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Rail

Maryland's freight rail system uses the latest equipment and technology to meet shipper demands for fast, efficient rail service to all U.S. interior points, Canada, and Mexico.

Long haul freight services are provided by two Class I rail carriers, [CSX Transportation](#) and [Norfolk Southern](#). These two carriers also connect with Canadian Pacific and Canadian National Railways, which serve Canada and extreme northern points.

A wide array of services is provided to the [Port of Baltimore](#), including intermodal U.S. inland locations. Packaged goods and bulk rail commodity transfers between truck, rail, and extensive automobile loading and distribution operations exist across the state. In addition to Class I rail carriers, Maryland also has a connecting network of short line railroads which provide service from Western Maryland to the Delmarva Peninsula.

Maryland's Railways

[CSX Transportation \(CSXT\)](#)

CSXT's unique combination of trains, trucks, ships, barges, intermodal services, and technology and logistics support helps companies deliver raw materials to support manufacturing and move finished product to the rest of the world. These corridors extend single-line service between the Northeastern and most major markets in the South and Ohio Valley. Significant potential exists for diverting traffic from trucks to rail along the entire east coast, which has a favorable impact upon highway congestion and air quality. CSXT also serves commuter and rail passengers in Maryland. Both Maryland Rail Commuter Service (MARC) and Amtrak trains travel on CSXT's tracks. CSXT moves approximately 800,000 carloads of various commodities and one million tons of metal products annually in Maryland, including steel and aluminum. It also handles nearly one million tons of chemicals in Maryland. CSXT employs approximately 1,900 in Maryland with an annual payroll of \$76 million.

CSXT's operating plan designates five interstate main routes serving Maryland:

- Eastern Gateway Corridor - Baltimore to Chicago via Cumberland and Pittsburgh
- St. Louis Gateway Corridor - Baltimore to St. Louis via Cumberland, Pittsburgh, and Indianapolis
- Memphis Gateway Corridor - Baltimore to Memphis via Cumberland, Cincinnati, and Nashville

- Atlantic Coast Corridor - Florida to Boston via Savannah, Baltimore, and New York
- New Orleans Gateway Corridor - New Orleans to New York via Atlanta, Richmond, and Baltimore

CSXT's terminals & facilities in Maryland include:

- CSX Intermodal Terminal
- Automobile Distribution Centers
- Transportation facilities
- Mechanical facilities
- CSX Logistics Services public warehouse
- Hi-Rail metals distribution facility
- Trans Flo facility

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Norfolk Southern Railway (NSRR)

Through the joint acquisition of Conrail with CSX Transportation, Norfolk Southern now offers improved and expanded service to the state of Maryland. Norfolk Southern has retained Conrail's trackage rights over Amtrak's Northeast Corridor between Philadelphia, Baltimore, and Washington, D.C., and also operates major Conrail lines between Hagerstown and Harrisburg, the Port Road Line between Harrisburg and Perryville, and the Delmarva Route from Wilmington to Pocomoke City.

Norfolk Southern operates 287 route miles in Maryland, including:

- The Port Road Line between Harrisburg and Perryville, which connects to the Northeast Corridor and links the Baltimore area with points in the central and western parts of the former Conrail system;
- The Hagerstown Secondary Track between Harrisburg and Hagerstown;
- The Piedmont Route, which offers improved service and competitive mileage between the South and New York, Pennsylvania, Delaware, New Jersey, and Maryland;
- The Shenandoah Route, which is the shortest rail link between the Southwest and the Northeast;
- The Delmarva Route, serving Maryland's Eastern Shore, Wilmington, Seaford, Delmar, Salisbury, and Pocomoke City, connecting to the Maryland & Delaware Railroad and the Eastern Shore Railroad.

Norfolk Southern's terminals & facilities in Maryland include:

- Premium RoadRailer intermodal service between Baltimore and Southeast and Midwest markets;
- New double stack intermodal service to the Midwest, with first single-line service between Maryland and Kansas City;
- Clearances to allow double stack service between Baltimore and

Harrisburg;

- Track improvements permitting trains to move more quickly through Hagerstown.

The restructuring of the rail system in the East has resulted in enhanced competition and improved service to customers. Norfolk Southern's entry into Maryland brings:

- Improved service to the Port of Baltimore;
- The establishment of Hagerstown as a principal north-south artery linking New York and New England markets with the Southeast;
- Enhanced access for grain and coal receivers on the Delmarva Peninsula;
- Industrial development services including graphical representations of potential sites through the use of computer-aided design (CAD), a database containing information on over 2,000 sites in 20 states, geologic research services to provide site profiles, and preliminary environmental screenings of prospective sites.

Industrial Development Contact:

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Canton Railroad (CTN)

The Canton Railroad Company is a Class III short line switch carrier located in East Baltimore City and Baltimore County, Maryland.

- Canton Railroad operates along six miles of mainline and 17 miles of secondary track.
- This diverse railroad serves over 30 active customers including warehouse and distribution facilities, and automobile and machinery manufacturers, while also providing access to the Port of Baltimore.
- Canton Railroad connects with both Norfolk Southern and CSX Transportation.

Contact

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Eastern Shore Railroad (ESHR)

The Eastern Shore Railroad is a Class III shortline railroad serving the Eastern Shore of Maryland and Virginia.

- Founded in 1981, the Eastern Shore Railroad connects with Norfolk Southern Railway at both Pocomoke City, Maryland and Norfolk, Virginia. The former Pennsylvania Railroad line is 70 miles long from Pocomoke City to Cape Charles, Virginia.

- At Cape Charles ESHR transports cars to Norfolk by a daily rail ferry service. Two barges of 15 and 25 car capacities are used for the 26 mile water route across the Chesapeake Bay. This particular car float operation has been in continuous service since 1885 and is thought to be the only remaining service of this type in the United States.
- Commodities handled include coal, stone, grain, propane gas concrete, chemicals, clay, brick, fertilizer, paper and foodstuffs.

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Maryland & Delaware Railroad (MDDE)

Maryland & Delaware Railroad is a Class III short line railroad serving the central portion of the Delmarva Peninsula.

- Founded in 1977, MDDE operates over 120 miles of track and connects to the Norfolk Southern Delmarva line at three points in Delaware. Each of these three lines extends to serve communities on Maryland's Eastern Shore.
 - The Northern Lines serve Kent and Queen Anne's counties, including Centreville and Massey;
 - The Seaford Line serves Caroline and Dorchester counties, including Cambridge, Federalsburg and Hurlock;
 - The Snow Hill Line serves Worcester County, including Berlin and Snow Hill.
- The primary commodities handled by MDDE are corn, grain and soybeans. Other commodities include fertilizer, gluten, mustard seed, lumber, paper products, wax, propane, and chemicals.

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Maryland Midland Railway (MMID)

Maryland Midland Railway is a short line railroad serving communities in Carroll and Frederick counties.

- Founded in 1978, MMID owns and leases 74 miles of track, with 67 miles currently in service.
- In 2006, MMID carried 11,000 carloads of freight. The primary commodities are cement, stone, coal, and lumber and forest products.
- MMID currently serves more than 20 customers, including Congoleum, Ferrellgas, Lafarge, Lehigh Cement, NVR Homes and Perdue Farms.
- Team track locations for rail-to-truck transfer are available in Westminster and Union Bridge.
- Several industrially-zoned sites along the MMID are available for

development.

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Patapsco & Back Rivers Railroad (P&BR)

A subsidiary of Mittal Steel, Patapsco & Back Rivers Railroad is a short line switching and terminal railroad.

- Located in East Baltimore and Sparrows Point, Baltimore County, P&BR operates approximately 160 miles of track, and interchanges with both CSX Transportation and Norfolk Southern.
- P&BR provides easy access to interstate highway systems and facilities for car cleaning, storage, and transloading.
- In 2001 P&BR received a Gold Medal E.H. Harriman Safety Award as the safest short line in the country.

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