2024 Texas Rail Plan: Appendix A

Profile of the Texas Railroad Network

Contents

Figures

Tables

Introduction

The primary purpose of this appendix is to provide an inventory and description of the assets of the Texas railroad network for railroads of all classes and for non-operating railroad owners that includes background and details about the physical and operating characteristics of each railroad and rail line segment in the state. This data is used to understand potential freight capacity, service velocity, and versatility, and to ascertain potentially what types of business and levels of service can be accommodated over each line segment. Furthermore, this inventory will be used as a tool later to identify and prioritize potential rail infrastructure improvements that eliminate challenges and operating and safety conflicts, expand capacity, promote rail access, enhance connectivity between railroads and between railroads and other transportation modes, and encourage growth in the railroad transportation sector that is consistent with the needs of Texans, businesses, industries, and the vision of the Texas State Rail Plan.

Included in the inventory for each railroad in the state, to the extent known during development of the Texas State Rail Plan, are key physical and operating characteristics for each Texas railroad subdivision or railroad line segment. This information, identified in the list below, was collected through coordination with Texas' railroads in 2024, and via analysis of TxDOT data (including rail maps generated by TxDOT), Class I Railroad Annual Report R-1s (submitted by the state's Class I railroads to the federal Surface Transportation Board annually), railroad timetables, and other publicly available data.

- **Railroad Subdivision and Division**
- **Owner of the Line**
- **Operator of the Line**
- **FRA Track Class** – Identifies the likely applicable Federal Railroad Administration (FRA) Class of Track designation on the main track(s) for each subdivision.
- **Track Configuration** – Identifies the number of main tracks and the presence of sidings for train meet-pass events on each subdivision, within Texas.
- **Maximum Authorized Speed for Freight Trains** – Identifies the maximum speed freight trains can travel over each subdivision. Note that speeds may be further restricted owing to track geometry, bridge restrictions, limited sight distances, challenges of rail operations in urban and rail terminal areas, and other safety and operating considerations not identified in this inventory. Maximum authorized speeds for freight trains may also be lower than the maximum authorized speed by the FRA's Class of Track regulations.
- **Maximum Authorized Speed for Passenger Trains** – Identifies the maximum speed passenger trains can travel over each subdivision; note that speeds may be further restricted owing to track geometry, bridge restrictions, limited sight distances, challenges of rail operations in urban and rail terminal areas, and other safety and operating considerations not identified in this inventory. Speeds are identified only for railroad subdivisions presently hosting Amtrak intercity and long-distance passenger trains or commuter trains in Texas, and on other segments as designated by railroads in Texas.
- **Wayside Signals** – Indicates the presence of a wayside signal system on each subdivision (see operational authority below for wayside signal types), which is used to convey operating authority to trains and equipment and / or show occupation of main track(s) by trains and equipment.
- **Method of Operation** – Identifies generally the railroad operating system or practice employed on each segment, to the extent known, including the presence of:
  - **Centralized Traffic Control (CTC)** – A train control system whereby a train dispatcher provides operational authority to trains remotely via a wayside signal system and radio communication.

- **Automatic Train Control (ATC)** – A train control system integrated with a cab signaling system that applies train speed control. An alarm in the train locomotive notifies the engineer when the train has exceeded the maximum allowable speed for a given portion of track, and if the engineer fails to reduce speed or apply the air brake system, a penalty brake application is made automatically by the ATC system. ATC typically exists as an overlay to a CTC system, which provides operational authority.
- **Automatic Block Signals** – A wayside signal system that indicates block occupancy and minimizes the likelihood of collisions between trains. ABS is not controlled by a train dispatcher, but a train's entry to into a segment of ABS may be controlled by a train dispatcher. Typically requires that operational authority be provided as an overlay through a track warrant or track authority issued by a train dispatcher via radio communication.
- **Track Warrant Control** – System of operational authority issued to trains remotely by a train dispatcher via radio communication.
- **Restricted Limits (RL), Restricted Speed (RS), GCOR Rule 6.28, Yard Limits (YL)**; designations may vary by railroad – Typically slow speed operations (not more than 20 mph, but may be much slower, depending upon designation, sight distance, congestion, and operating conditions) within and at the approach to railroad yards and on industrial leads and other trackage that does not require operational authority from a train dispatcher. Trains operating within these limits typically coordinate operations with the train dispatcher and other trains operating within the limits via radio communication.

- **Maximum Allowable Gross Weight** – Identifies loaded railcar weight limitations, as dictated by the likely condition of mainline bridges and track.
- **Clearances** – Identifies the known vertical clearance potential for accommodating specific types of railcar equipment. Reporting by railroad varies, and could include Association of American Railroads (AAR) railcar plate height, dimensions above top of rail in feet and inches, or railcar equipment type. Some equipment types identified include:
  - **Trailer on Flat Car (TOFC)** – Railroad flat car on which a truck semi-trailer is transported; known as a piggyback.
  - **Double-Stack Car/Container on Flat Car (COFC)** – Intermodal railcar that typically accommodates shipping containers of up to 53 feet in length stacked one or two high.
  - **Tri-Level/Hi-Trilevel** – Railcar equipped with racks accommodating two or three decks of automobiles or light trucks.
  - **AutoMax** – Automobile rack railcar with adjustable deck heights for accommodating bi-level or tri-level configurations.
- **Current Traffic Density (2017)** – Identifies the rail traffic density by subdivision in annual Gross Ton-Miles (GTM) in millions. MGT includes the number of trailing tons in a train behind the locomotives (including railcars and lading, railroad company service equipment, and cabooses) times the distance moved in road freight trains. Traffic density for tenant railroads with trackage rights over subdivisions of an owning (or host) railroad are identified, only if known.
- **Average Number of Trains per Day (2017)** – Identifies a range of likely average daily train volumes for each subdivision.
- **Industrial Leads** - Identifies railroad-designated industrial leads (or spurs, as designated by some railroads) which are used to access rail customers off the subdivision mainline and extend the reach of rail service in Texas; mileage of industrial leads (and spurs) is not included in route-mile calculations for the state owing to their designation.

Also identified in the context of each railroad's network in Texas is the existence of trackage rights which provide authority for one railroad (a tenant) to operate over the line of another railroad (host); haulage rights which is an arrangement whereby one railroad markets service over a route owned by another, but does not operate its own trains over the host railroad; and connections (or interchanges) between railroads where railcars are exchanged. Major railroad yards/terminals and rail facilities as well as rail-port connections in the state are also identified.

Table A-1 identifies the Texas operating and non-operating railroad owners that own a total of approximately 10,000 route miles in the state, and which are detailed in this Appendix. The table also identifies by entity – railroad class (if applicable), standard alpha carrier code (an industry standard two- to four-letter abbreviation), total miles of railroad owned and operated in Texas (including lines leased, operated under contract, trackage rights, and haulage rights, as applicable). Note that miles leased and/or operated under contract, miles operated under trackage rights, and miles operated under haulage rights are included in the total miles operated figures, allowing total miles operated to exceed total miles owned. Industrial railroads and private track ownership provide transportation service at industrial installations in Texas, but, due to their classification, the mileage of privately owned industrial track is not included in calculations of the state's rail network. Similarly, the industrial track (including designated industrial leads and spurs) of Class I, II, and III rail carriers is also not included in the route-mile calculations.

Table A-1: Texas Route Mileage by Railroad and Non-Operating Railroad Owner

Railroad	Standard Carrier Alpha Code	Railroad Class	Total Miles Owned	Miles Owned and Operated	Miles Leased / Operated Under Contract	Miles Operated Under Trackage Rights	Total Miles Operated
BNSF Railway	BNSF	Class I	2,595	2,595	10	2,783	5,388
Canadian Pacific Kansas City	CPKC	Class I	590	590	0	349	939
Union Pacific Railroad	UP	Class I	5,189	5,189	0	1,309	6,498
Subtotal (Class I)			**8,374**	**8,374**	**10**	**4,441**	**12,825**
Alamo Gulf Coast Railroad	AGCR	Class III	7	7	0	0	7
Alamo North Texas Railroad	ANTR	Class III	0	0	0	0	0
Angelina & Neches River Railroad	ANR	Class III	28	28	0	3.5	31.50
Austin Western Railroad	AWRR	Class III	0	0	181	0	181
Big Spring Rail Systems	BSR	Class III	0	0	3	0	3
Blacklands Railroad	BLR	Class III	Does not include 29 miles of trackage from NETEX (see below).	0	65	8	73
Border Pacific Railroad	BOP	Class III	0	0	32	0	32
Brownsville & Rio Grande International Railroad	BRG	Class III	0	0	45	5	50

Railroad	Standard Carrier Alpha Code	Railroad Class	Total Miles Owned	Miles Owned and Operated	Miles Leased / Operated Under Contract	Miles Operated Under Trackage Rights	Total Miles Operated
Dallas, Garland & Northeastern Railroad	DGNO	Class III	32	32	131	0	163
Fort Worth & Western Railroad	FWWR	Class III	276	276	0	0	276
Galveston Railroad	GVSR	Class III	0	0	39	0	39
Gardendale Railroad	GRD	Class III	0	0	33	0	33
Georgetown Railroad	GRR	Class III	30	30	0	0	30
Gulf Coast Switching	GCS	Class III	0	0	0	0	0
Henderson Overton Branch	HOB	Class III	0	0	14	0	14
Hondo Railway	HRR	Class III	3	3	2	0	5
Kiamichi Railroad	KRR	Class III	24	6	0	0	30
LaSalle Railway	LSRY	Class III	4	4	0	0	4
Lubbock & Western Railway	LBWR	Class III	10	10	134	0	144
Moscow, Camden & San Augustine Railroad	MCSA	Class III	7	7	0	0	7
Orange Port Terminal Railway	OPT	Class III	2	2	0	0	2
Panhandle Northern Railroad	PNR	Class III	31	31	0	0	31
Pecos Valley Southern Railway	PVS	Class III	23	23	0	0	23
Plainsman Switching Company	PSC	Class III	18	18	0	0	18
Point Comfort & Northern Railway	PCN	Class III	19	19	0	0	19
Port Terminal Railroad Association	PTRA	Class III	154	154	0	0	154
Rio Valley Switching	RVSC	Class III	0	0	70	0	70
R.J. Corman – Texas Lines	RJCD	Class III	13	13	0	0	13
Sabine River & Northern Railroad	SRN	Class III	40	40	0	0	40
San Antonio Central Railroad	SAC	Class III	Port San Antonio Yard Track Only	0	0	0	8
San Jacinto Transportation Company	SJTC	Class III	0	0	0	0	6
South Plains Lamesa Railroad	SLAL	Class III	5	5	0	0	5
Southern Switching Company	SSC	Class III	5	5	4	0	9
Southwest Gulf Railroad	SGRR	Class III	9	9	0	0	9
Temple & Central Texas Railway	TC	Class III	0	0	10	0	10

Railroad	Standard Carrier Alpha Code	Railroad Class	Total Miles Owned	Miles Owned and Operated	Miles Leased / Operated Under Contract	Miles Operated Under Trackage Rights	Total Miles Operated
Texas Central Business Lines	TCB	Class III	0	0	5	0	5
Texas City Terminal Railway	TCT	Class III	32	32	0	0	32
Texas Coastal Bend Railroad	TCBR	Class III	0	0	60	0	60
Texas, Gonzales & Northern Railway	TXGN	Class III	58	58	0	0	58
Texas & Eastern Railroad	TSR	Class III	0	0	27	0	27
Texas & New Mexico Railway	TXN	Class III	0	0	34	0	34
Texas & Northern Railway	TN	Class III	8	8	0	0	8
Texas & Oklahoma Railroad	TXOR	Class III	17	17	0	5	22
Texas Northeastern Railroad	TNER	Class III	0	0	101	0	101
Texas North Western Railway	TXNW	Class III	164	164	0	0	164
Texas Rock Crusher Railway	TXR	Class III	6	6	0	0	6
Texas Pacifico Transportation Limited	TXPF	Class III	0	0	391	0	391
Timber Rock Railroad	TIBR	Class III	17	17	0	0	17
Western Rail Road	WRRC	Class III	2	2	0	0	2
Wichita, Tillman & Jackson Railway	WTJR	Class III	18	18	0	0	18
Subtotal (Class III)			**1,062**	**1,044**	**1,381**	**22**	**2,425**
State of Texas	N/A	N/A	391	0	0	0	0
Fannin County Rural Rail Transportation District	FRRTD	N/A	35	0	0	0	0
North East Texas Rural Rail Transportation District	NETEX	N/A	29	0	0	0	0
Subtotal (Other Railroads)			**455**	**0**	**0**	**0**	**0**
Total all Railroads			**9,891**	**9,418**	**1,391**	**4,463**	**15,220**

Class I Railroads in Texas

The section describes the three Class I railroads in Texas. Included are data and operating subdivision tables for each railroad, showing such details as ownership, miles owned and operated, trackage and haulage rights, physical characteristics of operating subdivisions, facilities, commodities handled, connections with other railroads, and more. In 2018, Class I railroads in Texas were asked to confirm much of the data appearing in this section and to provide additional input, as appropriate. All three Class I railroads in Texas participated in that data gathering. For this 2024 State Rail Plan, limited information was provided by the three Class I railroads in an effort to update the previous information. No physical inspections of the Class I railroads were conducted during development of the Texas Rail Plan.

BNSF Railway (BNSF)

A summary of statistical information for BNSF Railway (BNSF) within Texas is as follows:[1]

- Line owned: 2,595 miles
- Line operated under lease: 0 miles
- Line operated under contract: 10 miles
- Line operated under trackage rights: 2,783 miles
- Total mileage operated: 4,985 miles
- Line owned, not operated, by respondent: 0 miles

BNSF Interchanges

Interchanges are locations where railroads intersect and exchange railcars. BNSF has the ability to interchange freight rail traffic with two Class I carriers (UP and CPKC) and several Class III carriers. Designated interchange point locations and connecting carriers are listed below:

- Alliance, Texas – CPKC
- Amarillo, Texas – UP
- Beaumont, Texas – CPKC and UP
- Bessmay, Texas – SRN
- Brownwood, Texas – FWWR and TXR
- Corpus Christi, Texas – CCPN, CPKC, and UP
- Eagle Pass, Texas – Ferromex (FXE – a Mexican railroad)
- El Paso, Texas – FXE and UP
- Etter, Texas – TXNW
- Fort Worth, Texas – FWWR and UP
- Galena Park, Texas – UP
- Galveston, Texas – GVSR and UP
- Hondo, Texas – HRR
- Houston, Texas – PTRA
- Irving, Texas – DGNO
- Kerr, Texas – GRR
- Kirbyville, Texas – TIBR
- Lometa, Texas – CTXR
- Longview, Texas – UP
- Lubbock, Texas – LBWR and PSC
- McNeil, Texas – AWRR and UP
- Midlothian, Texas – TCB
- Orange, Texas – Orange Port Terminal Railway (OPT)
- Panhandle, Texas – PNR
- Pasadena, Texas – PTRA
- Plainview, Texas – LBWR
- Robstown, Texas – CPKC
- Saginaw, Texas – FWWR and UP
- San Angelo Jct., Texas – TXPF
- San Antonio, Texas – UP
- Sheldon, Texas – UP
- Sherman, Texas – DGNO, TNER
- Slaton, Texas – SLAL
- Strand, Texas – UP
- Sweetwater, Texas – TXOR and UP
- Temple, Texas – TC and UP
- Tenaha, Texas – UP
- Texarkana, TNER
- Texas City, Texas – TCT
- Wichita Falls, Texas – WTJR

BNSF Operating Rights and Joint Trackage in Texas

There are instances in which one or more railroad(s) have operating rights over another railroad, owing generally to factors related to maintaining competitive rail access, connectivity between railroads, and other considerations.

1 https://www.bnsf.com/about-bnsf/financial-information/pdf/23R1.pdf

Trackage rights provide authority for one railroad (a tenant) to operate its trains over the line of another railroad (host). Haulage rights is an arrangement whereby one railroad markets service over a route owned by another, but does not operate its own trains over the host railroad. Any segments over which BNSF may potentially have haulage rights are not identified in this Texas State Rail Plan.

Principal segments of the Texas state rail network over which BNSF has trackage rights include:

- Dallas-Fort Worth, Texas – TRE, UP
- Dallas (McKinney)-Sherman, Texas – DGNO
- Fort Worth, Texas-Texas / Oklahoma state line – UP
- Fort Worth-Sweetwater, Texas – UP
- Sealy-San Antonio-Eagle Pass, Texas – UP
- Houston-Brownsville, Texas – UP
- Houston-Longview-Texarkana, Texas-Texas / Arkansas state line – UP
- Houston, Beaumont, Texas – UP
- Houston-Tenaha, Texas-Texas / Louisiana state line – UP
- Texas / Oklahoma state line-Dalhart, Texas-Texas / New Mexico state line – UP

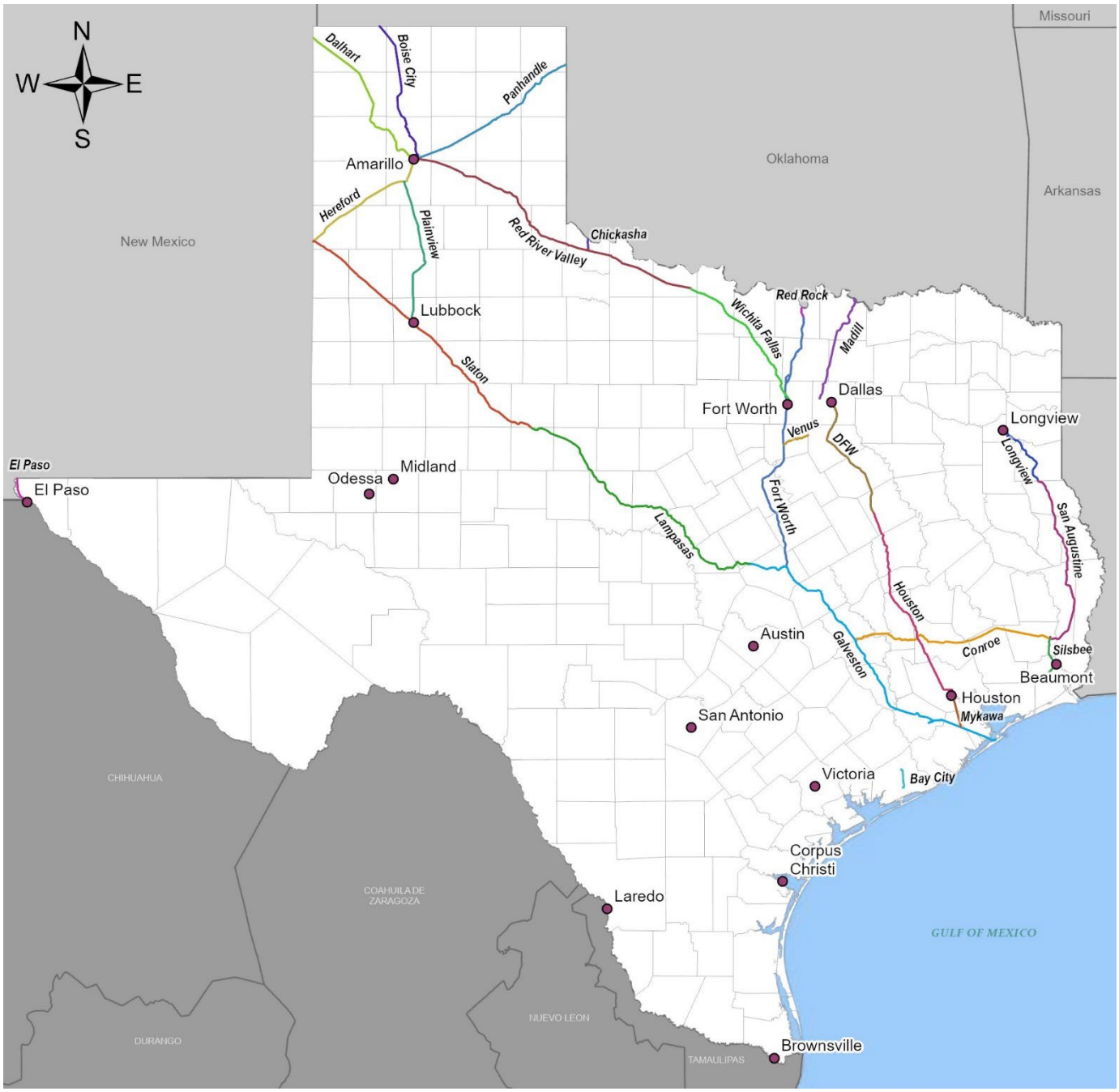
BNSF Divisions and Subdivisions in Texas

BNSF's Texas network is comprised of part of three operating divisions:

- Kansas
- Red River
- Southwest

BNSF's 25 operating subdivisions in Texas are shown in Figure A-1. BNSF's Texas subdivisions are presented by division and described in the tables below.

Figure A-1:BNSF Subdivisions in Texas



The Texas subdivisions shown in Table A-2 are components of the BNSF Kansas Division.

Table A-2: Descriptions of BNSF Subdivisions – Kansas Division

Subdivision	Boise City
Division	Kansas
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 256.8 miles; approximately 100 miles in Texas
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	49 mph
Maximum Authorized Speed Passenger	49 mph
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC) Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Traffic Density (2017) in Annual Gross Tons per Mile (in Millions)	51 MGT
Average Number of Trains per Day (2017)	12
Industrial Leads	Manter Industrial Spur; CV Industrial Spur; Machovec Industrial Spur; Harrington Power Plant (Asarco Spur)

Subdivision	Dalhart
Division	Kansas
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 119.3 miles total; approximately 118 miles in Texas
FRA Track Class	Class 5
Track Configuration	Single Main Track with Sidings
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS)
Method of Operation	Track Warrant Control (TWC) Automatic Block Signal System (ABS) Restricted Limits (RL) Yard Limits (YL)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Traffic Density (2017) in Annual Gross Tons per Mile (in Millions)	16 MGT
Average Number of Trains per Day (2017)	12
Industrial Leads	N/A

Subdivision	Hereford
Division	Kansas
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 105.2 miles; approximately 95 miles in Texas
FRA Track Class	Class 5
Track Configuration	Double and triple main tracks with passing sidings
Maximum Authorized Speed Freight	70 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Traffic Density (2017) in Annual Gross Tons per Mile (in Millions)	202 MGT
Average Number of Trains per Day (2017)	86
Industrial Leads	N/A

Subdivision	Panhandle
Division	Kansas
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 312.5 miles; approximately 123 miles in Texas
FRA Track Class	Class 5
Track Configuration	Double main tracks with passing sidings
Maximum Authorized Speed Freight	70 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Traffic Density (2017) in Annual Gross Tons per Mile (in Millions)	175 MGT
Average Number of Trains per Day (2017)	72
Industrial Leads	Pampa Industrial Spur

The Texas subdivisions shown in Table A-3 are components of the BNSF Red River Division.

Table A-3: Descriptions of BNSF Subdivisions – Red River Division

Subdivision	Bay City
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 17.5 miles
FRA Track Class	Class I
Track Configuration	Single main track with no passing sidings
Maximum Authorized Speed Freight	10 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Restricted Limits (RL)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	2 MGT
Average Number of Trains per Day (2017)	1
Industrial Leads	Celanese Industrial Spur

Subdivision	BBRX*
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 14.7 miles
FRA Track Class	Class 2
Track Configuration	Single main track with no passing sidings
Maximum Authorized Speed Freight	20 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	General Code of Operating Rules (GCOR) Rule 6.28: Restricted
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

**Unable to confirm data in table for this 2024 Texas Rail Plan Update.*

Subdivision	Chickasha*
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 54.5 miles; approximately
FRA Track Class	Class 2
Track Configuration	Single main track with a passing siding
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Restricted Limits (RL) Track Warrant Control (TWC)
Maximum Allowable Gross Weight	268,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day (2017)	1
Industrial Leads	N/A

**Unable to confirm data in table for this 2024 Texas Rail Plan Update.*

Subdivision	Conroe
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 152.2 miles
FRA Track Class	Class 3
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	49 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	10 MGT
Average Number of Trains per Day (2017)	6
Industrial Leads	N/A

Subdivision	DFW
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 94.0 miles
FRA Track Class	Class 3
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	40 mph
Wayside Signals	Automatic Block Signal System (ABS)
Method of Operation	Track Warrant Control (TWC) Automatic Block Signal System (ABS)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	25 MGT
Average Number of Trains per Day (2017)	6
Industrial Leads	N/A

Subdivision	Fort Worth
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 193.3 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings; some portions of double main track with passing sidings
Maximum Authorized Speed Freight	55 mph
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	66 to 73 MGT
Average Number of Trains per Day (2017)	28
Industrial Leads	Dublin Industrial Spur

Subdivision	Galveston
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 217.8 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings; some portions of double main track with passing sidings; some portions with 6 main tracks near Opal, Texas
Maximum Authorized Speed Freight	55 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC Track Warrant Control (TWC) Automatic Block Signal (ABS)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	32 to 73 MGT
Average Number of Trains per Day (2017)	23 to 36
Industrial Leads	Smithers Lake Industrial Lead Spur

Subdivision	Houston
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 148.2 miles
FRA Track Class	Class 3
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	40
Maximum Authorized Speed Passenger	N/A
Wayside Signals	ABS
Method of Operation	Automatic Block Signal System (ABS) Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	17 MGT
Average Number of Trains per Day (2017)	7
Industrial Leads	N/A

Subdivision	Lampasas
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 241.5 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	55 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal (ABS) Centralized Traffic Control (CTC) Automatic Block Signal System (ABS)
Method of Operation	Track Warrant Control (TWC) Automatic Block Signal System (ABS) Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	27 MGT
Average Number of Trains per Day (2017)	12
Industrial Leads	N/A

Subdivision	Longview
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 186.6 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	49 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	268,000 lbs.
Clearances	AAR Clearance Plate B, C, E, F, and J (not AAR Clearance Plate H or K)
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	9 MGT
Average Number of Trains per Day (2017)	3-5
Industrial Leads	N/A

Subdivision	Madill
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 108.4 miles; approximately 80 miles in Texas
FRA Track Class	Class 3
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC) Automatic Block Signal System (ABS)
Method of Operation	Centralized Traffic Control (CTC) Track Warrant Control (TWC) Automatic Block Signal System (ABS)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	31 MGT
Average Number of Trains per Day (2017)	9
Industrial Leads	J&J Industrial Lead

Subdivision	Mykawa
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 19.3 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	55 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	46 MGT
Average Number of Trains per Day (2017)	22
Industrial Leads	N/A

Subdivision	Plainview
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 102.7 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	49 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	20 MGT
Average Number of Trains per Day (2017)	9
Industrial Leads	N/A

Subdivision	Red River Valley
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 220.6 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings; some double-track areas near junctions
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs. (the Valley Spur is restricted to 268,000 lbs.)
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	50 MGT
Average Number of Trains per Day (2017)	18
Industrial Leads	Valley Spur

Subdivision	Red Rock*
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 260.6 miles; approximately 6 miles in Texas
FRA Track Class	N/A
Track Configuration	N/A
Maximum Authorized Speed Freight	N/A
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	N/A
Maximum Allowable Gross Weight	N/A
Clearances	N/A
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	N/A
Average Number of Trains per Day (2017)	N/A
Industrial Leads	N/A

**Unable to confirm data in table for this 2024 Texas Rail Plan Update.*

Subdivision	San Augustine
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	N/A
FRA Track Class	N/A
Track Configuration	N/A
Maximum Authorized Speed Freight	N/A
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	N/A
Maximum Allowable Gross Weight	N/A
Clearances	N/A
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	N/A
Average Number of Trains per Day (2017)	N/A
Industrial Leads	N/A

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Subdivision	Silsbee
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 19.7 miles
FRA Track Class	Class 4
Track Configuration	Single main track with a passing siding
Maximum Authorized Speed Freight	49 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Restricted Limits (RL) Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	9 MGT
Average Number of Trains per Day (2017)	22
Industrial Leads	N/A

Subdivision	Slaton
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 208.7 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings; double-track areas near junctions
Maximum Authorized Speed Freight	55 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC Restricted Limits (RL)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	24 MGT
Average Number of Trains per Day (2017)	12
Industrial Leads	Southwestern Public Service Industrial Spur

Subdivision	Venus
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 18.0 miles
FRA Track Class	Class 2
Track Configuration	Single main track with no passing sidings
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Track Warrant Control (TWC) Restricted Limits (RL)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	2 to 4 MGT
Average Number of Trains per Day (2017)	1 to 2
Industrial Leads	Ward Industrial Spur

Subdivision	Wichita Falls
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 109.3 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings; double main track from CP 11 to Deen Road (14.2 miles)
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS) Centralized Traffic Control (CTC)
Method of Operation	ABS CTC Restricted Limits (RL) Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	48 MGT
Average Number of Trains per Day (2017)	18
Industrial Leads	N/A

The Texas subdivisions shown in are components of the BNSF Southwest Division.

Subdivision	El Paso*
Division	Southwest
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Approximately 20 miles in Texas
FRA Track Class	N/A
Track Configuration	N/A
Maximum Authorized Speed Freight	N/A
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	N/A
Maximum Allowable Gross Weight	N/A
Clearances	N/A
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	N/A
Average Number of Trains per Day (2017)	N/A
Industrial Leads	N/A

**Unable to confirm data in table for this 2024 Texas Rail Plan Update.*

Canadian Pacific Kansas City (CPKC)

A summary of statistical information for CPKC Railway (CPKC) within Texas is as follows:[2]

- Line owned: 590 miles
- Line operated under lease: 0 miles
- Line operated under contract: 0 miles
- Line operated under trackage rights: 349 miles
- Total mileage operated: 939 miles
- Line owned, not operated, by respondent: 0 miles

CPKC Interchanges

Interchanges are locations where railroads intersect and exchange railcars. CPKC has the ability to interchange freight rail traffic with two Class I carriers (BNSF and UP) and several Class III carriers. Designated interchange point locations and connecting carriers are listed below:

- Alliance, Texas – BNSF
- Beaumont, Texas – BNSF and UP
- Brownsville, Texas – BGR, BNSF, and UP
- Corpus Christi, Texas – BNSF, CCPN, and UP
- Dallas, Texas – BNSF, DGNO, and UP
- Fort Worth, Texas – FWWR through bridge connection with BNSF
- Garland, TX – DGNO
- Hot Sulphur Springs, Texas – BLR
- Houston, Texas – BNSF, PTRA, and UP
- Laredo, Texas – UP and Kansas City Southern de Mexico (KCSM is a subsidiary of CPKC that operates within Mexico)
- Lemonville, Texas – SRN
- San Angelo Junction, Texas – TXPF
- Sulphur Springs, Texas – BLR
- Veals, Texas – TN

CPKC Operating Rights and Joint Trackage in Texas

There are instances in which one or more railroad(s) have operating rights over another railroad, owing generally to factors related to maintaining competitive rail access, connectivity between railroads, and other considerations. Trackage rights provide authority for one railroad (a tenant) to operate its trains over the line of another railroad (host). Haulage rights is an arrangement whereby one railroad markets service over a route owned by another, but does not operate its own trains over the host railroad. Any segments over which CPKC may potentially have haulage rights are not identified in this Texas State Rail Plan.

Principal segments of the Texas state rail network over which CPKC has trackage rights include:

- Fort Worth (Metro)-Alliance, Texas – BNSF
- Beaumont-Rosenberg, Texas – UP
- Victoria-Robstown, Texas – UP

2 https://www.stb.gov/wp-content/uploads/R1-KCS-2023.xlsx.

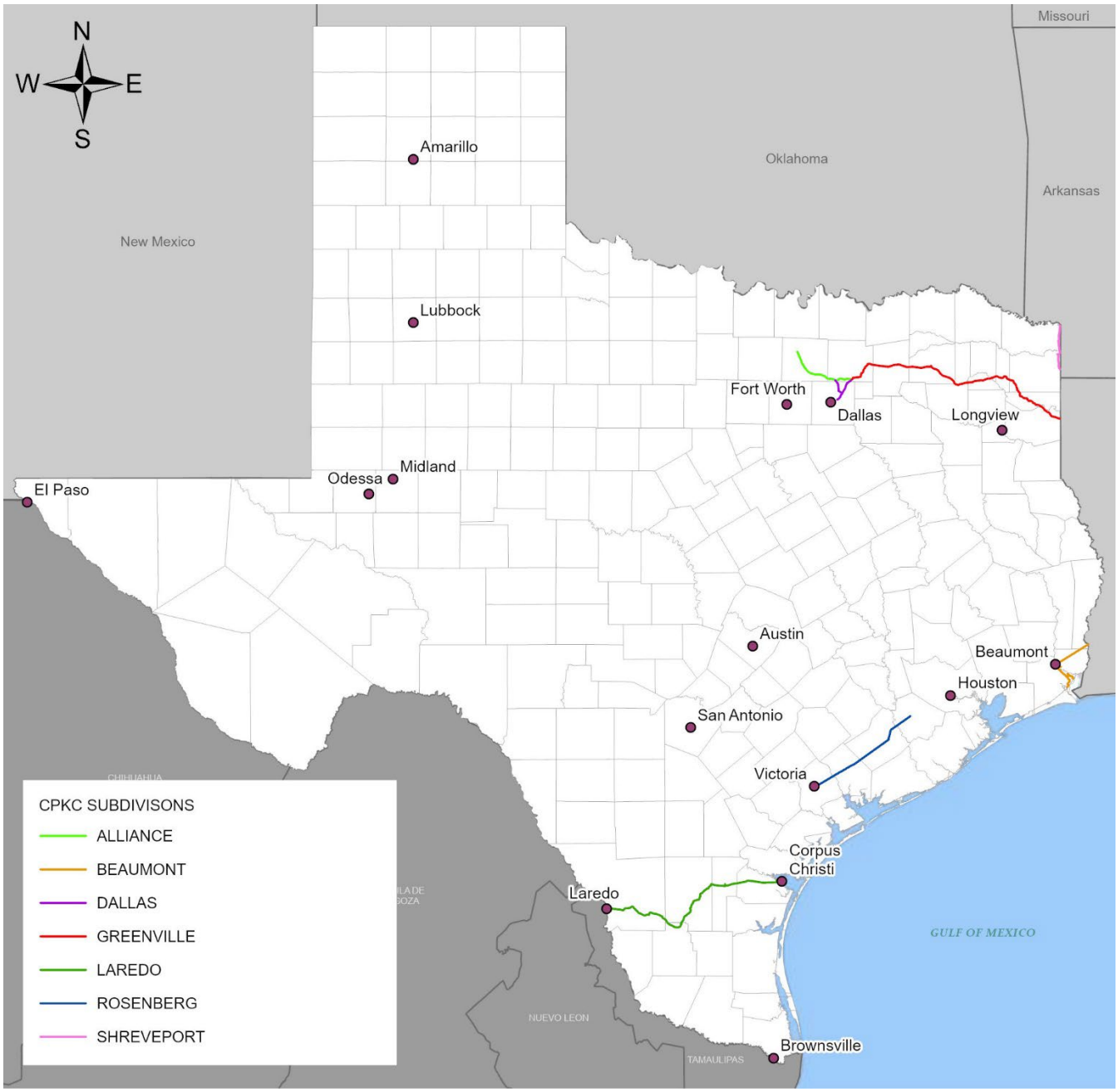
CPKC Divisions and Subdivisions in Texas

CPKC's Texas network is comprised of part of two operating divisions (based on input gathered in 2019):

- Midwest Division
- Southwest Division

CPKC's seven operating subdivisions in Texas are shown in Figure A-2. CPKC's Texas subdivisions are presented by division and described in the tables below.

Figure A-2: CPKC Network in Texas



The Texas subdivisions shown in Table A-4 are components of the CPKC Midwest Division.

Table A-4: Description of CPKC Subdivisions – Midwest Division

Subdivision	Alliance Subdivision
Division	Midwest
Owner	CPKC
Operator	CPKC
Subdivision Route / Mileage	Total 49.4 miles
FRA Track Class	Class 3
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	30 mph freight; 35 mph intermodal
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Yard Limits (YL) Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day (2017)	2
Industrial Leads	None

Subdivision	Dallas Subdivision
Division	Midwest
Owner	CPKC
Operator	CPKC
Subdivision Route / Mileage	Total 18.1 miles
FRA Track Class	Class 3
Track Configuration	Single main track
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	General Code of Regulations (GCOR) Rule 6.28 Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day (2017)	7
Industrial Leads	None

Subdivision	White Rock Branch
Division	Midwest
Owner	CPKC
Operator	CPKC
Subdivision Route / Mileage	Total 10.9 miles
FRA Track Class	Class 2
Track Configuration	Single main track
Maximum Authorized Speed Freight	20 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Yard Limits (YL)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day (2017)	2
Industrial Leads	None

Subdivision	Greenville Subdivision
Division	Midwest
Owner	CPKC
Operator	CPKC
Subdivision Route / Mileage	Total 183.6 miles; 173.7 miles in Texas
FRA Track Class	Class 4
Track Configuration	Single main track
Maximum Authorized Speed Freight	55 mph freight 59 mph intermodal
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Yard Limits (YL) Centralized Traffic Control (CTC) *(Positive Train Control (PTC) is required and has been implemented)*
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day (2017)	7
Industrial Leads	None

The Texas subdivisions shown in Table A-5 are components of the CPKC Southwest Division.

Table A-5: Description of CPKC Subdivisions – Southwest Division

Subdivision	Beaumont Subdivision
Division	Southwest
Owner	CPKC
Operator	CPKC
Subdivision Route / Mileage	Total 209.1 miles; 51.2 miles in Texas
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	55 mph freight 59 mph intermodal
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC) General Code of Operating Rules (GCOR) Rule 6.28: Restricted Speed
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day (2017)	17
Industrial Leads	Bayou Pierre Industrial Lead; Fort Polk Military Base; Boise

Subdivision	Rosenburg Subdivision
Division	Southwest
Owner	CPKC
Operator	CPKC
Subdivision Route / Mileage	Total 84.6 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	49 mph freight 49 mph intermodal
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Track Warrant Control (TWC) *(Positive Train Control (PTC) is required and has been implemented)*
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day (2017)	8 to 10
Division	Southwest

Subdivision	Laredo Subdivision
Division	Southwest
Owner	CPKC
Operator	CPKC
Subdivision Route / Mileage	Total 159.5 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	49 mph freight 49 mph intermodal
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Yard Limits (YL) Centralized Traffic Control (CTC) *(Positive Train Control (PTC) is required and has been implemented)*
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day (2017)	14
Industrial Leads	None

Union Pacific Railroad (UP)

A summary of statistical information for Union Pacific Railroad (UP) within Texas is as follows:[3]

- Line owned: 5,189 miles
- Line operated under lease: 0 miles
- Line operated under contract: 0 miles
- Line operated under trackage rights: 1,309 miles
- Total mileage operated: 6,498 miles
- Line owned, not operated, by respondent: 226 miles

UP Interchanges

Interchanges are locations where railroads intersect and exchange railcars. BNSF has the ability to interchange freight rail traffic with two Class I carriers (BNSF and CPKC) and several Class III carriers. Designated interchange point locations and connecting carriers are listed below:

- Abilene, Texas – SSC
- Alpine, Texas – TXPF
- Beaumont, Texas – BNSF and CPKC
- Beckmann, Texas – AGCR
- Big Springs, Texas – BGR
- Brownsville, Texas – BSR and CPKC
- Corpus Christi, Texas – BNSF, CCPN, and CPKC
- Dallas, Texas – BNSF, DGNO, and CPKC
- Denison, Texas – TNER and DGNO
- Diboll, Texas – RJCD
- Dittlinger, Texas – WRRC
- Dunlay, Texas – SGRR
- Echo, Texas – SRN
- El Paso, Texas – BNSF and Ferromex (FXE is a railroad that operates within Mexico)
- Elgin, Texas – AWWR
- Encinal, Texas – LSRY
- Fort Worth, Texas – BNSF, FWWR, and TXPF
- Galena Park, Texas – BNSF
- Galveston, Texas – BNSF and GVSR
- Gardendale, Texas – GRD
- Giddings, Texas – AWWR
- Granger, Texas – GRR
- Gonzales, Texas – TXGN
- Harlingen, Texas – RVSC
- Harwood, Texas – TXGN
- Henderson, Texas – BLR
- Hondo, Texas – HRR
- Houston, Texas – CPKC and PTRA
- Kerr, Texas – GRR
- Kirbyville, Texas – TIBR
- Laredo, Texas – UP
- Lolita, Texas – PCN
- Longview, Texas – BNSF
- Lubbock, Texas – LBWR and PSC
- Lufkin, Texas – ANR
- Marjorie, Texas – RSS
- Mauriceville, Texas – SRN
- McNeil, Texas – AWRR and BNSF
- Midlothian, Texas – TCB
- Miller, Texas – DGNO
- Mission, Texas – BOP
- Monahans, Texas – TXN
- Moscow, Texas – MCSA
- Mount Pleasant, Texas – BLR
- Olmito, Texas – BGR
- Orange, Texas - OPT
- Overton, Texas – BLR
- Palestine, Texas – TSR
- Pecos, Texas – PVSR
- Saginaw, Texas – BNSF
- San Antonio, Texas – BNSF and SAC

3 https://www.up.com/cs/groups/public/@uprr/@investor/documents/investordocuments/pdf_up_r1_2023.pdf.

- Sheldon, Texas – BNSF
- Smith, Texas – GRR
- Strand, Texas – BNSF
- Sulphur Springs, Texas – BLR
- Sweetwater, Texas – BNSF
- Temple, Texas – BNSF
- Tenaha, Texas – BNSF
- Texarkana, Texas – TNER
- Texas City, Texas – TCT

UP Operating Rights and Joint Trackage in Texas

There are instances in which one or more railroad(s) have operating rights over another railroad, owing generally to factors related to maintaining competitive rail access, connectivity between railroads, and other considerations. Trackage rights provide authority for one railroad (a tenant) to operate its trains over the line of another railroad (host). Haulage rights is an arrangement whereby one railroad markets service over a route owned by another, but does not operate its own trains over the host railroad. Any segments over which UP may potentially have haulage rights are not identified in this Texas State Rail Plan.

Principal segments of the Texas state rail network over which UP has trackage rights include:

- Dallas-Fort Worth, Texas – TRE, BNSF
- Dallas-Waxahachie, Texas – BNSF
- Fort Worth, Texas-Texas / Oklahoma state line – BNSF
- Fort Worth-Wichita Falls-Amarillo, Texas-Texas / New Mexico state line – BNSF
- Amarillo-Stratford, Texas-Texas / Oklahoma state line – BNSF
- Amarillo-Lubbock, Texas – BNSF
- Houston-Alvin, Texas – BNSF
- Sealy-Rosenberg-Arcola-Alvin-Virginia Point-Galveston, Texas – BNSF
- Beaumont, Texas-Texas / Louisiana state line – CPKC

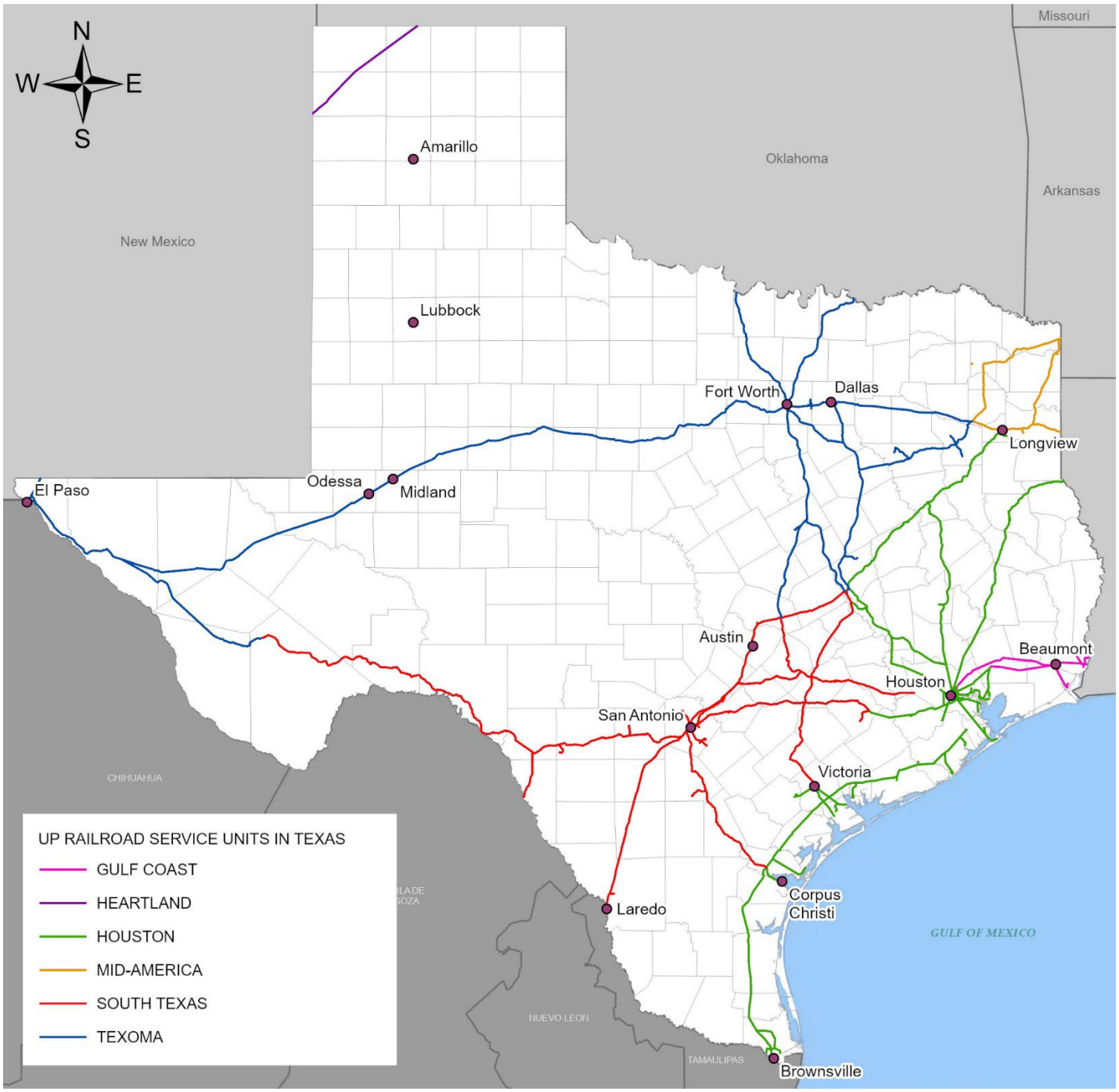
UP Divisions and Subdivisions in Texas

UP's Texas network is comprised of all or part of the following six service units (divisions):

- Heartland
- Houston
- Gulf Coast
- Mid-America
- South Texas
- Texoma

UP's Service Units in Texas are shown in Figure A-3. UP's Texas subdivisions are presented by Service Unit and described in the tables below.

Figure A-3: UP Service Units in Texas



The Texas subdivisions shown in Table A-6 are components of the UP Heartland Service Unit.

Table A-6: Descriptions of UP Subdivisions – Heartland Service Unit

Subdivision	Pratt
Division	Heartland
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 242.6 miles; approximately 49 miles in Texas
FRA Track Class	Class 5
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	70 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	30-35 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

Subdivision	Tucumcari
Division	Heartland
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 195.6 miles; approximately 43 miles in Texas
FRA Track Class	Class 5
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	70 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	30-35 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

The Texas subdivisions shown in Table A-7 are components of the UP Houston Service Unit.

Table A-7: Descriptions UP Subdivisions – Houston Service Unit

Subdivision	Angleton
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 122.1 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	50 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	15-35 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	Chocolate Industrial Lead; Phillips Refinery Industrial Lead; Celanese Industrial Lead; Port Lavaca Industrial Lead; Freeport Industrial Lead

Subdivision	Baytown
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 48.7 miles
FRA Track Class	Class 2
Track Configuration	
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC Yard Limits (YL)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Unknown
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	5-7 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	Cedar Bayou Industrial Lead

Subdivision	Brownsville
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	221.0
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	50 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC Track Warrant Control (TWC) Yard Limits (YL)
Maximum Allowable Gross Weight	268,000 lbs. between Bloomington and Sinton Junction (Exception: 143 Tons for CPKC trains); 286,000 lbs. between Sinton Jct. and Brownsville
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	6-10 MGT (UP only)
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	Kosmos Industrial Lead; Victoria Industrial Lead; Seadrift Industrial Lead

Subdivision	Bryan
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 21.3 miles
FRA Track Class	Class 2
Track Configuration	Single main track with no passing sidings
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS) Centralized Traffic Control (CTC)
Method of Operation	Yard Limits (YL) ABS CTC Track Warrant Control (TWC)
Maximum Allowable Gross Weight	315,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

Subdivision	Coleto Creek
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 15.0 miles
FRA Track Class	Class 2
Track Configuration	Single main track with no passing sidings
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Yard Limits (YL) Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Unknown
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	2-3 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

Subdivision	Cuero
Division	South Texas and Houston *
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 108.0 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	50 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Bock Signal System (ABS) Centralized Traffic Control (CTC)
Method of Operation	Track Warrant Control (TWC) ABS CTC Yard Limits (YL)
Maximum Allowable Gross Weight	315,000 lbs. between CP FL077 and Flatonia 286,000 lbs. tons between Flatonia and Placedo
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	5-6 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

**Unable to confirm data in table for this 2024 Texas Rail Plan Update.*

Subdivision	Eureka
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 65.2 miles
FRA Track Class	Class 3
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC) Automatic Block Signal System (ABS)
Method of Operation	CTC ABS Track Warrant Control (TWC)
Maximum Allowable Gross Weight	315,000 lbs.; Katy Eureka Industrial Lead is restricted to 268,000lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	1-2 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	Katy Eureka Industrial Lead

Subdivision	Galveston
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 46.4 miles
FRA Track Class	Class 3
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	35 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC Yard Limits (YL) Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs. (268,000 lbs. on the Texas City Industrial Lead and Galveston Island Lead)
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	3-5 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	Texas City Industrial Lead; Galveston Island Lead

Subdivision	Glidden
Division	South Texas and Houston *
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 187.8 miles
FRA Track Class	Class 5
Track Configuration	Single main track with passing sidings between Missouri City and Randolph; double main track between Heacker and Tower 17, and between CP SA197 and Kirby
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315,000 lbs.; Arenal Industrial Lead is restricted to 286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	40-55 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	Arenal Industrial Lead

**Unable to confirm data in table for this 2024 Texas Rail Plan Update.*

Subdivision	Harlingen
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 24.0 miles
FRA Track Class	Class 2
Track Configuration	Single main track with no passing sidings
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	268,000 lbs.
Clearances	Unknown
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	1-2 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	Olmito Industrial Lead; Palo Alto Industrial Lead

Subdivision	Harrisburg
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 12.4 miles
FRA Track Class	Class 3
Track Configuration	Single main track with a passing siding
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	12-14 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	Columbia Tap Industrial Lead; Spence Industrial Lead; Popp Industrial Lead

Subdivision	Hearne
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 88.5 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS) Centralized Traffic Control (CTC)
Method of Operation	ABS CTC Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	28-30 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

Subdivision	Houston East Belt
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 88.5 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS) Centralized Traffic Control (CTC)
Method of Operation	ABS CTC Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	28-30 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

Subdivision	Houston West Belt
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 9.2 miles
FRA Track Class	Class 2
Track Configuration	Double main track between Belt Junction and Freight Junction, and Tower 26 and T&NO Junction; triple main track between Freight Junction and Tower 71
Maximum Authorized Speed Freight	20 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315,000 lbs. between Belt Jct. and Tower 26; 286,000 lbs. between Tower 26 and BNSF Connection
Clearances	Unknown
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	30-35 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

Subdivision	Lufkin
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 228.7 miles; approximately 188 miles in Texas
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS) Centralized Traffic Control (CTC)
Method of Operation	Yard limits (YL) ABS CTC Track Warrant Control (TWC)
Maximum Allowable Gross Weight	315,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	12-15 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	Jacksonville Industrial Lead; T&NO Industrial Lead

Subdivision	Navasota
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 100.9 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings between Valley Junction and South Mumford, and between Millican and Spring Junction; Double main track between Bush Junction and Bryan
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	40-45 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

Subdivision	Palestine
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 228.9 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings between Longview and Conroe; double main track with passing sidings between Spring Junction and Belt Junction
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs. between Longview and Spring Jct. 315,000 lbs. between Spring Jct. and Belt Jct.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	20-22 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	LeTourneau Industrial Lead; Henderson Industrial Lead

Subdivision	Rosenburg
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 2.6 miles
FRA Track Class	Class 3
Track Configuration	Single main track with no passing sidings
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

Subdivision	Strang
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 21.1 miles
FRA Track Class	Class 2
Track Configuration	Double main track between S. Tower 68 and CP ST002, between Sinco Junction and Pasadena, and between Deer Park Junction and Strang; single main track with a passing siding between Buffalo Bayou and Manchester Junction
Maximum Authorized Speed Freight	20 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315,000 lbs. between S.Tower 68 and Deer Park Jct. 286,000 lbs. between Dear Park Jct. and Strang
Clearances	Unknown
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	6-8 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	Bayport Loop Industrial Lead; HL&P Industrial Lead; Dart Industrial Lead; Velsicol Industrial Lead; Navigation Industrial Lead; Barbours Cut Industrial Lead; Seabrook Industrial Lead

The Texas subdivisions shown in Table A-8 are components of the UP Gulf Coast Service Unit.

Table A-8: Description of UP Subdivisions – Gulf Coast Service Unit

Subdivision	Beaumont
Division	Gulf Coast *
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 243.7 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings between Langham Road and Huffman, and between West Wye Junction and Gulf Coast Junction; double main track between Dyersdale Junction and East Wye Junction
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	15-20 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

**Unable to confirm data in table for this 2024 Texas Rail Plan Update.*

Subdivision	Houston
Division	Gulf Coast *
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 94.5 miles
FRA Track Class	Class 5
Track Configuration	Single main track with passing sidings between Langham Road and Fauna; double main track between Dawes and Heacker
Maximum Authorized Speed Freight	70 mph
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	25-30 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	Sabine Industrial Lead

**Unable to confirm data in table for this 2024 Texas Rail Plan Update.*

Subdivision	Lafayette
Division	Gulf Coast
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 76.8 miles; approximately 32 miles in Texas
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings between Iowa Junction and Neches River; double main track between Wall Street and Beaumont
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	75 mph
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315, 000 lbs.; Sabine Industrial Lead, Lake Charles Industrial Lead, Harbor Industrial Lead are restricted to 286,000lbs.; Rosebluff Industrial Lead and Orange Industrial Lead are restricted to 268,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	20-25 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	Sabine Industrial Lead; Lake Charles Industrial Lead; Harbor Industrial Lead; Rosebluff Industrial Lead; and Orange Industrial Lead

The Texas subdivisions shown in Table A-9 are components of the UP Mid-America Service Unit.

Table A-9: Descriptions of UP Subdivisions – Mid-America Service Unit

Subdivision	Little Rock*
Division	Mid-America*
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 236 miles; approximately 89 miles in Texas
FRA Track Class	N/A
Track Configuration	N/A
Maximum Authorized Speed Freight	N/A
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	N/A
Maximum Allowable Gross Weight	N/A
Clearances	N/A
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	N/A
Average Number of Trains per Day (2017)	N/A
Industrial Leads	N/A

**Unable to confirm data in table for this 2024 Texas Rail Plan Update.*

Subdivision	Pine Bluff*
Division	Mid-America*
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 262.5 miles; approximately 106 miles in Texas
FRA Track Class	N/A
Track Configuration	N/A
Maximum Authorized Speed Freight	N/A
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	N/A
Maximum Allowable Gross Weight	N/A
Clearances	N/A
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	N/A
Average Number of Trains per Day (2017)	N/A
Industrial Leads	N/A

**Unable to confirm data in table for this 2024 Texas Rail Plan Update.*

Subdivision	Reisor
Division	Mid-America
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 155.7 miles; approximately 21 miles in Texas
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS) Centralized Traffic Control (CTC)
Method of Operation	ABS CTC Track Warrant Control (TWC) Yard Limits (YL)
Maximum Allowable Gross Weight	315,000 lbs. between Marshall Junction and Hollywood Junction 286,000 lbs. between Hollywood Junction and Texmo Junction
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	24-26 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	Bayou Pierre Lead; Dolet Hills Lead; Shreveport Industrial Lead

The Texas subdivisions shown in Table A-10 are components of the UP South Texas Service Unit.

Table A-10: Description of UP Subdivisions – South Texas Service Unit

Subdivision	Austin
Division	South Texas
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 170.5 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings between Hearne and Centex; double main tracks between UPRR Junction and Tower 105 (Main Track #1), and between Centex and Tower 112 (Main Track #2)
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	70 mph
Wayside Signals	Centralized Traffic Control (CTC) Automatic Block Signal System (ABS)
Method of Operation	CTC ABS
Maximum Allowable Gross Weight	286,000 lbs.; Bergstrom Industrial Lead and Kerrville Industrial Lead are restricted to 268,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	38-42 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	Georgetown Industrial Lead; Bergstrom Industrial Lead; Kerrville Industrial Lead

Subdivision	Corpus Christi
Division	South Texas and Houston *
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 145.9 miles
FRA Track Class	Class 3
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Track Warrant Control (TWC) Yard Limits (YL)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	6-8 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

**Unable to confirm data in table for this 2024 Texas Rail Plan Update.*

Subdivision	Del Rio
Division	South Texas
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 178.0 miles
FRA Track Class	Class 5
Track Configuration	Double main track between Kirby and Sosan; single main track with passing sidings between Withers and CP SA217
Maximum Authorized Speed Freight	70 mph
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315,000 lbs.; Cline Mine Industrial Lead and Kerrville Lead are restricted to 268,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	25-55 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	Cline Mine Industrial Lead; Kerrville Lead

Subdivision	Eagle Pass
Division	South Texas
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 34.6 miles
FRA Track Class	Class 3
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Track Warrant Control (TWC) Yard Limits (YL)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	24-26 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

Subdivision	Giddings*
Division	South Texas *
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 77.1 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	38-40 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

**Unable to confirm data in table for this 2024 Texas Rail Plan Update.*

Subdivision	Kerrville
Division	South Texas
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 15.0 miles
FRA Track Class	Class 2
Track Configuration	Single main track with no passing sidings
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.; Camp Stanley Industrial Lead is restricted to 268,000 lbs.
Clearances	Unknown
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	1 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	Camp Stanley Industrial Lead

Subdivision	Laredo
Division	South Texas
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 152.1 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings between Tower 105 and CP J397, and between Port Laredo X-Over and Laredo; double main track at Uniroyal
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	30-45 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

Subdivision	Lockhart
Division	South Texas
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 51.9 miles
FRA Track Class	Class 3
Track Configuration	Single main track with one passing siding
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS)
Method of Operation	ABS Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	18-22 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

Subdivision	Rockport
Division	South Texas
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 16.1 miles
FRA Track Class	Class 3
Track Configuration	Single main track with no passing sidings
Maximum Authorized Speed Freight	30 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	8-10 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

Subdivision	Sanderson
Division	South Texas
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 222.4 miles
FRA Track Class	Class 5
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	70 mph
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	24-26 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

Subdivision	Smithville*
Division	South Texas *
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 65.8 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	49 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS)
Method of Operation	ABS Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	10-12 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	Sealy Industrial Lead

**Unable to confirm data in table for this 2024 Texas Rail Plan Update.*

The Texas subdivisions shown in Table A-11 are components of the UP Texoma Service Unit.

Table A-11: Description of UP Subdivisions – Texoma Service Unit

Subdivision	Athens
Division	Texoma
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 13.6 miles
FRA Track Class	Class 2
Track Configuration	Single main track with no passing sidings
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	268,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

Subdivision	Baird
Division	Texoma
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 196.0 miles
FRA Track Class	Class 5
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	70 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	55-60 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	A & S Industrial Lead

Subdivision	Carrizozo
Division	Texoma
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 229.0 miles; approximately 18 miles are located in Texas
FRA Track Class	Class 5
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	70 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	38-42 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

Subdivision	Choctaw
Division	Texoma
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 190.6 miles; approximately 99 miles in Texas
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings; two main tracks between Ray and Pottsboro, and FWWR Junction and South Tower 55
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	60-75 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

Subdivision	Corsicana
Division	Texoma
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 96.2 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS) Centralized Traffic Control (CTC)
Method of Operation	ABS CTC Track Warrant Control (TWC)
Maximum Allowable Gross Weight	315,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	24-28 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	Tyler Industrial Lead

Subdivision	Dallas
Division	Texoma
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 49.6 miles
FRA Track Class	Class 4
Track Configuration	Double main track with no passing sidings between Trinity/SP Junction to Tower 55; quadruple main track between West Tower 55 to River; triple main track between River and West Bypass; single main track from Bryant Irvin to West Fort Worth
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	SP Junction to TRE Junction – 315,000 lbs. TRE Junction to Davidson Yard – 286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	45-70 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

Subdivision	DFW
Division	Texoma
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 32.2 miles
FRA Track Class	Class 1
Track Configuration	Single main track with no passing sidings
Maximum Authorized Speed Freight	10 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Unknown
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Under 1 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

Subdivision	Duncan
Division	Texoma
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 176.6 miles; approximately 94 miles in Texas
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings; two main tracks between Peach and Purina Junction
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS) Centralized Traffic Control (CTC)
Method of Operation	Track Warrant Control (TWC) Yard Limits (YL) ABS
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	15-20 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

Subdivision	Ennis
Division	Texoma
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 140.5 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS) Centralized Traffic Control (CTC)
Method of Operation	ABS CTC Track Warrant Control (TWC) Yard Limit (YL)
Maximum Allowable Gross Weight	315,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	35-65 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

Subdivision	Fort Worth
Division	Texoma
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 150.0 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings; double main track between from Ney to South Ney Junction; triple main track from South Tower 55 to Ney
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	32-48 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	Hillsboro Industrial Lead

Subdivision	Midlothian
Division	Texoma
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 50.2 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS)
Method of Operation	ABS Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	35-40 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

Subdivision	Mineola
Division	Texoma and Mid-America *
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 123.3 miles
FRA Track Class	Class 5
Track Configuration	Single main track with passing sidings; two main tracks between Longview and Longview Junction
Maximum Authorized Speed Freight	70 mph
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	Longview to SP Jct. – 286,000 lbs. MP Jct. to SP Jct. – 315,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	44-48 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

**Unable to confirm data in table for this 2024 Texas Rail Plan Update.*

Subdivision	Toyah
Division	Texoma
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 320.9 miles
FRA Track Class	Class 5
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	70 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	40-60 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	N/A

Subdivision	Valentine
.	Texoma
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 212.3 miles
FRA Track Class	Class 5
Track Configuration	Single main track with passing sidings between Apline Siding and Clint; double main track between Belen and El Paso
Maximum Authorized Speed Freight	70 mph
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315,000 lbs.; Fort Bliss Industrial Lead is restricted to 286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	20-60 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	Fort Bliss Industrial Lead

Subdivision	Waco
Division	Texoma and South Texas *
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 127.3 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	49 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS)
Method of Operation	ABS Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	7-10 MGT
Average Number of Trains per Day (2017)	Unknown
Industrial Leads	Gatesville Industrial Lead

**Unable to confirm data in table for this 2024 Texas Rail Plan Update.*

Class II Railroads in Texas

No Class II railroads operate in Texas.

Class III Railroads in Texas

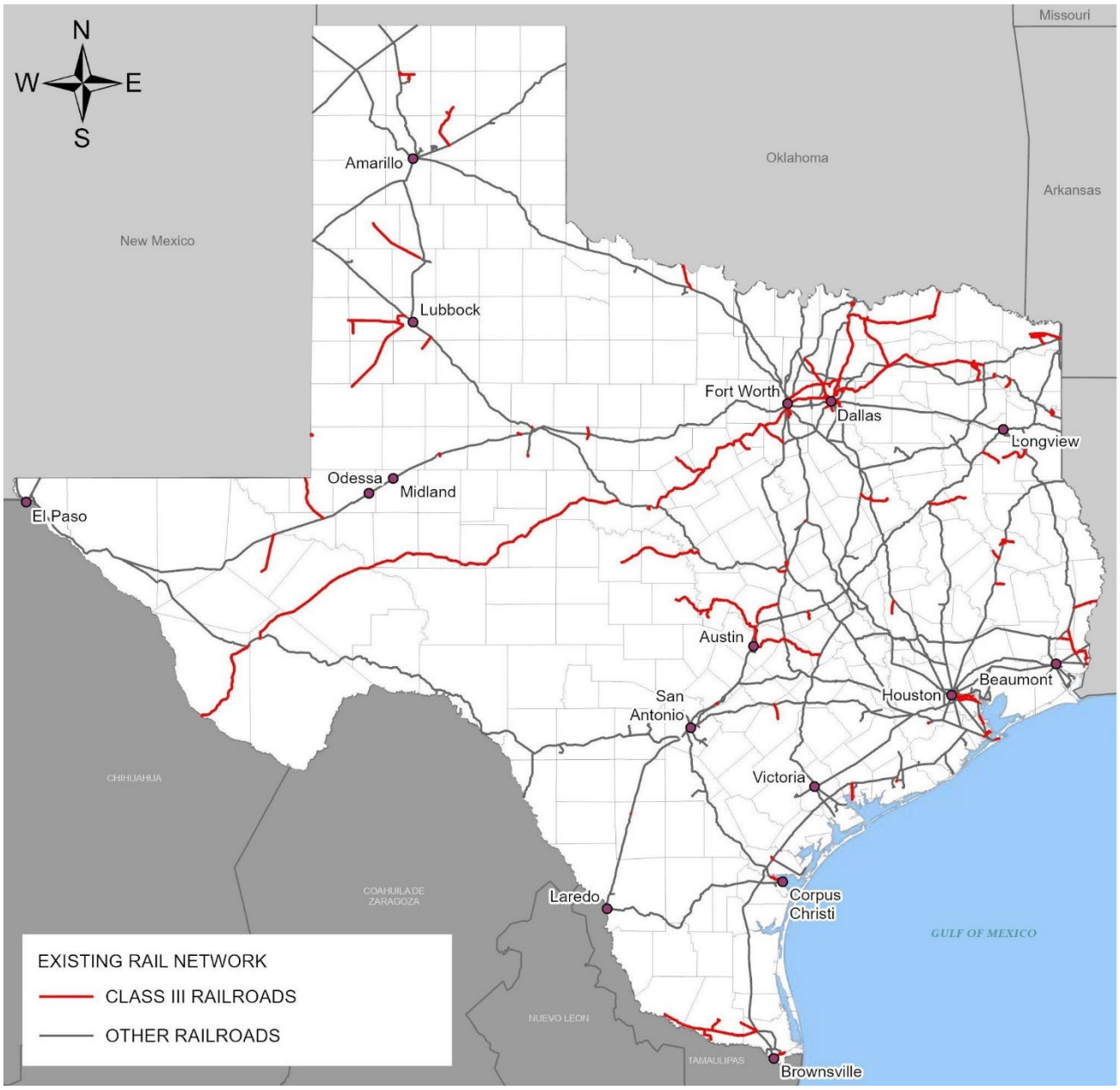
The majority of railroad operators in Texas are classified as Class III railroads, although their 2,031 miles of track, including trackage rights, make up only approximately 19% of the state's total trackage in 2023. Often referred to as "short lines," Class III railroads usually engage in specialized services and are typically geographically concentrated. One characteristic of short lines is that they may be privately owned to serve only a specific company or industry. For example, the Angelina & Neches River Railroad was founded by a paper mill and now connects shippers in the Lufkin area to UP rail lines. Short lines are also used to connect a group of local customers to Class I networks. Many short lines came into existence through the purchase of track formerly controlled by Class I railroads. For example, the Panhandle Northern Railroad operates on 31 miles of track acquired from the Atchison, Topeka and Santa Fe Railway Company (ATSF) following the sale of the line in 1993.

Some Texas ports, such as Houston, Corpus Christi, and Orange, are served by dedicated switching railroads (Port Terminal Railroad Association, Texas Coastal Bend Railroad, and the Orange Port Terminal Railway, respectively) that provide rail services in close proximity to the port areas. Switching railroads, such as the Dallas, Garland & Northeastern (DGNO), operate on Class I rail lines or on their own track and deliver or pick up goods (e.g., limestone, farm products, plastics, lumber, soybean oil, steel, paper, chemicals, and auto parts) within the region. The DGNO serves as a switching carrier for UP in the Dallas region and interchanges rail cars to provide cross-country rail services to area shippers.

Rail trackage on short line railroads may also be owned by one entity, either public or private, but operated by another through an operational lease. For example, there are large holding companies who own many short line railroads in Texas, such as Genesee & Wyoming, Watco, and OmniTRAX. These holding companies and their respective operations in Texas are described below.

Figure A-4 identifies the networks of the state's Class III railroads described in this section, and also identifies non-operating railroad owners.

Figure A-4: Class III Railroads in Texas



Each of the railroads identified above are described in this section.

Watco Companies

Watco Companies, LLC, is a Pittsburg, Kansas, based transportation company providing mechanical, transportation, and terminal and port services solutions for railroad customers throughout North America and Australia. Watco is the owner of Watco Transportation Services, LLC, one of the largest short line railroad holding companies in the U.S. with 32 short line railroads operating on more than 5,100 miles of track, as well as 32 industrial contract switching locations. The Terminal and Port Services division currently manages 87 terminals, nine warehouses and two port locations throughout the U.S.

The short line railroads described below are owned by Watco.

Austin Western Railroad (AWRR)

The Austin Western Railroad (AWRR) operates 183.80 miles of track from Llano, Texas to Giddings, Texas. The line dates back to 1871 when the Houston and Texas Central Railroad built the Giddings to Austin line. The AWRR interchanges with the UP at McNeil and Elgin, Texas and moves nearly 60,000 carloads annually. Primarily shipping aggregate, other commodities hauled by the AWRR include plastic pellets, animal products, and recycling. Capital Metropolitan Transportation Authority began commuter service on portions of this line in March of 2010. For further information, visit: https://www.watco.com/service/rail/austin-western-railroad-awrr/.

Lubbock and Western Railway (LBWR)

Lubbock and Western Railway (LBWR) is a 147-mile railroad in two segments operating from Lubbock to Seagraves and Whiteface, Texas and from Plainview to Dimmit, Texas carrying frac sand, chemicals, fertilizer, grain, animal feed, and oil. For further information, visit: https://www.watco.com/service/rail/lubbock-and-western-railroad-lbwr/.

Pecos Valley Southern Railway (PVS)

The Pecos Valley Southern Railway (PVS)has been in continuous operation since 1910 and today operates about 23 miles of track between Saragosa and Pecos, Texas, where it has an interchange with UP. PVS's primary sources of traffic are aggregates and crude oil. For further information, visit:https://www.watco.com/service/rail/pecos-valley-southern-railway-pvs/.

San Antonio Central Railway (SAC)

The San Antonio Central Railroad (SAC) began operations September 1, 2012, and it operates within Port San Antonio's East Kelly Railport. Railport customers include warehousing, distribution, transloading, manufacturing, and trucking operations. The Railport is the only site inside San Antonio with available rail-served facilities and land sites with switching service off the BNSF and UP railroad lines. For further information, visit:https://www.watco.com/service/rail/san-antonio-central-railroad-sac/.

Texas & New Mexico Railway (TXN)

Located in the heart of the Permian Basin, the Texas & New Mexico Railway (TXN) operates 34 miles of track in Texas. The TXN interchanges with UP at Monahans, Texas and terminates at Lovington, New Mexico. The railroad primarily handles oilfield commodities such as drilling mud and hydrochloric acid, frac sand, pipe, and petroleum products including crude oil. In addition, TXN also ships iron and steel scrap. For further information, visit: https://www.watco.com/service/rail/texas-new-mexico-railway-txn/.

Texas Coastal Bend Railroad (TCBR)

The Texas Coastal Bend Railroad (TCBR) began operations August 3, 2022, serving the port of Corpus Christi. The railroad's network includes 63 miles of track, carrying grain and grain products, cement, coal, chemicals, steel, and plastics. The TCBR interchanges with BNSF, CPKC, and UP. For further information, visit: https://www.watco.com/service/rail/texas-coastal-bend-railroad-tcbr/.

Timber Rock Railroad (TIBR)

The Timber Rock Railroad (TIBR) has been in service since 1998. TIBR once operated 160 miles of trackage between Silsbee and Tenaha, Texas with a branch to Deridder, Louisiana. The railroad's network includes the approximately 42-mile line between Kirbyville, Texas and DeRidder, Louisiana (approximately 17 miles of which is located in Texas). Its traffic largely includes aggregates, lumber products, plastics, and fuel. For further information, visit: https://www.watco.com/service/rail/timber-rock-railroad-tibr/

Ironhorse Resources, Inc.

The short line railroads described below are owned by Ironhorse Resources, Inc. in Texas.

Gardendale Railroad (GDR)

Gardendale Railroad (GDR) originally began operations in 1990. In 1995, GDR discontinued operations on the line and abandoned 49 miles of the 50-mile branch line. In 2010, GDR welcomed its first business in 15 years. GDR has developed and runs a large rail industrial park near Cotulla, Texas comprising of over 250 acres. GDR has significant additional acreage to support continued development and growth. GDR primarily provides logistics services to support drilling activities in the Eagle Ford Shale. GDR now has over 33 miles of track with the ability to serve any industry located with GDR. For further information, visit: https://ironhorseresources.com/rail-lines/gardendale/.

Rio Valley Switching Company (RVSC)

The Rio Valley Switching Company (RVSC) serves Harlingen (where it has an interchange with UP), Mission, Edinburg, and Santa Rosa, Texas. RVSC operates about 70 miles of track. Its traffic includes sand, drilling fluids, barite, oil, and pipe. For further information, visit: https://ironhorseresources.com/rail-lines/rio-valley-switching/.

Southern Switching Company (SSC)

The Southern Switching Company (SSC) is a terminal railroad that operates just over 8.5 miles of track and serving the Abilene area, where it has a connection with UP. SSC's traffic consists of grain, animal feed, fertilizers, petroleum products, oil drilling inputs, construction materials, windmill machinery, scrap, corn sweetener, and lumber. For further information, visit: https://ironhorseresources.com/rail-lines/southern-switching/.

OmniTRAX, Inc. (OmniTRAX)

OmniTRAX, Inc. (OmniTRAX) is a private railroad and transportation management company with interests in railroads, terminals, ports, and industrial real estate. OmniTRAX operates a network of 27 regional and short line railroads that cover 13 states in the U.S. and two provinces in Canada. The company's railroads interchange with BNSF, UP,

Canadian National (CN), CSX Transportation (CSXT), Norfolk Southern (NS), and transports commodities within the agricultural, aggregate/industrial mineral, energy, food, crude oil, chemical, lumber, metal, petroleum, and plastic industries.

Through its affiliate, Quality Terminal Services, LLC, OmniTRAX also operates and manages terminal and intermodal facilities where services such as railcar switching, container handling, ramp/deramp and carrier management are provided.

The short line railroads described below are owned by OmniTRAX in Texas.

Brownsville & Rio Grande International Railroad (BRG)

The BRG operates 45 miles of railroad serving the Port of Brownsville. It currently has interchanges with three Class I railroads: UP, BNSF, and KCS de Mexico. BRG began operations in 1984 by acquiring former Texas and Pacific (MP) property handling a variety of products such as steel, agricultural products, food products, and general commodities. For further information, visit: https://omnitrax.com/brownsville-rio-grande/.

Panhandle Northern Railway (PNR)

The Panhandle Northern Railway (PNR) operates 31 miles of the former Atchinson, Topeka & Santa Fe Railroad between Panhandle and Borger, Texas. Its traffic currently consists of carbon black, liquid petroleum gas, chemicals, petroleum products, scrap metal, and fertilizer. For further information, visit: https://omnitrax.com/panhandle-northern-railroad/.

Tarantula Corporation

The Fort Worth & Western Railroad (FWWR) operates under its corporate parent company, Tarantula Corporation, based in Fort Worth, Texas.

Fort Worth & Western Railroad (FWWR)

The FWWR began in 1988 with the purchase of 6.25 miles of track from the former Burlington Northern Railroad through the west side of Fort Worth. Since then, FWWR had grown through the purchase and lease of track from Class I carriers, UP and BNSF. In June 2024, FWRR acquired the Texas Central Railroad (TEXC) from Birdsong Corp. Previously, FWWR had leased and operated the 26-mile line since December 1988.

Currently, the FWWR operates over 276 miles of track through eight counties in North Texas. FWWR has interchanges with both UP and BNSF in Fort Worth and BNSF in Brownwood, Texas. FWWR interchanges with CPKC through trackage rights with BNSF in Fort Worth and with TXPF at San Angelo Junction near Coleman, Texas. For further information, visit: https://www.fwwrNorth .net/.

Genesee & Wyoming (G&W)

G&W owns or leases 116 freight railroads worldwide with 111 short lines with more than 13,000 miles within 43 U.S. states. In Texas, G&W operates four freight railroad switching operations which interchange between the Class I railroads and two terminal railroads operating within an existing port authority.

Dallas, Garland & Northeastern Railroad (DGNO)

The Dallas, Garland & Northeastern Railroad (DGNO) is a complex switching terminal that started operations in 1992 and is made up of a conglomeration of spurs and industrial leads. DGNO operates 161 miles of track in the Dallas and North Dallas areas using a combination of owned and leased lines as well as trackage rights. The DGNO provides extensive switching service and line haul extensions between their interchange locations with BNSF, UP, and CPKC. For further information, visit: https://www.gwrr.com/dgno/.

Galveston Railroad (GVSR)

Acquired in 2005, the Galveston Railroad (GVSR) is a 39-mile short line freight railroad serving the Galveston Port Authority and interchanging with BNSF and UP. For further information, visit: https://www.gwrr.com/gvsr/.

Kiamichi Railroad (KRR)

The Kiamichi Railroad (KRR) is located in Texas, Oklahoma, and Arkansas for a total of 264 miles of track (30 miles in Texas) shipping coal, lumber, paper, chemicals, cement, pulpwood, feed and food products between five interchange locations. The KRR interchanges with BNSF, CPKC, and UP. For further information, visit: https://www.gwrr.com/krr/.

Point Comfort & Northern Railway (PCN)

The PCN was incorporated in 1948 and interchanges with UP while serving the Port of Port Lavaca – Point Comfort. The PCN provides unit train services, interplant switching, car washing, weighing and inspection and traffic coordination. PCN operates 19 miles of track, and in 2019, their primary customer, the ALCOA Point Comfort Refinery, shutdown operations. For further information, please visit the link here: https://www.gwrr.com/pcn/.

Texas Northeastern Railroad (TNER)

The Texas Northeastern Railroad (TNER) operates in Texas west of Bonham through Bells to Sherman and east from New Boston to Texarkana. The TNER interchanges with the BNSF, DGNO and UP. Major commodities for the TNER are coal, military equipment, wheat, and polyethylene with their largest customer being the Red River Army Depot located just west of Texarkana. For further information, visit: https://www.gwrr.com/tner/.

TNW Corporation

For more than three decades, TNW Corporation (TNW) has been a leader in the short line railroad industry and is the parent company of three short line railroads in Texas.

Texas, Gonzales & Northern Railway (TXGN)

The Texas, Gonzales & Northern Railway (TXGN) began operations in 1992 and operates on former Southern Pacific Railroad (SP) trackage between Harwood and Gonzales, Texas on a system that is approximately 79 miles in length. In 2023, TXGN opened a new interchange with UP in Gonzales. For further information, visit: https://www.tnwcorporation.com/txgn-railway.

Texas Rock Crusher Railway (TXR)

The Texas Rock Crusher Railway (TXR) serves the Brownwood area on over 6 miles of former Santa Fe industrial trackage. TXR began operations in 1998 and serves the Camp Bowie Industrial Area. Services include rail transport, storage, and operations and logistics support. For further information, visit: https://www.tnwcorporation.com/txr-railway.

Texas North Western Railway (TXNW)

The Texas North Western Railway (TXNW) dates back to 1982 when it took over trackage originally owned by the Chicago, Rock Island & Pacific (Rock Island). TXNW's operates the largest privately owned railcar storage facility with 151 miles of storage and loop track near Sunray, Texas. Services include transloading, warehousing, railcar and product storage, and switching. For further information, visit: https://www.tnwcorporation.com/txnw-railway.

Patriot Rail

Patriot Rail operates over 30 regional short line railroads with more than 1,200 total rail miles across the U.S. In Texas, Patriot Rail owns one short line railroad.

Temple & Central Texas Railway (TC)

Temple & Central Texas Railway (TC) operates over 10 miles of rail line in the Central Pointe Rail Park located in Temple, Texas. The City of Temple awarded TC an exclusive long-term license agreement to provide rail switching and other rail- related services to customers at Central Pointe Rail Park. TC interchanges traffic with BNSF at Temple. For further information, visit: https://patriotrail.com/rail/temple-central-texas-railway-tc/.

Jaguar Transport Holdings (Jaguar)

Established in 2018, Jaguar Transport Holdings provides trucking, warehousing, rail, and transloading services. Jaguar operates eight short line railroads in the U.S., of which one is located in Texas.

Texas & Eastern Railroad (TSR)

Acquired by Jaguar Transport Holdings in 2020, the Texas & Eastern Railroad (TSR) operates freight service from Palestine to Rusk, Texas on leased track from the Texas State Railroad Authority. TSR interchanges with UP at Palestine. Traffic consists of chemicals, construction aggregates, and industrial products. For further information, visit: https://jag-transport.com/texas-and-eastern-railroad/.

Port Terminal Railroad Association (PTRA)

The Port Terminal Railroad Association (PTRA) is an association of the Port of Houston Authority and the three Class I railroads operating within Texas – UP, BNSF, and CPKC. The PTRA infrastructure consists of a total yard capacity of 5,000 railcars, with a daily spot/pull rate of 2,500 industrial cars. The PTRA straddles both sides of the Houston Ship Channel and maintains 185 miles of track with 20 bridges while serving 226 local customers from six serving yards.

- PTRA North Yard – six receiving/departure tracks with a capacity of 415 railcars and 46 classification tracks with a capacity of 1,200 railcars – Direct interchange with BNSF, UP, and CPKC.
- PTRA Storage Yard – 19 classification tracks with a capacity of 800 railcars – Direct interchange with UP.
- PTRA American Yard – 10 classification tracks with a capacity of 400 railcars – Direct interchange with industrial customers.
- PTRA Penn City Yard – three tracks with a capacity of 120 railcars – Direct interchange with industrial customers.
- PTRA Manchester Yard – 26 classification tracks with a capacity of 800 railcars – Direct interchange with UP and BNSF.
- PTRA Pasadena Yard – 15 classification tracks with a capacity of 700 railcars – Direct interchange with UP and BNSF

Other Class III Railroads

Other Class III railroads operate in Texas that are not associated with larger holding companies and are described as follows:

Alamo Gulf Coat Railroad (AGCR)

The Alamo Gulf Coast Railroad (AGCR) is owned by Martin Marietta Materials and consists of a line that is just 3.5 miles in length near the town of Beckman, Texas. AGCR primarily transports aggregates and began operations in 1996 over former SP property. For further information, visit: https://www.martinmarietta.com/locations/southwest/central-texas-district/beckmann-quarry.

Alamo North Texas Railroad (ANTR)

This short line is a switching and terminal railroad, and operates approximately 0 miles of track in Texas. The Alamo Gulf Coast Railroad Company is owned by Martin Marietta Materials Southwest, Inc. (99.5%) and other individuals (0.5%).

Angelina & Neches River Railroad (ANR)

The Angelina & Neches River Railroad (ANR) is a historic short line that traces its roots back to 1900 where it served the timber industry. ANR currently operates 12 miles of main line trackage and 28 miles total radiating away from Lufkin, Texas. This includes the West Lufkin Branch, Clawson Branch, and its main line heading east. ANR's traffic currently includes newsprint, ground-wood paper, lumber, chemicals, scrap metal, sugar, corn syrup, grocery products, clay, aggregates, and industrial products. For further information, visit: https://www.anrrr.com/.

Big Spring Rail System (BSR)

The Big Spring Rail System (BSR) maintains and operates 3.3 miles of rail line in Howard County, Texas, over trackage owned by the City of Big Spring, Texas. Big Spring Rail is headquartered in Glen Mills, Pennsylvania and is leasing the line from the City. BSR interchanges traffic with UP just west of its Big Spring Yard and extends southward from the UP Toyah Subdivision. For further information, visit: https://bigspringrailsystem.com/home.

Blacklands Railroad (BLR)

Recently acquired by Public Werks, Inc., the Blacklands Railroad (BLR) first began service in 1999 and currently operates eight miles of former Cotton Belt property between Mt. Pleasant and Winfield, Texas. BLR handles several commodities and also offers transload services. For further information, visit: https://www.blacklandsrailroad.com/blacklands-railroad.

Border Pacific Railroad (BOP)

The Border Pacific Railroad (BOP) began service in 1984 and operates around 32 miles of former Missouri Pacific Railroad (MP) trackage between Mission and Rio Grande City, Texas. Its traffic currently includes sand and crushed gravel aggregate. For further information, visit: https://borderpacificrailroad.com/.

Georgetown Railroad (GRR)

The original Georgetown Railroad (GRR) dates back to 1878, running 10 miles between Georgetown and Round Rock, Texas. It was later acquired by the International-Great Northern Railroad, which went on to become part of MP. In 1959, eight miles of the MP's old Georgetown Branch was sold to a new short line the Georgetown Railroad Company. Today the operation owns about 23 miles of track serving communities such as Kerr, Granger, Belton, and Smith, Texas. GRR interchanges with UP in Granger and both UP and BNSF in Kerr and hauls around 7,000 carloads annually. GRR traffic includes crushed stone, lumber, and building products. For further information, visit: http://www.intra-focus.com/GTRR/EFE777FD-65BE-CC3C-1EB69C72FC428CE4.htm.

Gulf Coast Switching, LLC (GCS)

Gulf Coast Switching Company, LLC (GCS) is an affiliate of the short line holding Anacostia Rail Holdings and provides contract rail switching services and is owned by Anacostia Rail Holdings. On October 1, 2008, the company began switching and track maintenance services for UP at Robinson Yard at Dayton, Texas and in October 2018 began switching and track maintenance services for UP at Angleton Yard at Angleton, Texas. For further information, visit: https://www.anacostia.com/.

Henderson Overton Branch (HOB)

The Henderson Overton Branch (HOB) operates 14 miles from Overton to Henderson, Texas. HOB is owned by Blacklands Railroad. HOB serves as the rail carrier for the Rusk County Rural Rail Transportation District, which owns all rights to the corridor. The primary commodities are lumber, asphalt, aggregate, and chemicals. For further information, visit: https://www.blacklandsrailroad.com/henderson-overton-branch.

Hondo Railway (HRR)

The Hondo Railway (HRR) operates about five miles of track near San Antonio, Texas and has been in service since 2006. HRR's traffic base currently consists of ethanol, food and feed products, and a variety of industrial products. The short line also offers transload services. In August 2024, Pinsly Railroad Company announced the acquisition of Hondo Railway. This agreement is subject to regulatory approval. For further information, visit: https://hondorailway.com/.

LaSalle Railway (LSRY)

The LaSalle Railway (LSRY) provides railway and transloading services in La Salle and Webb Counties in Texas. This switching and terminal railroad has direct access connection with UP. For further information, visit: https://lasallerailway.com/.

Moscow, Camden & San Augustine Railroad (MCSA)

The Moscow, Camden & San Augustine Railroad (MCSA) dates back to 1898 to serve lumber interests owned by the W. T. Carter & Brother Lumber Company. MCSA was a common carrier offering both freight and passenger service, eventually operating between Moscow to Camden, Texas. Today, MCSA continues to operate this trackage, now owned by Georgia-Pacific, and still handles primarily forest products including outbound plywood, lumber, and other freight. For further information, visit: https://www.gp.com/.

Orange Port Terminal Railway (OPT)

Owned by Lone Star Locomotive Leasing, the Orange Port Terminal Railway (OPT) is a terminal railroad that operates 1.8 miles of track formerly owned by SP and began service in 1995. For further information, visit: https://superiorlocomotiverepair.com/orangeport/.

Plainsman Switching Company (PSC)

The Plainsman Switching Company (PSC), a switch carrier, is a short line railroad located in Lubbock, Texas, and interchanges with UP and BNSF in downtown Lubbock. PSC operates 18 miles of track within the city of Lubbock and serves a variety of customers, shipping and receiving commodities such as grain, chemicals, cotton seed, cotton seed oil, specialty sands, non-perishable food items, and lumber. PSC handles transloading for a variety of commodities including windmill components and provides short-term warehousing. For further information, visit: https://pycoindustriesinc.com/.

R.J. Corman – Texas Lines (RJCD)

Owned by R.J. Corman Railroad Group, the R.J. Corman – Texas Lines (RJCD), formerly known as the Texas South-Eastern Railroad until 2014, operates on 13.1 miles of track and interchanges with UP at Diboll, Texas. Traffic transported includes lumber, plastic, frac sand, molasses, urea and other chemicals. For further information, visit: https://www.rjcorman.com/companies/railroad-company/our-short-lines/texas-lines-rjcd.

Sabine River & Northern Railroad (SRN)

International Paper owns the Sabine River & Northern Railroad (SRN) and operates about 40 miles of track on two lines serving Bessmay, Echo, Buna, and Evadale, Texas. The trackage was built in the mid-1960s to serve a linerboard mill. Today, the future of SRN is unknown, as its primary customer, the International Paper Plant in Orange, Texas, shutdown in 2023. For further information, visit: https://www.internationalpaper.com/N/A.

San Jacinto Transportation Company (SJTC)

Located in Houston, SJTC operates 6 miles of existing rail throughout the San Jacinto River and Rail Park, although currently there are no rail operations at the facility. SJTC has access to both UP and BNSF. SJTC is owned by SJRE

Railroad Series and is being overseen by directors of the Big Spring Rail System. For further information, visit: https://www.sanjacintoriverandrail.com/.

South Plains Lamesa Railroad (SLAL)

The South Plains Lamesa Railroad (SLAL) is small short line that operates in the Lubbock, Texas area providing mostly switching and terminal services. SLAL has been in operation since 1993 and also offers railcar storage and transload services. For further information, visit: https://splrr.com/.

Southwest Gulf Railroad (SGRR)

Incorporated in 2003, Southwest Gulf Railroad (SGRR) is a subsidiary of Vulcan Materials Company, LLC (the largest producer of construction aggregates in the U.S.) and a major producer of other construction materials. In 2008, the U.S. Surface Transportation Board (STB) granted SGRR the authority to build and operate The Medina Line, a 12-mile common carrier railroad near Dunlay, Texas. SGRR has access to both BNSF and UP. Operations began in 2019. For further information, visit: https://sgrr.com/.

Texas Central Business Lines (TCB)

This 5-mile terminal railroad, Texas Central Business Lines (TCB), serves the industries of the Midlothian area and connects with both UP and BNSF. TCB's traffic consists of autos and trucks, steel products, and cement. For further information, visit: https://www.tcblines.com/.

Texas City Terminal Railway (TCT)

The Texas City Terminal Railway (TCT) is a switching and terminal railroad at the Port of Texas City with 32 miles of track. Traffic includes hazardous, chemical, and petroleum products. TCT connects with UP and BNSF at Texas City. For further information, visit: https://tctrr.com/home/tctrr/.

Texas & Northern Railway (TN)

Transtar owns the Texas & Northern Railway (TN) and operates a 7-mile route with 32 miles of car storage capacity near Lone Star, Texas. TN currently interchanges with CPKC at Veals Yard. The railroad began operations in 1948 to serve steel mills, but in 2020, the Lone Star Tubular plant was put on indefinite idle. Primary operations now include transloading and car storage. For further information, visit: https://transtarrail.com/our-locations/texas-northern-railway-company/.

Texas & Oklahoma Railroad (TXOR)

The Texas & Oklahoma Railroad (TXOR) owns and operates an 18-mile railroad line from Shaufler to Maryneal, Texas and crosses approximately five miles of BNSF track to interchange at the Sweetwater Yard. TXOR's primary commodity is cement from the plant in Maryneal.

Texas Pacifico Transportation LTD (TXPF)

TXPF operates freight service over 391 miles of state-owned trackage (South Orient Rail Line) in western Texas. The line runs from San Angelo Junction to Alpine Junction, Texas. TXPF has trackage rights over UP between Alpine Junction to Paisano Junction, and operates from Paisano Junction to International Bridge near Presidio, Texas. TXPF

interchanges with Ferromex (FXE) in Presidio and BNSF and FWWR in San Angelo. For further information, visit: http://www.texaspacifico.com/.

Western Rail Road (WRRC)

As a subsidiary to Cemex US, Western Rail Road (WRRC) operates a 1.9-mile railroad line extending from a connection with UP at Dittlinger to Stonetown, Texas. Traffic is crushed rock and other aggregates and cement. For further information, visit: https://www.cemexusa.com/-/new-braunfels-balcones-cement-plant.

Wichita, Tillman & Jackson Railway (WTJR)

The Wichita, Tillman & Jackson Railway Company (WTJR) is currently owned by the Rio Grande Pacific Corporation, running on disconnected trackage in Texas (18 miles) and Oklahoma once owned by the Rock Island and UP. WTJR has been in service since 1991 and interchanges with BNSF and UP at Wichita Falls, Texas. Shipments are primarily agricultural products, glass materials, steel scrap, and fertilizer. For further information, visit: https://rgpc.com/railroads/wichita-tillman-jackson-railway/.

State of Texas

The State of Texas, acting by and through the Texas Department of Transportation (TxDOT), owns several rail lines in the state on which railroads operate. Brief descriptions of these railroads are provided below.

South Orient Rail Line (SORR)

The South Orient Rail Line (SORR) is a state-owned line that extends approximately 391 miles from San Angelo Junction (in Coleman County, five miles southwest of Coleman) through San Angelo to Presidio at the Texas-Mexico border.[4] It was constructed to interchange with Ferromex at Presidio. The Presidio-Ojinaga International Rail Bridge was reconstructed in 2021, but the reopening has been delayed due to challenges in constructing the Customs and Border Patrol inspection station. The inspection station is expected to be completed in the summer of 2025. The line also interchanges with BNSF and FWWR at San Angelo Junction. Since 2001, TXPF operates and maintains the SORR under a lease and operating agreement with TxDOT.

Bonham Subdivision

In 2006, TxDOT entered into a lease agreement with Fannin County Rural Rail Transportation District (FRRTD) to operate on the state-owned rail line located in Lamar and Fannin Counties that extends from Mile Post 94.0 to Mile Post 127.5 on the Bonham Subdivision—a total of approximately 33.5 miles.[5] Currently, there is no service on the line and FRRTD is working to identify potential funding sources for rehabilitation of the line and possible operators that it would contract for freight rail service.

Northeast Texas Rural Rail Transportation District

The Northeast Texas Rural Rail Transportation District (NETEX) secured a legislative appropriation rider that granted it funds from state general revenue, through TxDOT, for the purchase and operation of the rail line from a point west of

4 https://ftp.txdot.gov/pub/txdot/move-texas-freight/2022-south-orient-rail-annual-report.pdf.

5 https://ftp.txdot.gov/pub/txdot-info/rail/rural/fannin/lease.pdf.

Sulphur Springs at Mile Post 524.0 to a point west of Greenville at Mile Post 555.0.[6] In 2020, NETEX selected Northeast Texas Connector (NETC), which is owned by Freedom Rail Group to serve as the operator of the line. Since being selected, Freedom Rail Group has been working to upgrade the track and infrastructure to FRA Class 2 standards by 2027. Freedom Rail Group moves commodities such as agriculture, grain, steel, cement, lumber, recycling, aluminum, and structural steel.

Texas Rural Rail Transportation Districts

Rural Rail Transportation Districts (RRTDs) in Texas are formed to prevent the loss of rural rail lines that have been abandoned by rail companies or to maintain the former rail right-of-way for future transportation uses. As of 2019, the number of known RRTDs in the state is 43. Of the many roles that a RRTD performs, one of the most important authorities it possesses is the ability to own railroad right-of-way or infrastructure. Many RRTDs have used this authority to purchase railroad right-of-way that is threatened with abandonment or otherwise preserve right of way for future use.

Some examples of RRTD ownership or leasing of railroad right-of-way and infrastructure in Texas include:[7]

- FRRTD finalized two leases for separate segments of rail line connecting Bonham and Paris, Texas totaling approximately 35 miles. The leases were executed through a series of agreements among the RRTD, TxDOT (33.5 miles in 2006), and the Bonham Economic Development Corporation (BEDCO) (1.28 miles in 2012).
- In May 2010, the Rusk County RRTD purchased an approximately 14-mile rail line known as the Henderson-Overton Branch, which runs between Henderson and Overton, Texas. UP had petitioned to abandon the line before the RRTD purchased the line for $1.026 million. Freight service was restored to the line through a short line operator (BLR) in June 2010.
- The Top of Texas RRTD was formed in 2006 to prevent the abandonment of a railroad line through Hansford, Lipscomb and Ochiltree Counties. The RRTD negotiated a deal to gain fee-simple ownership of the 90-mile right-of-way, while the former railroad owner salvaged the rail materials. The agreement allowed the businesses along the line to retain their leases and the RRTD collects lease payments as income. The RRTD board is actively marketing the right-of-way for electric transmission lines or other opportunities.

Greens Port Industrial Park

Watco operates rail service at Greens Port Industrial Park located on 735 acres on the Houston Ship Channel in Harris County, Texas. Greens Port is one of the largest private multi-tenanted industrial parks in the Gulf Coast market. This industrial park offers deep water and barge docks along the Houston Ship Channel. Greens Port provides approximately three million square feet of indoor warehousing that feature large bay widths, numerous cranes ranging from five to 125-ton capacity, the ability to clear heights ranging from 20 to 45 feet, and heavy floor loading capacity. Direct rail service to buildings and storage yards is also available.

6 https://ftp.txdot.gov/pub/txdot-info/rail/rural/netex/funding.pdf.

7 http://ftp.dot.state.tx.us/pub/txdot-info/rail/rural/rrtd-update.pdf.

Watco Terminal Services

Watco's Terminal and Port Services (WTPS) is the rail centered transloading division that brings together all aspects of terminal or port operations to better serve the needs of their customers. Watco currently provides terminal services at the following locations:

- Coady Transload Terminal, Baytown, Texas
- Greens Port Rail Terminal, Houston, Texas
- Houston Terminals, Houston, Texas
- Port Arthur Dedicated Terminal, Port Arthur, Texas
- Port 10/Watco Rail Terminal, Baytown, Texas
- Refugio Transload Terminal, Refugio, Texas

Major Railroad Yards and Facilities in Texas

The section identifies the location of known major Class I and III railroad yards and facilities in Texas, including the following:

- Yard/Terminal – Locations with yards where railcars are switched, classified, and stored and where trains are built and staged. Principal rail yards are located throughout the state.
- Intermodal Facility – Location where the transfer of trailers and containers between road and rail modes occurs.
- Transload Facility – Other "intermodal facility location where freight is transferred between two modes of transportation. There are several transload facilities on the Texas rail network. Commonly transloaded commodities include finished and unfinished goods, food and beverage products, lumber, metals, paper, building materials, and other packaged bulk commodities.
- Freight Car Repair Facilities – Locations where railroad locomotives may be repaired and/or serviced (which may include fueling) in Texas.
- Locomotive Repair and Servicing Facilities – Locations where railroad locomotives may be repaired and/or serviced (which may include fueling) in Texas.

Class I Railroads

Major freight yards and facilities of Class I railroads in Texas, to the extent known through coordination with the state's railroads, are shown in Table A-12.

Table A-12: Class I Railroads Major Freight Rail Yards and Facilities in Texas

Railroad	Yard/Terminal	Mechanical Facility	Automotive Facility	Unit Grain Loading Facility	Aggregate Loading Facility	Transload Facility
BNSF Railway (BNSF)	X	X	X	X	X	X
Canadian Pacific Kansas City (CPKC)	X		X	X		X
Union Pacific Railroad (UP)	X	X	X	X	X	X

Source: BNSF, CPKC, UP, TxDOT

Rail Intermodal Facilities

Intermodal facilities – In the context of railroad services, "intermodal" generally refers to trains that carry shipping containers between rail terminals where the shipping containers then move by truck between the rail terminals and shipper locations and/or by vessel between ports. The containers are interchanged between the various modes of transportation at the terminals by lifting equipment. Within the intermodal service categories, Class I railroads typically offer several tiers of service, with double stack containers being premium service, and containers or trailers on flatcars loaded at transload facilities being lower tier intermodal service.

Intermodal is the fastest growing rail service and competes most directly with trucking service, particularly long-haul trucking. Intermodal is usually the fastest service and is, to some extent, the most resource-intensive. Railroads must commit to filling trainloads of intermodal boxes and adhere to strict schedules. In addition, the terminals are expensive to build and operate.

Major intermodal rail facilities are located in Amarillo, El Paso, Dallas, Fort Worth, Houston, and Laredo with additional facilities located in smaller areas such as Donna, Rosenberg, and Wylie. In total, Texas is home to approximately 20 intermodal rail facilities, concentrated mostly in the eastern portion of the state. BNSF and UP also operate intermodal facilities at the Port of Houston, which is the number one seaport by volume (tonnage) in the U.S. The state's two intermodal logistics facilities, Alliance and Port San Antonio, have direct access to BNSF and UP. Intermodal facilities for CPKC are located primarily in the Dallas/Fort Worth area and Laredo.

BNSF operates four automotive and two intermodal facilities within Texas. CPKC operates one automotive and three intermodal facilities within Texas. UP also operates four automotive and eight intermodal facilities within Texas. Similar facilities also exist in adjacent states (e.g., Arkansas, Louisiana, Oklahoma, and New Mexico). Below is a summary of facilities and their location by railroad.

Rail Intermodal Facilities In Texas

- BNSF Railway[8]
  - El Paso Intermodal Facility (El Paso, Texas)
  - Alliance Intermodal Facility (Haslet, Texas)
  - Houston (Pearland) Intermodal Facility (Houston, Texas)
- CPKC
  - Kendleton (Beasley, Texas)
  - Wiley (Wiley, Texas)
  - Laredo (Laredo, Texas)
- Union Pacific Railway[9]
  - Barbours Cut Intermodal Facility (La Porte, Texas)
  - Dallas Intermodal Facility (Mesquite, Texas)
  - Dallas Intermodal Terminal (Hutchins, Texas)
  - Houston Intermodal Terminal (Houston, Texas)
  - Laredo Intermodal Terminal (Laredo, Texas)
  - Rio Valley Intermodal Terminal (Donna, Texas)
  - San Antonio Intermodal Terminal (San Antonio, Texas)

Rail Automotive Facilities In Texas

- BNSF Railway[10]
  - Alliance Vehicle Facility (Fort Worth, Texas)
  - Amarillo Vehicle Facility (Amarillo, Texas)
  - Pearland Vehicle Facility (Houston, Texas)
  - MidTex Vehicle Facility (Midlothian, Texas)
- CPKC[11]
  - Kendleton (Beasley, Texas)
  - Wylie (Wyle, Texas)
- Union Pacific Railway[12]
  - Arlington, Texas
  - Mesquite, Texas
  - San Antonio (Kirby), Texas
  - Westfield, Texas

[8] BNSF Railway, *Facility Listings,* https://www.bnsf.com/ship-with-bnsf/support-services/facility-listings.html

9 Union Pacific Railroad, Intermodal Facilities Map & Profiles, https://www.up.com/customers/premium/intmap/index.htm.

10 Ibid

11 CPKC, Automotive, https://www.cpkcr.com/en/our-markets/automotive.

12 Union Pacific Railroad, Automotive Facilities, https://www.up.com/customers/premium/facility_profiles/index.htm.

Rail Port and Border Crossings in Texas

Railroads serve as important connections to seaports and land Ports-of-Entry (POE). Much of the freight carried by rail comes into Texas through these POEs. As rail is often utilized for shipment of bulk goods and is not typically a suitable, direct-to-consumer mode of transport, the ability of rail to transport goods and commodities from these locations to intermodal terminals, transshipment terminals, and warehouse and distribution centers are integral to the supply chain.

Ports with known connections to the Texas rail network are identified and described in Table A-13. Railroad connections, draft (water) depth, and commodity types typically handled by each facility, to the extent known, are included in this summary.

Table A-13: Texas Seaports with Connections to the Texas Rail Network

Port	Railroad Connection(s)	Draft (Water) Depth	Major Commodities Exports	Major Commodities Imports
Beaumont	BNSF, CPKC, UP	40 ft. (current), 48 ft. (authorized)	Petroleum and its Products, Fertilizers and Chemicals, Food and Agricultural Products, Crude Materials, Primary Manufactured goods Manufactured goods	Petroleum and its Products, Crude Materials, Fertilizers and Chemicals, All Manufactured Equipment, Machinery and Products, Primary Manufactured goods
Brownsville	BNSF, BRG, CPKC, UP	42 ft. (current), 52 ft. (authorized)	Refined Petroleum Products; Paraffin Wax; Latex, Steel and Other Metals, Irone Ores and Minerals, Aggregates and Cement, Wind Energy Components, Grain	Refined Petroleum Products; Paraffin Wax; Latex, Steel and Other Metals, Irone Ores and Minerals, Aggregates and Cement, Wind Energy Components, Sugar
Corpus Christi	BNSF, CPKC, UP	47 ft. (current), 54 ft. (authorized)	Petroleum and its Products, Fertilizers and Chemicals, Food and Agricultural Products, Primary Manufactured Goods, Crude Materials	Petroleum and its Products, Crude Materials, Fertilizers and Chemicals, Primary Manufactured Goods, All Manufactured Equipment, Machinery and Products
Freeport	UP	46-48 ft. (current), 51-56 ft. (authorized)	Petroleum and its Products, Fertilizers and Chemicals, All Manufactured Equipment, Machinery and Products, Food and Agricultural Products, Crude Materials	Petroleum and its Products, Crude Materials, Primary Manufactured Goods, Food and Agricultural Products, All Manufactured Equipment, Machinery and Products

Port	Railroad Connection(s)	Draft (Water) Depth	Major Commodities Exports	Major Commodities Imports
Galveston	BNSF and UP	41-46 ft. (current), 41-46 ft. (authorized)	Petroleum and its Products, Fertilizers and Chemicals, Food and Agricultural Products, Crude Materials, All Manufactured Equipment, Machinery and Products	Fertilizers and Chemicals, All Manufactured Equipment, Machinery and Products, Food and Agricultural Products, Petroleum and its Products, Crude Materials
Harlingen	UP	12 feet	Sugar, Agricultural	Refined Petroleum, Aggregates, Fertilizer
Houston	BNSF, CPKC, UP	37.5-46.5 ft. (current), 41.5-46.5 ft. (authorized)	Resins & Plastics, Chemicals and Minerals, Petroleum and Petroleum Products, Automotive, Food & Drink	Hardware and Construction Materials, Machinery, Appliances and Electronics, Steel and Metals, Furniture, Retail Consumer Goods
Orange	UP	23 ft. (current), 30 ft. (authorized)	Timber, plastics, large export commodities	N/A
Port Arthur	CPKC, UP	40 ft. (current), 48ft. (authorized)	Cargo and petrochemicals	N/A
Port Lavaca-Point Comfort	Port Lavaca via UP, Point Comfort via Point Comfort & Northern	36 feet	N/A	N/A
Texas City	BNSF and UP	46 ft. (current), 50 ft. (authorized)	Petroleum and its Products, Fertilizers and Chemicals	Petroleum and its Product, Fertilizers and Chemicals, All Manufactured Equipment, Machinery and Products
Victoria	BNSF and UP	12 feet	N/A	N/A

Source: TxDOT – Texas Port Profiles (2022), https://ftp.txdot.gov/pub/txdot-info/mrt/final-port-profiles-2022.pdf.

Efficient customs processing at border entry ports is critical to maintaining the flow of goods at rail crossings. Texas is home to five of the eight U.S. rail border crossings with Mexico, located in Brownsville (West Rail), Laredo (Texas Mexican Railway International Bridge), Eagle Pass (Camino Real International Bridge), El Paso (Bridge of the Americas, which is two separate structures), and Presidio (Presidio-Ojinaga International Bridge).

TxDOT owns the South Orient Rail Line (SORR), which once connected the U.S. to Mexico via the Presidio-Ojinaga international rail bridge in Presidio, Texas. Portions of the railroad bridge were severely damaged by fire in 2008 and 2009 leading to the closure of the railroad-border crossing. The short line funded the reconstruction of the railroad bridge, which is scheduled to be reopened by December 2025.

Table A-14: Active Texas Land Ports of Entry with Rail Connections

Railroad	El Paso	Eagle Pass	Laredo	Brownsville	Presidio
BNSF	X	X*		X*	
CPKC			X		
UP	X	X	X	X	
TXPF					X**

*Note: *via agreement with UP, ** Not currently active*
Source: TxDOT


Houston, TX
Dallas/Ft. Worth, TX
Beaumont/Port Arthur, TX
NM
OK
AR
LA
TEXAS
MEXICO
SEE INSERT
FORT BLISS
RED RIVER AD
FORT SILL
MCALESTER AAP
FORT CAVAZOS
JOHNSON
PORT OF LAKE CHARLES
PORT OF CORPUS CHRISTI
PORT OF BEAUMONT
PORT OF PORT ARTHUR
WOODWARD
ENID
PAWNEE
TULSA
OKMULGEE
STILLWATER
SAPULPA
OKAY
STRATFORD
DALHART
ETTER
SHATTUCK
OKEENE
PERRY
EL RENO
HOLDENVILLE
OKLAHOMA CITY
CLINTON
BORGER
PAMPA
ERICK
TUCUMCARI
AMARILLO
PANHANDLE
CANYON
DIMMITT
CLOVIS
TEXICO
PLAINVIEW
WHITEFACE
LUBBOCK
LOVINGTON
SEAGRAVES
SNYDER
ALTUS
LAWTON
CHICKASHA
FREDERICK
ARDMORE
WAURIKA
QUANAH
CHILLICOTHE
WICHITA FALLS
DURANT
HUGO
DENISON
PARIS
ASHDOWN
TEXARKANA
HOPE
FORDYCE
MCGEHEE
CAMDEN
BOWIE
SANGER
DENTON
MT. PLEASANT
GREENVILLE
BIG SANDY
JEFFERSON
SHREVEPORT
MCNEIL
LAS
GIBSLAND
TALLULAH
MONROE
FT. WORTH
DALLAS
MINEOLA
TYLER
MARSHALL
LONGVIEW
ATHENS
CORSICANA
TENAHA
DAUBE JCT.
ALEXANDRIA
BATON ROUGE
DUBLIN
WACO
PALESTINE
LUFKIN
JEWETT
DERIDDER
DEQUINCY
EUNICE
IOWA JCT.
LIVONIA
LAFAYETTE
NEW IBERIA
LAKE CHARLES
BROWNWOOD
ABILENE
SWEETWATER
BIG SPRING
MIDLAND
ODESSA
EUNICE
CARLSBAD
LOVING
OROGRANDE
DEMING
LORDSBURG
EL PASO
SIERRA BLANCA
PECOS
MONAHANS
SARAGOSA
SAN ANGELO
SAN ANGELO JCT.
BRADY
LOMETA
FORT STOCKTON
ALPINE
PRESIDIO
LLANO
TEMPLE
MILANO
HEARNE
NAVASOTA
MOSCOW
KIRBYVILLE
BESSMAY
SILSBEE
DOBBIN
CONROE
CLEVELAND
TAYLOR
CALDWELL
MCNEIL
AUSTIN
SAN MARCOS
FLATONIA
SEALY
HOUSTON
BEAUMONT
GALVESTON
SAN ANTONIO
DUNLAY
SPOFFORD
DEL RIO
EAGLE PASS
ALLENDE
CAMPBELLTON
VICTORIA
PLACEDO
ANGLETON
BLOOMINGTON
POINT COMFORT
LONG MOTT
SINTON
ROBSTOWN
CORPUS CHRISTI
LAREDO
MONCLOVA
ESCALON
RIO GRANDE CITY
MCALLEN
HARLINGEN
BROWNSVILLE
ROSENBERG
WEST JCT.
PIERCE JCT.
T&NO JCT.
EUREKA YARD
HOUSTON
BELT JCT.
SPRING
DAYTON
ARCOLA
ALGOA
GALVESTON
BEAUMONT
PORT NECHES
PORT ARTHUR
ORANGE
TEXAS ELECT
FT. WORTH
LEWISVILLE
CARROLLTON
HEBRON
PLANO
WYLIE
GARLAND
DALLAS
CRESSON
MIDLOTHIAN
WAXAHACHIE
GARRETT
CLEBURNE
ALVARADO
Legend
STRACNET
Connector
Other Railroad
Defense Site
Map Prepared by:
Military Surface Deployment and Distribution Command
Transportation Engineering Agency (SDDCTEA)
Civil Rail Network Source:
US Department of Transportation
Federal Railroad Administration (FRA)
N

2024 Texas Rail Plan: Appendix C

Economic Impact of Rail Transportation

Contents

Tables

Executive Summary

The economic impacts of rail transportation in Texas in 2022 were estimated using economic impact multipliers from the IMPLAN with input data and assumptions on:

- Freight movements, based on data derived from the STB 2022 Waybill Sample data of shipments originating in Texas as described in Chapter 2 of the Texas State Rail Plan.
- Values of commodity shipments extracted from the Federal Highway Administration's (FHWA's) Freight Analysis Framework (FAF) data base for rail shipments originating in Texas in 2022, converted to a value (2022 dollars) per ton.
- Rail transportation operations.

Impacts of the rail industry in Texas considered in this analysis stem from organizations providing freight and passenger transport services, as well as industries using rail freight services to trade goods (i.e., shippers of goods or commodities).

Impacts were estimated and present by activity (service provision and rail users), type (direct, indirect, induced, and total), and measure (employment, income, value added, and value added) for 2022 to provide an extensive review of how rail operations in Texas impact the State's economy. Table ES – 1 provides a summary of the economic impacts which include the following:

- **Output**: In terms of total revenue, the rail-related industries generated an estimated $220.2 billion in output, of which, $219.9 billion was contributed by freight rail operations and services.
- **Employment**: Rail transportation supported over 262,800 jobs directly through the provision of rail transportation services (both freight and passenger) and facilitation of operation of rail transportation users. If multiplier effects (indirect and induced) are included as well, rail transportation industry supported over 469,200 jobs.
- **Labor Income**: In total, the rail transportation industries supported $54.2 billion in earnings for more than 469,200 employees. These earnings include employee compensation and proprietary incomes.
- **Value Added**: The combined value-added impact of rail-related activity amounted to nearly $101.5 billion accounting for approximately 4.2% of Texas' Gross Domestic Product (GDP) in 2022.[1]
- **Tax**: Rail-related industries generated over $7.1 billion in government tax revenues, with majority these revenues attributable to freight rail operations and freight rail users.

[1] Based on a GDP of $2,402,137.2 million for Texas in 2022. U.S. Bureau of Economic Analysis, Gross Domestic Product: All Industry Total in Texas [TXNGSP], retrieved from FRED, Federal Reserve Bank of St. Louis; https://fred.stlouisfed.org/series/TXNGSP, September 5, 2024.

Table ES – 1: Economic Impacts for Rail Transportation in Texas

Impact Metric	Transportation Service Provision		Transportation Service Use	Total Transportation Service		Total Impact
	Freight	Passenger		Freight	Passenger	
Output ($M)						
Direct	$8,151.6	$121.9	$108,495.0	$116,646.6	$121.9	$116,768.5
Employment (Jobs)						
Direct	13,206	207	249,410	262,615	207	262,822
Labor Income ($M)						
Total	$4,508.0	$67.4	$49,653.1	$54,161.1	$67.4	$54,228.5
Value Added ($M)						
Direct	$4,049.8	$60.5	$43,437.3	$47,487.1	$60.5	$47,547.7
Total	$8,704.8	$130.1	$92,712.7	$101,417.5	$130.1	$101,547.7
Taxes ($M)						
Direct	$88.0	$1.3	$2,882.9	$2,971.0	$1.3	$2,972.3
Total	$548.7	$8.2	$6,589.3	$7,137.9	$8.2	$7,146.1

Note: All monetary values are in millions of 2022 dollars.

Introduction

Economic impacts of the rail transportation industry in Texas assessed in this analysis stems from (1) railroads providing freight and passenger rail services, and (2) industries using such services to trade or transport goods (i.e., the shippers of goods or commodities).

This document outlines the methodology of quantification of these impacts together with input data and results. The methodology represents an input-output approach that captures and quantifies the flow of goods and services (or expenditures) between various industries in the economy arising from technical requirements of one industry for inputs provided by another industry. These inter-industry requirements for input supplies and labor create rounds of expenditures and impacts that – when added throughout the economy – exceed the initial expenditure.

The analysis is implemented on the basis of STB 2022 Waybill Sample data of shipments originating in Texas and using the economic impact multipliers from the IMPLAN.[2]

The remainder of this document is organized as follows:

- Methodology, Data Sources, and Assumptions: Highlights the methodology used for the economic impact analysis (EIA), as well as the assumptions and the various data sources used in the analysis.
- Results: Presents the results of the EIA.
- Summary of Impacts: Summarizes the findings from the EIA.

Methodology, Data Sources, and Assumptions

Key Concepts and Modeling Tools

Economic impact analysis (or assessment) is a type of conceptual analysis that identifies and quantifies the economic activity that is generated or can be attributed and linked to an investment project, government policies, events, etc. being evaluated. These projects, policies, or events have some underlying change in the stream of expenditures in an economy and lead to a change in the demand for goods and services. This has implications on the number of jobs and other measures of economic activity in the local, regional, and national economy.

Traditionally, economic impact analysis involves the estimation of three distinct types of economic activity, commonly referred to as “direct impacts,” “indirect impacts,” and “induced impacts” that are attributable to an initial stream of incremental capital of operating expenditures.

These are defined as follows:

[2] IMPLAN (IMpact analysis for PLANning) is an economic impact modeling tool used for forecasting the effect of a given economic activity on the local, regional, and national economy. The activity is specified in terms of incremental expenditures related to the activity (e.g., revenue of the industry that receives the orders for tis goods and services, or number of workers that will be required to complete the order). The model is based on classic input-output modeling approaches combined with social accounting matrices and multiplier. IMPLAN has datasets for the geography analyzed, which may include the entire United States, a state, a county, a zip code area, or a combination of these areas, depending on the specific project and desired geographic area of impact assessment.

- **Direct impacts** refer to the initial economic effects occurring as the result of capital or operating expenditures directly related to the project, policy, or event being evaluated. Direct spending results in the employment of workers, business output, and sales of locally produced goods or services.
- **Indirect impacts** refer to the "spin-off" economic activities that result from purchases of production inputs, goods and services, by businesses that are impacted by the initial expenditures. The spending by the supplier firms on their labor, production inputs, goods and services that they require creates output of other firms further down the production chain, bringing about additional business output, employment, and earnings. The sum of these effects across the supply chain is the indirect impact.
- **Induced impacts** represent the increase in business output, employment, and earnings over and above the direct and indirect impacts, generated by re-spending of employment income derived from the direct and indirect employment. Induced impacts are thus changes in economic activity that are the result of personal (household) spending for goods and services by employees comprising the direct and indirect impacts.
- **Total economic impact** is the sum of the direct, indirect, and induced impacts for the activity being evaluated.

Each of the direct, indirect, and induced impacts defined is estimated in terms of the various measures of economic activity that include the following:

- **Output**: Is the total gross value of all business revenue. Output represents the total sum of all economic activity that has taken place in connection with it. This is the broadest measure of economic activity.
- **Employment**: The number of incremental jobs created as a result of all expenditures related to the activities evaluated.[3]
- **Labor Income**: The additional earnings that would be paid to above jobs/employees. These earnings include employee compensation and proprietary incomes. Specifically, employee compensation includes wages or salary payments, employee benefits, and employer paid payroll taxes. Meanwhile, proprietary incomes consists of payments received by self-employed individuals and unincorporated business owners.
- **Value Added**: The value added represents the unduplicated measure of the total value of economic activity. This is also sometimes referred to as the gross domestic product (GDP), the "value added" to the economy, or the value of output minus value of purchased goods and services used in the production process.
- **Taxes**: The government tax revenue associated with the economic activity taken place.

Indirect and induced impacts are often referred to as "multiplier effects," since they increase the overall economic impacts of the original expenditure that initiated the rounds of spending and effects described above.

The above analysis is made operational via an input-output methodology and multipliers that capture and quantify the flow of goods and services between various industries in an economy arising from technical requirements of one industry for inputs produced by another industry (supply-purchase relationships).

Aggregate measures of the requirements of one industry from all other industries (per $1 of output) represent indirect multipliers. Own industry requirements for labor and operational profile (wages and salaries paid, use of production inputs) represent direct multipliers. Indirect multipliers can be used to estimate indirect impacts, direct multipliers can be used to estimate direct effects (or its missing components, e.g. employment from given expenditure amount).

[3] In economic impact analysis, employment impacts are typically estimated terms of job-years which expresses the number of jobs created multiplied by the length of time, in years, that they would last for. Example, 1 job-year is 1 job created for 1 year. For simplicity, we refer here to these impacts as employment, or jobs. They include both full time jobs and part-time jobs.

Induced impacts are estimated based on profile of consumer expenditures on goods and services, and the aggregate results of re-spending of labor income represent the induced multipliers which can be used in a similar way as indirect multipliers and direct multipliers.

Economic impacts of transportation include both impacts of transportation services and the choice of rail transportation made by users of these services themselves. That is, Texas economic impacts stemming from rail transportation are categorized into services provision and user impacts. Rail transportation services would be curtailed in the absence of rail activity (elimination of goods or passenger movements). Transportation user aspect focuses on the impacts pertaining to industries using freight rail to transport goods. The nature of these impacts is briefly discussed below:

- **Transportation Service Providers**: Impacts associated with the provision of rail transportation include a wide range of primarily modal transport activity, but also may include other support and administrative operations. In particular, these impacts reflect freight and passenger railroad operations.
- **Transportation Users (Freight Users)**: Impacts associated with shippers of freight and the industries that supply goods and services to them. Specifically, this reflects the impacts associated with shippers using freight rail for goods movement, except for the rail industry itself.
  - Rail users have several options available to transport freight and can substitute this service with other modes, such as truck or barge, if rail services were unavailable. However, the choice to use rail service to ship freight indicates cost and/or logistical advantages in a competitive marketplace. Loss of rail service could negatively affect its current users. In this sense, rail contributes to the vitality of the state economy and supports jobs and economic activity of its users involved in the production of goods shipped.
  - This analysis focuses on the impacts to shippers as captured by outbound freight that originated within Texas. Although freight receivers may also benefit by being able to obtain their orders by rail at a lower cost, including many production inputs and supplies, this impact is difficult to quantify without a risk of over-stating the impact. For example, the receivers of production supplies may then themselves ship final goods they produce by rail as well. The economic activity and contribution to the state economy corresponding to the production of those final goods will be accounted for under outbound freight. Including impact due to being able to obtain production supplies by rail as well carries a high risk of double counting as those supplies may be used to produce the goods already captured under the outbound freight.

The above analysis is implemented and estimated using economic impact multiplier from IMPLAN. These multipliers are widely used in economic impact modeling to forecast the effect of a given change in the economy's activity on the local, regional, and national economy.

The activity is specified in terms of incremental expenditures related to the activity, such as revenue of the industry that receives orders of its goods and services, or number of workers that will be required to complete the order. The multipliers are then applied for each of the metrics discussed above to calculate direct, indirect, and induced impacts, all in terms of business output, jobs, employment income, value-added, and taxes. The approach is based on classic input-output modeling principles. This analysis used the state-wide multipliers for Texas.

Estimation of economic impacts with IMPLAN multipliers involved the following key steps:

- **Step 1**: Identify the streams of revenues directly related to the activity being analyzed (i.e., freight shippers' sales by commodity) and classify them into industrial sectors.
- **Step 2**: Identify IMPLAN industries that most closely correspond to the industrial sectors of revenues listed in Step 1, based on the type and nature of commodities involved.
- **Step 3**: Compile multipliers by identified industries, match with streams of revenues, code all direct, indirect, and induced impacts.
- **Step 4**: Run model simulations and analyze results.

The specific data and methodological assumptions used develop the streams of expenditures generating economic impacts are discussed in the next section.

Data and Assumptions

Rail Service Provision

Estimation of economic impacts of passenger rail services in Texas are based on information on direct industry employment. Per Amtrak's fiscal year 2023 fact sheet outlining its contribution to Texas' economy, Amtrak employed 207 Texans in that year.[4]

Meanwhile, the economic impacts of freight rail services were estimated based on railroad revenues provided in the STB 2022 Waybill Sample data for each record together with other shipment details, such as weight, number of carloads, and commodity classification.

To align this analysis with the scope of impacts to transportation users, the focus is on impacts due to outbound and interstate shipping and corresponding railroad revenues. It is recognized that some of this revenue would likely accrue to destination states, rather than Texas. However, railroad revenues in Texas, and thus economic impacts, may also accrue via services provided to inbound and through shipments. Overall, given the tonnage of inbound and through shipments, economic impacts based on railroad revenues from outbound and intrastate shipping are likely to represent a conservative estimate of impacts.

Freight Movements

The STB 2022 Waybill Sample data of rail shipments originating in Texas described in Chapter 2 provided the volume of shipments of goods originating in Texas. Meanwhile, FAF was leveraged to extract values of shipments by rail in millions of 2022 dollars that originate in Texas. The total shipment values were converted to average commodity value, by commodity, in terms of value per ton in 2022 dollars. These were then matched to commodity categories in the STB 2022 Waybill Sample data.

Multiplying the tonnage of shipments from the Waybill data by the average value of goods provided the total value of commodities shipped from a Texas origin. As mentioned in the previous section, this is interpreted as shippers' revenue, or the value of production, supported (facilitated or made more competitive) by the presence of rail

[4] Amtrak, Texas. Amtrak's Contributions to Texas, 2016.

transportation. The employment and income related to these shipments are interpreted as the economic impacts related to rail.

It is noted that in practice many shipments may represent movements of goods from warehousing and distribution centers, rather than manufacturing establishments directly. In particular, the analysis of 2017 Commodity Flow Survey data reveals that, by value, 39.2% of shipments are shipped by manufacturing industries, and about 54.9% are shipped by wholesale trade and warehousing and storage industries.[5] Based on this analysis, 54.9% of all commodity shipments by value were assigned to wholesale trade and the remaining share were assigned to the various IMPLAN input-output industries that produce a given commodity. Revenue of the warehousing industry was estimated using an assumption for the wholesale margin which was applied to the value of the goods handled. The wholesale margin was sourced from the 2017 US Census, which indicated that the margins for wholesalers are approximately 27.5%,[6] and the total value was allocated to wholesale trade.

As seen in Table C – 1, the top 10 volume of goods shipped from Texas origins amount to almost 79.2 million tons, which reflects approximately 98.6% of the total volume of goods shipped from Texas and have a total value of $181.1 billion. The table also indicates that the top 3 shipments, in terms of tonnage, were Chemical or Allied Products (38.4% of total tonnage), followed by Nonmetallic Minerals (22.1% of total tonnage), and Petroleum or Coal Products (11.4% of total tonnage). Meanwhile, in terms of value, the top 3 shipments were Transportation Equipment ($51.1 billion), Miscellaneous Mixed Shipments ($49.1 billion), and Chemicals or Allied Products ($42.2 billion).

[5] Calculated based on United States 2017 Economic Census: Transportation, Table A7a.

[6] Based on data from: U.S. Census Bureau. "Wholesale Trade: Gross Margin and its Components for Merchant Wholesalers for the U.S.: 2017." Economic Census, ECN Sector Statistics Wholesale Trade: Gross Margin and its Components for Merchant Wholesalers for the U.S., Table EC1742MARGIN, 2017, https://data.census.gov/table/ECNMARGIN2017.EC1742MARGIN?q=EC1742MARGIN. Accessed on September 15, 2024.

Table C – 1: Freight Shipments Assessed in the Economic Impact Analysis

Commodity Group	Outbound and Intrastate Volumes (Thousand tons)	Commodity Value ($/ton)	Shipment Value ($ Millions)	Value to Allocated to Wholesale Trade ($ Millions)	Value to Allocated to IMPLAN Industries ($ Millions)
Chemicals or Allied Products	13,416	$3,145	$42,190.9	$23,179.1	$19,011.7
Nonmetallic Minerals	3,866	$560	$2,166.6	$1,190.3	$976.3
Petroleum or Coal Products	15,824	$587	$9,284.6	$5,100.8	$4,183.8
Transportation Equipment	5,038	$10,149	$51,125.9	$28,087.9	$23,038.0
Food or Kindred Products	4,895	$1,295	$6,337.8	$3,481.9	$2,855.9
Clay, Concrete, Glass or Stone	4,732	$113	$534.9	$293.9	$241.0
Primary Metal Products	3,469	$607	$2,107.3	$1,157.7	$949.6
Pulp, Paper or Allied Products	39	$99,436	$3,872.9	$2,127.7	$1,745.2
Farm Products	7,343	$191	$1,404.2	$771.4	$632.7
Logs, Lumber, Wood Prod.	564	$1,004	$566.7	$311.3	$255.4
Apparel or Related Products	25	$357,193	$8,828.1	$4,850.1	$3,978.1
Rubber or Misc Plastics	16,120	$30	$490.5	$269.5	$221.0
Waste or Scrap Materials Not Identified by Producing Industry	3,432	$235	$806.2	$0.0	$806.2
Misc Mixed Shipments	41	$1,184,176	$49,136.9	$26,995.2	$22,141.7
Misc Freight Shipments	421	$5,394	$2,268.7	$1,246.4	$1,022.3

Note: All monetary values are in 2022 dollars.

Results

Rail Transportation Service Impacts

Table C – 2 presents the impacts of rail transportation services provision in Texas in 2022. The rail transportation services industry in Texas supported over 13,400 jobs, which comprised of over 200 passenger rail related jobs and over 13,200 freight transportation related jobs. The indirect and induced effects in other related industries, due to spending on rail operations, supported almost an additional 20,000 jobs (12,500 indirect jobs and 7,500 induced jobs) throughout the State. Combined, in 2022 an estimated over 33,400 jobs related in some way to the provision of freight and passenger rail services.

Other industry impacts included:

- $17.0 billion in total output
- $4.6 billion in total labor income
- $8.8 billion in total value added
- $556.9 million in total tax revenues

Table C – 2: Economic Impact of Rail Transportation Service, 2022

Category of Impact	Output ($ Million)	Employment (Jobs)	Labor Income ($ Million)	Value Added ($ Million)	Taxes ($ Million)
Freight Shippers					
Direct	$8,151.6	13,206	$1,912.9	$4,049.8	$88.0
Indirect	$5,227.4	12,284	$1,556.8	$2,725.0	$284.8
Induced	$3,391.2	7,427	$1,038.2	$1,929.9	$175.8
Total	$16,770.2	32,917	$4,508.0	$8,704.8	$548.7
Passenger Rail Operations					
Direct	$121.9	207	$28.6	$60.5	$1.3
Indirect	$78.2	184	$23.3	$40.7	$4.3
Induced	$50.7	111	$15.5	$28.9	$2.6
Total	$250.7	502	$67.4	$130.1	$8.2
All Rail Transportation Service					
Direct	$8,273.5	13,413	$1,941.5	$4,110.4	$89.3
Indirect	$5,305.6	12,468	$1,580.1	$2,765.8	$289.1
Induced	$3,441.9	7,538	$1,053.8	$1,958.8	$178.5
Total	$17,020.9	33,418	$4,575.4	$8,834.9	$556.9

Note: All monetary values are in 2022 dollars.

The findings shown in Table C – 2 indicate that the predominant share of rail transportation service impacts are attributable to the freight rail industry in Texas. This is due to the comparatively small passenger rail service within Texas.

Rail Transportation User Impacts

Table C – 3 presents the impacts of rail transportation users in Texas in 2022. Through their economic activities, rail users directly supported 249,400 jobs, and a total of over 435,800 jobs. Other industry impacts included:

- $203.2 billion in total output
- $49.7 billion in total employment income
- $92.7 billion in total value added
- $6.6 billion in total tax revenues based on the services and products

Table C – 3: Economic Impact of Rail Transportation Users, 2022

Category of Impact	Output ($ Million)	Employment (Jobs)	Labor Income ($ Million)	Value Added ($ Million)	Taxes ($ Million)
Direct	$108,495.0	249,410	$21,920.0	$43,437.3	$2,882.9
Indirect	$57,334.8	115,911	$16,301.7	$28,028.8	$1,771.3
Induced	$37,333.4	70,502	$11,431.5	$21,246.6	$1,935.0
Total	**$203,163.3**	**435,823**	**$49,653.1**	**$92,712.7**	**$6,589.3**

Note: All monetary values are in 2022 dollars.

Summary of Impacts

Total Rail Activity Impacts

Table C – 4 provides a summary of the total rail-related impacts in Texas in 2022. Accounting for both rail transportation users and rail transportation services, the rail industry supported over 469,200 jobs and $54.2 billion in employment income in Texas. Moreover, the rail-related impacts generated $220.2 billion in output, $101.5 billion in value-added to the State, and $7.1 billion in tax revenue.

Table C – 4: Total Rail Transportation Impacts, 2022

Category of Impact	Output ($ Million)	Employment (Jobs)	Labor Income ($ Million)	Value Added ($ Million)	Taxes ($ Million)
					$2,972.3
Indirect	$62,640.4	128,379	$17,881.8	$30,794.6	$2,060.4
					$2,113.5
Total	**$220,184.2**	**469,241**	**$54,228.5**	**$101,547.7**	**$7,146.1**

Note: All monetary values are in 2022 dollars.

Impacts as Percentage of Total Economy

To present the economic contribution of the rail industry in Texas, the estimated impacts were compared with the corresponding economic statistics for the entire state. The comparison of the data points are presented in Table C – 5. The results indicate that the rail industry in Texas accounted for about 3.1% to 5.7% of the state's economy,[7] depending on the reference measure.

Table C – 5: Texas and Rail-Related Economic Measures, 2022

Measure of Economic Activity	Overall State Level	Rail Industry Related Activity	Share of Rail Related Activity
Employment	15,376,318	469,241	3.1%
Employment Income	$957,179.7	$54,228.5	5.7%
Value Added	$2,402,137.2	$101,547.7	4.2%

Note: All monetary values are in 2022 dollars.

7 Employment for Texas in 2022 were obtained from the U.S. Census Bureau's 2022.
Total employment income in Texas in 2022 was obtained from the U.S. Bureau of Economic Analysis Total Wages and Salaries in Texas [TXWTOT], retrieved from FRED, Federal Reserve Bank of St. Louis; https://fred.stlouisfed.org/series/TXWTOT, September 5, 2024.
The value added / GDP from Texas in 2022 were obtained from the U.S. Bureau of Economic Analysis, Gross Domestic Product: All Industry Total in Texas [TXNGSP], retrieved from FRED, Federal Reserve Bank of St. Louis; https://fred.stlouisfed.org/series/TXNGSP, September 5, 2024.

Texas Department of Transportation

2024 Texas Rail Plan: Appendix D

Supplementary Data on Current Freight Rail Movements

Contents

Figures

Tables

Introduction

This appendix provides detailed table and supplementary documentation for Supplementary Data on Current Freight Rail Movements. The breakdown of this appendix is as follows:

- Commodity Shipments Detail: Highlights statistical information on the freight rail traffic in Texas by direction and commodity, as well as providing insight on the county of origin or destination and the state of origin or destination.
- Data Tables: Presents the detailed data tables that were used to conduct this analysis.

Commodity Shipments Detail

Outbound Rail Tonnage – Origin

Five Texas counties accounted for over 55% of 2022 rail movements to out-of-state destinations. These counties included the following: Harris County (16.4 million tons, or 25.7% of outbound rail total), Webb County (5.2 million tons, 8.2% of outbound rail total), Maverick County (4.7 million tons, 7.4% of outbound rail total), Tarrant County (4.6 million tons, 7.2% of outbound rail total), and Brazoria County (4.5 million tons, 7.0% of outbound rail total). The top commodities shipped from these counties include Chemicals or Allied Products, Transportation Equipment, Food or Kindred Products, Miscellaneous Mixed Shipments, and Petroleum or Coal Products, and are highlighted in Figure D – 1 to Figure D – 5.

The top 5 outbound commodities, by tonnage, are highlighted below for the top 3 origin counties, by tonnage.

Harris County:

1. Chemicals or Allied Products (11.8 million tons, 72.0% of county outbound rail volume).
2. Petroleum or Coal Products (2.2 million tons, 13.5% of county outbound rail volume).
3. Misc. Mixed Shipments (0.8 million tons, 5.0% of county outbound rail volume).
4. Food or Kindred Products (0.3 million tons, 2.0% of county outbound rail volume).
5. Farm Products (0.2 million tons, 1.2% of county outbound rail volume).

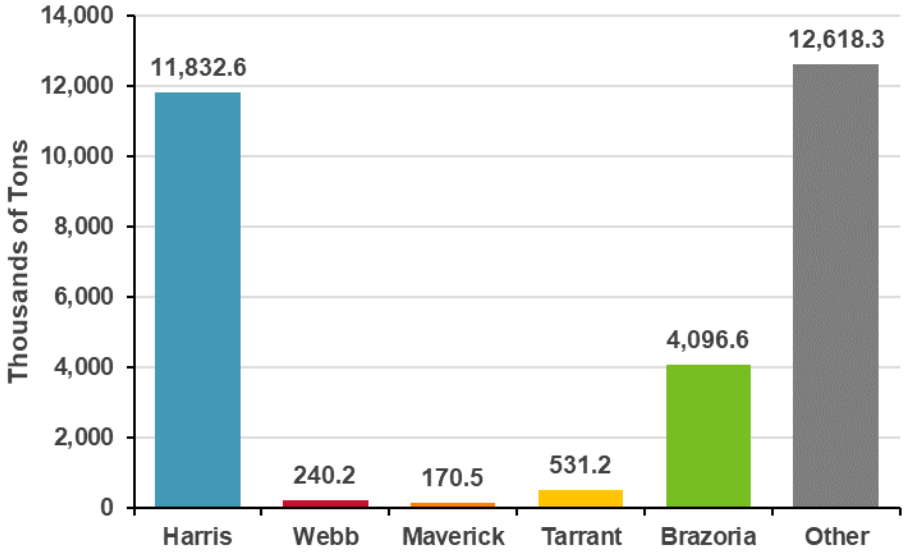
Webb County:

1. Transportation Equipment (2.9 million tons, 56.7% of county outbound rail volume).
2. Primary Metal Products (0.6 million tons, 11.4% of county outbound rail volume).
3. Food or Kindred Products (0.3 million tons, 5.9% of county outbound rail volume).
4. Clay, Concrete, Glass or Stone (0.3 million tons, 5.7% of county outbound rail volume).
5. Misc. Freight Shipments (0.2 million tons, 4.6% of county outbound rail volume).

Maverick County:

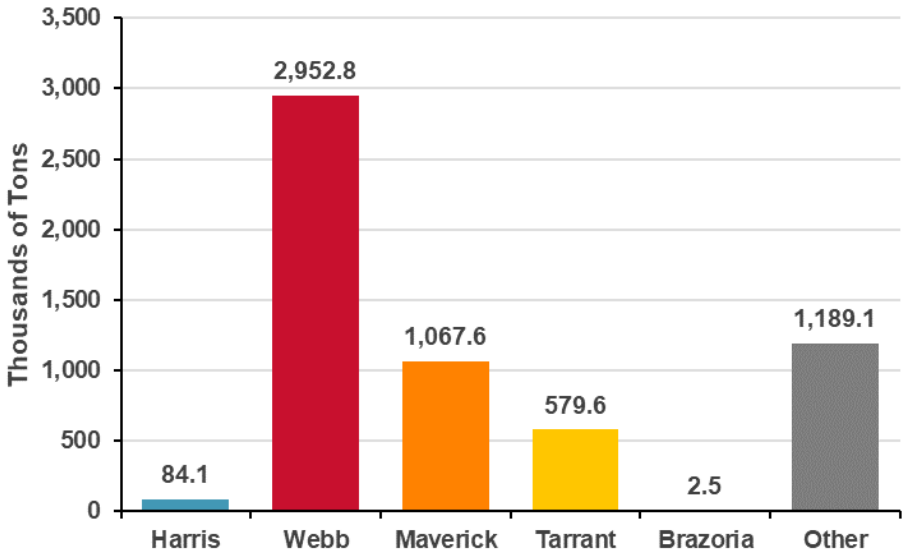
1. Food or Kindred Products (3.2 million tons, 65.8% of county outbound rail volume).
2. Transportation Equipment (1.1 million tons, 22.5% of county outbound rail volume).
3. Clay, Concrete, Glass or Stone (0.3 million tons, 5.8% of county outbound rail volume).
4. Chemicals or Allied Products (0.2 million tons, 3.6% of county outbound rail volume).
5. Machinery (28.8 thousand tons, 0.6% of county outbound rail volume).

Figure D – 1: Rail Outbound Commodity Tonnage by Texas County, 2022 – Chemicals or Allied Products



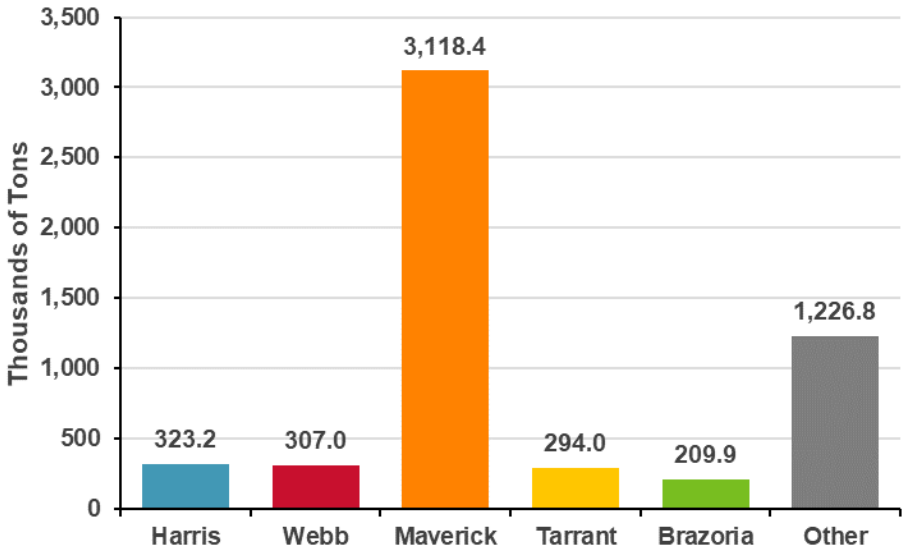
Source: HDR, based on 2022 STB Waybill Sample data

Figure D – 2: Rail Outbound Commodity Tonnage by Texas County, 2022 – Transportation Equipment



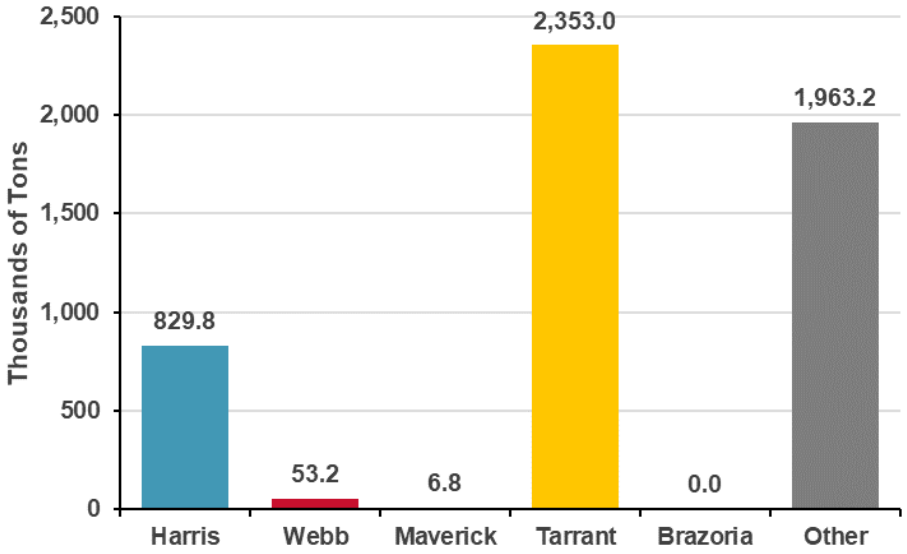
Source: HDR, based on 2022 STB Waybill Sample data

Figure D – 3: Rail Outbound Commodity Tonnage by Texas County, 2022 – Food or Kindred Products



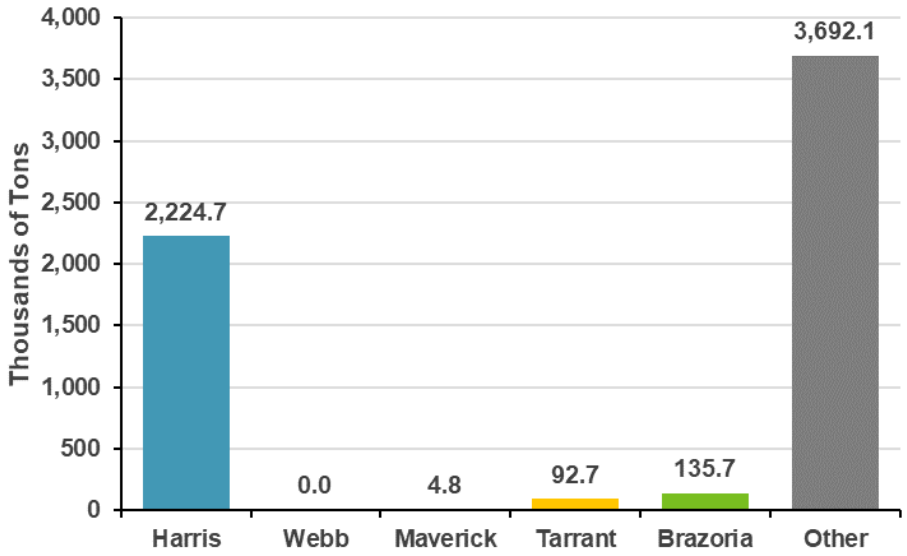
Source: HDR, based on 2022 STB Waybill Sample data

Figure D – 4: Rail Outbound Commodity Tonnage by Texas County, 2022 – Misc. Mixed Shipments



Source: HDR, based on 2022 STB Waybill Sample data

Figure D – 5: Rail Outbound Commodity Tonnage by Texas County, 2022 – Petroleum or Coal Products



Source: HDR, based on 2022 STB Waybill Sample data

Outbound Rail Tonnage – Destination

Three destination states accounted for over 60% of rail movements originating in Texas in 2022. These states included the following: Illinois (16.8 million tons, 26.3% of outbound rail total), California (11.1 million tons, 17.4% of outbound rail total), and Louisiana (10.7 million tons, 16.7% of outbound rail total). The top commodities shipped to these states include Chemicals or Allied Products, Miscellaneous Mixed Shipments, Transportation Equipment, Food or Kindred Products, and Petroleum or Coal Products, and are highlighted in

Figure D – 6.

The 5 outbound commodities, by tonnage, for these states are:

Illinois:

1. Chemicals or Allied Products (9.5 million tons, 56.7% of total rail volumes to state).
2. Transportation Equipment (2.6 million tons, 15.6% of total rail volumes to state).
3. Misc. Mixed Shipments (1.0 million tons, 6.0% of total rail volumes to state).
4. Petroleum or Coal Products (0.9 million tons, 5.6% of total rail volumes to state).
5. Food or Kindred Products (0.9 million tons, 5.4% of total rail volumes to state).

California:

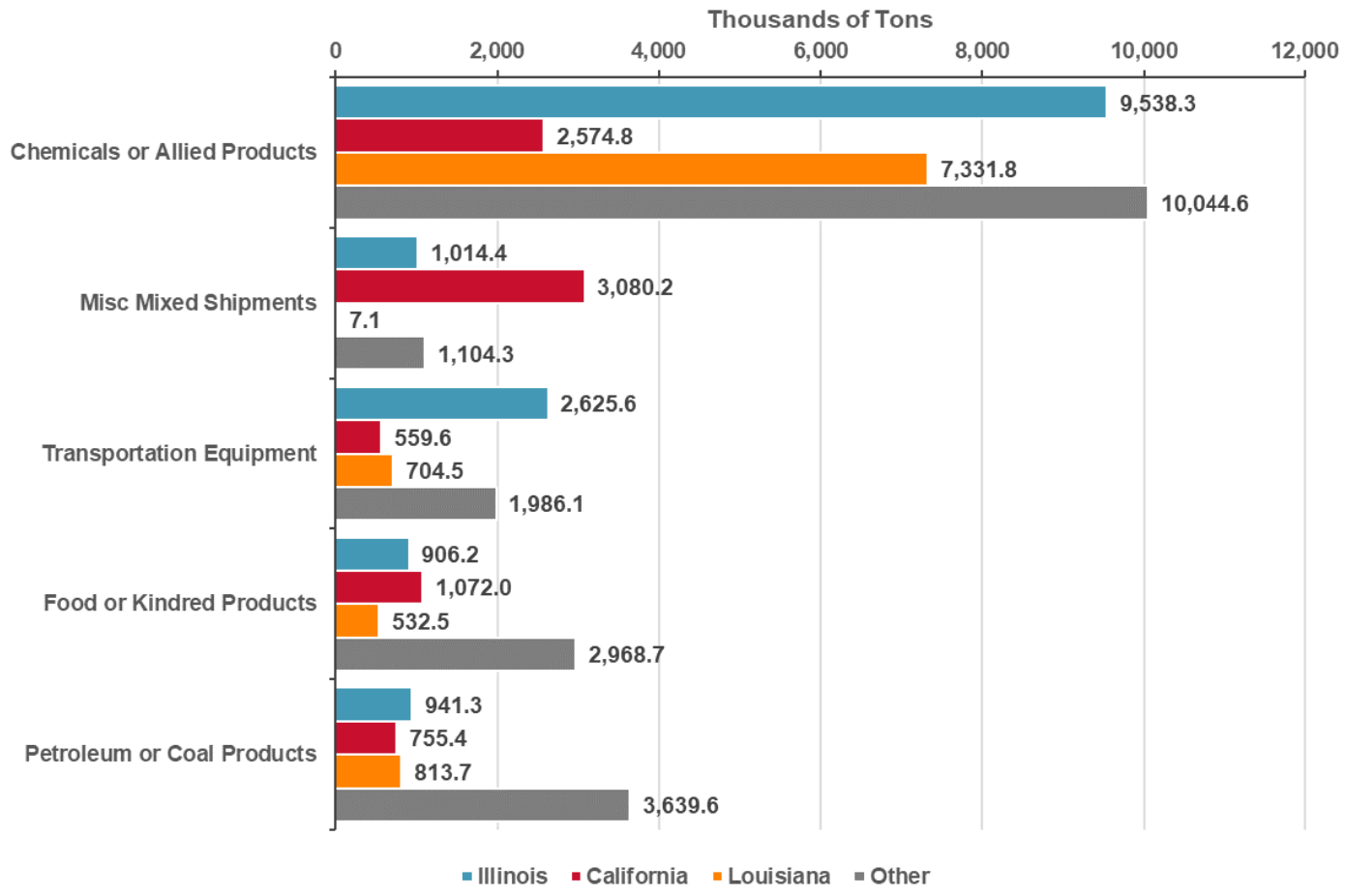
1. Misc. Mixed Shipments (3.1 million tons, 27.6% of total rail volumes to state).
2. Chemicals or Allied Products (2.6 million tons, 23.1% of total rail volumes to state).
3. Food or Kindred Products (1.1 million tons, 9.6% of total rail volumes to state).
4. Farm Products (0.9 million tons, 7.7% of total rail volumes to state).

5. Petroleum or Coal Products (0.8 million tons, 6.8% of total rail volumes to state).

Louisiana:

1. Chemicals or Allied Products (7.3 million tons, 68.8% of total rail volumes to state).
2. Rubber or Misc. Plastics (0.8 million tons, 7.6% of total rail volumes to state).
3. Transportation Equipment (0.7 million tons 6.6% of total rail volumes to state).
4. Non-Metallic Minerals (0.5 million tons, 5.0% of total rail volumes to state).
5. Food or Kindred Products (0.5 million tons, 5.0% of total rail volumes to state).

Figure D – 6: Rail Outbound Commodity Tonnage by Destination, 2022



Source: HDR, based on 2022 STB Waybill Sample data

Inbound Rail Tonnage – Origin

Four states accounted for over 50% of 2022 rail movements to Texas destinations. These states included the following: Wyoming (42.1 million tons, 25.5% of inbound rail total), Illinois (18.0 million tons, 10.9% of inbound rail total), Oklahoma (13.7 million tons, 8.3% of inbound rail total), and Iowa (11.9 million tons, 7.2% of inbound rail total). The top commodities shipped from these states include Coal, Farm Products, Non-Metallic Minerals, Food or Kindred Products, and Chemicals or Allied Products, and are highlighted in Figure D – 7.

The 5 outbound commodities, by tonnage, for these states are:

Wyoming:

1. Coal (40.0 million tons, 95.0% of total rail volumes from state).
2. Chemicals or Allied Products (1.7 million tons, 4.0% of total rail volumes from state).
3. Clay, Concrete, Glass or Stone (0.3 million tons, 0.7% of total rail volumes from state).
4. Petroleum or Coal Products (67.8 thousand tons, 0.2% of total rail volumes from state).
5. Non-Metallic Minerals (50.1 thousand tons, 0.1% of total rail volumes from state).

Illinois:

1. Farm Products (7.1 million tons, 39.5% of total rail volumes from state).
2. Food or Kindred Products (2.4 million tons, 13.3% of total rail volumes from state).
3. Misc. Mixed Shipments (1.9 million tons, 10.5% of total rail volumes from state).
4. Transportation Equipment (1.7 million tons, 9.7% of total rail volumes from state).
5. Non-Metallic Minerals (1.2 million tons, 6.6% of total rail volumes from state).

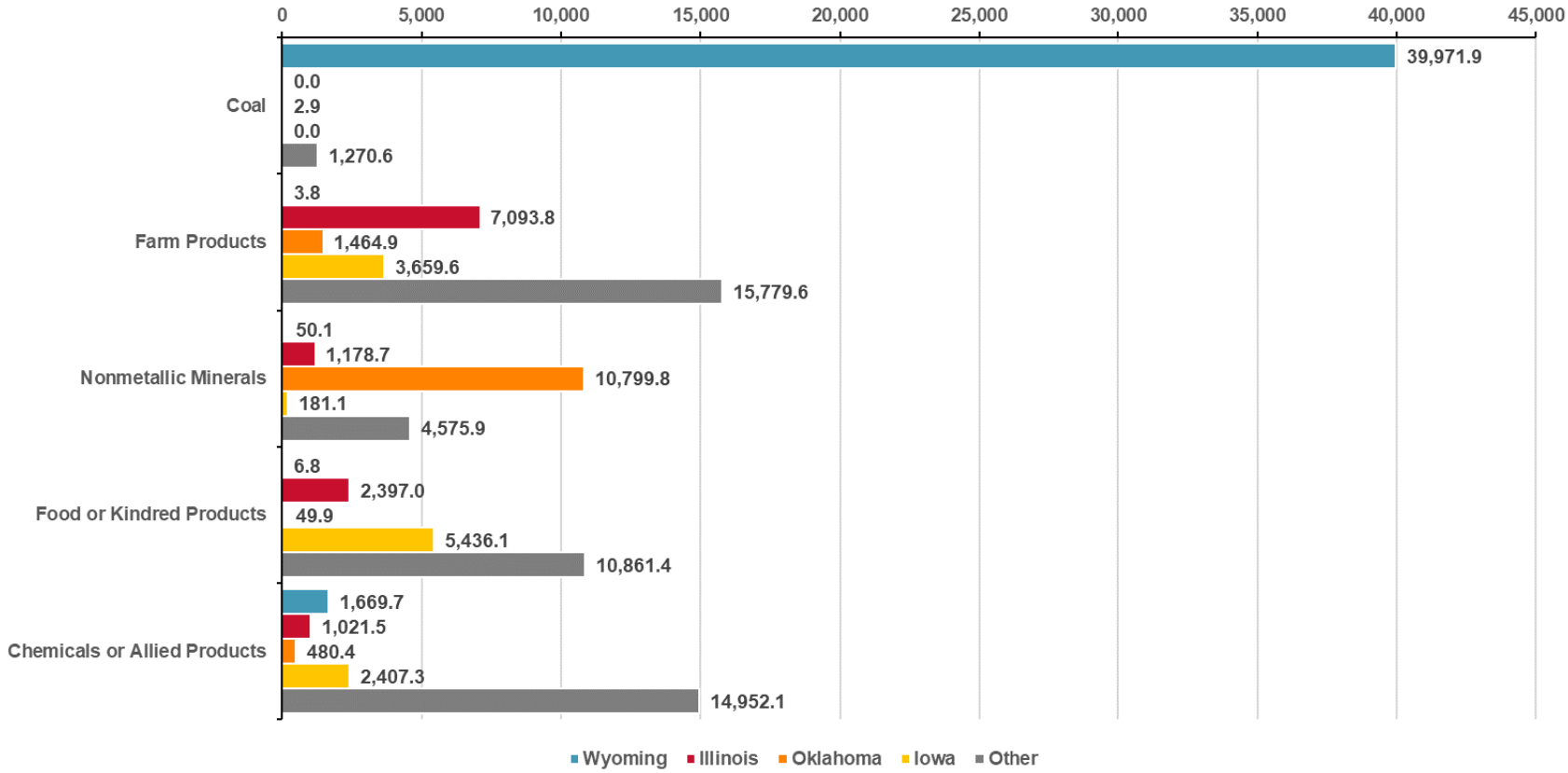
Oklahoma:

1. Non-Metallic Minerals (10.8 million tons, 79.0% of total rail volumes from state).
2. Farm Products (1.5 million tons, 10.7% of total rail volumes from state).
3. Petroleum or Coal Products (0.5 million tons 3.9% of total rail volumes from state).
4. Clay, Concrete, Glass or Stone (0.5 million tons, 3.5% of total rail volumes from state).
5. Waste or Scrap Materials (0.1 million tons, 1.0% of total rail volumes from state).

Iowa:

1. Food or Kindred Products (5.4 million tons, 45.8% of total rail volumes from state).
2. Farm Products (3.7 million tons, 30.8% of total rail volumes from state).
3. Chemicals or Allied Products (2.4 million tons 20.3% of total rail volumes from state).
4. Non-Metallic Minerals (0.2 million tons, 1.5% of total rail volumes from state).
5. Primary Metal Products (77.4 thousand tons, 0.7% of total rail volumes from state).

Figure D – 7: Rail Outbound Commodity Tonnage by Origin, 2022



Source: HDR, based on 2022 STB Waybill Sample Data

Inbound Rail Tonnage – Destination

The top five Texas destination counties accounted for over 36% of inbound rail movements in 2022. These counties included the following: Harris (19.3 million tons, 11.7% of inbound total), Tarrant (12.5 million tons, 7.6% of inbound total), Dallas (10.4 million tons, 6.3% of inbound total), Maverick (9.0 million tons, 5.4% of inbound total), and Fort Bend (8.7 million tons, 5.3% of inbound total). The top commodities shipped to these counties include Farm Products, Coal, Chemicals or Allied Products, Miscellaneous Mixed Shipments, and Non-Metallic Minerals, and are highlighted in Figure D – 8 to Figure D – 12.

The top 5 inbound commodities, by tonnage, are presented below for the top 3 destination counties within Texas, by tonnage.

Harris County:

1. Chemicals or Allied Products (5.0 million tons, 25.8% of county inbound rail volume).
2. Farm Products (4.9 million tons, 25.4% of county inbound rail volume).
3. Petroleum or Coal Products (2.5 million tons, 12.9% of county inbound rail volume).
4. Primary Metal Products (1.5 million tons, 7.6% of county inbound rail volume).
5. Coal (1.0 million tons, 5.1% of county inbound rail volume).

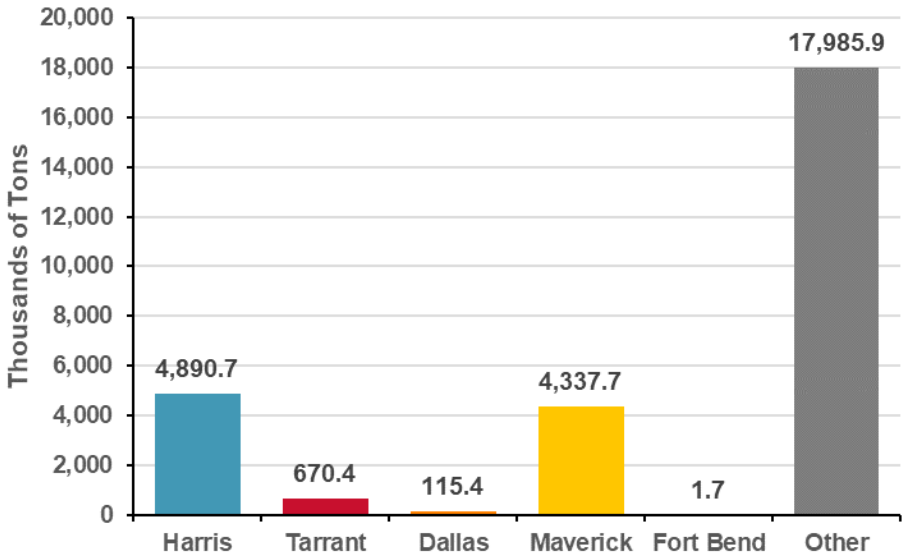
Tarrant County:

1. Misc. Mixed Shipments (4.2 million tons, 34.0% of county inbound rail volume).
2. Chemicals or Allied Products (2.3 million tons, 18.7% of county inbound rail volume).
3. Food or Kindred Products (1.5 million tons, 12.3% of county inbound rail volume).
4. Non-Metallic Minerals (1.3 million tons, 10.5% of county inbound rail volume).
5. Farm Products (0.7 million tons, 5.4% of county inbound rail volume).

Dallas County:

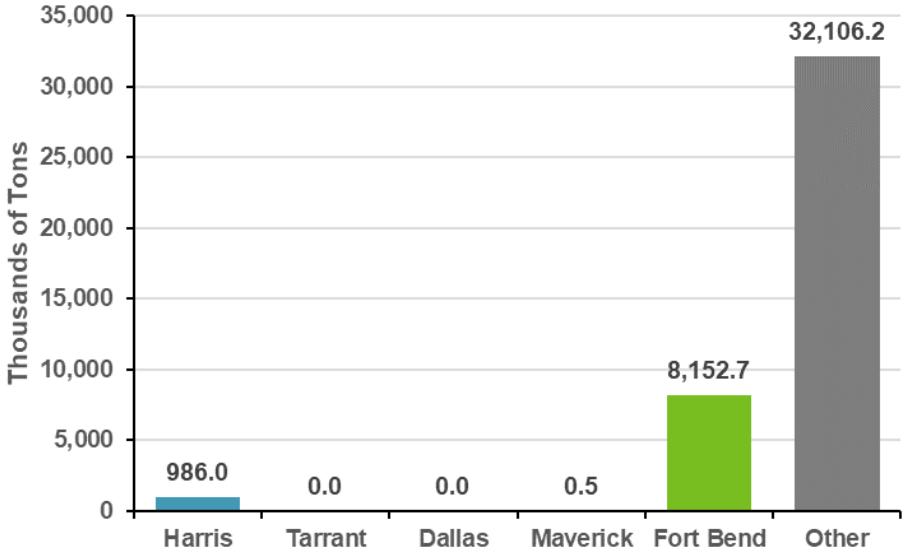
1. Non-Metallic Minerals (2.6 million tons, 25.0% of county inbound rail volume).
2. Misc. Mixed Shipments (2.1 million tons, 20.0% of county inbound rail volume).
3. Food or Kindred Products (1.5 million tons, 14.3% of county inbound rail volume).
4. Chemicals or Allied Products (0.7 million tons, 7.1% of county inbound rail volume).
5. Logs, Lumber, Wood Products (0.7 million tons, 6.9% of county inbound rail volume).

Figure D – 8: Rail Inbound Commodity Tonnage by Texas County, 2022 – Farm Products



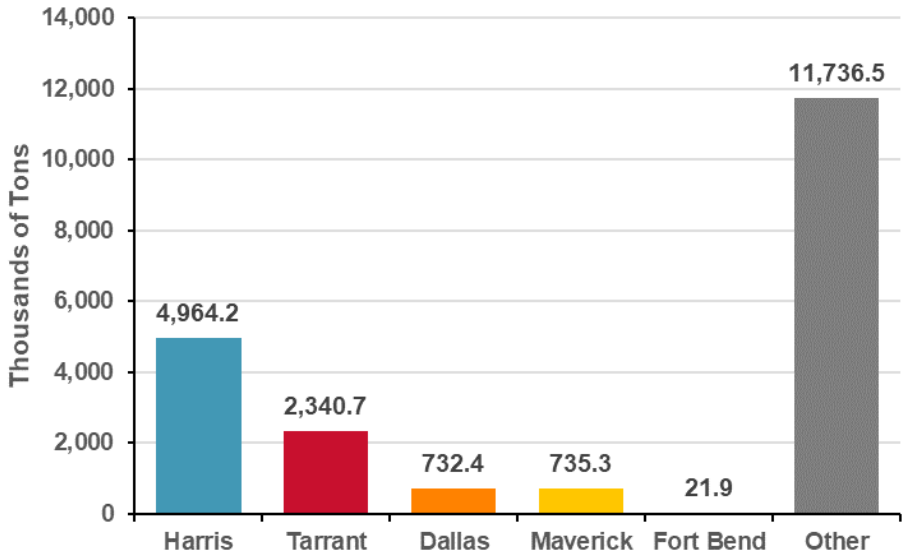
Source: HDR, based on 2022 STB Waybill Sample data

Figure D – 9: Rail Inbound Commodity Tonnage by Texas County, 2022 – Coal



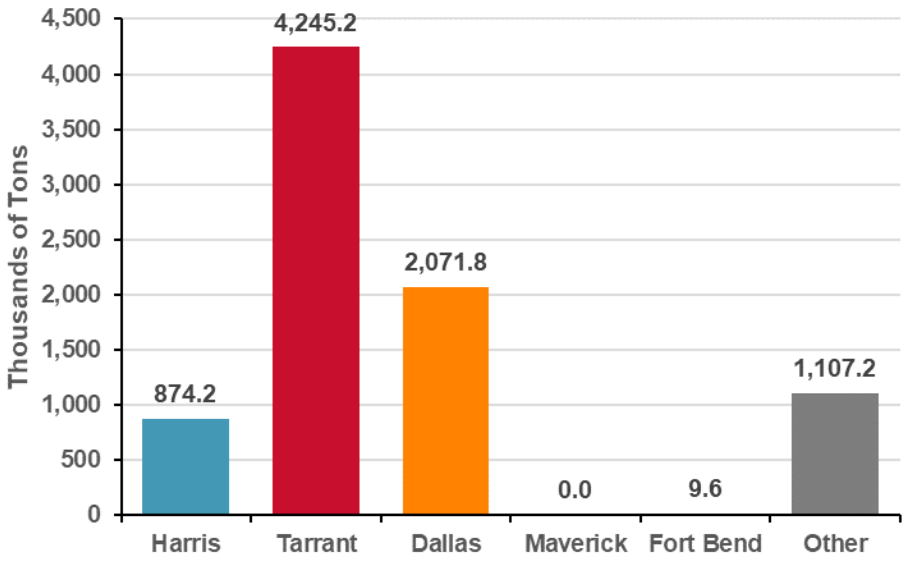
Source: HDR, based on 2022 STB Waybill Sample data

Figure D – 10: Rail Inbound Commodity Tonnage by Texas County, 2022 – Chemicals or Allied Products



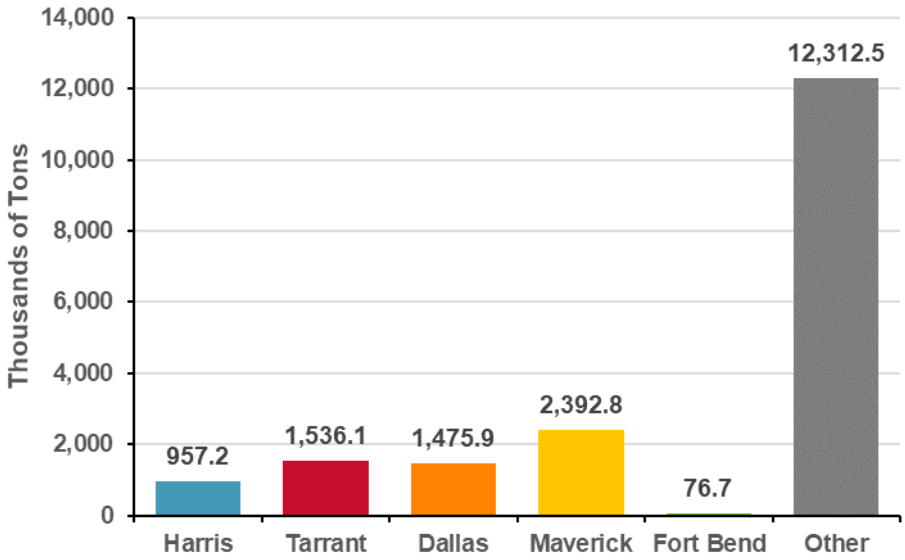
Source: HDR, based on 2022 STB Waybill Sample data

Figure D – 11: Rail Inbound Commodity Tonnage by Texas County, 2022 – Misc. Mixed Shipments



Source: HDR, based on 2022 STB Waybill Sample data

Figure D – 12: Rail Inbound Commodity Tonnage by Texas County, 2022 – Food or Kindred Products



Source: HDR, based on 2022 STB Waybill Sample data

Data Tables

This section presents the following detailed data tables for rail movements in Texas in 2022:

- Rail Movement by Commodity (All Directions)
- Rail Outbound Movement by Commodity
- Rail Inbound Movement by Commodity
- Rail Intrastate Movement by Commodity
- Rail Through Movement by Commodity
- Rail Outbound Tons by Geography and Texas County Origin
- Rail Outbound Tons by Geography and Destination (Outside of Texas)
- Rail Inbound Tons by Geography and Origin (Outside of Texas)
- Rail Inbound Tons by Geography and Texas County Destination
- Federal Highway Administration's (FHWA) Freight Analysis Framework's (FAF) Rail Tonnage by SCTG Code, 2022 and 2050

Table D – 1: Rail Movement by Commodity (All Directions), 2022

Code	Commodity Name	Tons (Millions)		Carloads	
		Amount	Percent	Amount	Percent
1	Farm Products	48.8	11.9%	576,180	5.7%
8	Forest Products	0.0	0.0%	370	0.0%
9	Fresh Fish or Marine Products	0.0	0.0%	200	0.0%
10	Metallic Ores	0.3	0.1%	2,998	0.0%
11	Coal	43.6	10.6%	362,134	3.6%
13	Petroleum Prod, Natural Gas	2.1	0.5%	22,424	0.2%
14	Nonmetallic Minerals	50.8	12.4%	470,779	4.6%
19	Ordnance or Accessories	0.0	0.0%	593	0.0%
20	Food or Kindred Products	38.4	9.4%	658,572	6.5%
22	Textile Mill Products	0.1	0.0%	4,555	0.0%
23	Apparel or Related Products	2.4	0.6%	178,370	1.8%
24	Logs, Lumber, Wood Prod.	5.1	1.3%	81,255	0.8%
25	Furniture or Fixtures	1.2	0.3%	108,365	1.1%
26	Pulp, Paper or Allied Products	8.9	2.2%	199,185	2.0%
27	Printed Matter	0.1	0.0%	8,920	0.1%
28	Chemicals or Allied Products	82.9	20.2%	964,581	9.5%
29	Petroleum or Coal Products	28.2	6.9%	336,917	3.3%
30	Rubber or Misc Plastics	2.6	0.6%	201,210	2.0%
31	Leather or Leather Products	0.0	0.0%	2,200	0.0%
32	Clay, Concrete, Glass or Stone	8.7	2.1%	105,421	1.0%
33	Primary Metal Products	11.4	2.8%	138,748	1.4%
34	Fabricated Metal Products	0.4	0.1%	23,921	0.2%
35	Machinery	0.8	0.2%	62,351	0.6%
36	Electrical Equipment	1.1	0.3%	94,055	0.9%
37	Transportation Equipment	14.4	3.5%	828,294	8.2%
38	Instrum, Photo Equip, Optical Eq	0.2	0.0%	9,435	0.1%
39	Misc Manufacturing Products	0.2	0.1%	21,925	0.2%
40	Waste or Scrap Materials Not Identified by Producing Industry	6.2	1.5%	80,815	0.8%
41	Misc Freight Shipments	1.1	0.3%	121,228	1.2%
42	Shipping Containers	0.1	0.0%	886,240	8.8%

Code	Commodity Name	Tons (Millions)		Carloads	
		Amount	Percent	Amount	Percent
43	Mail or Contract Traffic	0.0	0.0%	960	0.0%
44					
45	Shipper Association or Similar Traffic	0.0	0.0%	40	
46					32.5%
47	Small Package Freight Shipments	1.8	0.4%	130,320	
48	Waste Hazardous Materials or Waste Hazardous Substances	0.4	0.1%	4,665	0.0%
	Total	**409.6**		**10,128,376**	

Table D – 2: Rail Outbound Movement by Commodity, 2022

Code	Commodity Name	Tons (Millions)		Carloads	
		Amount	Percent	Amount	Percent
1	Farm Products	1.2	0.3%	25,348	0.3%
8	Forest Products	0.0	0.0%	35	0.0%
9	Fresh Fish or Marine Products	-	0.0%	0	0.0%
10	Metallic Ores	0.0	0.0%	330	0.0%
11	Coal	-	0.0%	0	0.0%
13	Petroleum Prod, Natural Gas	0.3	0.1%	2,836	0.0%
14	Nonmetallic Minerals	0.7	0.2%	7,785	0.1%
19	Ordnance or Accessories	0.0	0.0%	264	0.0%
20	Food or Kindred Products	5.5	1.3%	116,770	1.2%
22	Textile Mill Products	0.0	0.0%	560	0.0%
23	Apparel or Related Products	0.6	0.1%	46,825	0.5%
24	Logs, Lumber, Wood Prod.	0.6	0.1%	10,720	0.1%
25	Furniture or Fixtures	0.1	0.0%	8,200	0.1%
26	Pulp, Paper or Allied Products	1.8	0.4%	37,940	0.4%
27	Printed Matter	0.0	0.0%	640	0.0%
28	Chemicals or Allied Products	29.5	7.2%	328,526	3.2%
29	Petroleum or Coal Products	6.1	1.5%	79,852	0.8%
30	Rubber or Misc Plastics	0.4	0.1%	35,265	0.3%
31	Leather or Leather Products	-	0.0%	0	0.0%
32	Clay, Concrete, Glass or Stone	1.2	0.3%	17,405	0.2%
33	Primary Metal Products	2.4	0.6%	28,295	0.3%
34	Fabricated Metal Products	0.1	0.0%	8,080	0.1%
35	Machinery	0.3	0.1%	24,771	0.2%
36	Electrical Equipment	0.3	0.1%	33,835	0.3%
37	Transportation Equipment	5.9	1.4%	306,642	3.0%
38	Instrum, Photo Equip, Optical Eq	0.1	0.0%	2,790	0.0%
39	Misc Manufacturing Products	0.0	0.0%	3,320	0.0%
40	Waste or Scrap Materials Not Identified by Producing Industry	0.9	0.2%	13,515	0.1%
41	Misc Freight Shipments	0.3	0.1%	29,308	0.3%
42	Shipping Containers	0.0	0.0%	290,200	2.9%

Code	Commodity Name	Tons (Millions)		Carloads	
		Amount	Percent	Amount	Percent
43	Mail or Contract Traffic	0.0	0.0%	120	0.0%
44					
45	Shipper Association or Similar Traffic	-	0.0%	0	
46					3.4%
47	Small Package Freight Shipments	0.1	0.0%	7,520	
48	Waste Hazardous Materials or Waste Hazardous Substances	0.1	0.0%	715	0.0%
	Total	**64.0**		**1,833,137**	

Table D – 3: Rail Inbound Movement by Commodity, 2022

Code	Commodity Name	Tons (Millions)		Carloads	
		Amount	Percent	Amount	Percent
1	Farm Products	28.0	6.8%	264,624	2.6%
8	Forest Products	0.0	0.0%	120	0.0%
9	Fresh Fish or Marine Products	0.0	0.0%	40	0.0%
10	Metallic Ores	0.1	0.0%	1,393	0.0%
11	Coal	41.2	10.1%	342,311	3.4%
13	Petroleum Prod, Natural Gas	1.1	0.3%	11,813	0.1%
14	Nonmetallic Minerals	16.8	4.1%	157,099	1.6%
19	Ordnance or Accessories	0.0	0.0%	329	0.0%
20	Food or Kindred Products	18.8	4.6%	220,702	2.2%
22	Textile Mill Products	0.0	0.0%	760	0.0%
23	Apparel or Related Products	0.4	0.1%	31,920	0.3%
24	Logs, Lumber, Wood Prod.	3.1	0.8%	36,690	0.4%
25	Furniture or Fixtures	0.2	0.1%	20,000	0.2%
26	Pulp, Paper or Allied Products	1.9	0.5%	44,160	0.4%
27	Printed Matter	0.0	0.0%	1,360	0.0%
28	Chemicals or Allied Products	20.5	5.0%	228,991	2.3%
29	Petroleum or Coal Products	9.3	2.3%	110,624	1.1%
30	Rubber or Misc Plastics	0.6	0.2%	49,050	0.5%
31	Leather or Leather Products	0.0	0.0%	40	0.0%
32	Clay, Concrete, Glass or Stone	2.8	0.7%	31,356	0.3%
33	Primary Metal Products	4.2	1.0%	48,070	0.5%
34	Fabricated Metal Products	0.0	0.0%	2,640	0.0%
35	Machinery	0.1	0.0%	4,730	0.0%
36	Electrical Equipment	0.1	0.0%	10,490	0.1%
37	Transportation Equipment	3.4	0.8%	201,094	2.0%
38	Instrum, Photo Equip, Optical Eq	0.0	0.0%	1,720	0.0%
39	Misc Manufacturing Products	0.0	0.0%	3,285	0.0%
40	Waste or Scrap Materials Not Identified by Producing Industry	2.8	0.7%	31,137	0.3%
41	Misc Freight Shipments	0.4	0.1%	54,389	0.5%
42	Shipping Containers	0.0	0.0%	12,770	0.1%

Code	Commodity Name	Tons (Millions)		Carloads	
		Amount	Percent	Amount	Percent
43	Mail or Contract Traffic	0.0	0.0%	320	0.0%
44					
45	Shipper Association or Similar Traffic	-	0.0%	0	
46					6.4%
47	Small Package Freight Shipments	0.2	0.0%	12,040	
48	Waste Hazardous Materials or Waste Hazardous Substances	0.2	0.0%	1,850	0.0%
	Total	**165.1**		**2,605,477**	

Table D – 4: Rail Intrastate Movement by Commodity, 2022

Code	Commodity Name	Tons (Millions)		Carloads	
		Amount	Percent	Amount	Percent
1	Farm Products	0.5	0.1%	4,718	0.0%
8	Forest Products	-	0.0%	0	0.0%
9	Fresh Fish or Marine Products	-	0.0%	0	0.0%
10	Metallic Ores	0.0	0.0%	410	0.0%
11	Coal	0.2	0.0%	1,984	0.0%
13	Petroleum Prod, Natural Gas	0.1	0.0%	680	0.0%
14	Nonmetallic Minerals	29.0	7.1%	266,687	2.6%
19	Ordnance or Accessories	-	0.0%	0	0.0%
20	Food or Kindred Products	1.1	0.3%	13,575	0.1%
22	Textile Mill Products	-	0.0%	0	0.0%
23	Apparel or Related Products	0.0	0.0%	65	0.0%
24	Logs, Lumber, Wood Prod.	0.2	0.0%	1,740	0.0%
25	Furniture or Fixtures	-	0.0%	0	0.0%
26	Pulp, Paper or Allied Products	0.2	0.1%	3,225	0.0%
27	Printed Matter	-	0.0%	0	0.0%
28	Chemicals or Allied Products	22.2	5.4%	234,588	2.3%
29	Petroleum or Coal Products	9.3	2.3%	101,060	1.0%
30	Rubber or Misc Plastics	0.0	0.0%	80	0.0%
31	Leather or Leather Products	-	0.0%	0	0.0%
32	Clay, Concrete, Glass or Stone	3.5	0.8%	34,131	0.3%
33	Primary Metal Products	1.4	0.3%	16,158	0.2%
34	Fabricated Metal Products	0.0	0.0%	80	0.0%
35	Machinery	0.0	0.0%	1,465	0.0%
36	Electrical Equipment	0.0	0.0%	475	0.0%
37	Transportation Equipment	1.4	0.3%	93,771	0.9%
38	Instrum, Photo Equip, Optical Eq	0.0	0.0%	245	0.0%
39	Misc Manufacturing Products	0.0	0.0%	80	0.0%
40	Waste or Scrap Materials Not Identified by Producing Industry	1.4	0.3%	15,505	0.2%
41	Misc Freight Shipments	0.0	0.0%	1,954	0.0%
42	Shipping Containers	-	0.0%	28,960	0.3%

Code	Commodity Name	Tons (Millions)		Carloads	
		Amount	Percent	Amount	Percent
43	Mail or Contract Traffic	-	0.0%	0	0.0%
44					
45	Shipper Association or Similar Traffic	-	0.0%	0	
46					0.0%
47	Small Package Freight Shipments	-	0.0%	0	
48	Waste Hazardous Materials or Waste Hazardous Substances	0.1	0.0%	920	0.0%
	Total	**70.6**		**826,331**	

Table D – 5: Rail Through Movement by Commodity, 2022

Code	Commodity Name	Tons (Millions)		Carloads	
		Amount	Percent	Amount	Percent
1	Farm Products	19.1	4.7%	281,490	2.8%
8	Forest Products	0.0	0.0%	215	0.0%
9	Fresh Fish or Marine Products	0.0	0.0%	160	0.0%
10	Metallic Ores	0.1	0.0%	865	0.0%
11	Coal	2.1	0.5%	17,839	0.2%
13	Petroleum Prod, Natural Gas	0.6	0.2%	7,095	0.1%
14	Nonmetallic Minerals	4.2	1.0%	39,208	0.4%
19	Ordnance or Accessories	-	0.0%	0	0.0%
20	Food or Kindred Products	13.1	3.2%	307,525	3.0%
22	Textile Mill Products	0.1	0.0%	3,235	0.0%
23	Apparel or Related Products	1.3	0.3%	99,560	1.0%
24	Logs, Lumber, Wood Prod.	1.3	0.3%	32,105	0.3%
25	Furniture or Fixtures	0.9	0.2%	80,165	0.8%
26	Pulp, Paper or Allied Products	4.9	1.2%	113,860	1.1%
27	Printed Matter	0.1	0.0%	6,920	0.1%
28	Chemicals or Allied Products	10.7	2.6%	172,476	1.7%
29	Petroleum or Coal Products	3.5	0.9%	45,381	0.4%
30	Rubber or Misc Plastics	1.5	0.4%	116,815	1.2%
31	Leather or Leather Products	0.0	0.0%	2,160	0.0%
32	Clay, Concrete, Glass or Stone	1.2	0.3%	22,529	0.2%
33	Primary Metal Products	3.4	0.8%	46,225	0.5%
34	Fabricated Metal Products	0.2	0.1%	13,121	0.1%
35	Machinery	0.4	0.1%	31,385	0.3%
36	Electrical Equipment	0.6	0.1%	49,255	0.5%
37	Transportation Equipment	3.7	0.9%	226,787	2.2%
38	Instrum, Photo Equip, Optical Eq	0.1	0.0%	4,680	0.0%
39	Misc Manufacturing Products	0.2	0.0%	15,240	0.2%
40	Waste or Scrap Materials Not Identified by Producing Industry	1.2	0.3%	20,658	0.2%
41	Misc Freight Shipments	0.4	0.1%	35,577	0.4%
42	Shipping Containers	0.0	0.0%	554,310	5.5%

Code	Commodity Name	Tons (Millions)		Carloads	
		Amount	Percent	Amount	Percent
43	Mail or Contract Traffic	0.0	0.0%	520	0.0%
44					
45	Shipper Association or Similar Traffic	0.0	0.0%	40	
46					22.7%
47	Small Package Freight Shipments	1.5	0.4%	110,760	
48	Waste Hazardous Materials or Waste Hazardous Substances	0.1	0.0%	1,180	0.0%
	Total	**109.8**		**4,863,431**	

Table D – 6: Rail Outbound Tons by Geography and Texas County Origin, 2022

Code	Commodity Name	Harris	Webb	Maverick	Tarrant	Brazoria	Other Counties	Total
1	Farm Products	192,338	0	1,040	17,903	0	952,944	**1,164,225**
8	Forest Products	0	0	0	0	0	2,575	**2,575**
9	Fresh Fish or Marine Products	0	0	0	0	0	0	**0**
10	Metallic Ores	19,810	0	0	0	0	13,225	**33,035**
11	Coal	0	0	0	0	0	0	**0**
13	Petroleum Prod, Natural Gas	0	0	0	0	0	259,345	**259,345**
14	Nonmetallic Minerals	32,365	3,600	0	6,265	0	694,274	**736,504**
19	Ordnance or Accessories	0	0	0	0	0	13,865	**13,865**
20	Food or Kindred Products	323,170	306,975	3,118,430	294,015	209,940	1,226,785	**5,479,315**
22	Textile Mill Products	1,000	3,600	0	760	0	1,200	**6,560**
23	Apparel or Related Products	38,550	4,320	0	4,760	0	548,525	**596,155**
24	Logs, Lumber, Wood Prod.	52,205	3,110	0	11,910	0	489,490	**556,715**
25	Furniture or Fixtures	1,880	7,080	240	53,000	0	36,880	**99,080**
26	Pulp, Paper or Allied Products	49,985	21,275	485	76,270	0	1,674,260	**1,822,275**
27	Printed Matter	0	0	0	1,480	0	5,600	**7,080**
28	Chemicals or Allied Products	11,832,605	240,170	170,480	531,195	4,096,600	12,618,300	**29,489,350**
29	Petroleum or Coal Products	2,224,690	0	4,770	92,665	135,695	3,692,085	**6,149,905**
30	Rubber or Misc Plastics	58,040	105,400	5,320	46,040	0	220,630	**435,430**
31	Leather or Leather Products	0	0	0	0	0	0	**0**
32	Clay, Concrete, Glass or Stone	170,575	295,590	23,665	24,830	450	691,800	**1,206,910**
33	Primary Metal Products	359,775	595,525	277,150	3,245	0	1,165,110	**2,400,805**
34	Fabricated Metal Products	16,555	34,825	1,400	20,480	0	49,785	**123,045**
35	Machinery	37,857	88,240	28,760	31,920	0	101,226	**288,003**
36	Electrical Equipment	15,215	200,185	21,350	16,920	0	67,465	**321,135**
37	Transportation Equipment	84,085	2,952,820	1,067,599	579,601	2,520	1,189,146	**5,875,771**
38	Instrum, Photo Equip, Optical Eq	25,860	20,240	0	1,400	14,960	5,200	**67,660**
39	Misc Manufacturing Products	5,760	16,120	680	4,480	0	19,080	**46,120**

Code	Commodity Name	Harris	Webb	Maverick	Tarrant	Brazoria	Other Counties	Total
40	Waste or Scrap Materials Not Identified by Producing Industry	40,230	19,155	5,525	107,775	1,880	683,320	**857,885**
41					840	0	82,687	**332,447**
42	Shipping Containers	880	920	165	0	0	4,140	**6,105**
43	Mail or Contract Traffic	0	0	0	600	0	0	**600**
44	Freight Forwarder	20,360	7,320	0	230,680	0	18,400	**276,760**
45	Shipper Association or Similar Traffic	0	0	0	0	0	0	**0**
46	Misc Mixed Shipments	829,840	53,160	6,840	2,353,040	0	1,963,225	**5,206,105**
47	Small Package Freight Shipments	0			0			**0**
48								
	Total	**16,440,610**			**4,558,994**			**63,925,990**

Table D – 7: Rail Outbound Tons by Geography and Destination (Outside of Texas), 2022

Code	Commodity Name	Illinois	California	Louisiana	Other States	Total
1	Farm Products	9,380	864,367	6,410	284,068	1,164,225
8	Forest Products	0	0	0	2,575	2,575
9	Fresh Fish or Marine Products	0	0	0	0	0
10	Metallic Ores	490	5,995	980	25,570	33,035
11	Coal	0	0	0	0	0
13	Petroleum Prod, Natural Gas	0	0	196,735	62,610	259,345
14	Nonmetallic Minerals	5,680	18,265	536,960	175,599	736,504
19	Ordnance or Accessories	0	800	0	13,065	13,865
20	Food or Kindred Products	906,155	1,071,950	532,510	2,968,700	5,479,315
22	Textile Mill Products	4,640	720	0	1,200	6,560
23	Apparel or Related Products	263,320	227,720	0	105,115	596,155
24	Logs, Lumber, Wood Prod.	65,900	175,665	7,795	307,355	556,715
25	Furniture or Fixtures	48,080	37,800	0	13,200	99,080
26	Pulp, Paper or Allied Products	237,090	449,225	26,535	1,109,425	1,822,275
27	Printed Matter	1,480	0	0	5,600	7,080
28	Chemicals or Allied Products	9,538,270	2,574,752	7,331,770	10,044,558	29,489,350
29	Petroleum or Coal Products	941,260	755,370	813,685	3,639,590	6,149,905
30	Rubber or Misc Plastics	170,575	122,200	410	142,245	435,430
31	Leather or Leather Products	0	0	0	0	0
32	Clay, Concrete, Glass or Stone	146,905	329,425	80,360	650,220	1,206,910
33	Primary Metal Products	173,615	378,515	275,880	1,572,795	2,400,805
34	Fabricated Metal Products	39,980	43,150	0	39,915	123,045
35	Machinery	70,937	62,440	0	154,626	288,003
36	Electrical Equipment	142,605	79,360	2,075	97,095	321,135
37	Transportation Equipment	2,625,624	559,598	704,451	1,986,098	5,875,771
38	Instrum, Photo Equip, Optical Eq	54,380	8,680	0	4,600	67,660
39	Misc Manufacturing Products	14,400	23,440	0	8,280	46,120

Code	Commodity Name	Illinois	California	Louisiana	Other States	Total
	Waste or Scrap Materials Not Identified by Producing Industry	89,045	96,585	137,155	535,100	857,885
	Misc Freight Shipments	143,840	19,571	0	169,036	332,447
	Shipping Containers	920	5,185	0	0	6,105
	Mail or Contract Traffic	0	600	0	0	600
	Freight Forwarder	87,000	120,520	0	69,240	276,760
	Shipper Association or Similar Traffic	0	0	0	0	0
	Misc Mixed Shipments	1,014,440	3,080,200	7,120	1,104,345	5,206,105
47	Small Package Freight Shipments	0	0	0	0	0
48	Waste Hazardous Materials or Waste Hazardous Substances	12,495	5	425	52,300	65,225
	Total	**16,808,506**	**11,112,103**	**10,661,256**	**25,344,125**	**63,925,990**

Table D – 8: Rail Inbound Tons by Geography and Origin (Outside of Texas), 2022

Code	Commodity Name	Wyoming	Illinois	Oklahoma	Iowa	Other States	Total
1	Farm Products	3,810	7,093,816	1,464,927	3,659,626	15,779,579	**28,001,758**
8	Forest Products	0	0	0	0	520	**520**
9	Fresh Fish or Marine Products	0	0	0	0	920	**920**
10	Metallic Ores	0	1,395	0	0	131,127	**132,522**
11	Coal	39,971,912	0	2,910	0	1,270,572	**41,245,394**
13	Petroleum Prod, Natural Gas	0	9,105	0	0	1,093,581	**1,102,686**
14	Nonmetallic Minerals	50,115	1,178,728	10,799,812	181,076	4,575,934	**16,785,665**
19	Ordnance or Accessories	0	3,320	0	0	7,536	**10,856**
20	Food or Kindred Products	6,785	2,397,027	49,865	5,436,089	10,861,355	**18,751,121**
22	Textile Mill Products	0	8,120	0	0	4,480	**12,600**
23	Apparel or Related Products	0	136,760	0	0	301,760	**438,520**
24	Logs, Lumber, Wood Prod.	1,190	87,815	2,955	0	3,037,560	**3,129,520**
25	Furniture or Fixtures	0	54,520	0	0	183,480	**238,000**
26	Pulp, Paper or Allied Products	0	159,070	107,180	630	1,648,175	**1,915,055**
27	Printed Matter	0	7,280	0	0	15,840	**23,120**
28	Chemicals or Allied Products	1,669,661	1,021,455	480,375	2,407,347	14,952,100	**20,530,938**
29	Petroleum or Coal Products	67,773	1,087,645	537,555	67,525	7,513,682	**9,274,180**
30	Rubber or Misc Plastics	0	158,560	0	0	474,040	**632,600**
31	Leather or Leather Products	0	0	0	0	520	**520**
32	Clay, Concrete, Glass or Stone	281,895	147,060	47,140	3,470	2,334,646	**2,814,211**
33	Primary Metal Products	0	136,360	9,745	77,390	3,998,833	**4,222,328**
34	Fabricated Metal Products	0	17,960	0	0	20,615	**38,575**
35	Machinery	0	5,945	0	0	106,310	**112,255**
36	Electrical Equipment	0	18,110	0	0	114,915	**133,025**
37	Transportation Equipment	2,790	1,736,795	22,324	12,069	1,661,161	**3,435,139**

Code	Commodity Name	Wyoming	Illinois	Oklahoma	Iowa	Other States	Total
38	Instrum, Photo Equip, Optical Eq	0	4,440	0	0	22,200	**26,640**
39	Misc Manufacturing Products	0	6,600	0	0	32,550	**39,150**
40	Waste or Scrap Materials Not Identified by Producing Industry	8,920	314,714	140,035	31,080	2,271,678	**2,766,427**
41	Misc Freight Shipments	0	95,560	5,740	0	256,419	**357,719**
42	Shipping Containers	0	1,040	0	0	0	**1,040**
43	Mail or Contract Traffic	0	0	0	0	1,600	**1,600**
44	Freight Forwarder	0	150,440	0	0	130,840	**281,280**
45	Shipper Association or Similar Traffic	0	0	0	0	0	**0**
46	Misc Mixed Shipments	0	1,881,600	0	0	6,426,240	**8,307,840**
47	Small Package Freight Shipments	0	0	0	0	0	**0**
48	Waste Hazardous Materials or Waste Hazardous Substances	0	11,465	0	0	158,410	**169,875**
	Total	**42,064,851**	**17,932,705**	**13,670,563**	**11,876,302**	**79,389,178**	**164,933,599**

Table D – 9: Rail Inbound Tons by Geography and Texas County Destination, 2022

Code	Commodity Name	Harris	Tarrant	Dallas	Maverick	Fort Bend	Other Counties	Total
1	Farm Products	4,890,707	670,368	115,380	4,337,720	1,695	17,985,888	**28,001,758**
8	Forest Products	0	0	520	0	0	0	**520**
9	Fresh Fish or Marine Products	0	920	0	0	0	0	**920**
10	Metallic Ores	2,700	0	0	13,040	0	116,782	**132,522**
11	Coal	985,974	0	0	485	8,152,702	32,106,233	**41,245,394**
13	Petroleum Prod, Natural Gas	0	0	0	0	0	1,102,686	**1,102,686**
14	Nonmetallic Minerals	976,775	1,312,597	2,585,340	92,915	240,654	11,577,384	**16,785,665**
19	Ordnance or Accessories	2,520	0	800	0	0	7,536	**10,856**
20	Food or Kindred Products	957,208	1,536,050	1,475,940	2,392,778	76,655	12,312,490	**18,751,121**
22	Textile Mill Products	0	2,320	3,640	960	0	5,680	**12,600**
23	Apparel or Related Products	113,000	21,920	213,480	840	0	89,280	**438,520**
24	Logs, Lumber, Wood Prod.	198,190	318,180	710,320	22,450	65,195	1,815,185	**3,129,520**
25	Furniture or Fixtures	32,120	83,160	34,240	0	0	88,480	**238,000**
26	Pulp, Paper or Allied Products	34,755	319,375	413,465	90,460	2,240	1,054,760	**1,915,055**
27	Printed Matter	10,280	7,080	1,440	0	0	4,320	**23,120**
28	Chemicals or Allied Products	4,964,229	2,340,657	732,370	735,250	21,910	11,736,522	**20,530,938**
29	Petroleum or Coal Products	2,476,050	273,305	218,455	265,896	0	6,040,474	**9,274,180**
30	Rubber or Misc Plastics	68,800	113,000	312,920	2,680	12,680	122,520	**632,600**
31	Leather or Leather Products	520	0	0	0	0	0	**520**
32	Clay, Concrete, Glass or Stone	309,895	92,706	672,395	179,850	2,710	1,556,655	**2,814,211**
33	Primary Metal Products	1,460,603	115,905	216,730	163,925	0	2,265,165	**4,222,328**
34	Fabricated Metal Products	9,395	6,765	10,880	0	360	11,175	**38,575**
35	Machinery	6,235	15,760	21,680	0	840	67,740	**112,255**
36	Electrical Equipment	10,960	19,480	44,060	0	0	58,525	**133,025**
37	Transportation Equipment	583,747	550,554	413,440	172,658	158,970	1,555,770	**3,435,139**

Code	Commodity Name	Harris	Tarrant	Dallas	Maverick	Fort Bend	Other Counties	Total
38	Instrum, Photo Equip, Optical Eq	8,440	2,200	9,520	0	0	6,480	**26,640**
39								**39,150**
40	Waste or Scrap Materials Not Identified by Producing Industry	233,721	8,425	11,095	483,960	840	2,028,386	
					1,880	0	332,839	**357,719**
	Shipping Containers	0	1,040	0	0	0	0	**1,040**
	Mail or Contract Traffic	0	1,600	0	0	0	0	**1,600**
	Freight Forwarder	16,160	259,600	3,880	0	0	1,640	**281,280**
	Shipper Association or Similar Traffic	0	0	0	0	0	0	**0**
	Misc Mixed Shipments	874,160	4,245,200	2,071,760	0	9,560	1,107,160	**8,307,840**
47	Small Package Freight Shipments	0	0	0	0	0	0	**0**
	Waste Hazardous Materials or Waste Hazardous Substances	20,360	47,045	0	15,130	0	87,340	**169,875**
	Total	**19,261,824**	**12,379,372**	**10,315,390**	**8,975,277**	**8,750,251**	**105,251,485**	**164,933,599**

Table D – 10: FHWA FAF Rail Tonnage (Thousand Tons) by SCTG Code, 2022 and 2050

Commodity Name	Inbound Movements				Outbound Movements				Intrastate Movements			
	2022	2050	Total Growth	Average Annual Growth Rate	2022	2050	Total Growth	Average Annual Growth Rate	2022	2050	Total Growth	Average Annual Growth Rate
Live animals/fish	0.0	0.0	+137%	+1.1%	-	-	-	-	0.0	-	-	-100.0%
Cereal grains	19,890.7	24,647.0	+124%	+0.8%	137.8	149.6	+109%	+0.3%	4,738.3	9,043.5	+191%	+2.3%
Other ag prods.	5,318.5	6,012.6	+113%	+0.4%	711.2	1,039.3	+146%	+1.4%	1,672.8	2,238.8	+134%	+1.0%
Animal feed	8,709.0	21,118.2	+242%	+3.2%	35.8	151.0	+422%	+5.3%	46.9	798.9	+1,702%	+10.7%
Meat/seafood	12.7	123.3	+975%	+8.5%	153.2	159.9	+104%	+0.2%	6.1	74.2	+1,219%	+9.3%
Milled grain prods.	691.0	1,055.3	+153%	+1.5%	464.7	1,267.8	+273%	+3.6%	5.1	9.7	+188%	+2.3%
Other foodstuffs	3,698.7	9,480.9	+256%	+3.4%	204.3	897.4	+439%	+5.4%	331.5	985.1	+297%	+4.0%
Alcoholic beverages	101.6	218.1	+215%	+2.8%	3,859.2	3,957.5	+103%	+0.1%	30.3	346.8	+1,146%	+9.1%
Building stone	0.4	0.0	+6%	-9.5%	1.9	0.6	+34%	-3.8%	0.4	1.9	+452%	+5.5%
Natural sands	10,700.9	16,192.6	+151%	+1.5%	26.9	1,136.5	+4,220%	+14.3%	354.0	511.8	+145%	+1.3%
Gravel	3,603.5	4,056.0	+113%	+0.4%	32.0	76.2	+238%	+3.1%	2,653.7	4,476.0	+169%	+1.9%
Nonmetallic minerals	1,039.7	979.4	+94%	-0.2%	144.5	483.2	+334%	+4.4%	583.0	934.8	+160%	+1.7%
Metallic ores	177.0	1,914.7	+1,082%	+8.9%	65.4	40.6	+62%	-1.7%	59.1	155.2	+263%	+3.5%
Coal	43,073.5	5,078.4	+12%	-7.4%	60.0	-	-	-100.0%	84.3	2,892.8	+3,430%	+13.5%
Crude petroleum	3,382.0	924.4	+27%	-4.5%	353.9	3.4	+1%	-15.3%	125.7	105.4	+84%	-0.6%
Gasoline	3,739.8	2,817.1	+75%	-1.0%	594.5	648.6	+109%	+0.3%	5,392.1	8,218.1	+152%	+1.5%
Fuel oils	5,036.9	4,003.0	+79%	-0.8%	2,468.9	3,099.2	+126%	+0.8%	7,368.7	9,504.9	+129%	+0.9%
Natural gas and other fossil products	8,316.7	8,581.6	+103%	+0.1%	3,199.9	4,632.0	+145%	+1.3%	71,409.3	25,550.6	+36%	-3.6%
Basic chemicals	9,219.0	33,251.1	+361%	+4.7%	6,656.1	19,245.4	+289%	+3.9%	5,353.6	20,048.5	+374%	+4.8%
Pharmaceuticals	22.7	60.0	+264%	+3.5%	104.7	43.8	+42%	-3.1%	43.6	697.1	+1,600%	+10.4%
Fertilizers	988.9	2,206.8	+223%	+2.9%	119.3	246.0	+206%	+2.6%	333.3	759.9	+228%	+3.0%
Chemical prods.	509.6	1,187.6	+233%	+3.1%	558.2	1,074.3	+192%	+2.4%	848.1	2,067.6	+244%	+3.2%
Plastics/ rubber	2,811.7	9,368.2	+333%	+4.4%	6,950.8	18,078.0	+260%	+3.5%	9,169.5	25,042.9	+273%	+3.7%

Commodity Name	Inbound Movements				Outbound Movements				Intrastate Movements			
	2022	2050	Total Growth	Average Annual Growth Rate	2022	2050	Total Growth	Average Annual Growth Rate	2022	2050	Total Growth	Average Annual Growth Rate
Logs	7.3	4.4	+61%	-1.8%	284.4	326.3	+115%	+0.5%	45.3	99.0	+219%	+2.8%
Wood prods.	1,899.2	2,366.9	+125%	+0.8%	129.7	839.3	+647%	+6.9%	104.9	256.6	+245%	+3.2%
Newsprint/paper	1,413.0	3,171.9	+224%	+2.9%	584.3	878.0	+150%	+1.5%	155.2	536.0	+346%	+4.5%
Paper articles	37.3	65.0	+174%	+2.0%	24.7	24.6	+100%	-0.0%	14.2	31.0	+217%	+2.8%
Printed prods.	6.8	3.3	+48%	-2.6%	3.8	5.1	+137%	+1.1%	1.2	2.1	+174%	+2.0%
Textiles/leather	18.2	181.3	+997%	+8.6%	23.5	112.1	+477%	+5.7%	1.2	3.1	+260%	+3.5%
Nonmetal min. prods.	2,090.4	2,597.1	+124%	+0.8%	1,244.3	659.0	+53%	-2.2%	3,485.6	4,078.5	+117%	+0.6%
Base metals	1,494.5	2,267.0	+152%	+1.5%	1,918.1	1,234.9	+64%	-1.6%	1,550.9	2,317.9	+149%	+1.4%
Articles-base metal	547.1	1,532.8	+280%	+3.7%	480.3	1,080.9	+225%	+2.9%	897.9	2,115.5	+236%	+3.1%
Machinery	413.7	1,051.3	+254%	+3.4%	868.8	2,276.3	+262%	+3.5%	152.0	832.9	+548%	+6.3%
Electronics	215.6	555.5	+258%	+3.4%	294.1	644.0	+219%	+2.8%	91.9	279.2	+304%	+4.0%
Motorized vehicles	835.4	1,286.2	+154%	+1.6%	4,359.2	14,496.9	+333%	+4.4%	351.5	1,005.2	+286%	+3.8%
Transport equip.	249.5	54.2	+22%	-5.3%	106.7	95.1	+89%	-0.4%	220.1	334.5	+152%	+1.5%
Precision instruments	19.7	10.6	+54%	-2.2%	15.5	42.4	+274%	+3.7%	1.3	1.2	+93%	-0.3%
Furniture	14.1	61.1	+434%	+5.4%	25.4	70.8	+278%	+3.7%	7.1	121.0	+1,705%	+10.7%
Misc. mfg. prods.	31.9	61.2	+192%	+2.4%	15.7	32.8	+208%	+2.7%	25.8	77.4	+300%	+4.0%
Waste/scrap	1,011.8	1,687.4	+167%	+1.8%	564.0	625.2	+111%	+0.4%	2,868.2	3,901.3	+136%	+1.1%
Mixed freight	56.0	137.7	+246%	+3.3%	1.6	221.6	+13,469%	+19.1%	0.5	203.4	+44,596%	+24.3%
Tobacco prods.	-	-	-	-	-	0.0	-	-	-	-	-	-
Total	**141,406.0**	**170,371.1**	**+120%**	**+0.7%**	**37,847.4**	**80,095.6**	**+212%**	**+2.7%**	**120,584.2**	**130,660.3**	**+108%**	**+0.3%**