populous region and multiple water ports. However, measured by weight, coal was the prominent commodity inbound to Los Angeles.

For inbound traffic, the exclusion of coal shines the light on the movement of other commodities including farm products, chemicals, and crushed stone (Table 4). The presence of port cities among this list add to the logic of their status as top rail locations. Miscellaneous Mixed carloads which are mostly intermodal shows the prominence of Chicago and Los Angeles markets for handling intermodal traffic.

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[6] U.S. Energy Information Administration

### {Excluding Coal} Table 4: Top Ten Metros: 2015 Inbound Traffic Excluding Coal

Sorted by Number of Carloads by Termination Point

Metro	# Carloads	Weight in Tons	Carload Rank	Weight Rank	Top Commodity (Carload/Weight)
Duluth-Superior, MN-WI	234,993	19,231,686	1	1	Iron
Chicago-Gary-Kenosha, IL-IN-WI	199,117	10,741,657	2	4	Misc. Mixed/ Chemicals
Houston-Galveston-Brazoria, TX	129,922	12,294,974	3	2	Crushed Stone
Portland-Salem, OR-WA	112,410	12,200,122	4	3	Soybeans, Wheat, Corn
Los Angeles-Riverside-Orange County, CA-AZ	90,049	4,009,869	5	8	Misc. Mixed/Corn
Seattle-Tacoma-Bremerton, WA	79,683	7,490,451	6	5	Crude Petroleum
Dallas-Fort Worth, TX-AR-OK	78,891	6,855,628	7	7	Crushed Stone
Philadelphia-Wilmington-Atl. City, PA-NJ-DE-MD	74,230	7,362,440	8	6	Crude Petroleum
New York-No. New Jer.-Long Island, NY-NJ-CT-PA-MA-VT	41,571	2,544,555	9	16	Chemicals
San Francisco-Oakland-San Jose, CA	40,577	3,229,986	10	10	Corn

Source: Surface Transportation Board, 2015 Public Use Waybill Sample, Garner Economics
Note: Top metros for transporting commodities other than coal

TOP METROS FOR TOTAL RAIL TRAFFIC BY 2015 CARLOADS (INCLUDING COAL)
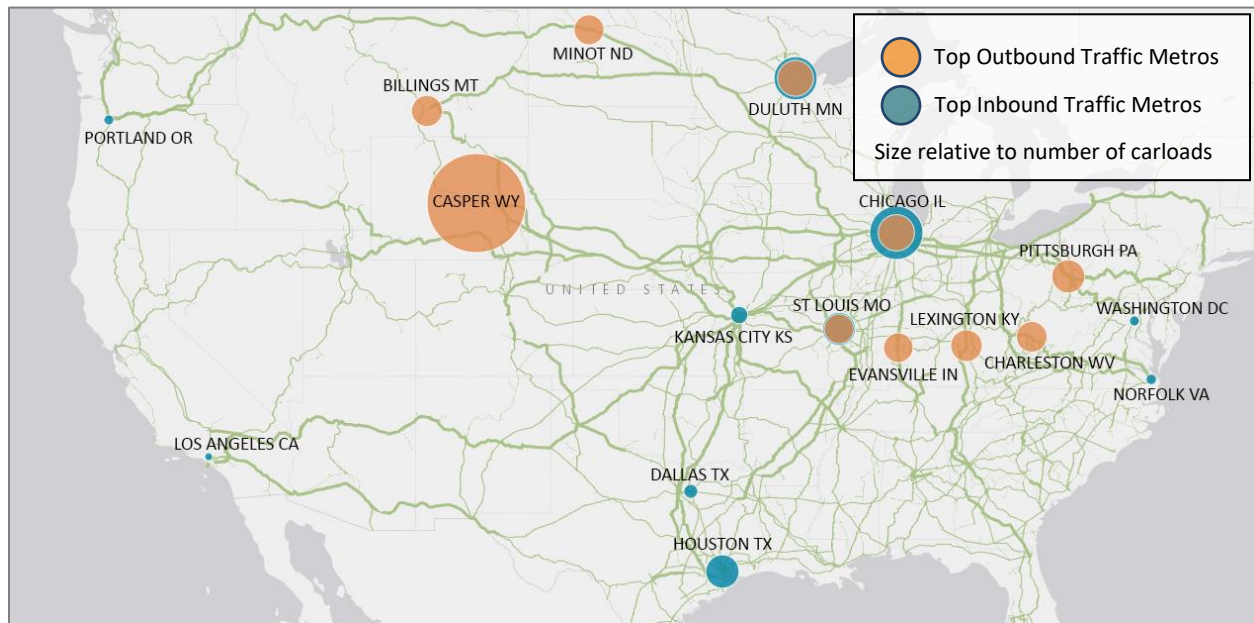
Source: Surface Transportation Board, 2015 Public Use Waybill Sample, Garner Economics

In summary: the railroad is a part of the history of the United States and continues to be a vital part of its economy. Coal is the mainstay commodity of rail shipments, however, when we exclude coal from analysis, other metros emerge on the top ten rankings. Other commodities such as chemicals, food products, transportation equipment, or metal goods are substantial items shipped via rail and can be an indicator of manufacturing sectors. Balancing challenges like truck driver shortages with fuel efficiencies of rail transportation could offer many industries a logistical solution. While coal may be the traditional commodity of the freight rail industry, the continued growth of intermodal interchanges including rail may be the key to the future.

All U.S. Economic Business Areas: Freight Rail Traffic 2015

The table below lists freight rail traffic in U.S. Business Economic Areas as defined by the Bureau of Economic Analysis. These are areas surrounding economic nodes which have some elements in common with MSAs but not directly comparable. Garner Economics utilized data from the Public Use Waybill Sample for 2015, and in some cases data from the 2014 Public Use Waybill Sample as noted by an asterisk (*). The database is a portion of all waybills, lists of goods being carried, by rail carriers delivering 4,500 or more revenue carloads annually.

No data were reported for 2015 or 2014 for the following Business Economic Areas: Fort Myers-Cape Coral, FL; Traverse City, MI; Greenville, MS; Rochester, MN-IA-WI; Santa Fe, NM; Farmington, NM-CO; Anchorage, AK; Honolulu, HI;

Metro	Outbound		Inbound	
	# Carloads	Weight in Tons	# Carloads	Weight in Tons
Aberdeen, SD	20,677	2,230,843	940	88,990
Abilene, TX	n/a	n/a	10	979
Albany, GA	226	10,702	2,257	228,788
Albany-Schenectady-Troy, NY	55	1,444	5,362	533,474
Albuquerque, NM-AZ	145	13,361	217	15,094
Amarillo, TX-NM	7,691	583,115	29,525	3,113,322
Appleton-Oshkosh-Neenah, WI	14	1,270	358	31,854
Asheville, NC	52	4,278	41	4,001
Atlanta, GA-AL-NC	25,186	1,012,419	65,755	5,548,417
Augusta-Aiken, GA-SC	362	32,368	157	12,224
Austin-San Marcos, TX	10,102	971,380	305	4,458
Bangor, ME	95	7,982	19	1,112
Baton Rouge, LA-MS	3,015	262,616	1,040	67,598
Beaumont-Port Arthur, TX	1,337	95,264	21,206	2,136,475
Billings, MT-WY	147,786	17,481,787	1,697	159,871
Biloxi-Gulfport-Pascagoula, MS *	44	4,271	948	102,087
Birmingham, AL	40,308	4,059,666	64,892	7,199,375

| Bismarck, ND-MT-SD | 38,664 | 3,900,364 | 14,246 | 1,386,776 |

| Metro | Outbound | | Inbound | |
	# Carloads	Weight in Tons	# Carloads	Weight in Tons
Boise City, ID-OR	233	15,701	107	10,323
Boston-Worcester-Lawrence-Lowell-Brockton, MA-NH-RI-VT	56	4,659	1,075	82,096
Buffalo-Niagara Falls, NY-PA	460	34,405	2,795	284,488
Burlington, VT-NY	8	519	141	11,499
Casper, WY-ID-UT	1,656,863	197,553,138	53,597	6,120,529
Cedar Rapids, IA	n/a	n/a	10,270	1,211,179
Champaign-Urbana, IL	28,106	2,836,232	1,811	179,357
Charleston, WV-KY-OH	138,208	15,718,251	27,999	3,105,074
Charleston-North Charleston, SC	2,188	34,459	34,921	3,609,095
Charlotte-Gastonia-Rock Hill, NC-SC	563	33,982	5,032	513,885
Chattanooga, TN-GA	30	2,052	1,416	129,449
Chicago-Gary-Kenosha, IL-IN-WI	262,000	18,333,175	378,679	31,976,531
Cincinnati-Hamilton, OH-KY-IN	1,589	113,195	3,090	146,992
Cleveland-Akron, OH-PA	15,769	1,207,396	58,140	5,423,644
Columbia, MO	157	15,909	n/a	n/a
Columbia, SC	494	37,724	13,461	1,512,947
Columbus, GA-AL	29	2,772	56*	5,087*
Columbus, OH	9,276	570,102	20,427	1,741,028
Corpus Christi, TX	29	522	7,522	772,154
Dallas-Fort Worth, TX-AR-OK	50,720	3,905,297	137,182	13,853,409
Davenport-Moline-Rock Island, IA-IL	6,169	582,090	26,339	3,083,899
Dayton-Springfield, OH	767	82,082	193	17,550
Denver-Boulder-Greeley, CO-KS-NE	69,608	7,536,859	51,982	5,828,033
Des Moines, IA-IL-MO	51,394	5,216,974	47,485	5,568,174
Detroit-Ann Arbor-Flint, MI	15,750	968,015	62,709	6,476,698
Dothan, AL-FL-GA	21	540	47*	1,083*
Duluth-Superior, MN-WI	254,008	21,288,426	316,316	28,963,666
El Paso, TX-NM	127	11,286	3,658	369,441
Elkhart-Goshen, IN-MI	3,816	404,305	82	7,741
Erie, PA	13*	1,187*	34	3,239
Eugene-Springfield, OR-CA	787	75,092	62	5,712
Evansville-Henderson, IN-KY-IL	115,081	13,239,596	801	38,704
Fargo-Moorhead, ND-MN	42,477	4,500,805	5,227	531,146
Fayetteville, NC	39	3,768	47	4,683
Fayetteville-Springdale-Rogers, AR-MO-OK	14	1,385	683	72,051
Flagstaff, AZ-UT	4	261	34	330

| Fort Smith, AR-OK | 663 | 67,173 | 2,608 | 272,918 |

| | Outbound | | Inbound | |
Metro	# Carloads	Weight in Tons	# Carloads	Weight in Tons
Fort Wayne, IN	5,333	524,259	497	48,370
Fresno, CA	143	10,586	24,805	2,614,759
Grand Forks, ND-MN	27,367	2,911,435	2,830	219,957
Grand Island, NE	31,102	3,213,491	1,346	79,176
Grand Rapids-Muskegon-Holland, MI	303	29,928	118	9,708
Great Falls, MT	9,830	1,061,043	391	37,874
Green Bay, WI-MI	593	46,477	768	66,451
Greensboro-Winston-Salem-High Point, NC-VA	135	11,200	6,230	634,467
Greenville, NC	25	2,420	5,124	540,466
Greenville-Spartanburg-Anderson, SC-NC	104	9,643	451	39,559
Harrisburg-Lebanon-Carlisle, PA	5,420	44,501	5,669	142,263
Hickory-Morganton, NC-TN	5	234	63	4,833
Hobbs, NM-TX	4,122*	393,715*	3,905	433,071
Houston-Galveston-Brazoria, TX	26,582	1,991,547	255,293	27,481,733
Huntsville, AL-TN	1,245	47,498	341	18,571
Idaho Falls, ID-WY	563	47,614	384	25,776
Indianapolis, IN-IL	46,672	5,129,559	20,561	2,337,997
Jackson, MS-AL-LA	582	42,521	11,776	1,173,419
Jacksonville, FL-GA	950	71,588	34,280	3,235,879
Johnson City-Kingsport-Bristol, TN-VA	131	5,580	53	4,850
Jonesboro, AR-MO	1,167	36,040	52	1,819
Joplin, MO-KS-OK	64*	5,550*	17	1,601
Kansas City, MO-KS	26,197	2,525,091	157,738	17,967,551
Knoxville, TN	24	2,140	223	21,663
La Crosse, WI-MN	9,371	1,039,497	204	1,639
Lafayette, LA	288	19,790	299	12,267
Lake Charles, LA	1,967	142,804	3,572	368,367
Las Vegas, NV-AZ-UT	n/a	n/a	289	27,252
Lexington, KY-TN-VA-WV	161,594	18,075,811	1,241	33,587
Lincoln, NE	16,870	1,796,657	195	15,570
Little Rock-North Little Rock, AR	5,425	539,646	44,167	5,227,133
Los Angeles-Riverside-Orange County, CA-AZ	74,876	1,495,512	99,274	5,038,131
Louisville, KY-IN	2,467	68,217	628	49,637
Lubbock, TX	189	14,796	7,810	862,084
Macon, GA	8,187	813,293	53,289	6,212,821
Madison, WI-IA-IL	4,038	367,674	1,140	96,645

McAllen-Edinburg-Mission, TX	36	3,366	276	24,659

Metro	Outbound		Inbound	
	# Carloads	Weight in Tons	# Carloads	Weight in Tons
Memphis, TN-AR-MS-KY	12,488	408,430	15,322	317,744
Miami-Fort Lauderdale, FL	17,261	1,380,521	9,019	494,040
Milwaukee-Racine, WI	2,046	197,418	917	84,358
Minneapolis-St. Paul, MN-WI-IA	57,926	5,536,689	59,441	6,679,952
Minot, ND	122,521	12,255,611	4,605	316,924
Missoula, MT	316	13,865	74	3,899
Mobile, AL	265	23,018	1,576	159,060
Monroe, LA	221*	17,496*	1,479	168,718
Montgomery, AL	n/a	n/a	231	20,996
Nashville, TN-KY	2,095	222,275	418	34,806
New Orleans, LA-MS	4,892	344,103	24,672	2,168,873
New York-No. New Jersey-Long Island, NY-NJ-CT-PA-MA-VT	24,567	1,073,181	41,571	2,544,555
Norfolk-Virginia Beach-Newport News, VA-NC	5,496	78,414	115,435	12,265,239
North Platte, NE-CO	1,000	110,300	102	10,030
Northern Michigan, MI	57	3,968	n/a	n/a
Odessa-Midland, TX	95	8,009	5,656	621,324
Oklahoma City, OK	37,834	4,080,690	11,778	1,154,490
Omaha, NE-IA-MO	39,609	4,067,778	41,639	4,900,379
Orlando, FL	46,210	4,964,147	26,884	2,835,665
Paducah, KY-IL	71	6,647	92,331	10,853,108
Pendleton, OR-WA	200	6,603	1,585	60,033
Pensacola, FL	n/a	n/a	2,082	225,364
Peoria-Pekin, IL	n/a	n/a	71,552	8,594,200
Philadelphia-Wilmington-Atl. City, PA-NJ-DE-MD	9,077	844,714	74,230	7,362,440
Phoenix-Mesa, AZ-NM	450	34,076	9,380	944,688
Pittsburgh, PA-WV	193,563	22,024,597	49,611	5,386,041
Portland, ME	185	14,520	199	15,860
Portland-Salem, OR-WA	2,013	131,962	112,410	12,200,122
Pueblo, CO-NM	373*	17,920*	332	2,712
Raleigh-Durham-Chapel Hill, NC	430	22,944	24,382	2,780,390
Rapid City, SD-MT-ND-NE	1,437	147,633	n/a	n/a
Redding, CA-OR	130	8,963	22	1,527
Reno, NV-CA	214	17,928	6,149	704,508
Richland-Kennewick-Pasco, WA	1,080	111,847	1,526	156,677
Richmond-Petersburg, VA	4,510	439,865	16,002	1,792,488
Roanoke, VA-NC-WV	1,036	37,421	6,715	763,235

	102	8,934	2,124	205,533

Metro	Outbound		Inbound	
	# Carloads	Weight in Tons	# Carloads	Weight in Tons
Sacramento-Yolo, CA	122	7,564	837	85,438
Salisbury, MD-DE-VA*	n/a	304,176	2,958	245,380*
Salt Lake City-Ogden, UT-ID	4,271	402,139	4,654	352,559
San Angelo, TX	428	45,589	1,032	118,044
San Antonio, TX	64,704	5,610,757	54,282	5,570,336
San Diego, CA *	n/a	n/a	7	704
San Francisco-Oakland-San Jose, CA	8,700	220,607	40,577	3,229,986
Sarasota-Bradenton, FL *	n/a	n/a	22	1,504
Savannah, GA-SC	4,635	63,601	13,839	802,906
Scottsbluff, NE-WY	2,365	153,655	557	9,227
Seattle-Tacoma-Bremerton, WA	13,840	289,401	79,683	7,490,451
Shreveport-Bossier City, LA-AR	986	66,989	5,154	552,247
Sioux City, IA-NE-SD	13,694	1,376,636	120	11,606
Sioux Falls, SD-IA-MN-NE	37,605	4,041,348	1,693	159,881
Spokane, WA-ID	2,533	250,916	154	13,172
Springfield, IL-MO	10,898	1,153,745	34	3,128
Springfield, MO	n/a	n/a	56	5,153
St. Louis, MO-IL	116,395	12,820,901	253,038	28,871,193
State College, PA	6,783	709,113	467	39,375
Staunton, VA-WV	7	457	196	18,363
Syracuse, NY-PA	53	5,377	358	34,265
Tallahassee, FL-GA	256	20,018	1,482	156,508
Tampa-St. Petersburg-Clearwater, FL	1,945	191,667	35,649	3,732,561
Toledo, OH	29,317	2,724,543	3,042	251,236
Topeka, KS	3,518	419,419	6	146
Tucson, AZ	20	1,585	26	2,289
Tulsa, OK-KS	3,618	352,542	63,643	7,640,517
Tupelo, MS-AL-TN	194	7,371	555	46,038
Twin Falls, ID	470	41,906	7,114	725,668
Washington-Baltimore, DC-MD-VA-WV-PA	17,882	1,467,158	112,771	12,063,359
Wausau, WI	182	15,218	20,842	2,431,728
Western Oklahoma, OK	n/a	n/a	682	75,394
Wheeling, WV-OH	25,054	2,912,514	1,222	94,224
Wichita, KS-OK	31,785	3,311,035	2,862	199,984
Wilmington, NC-SC	491	34,292	17,211	1,927,653

2014 Public Use Waybill Sample

Source: Surface Transportation Board, 2015 Public Use Waybill Sample, Garner Economics

Additional source notes: The Public Use Waybill Sample only contains rail freight movements for commodities that were handled by at least three freight stations in the US. This rule was adopted to protect against any disclosure of competitively sensitive waybill data in the Public Use file. Under this approach, the economic area is only reported if there is activity for at least three freight stations on one railroad for a given commodity within that geography. It is also reported if there are at least two more freight stations with activity than there are railroads in that economic area for a given commodity. Munitions data are excluded for all years in geographic specific records.

About Garner Economics: We are data driven strategists helping companies, communities and organizations, large and small, urban and rural, achieve success.

We offer location advisory services, analytical research, industry targeting, strategic planning, and organizational assessments with a wealth of expertise to companies, communities, and organizations globally. We are based in Atlanta, GA with representative offices in Europe (Berlin), Asia (Seoul), and North Carolina.

Garner Economics LLC

715 Birkdale Drive | Atlanta, GA 30215
770-716-9544 (office)
http://www.garnereconomics.com| info@garnereconomics.com

Jay Garner is a member of the