

FREIGHT RAIL IN ALASKA



*It would have taken
193,300 TRUCKS
to handle the freight that moved
by rail in Alaska in 2023.*

Class I Railroads
none

Short Line Railroads
Alaska Railroad

506
506

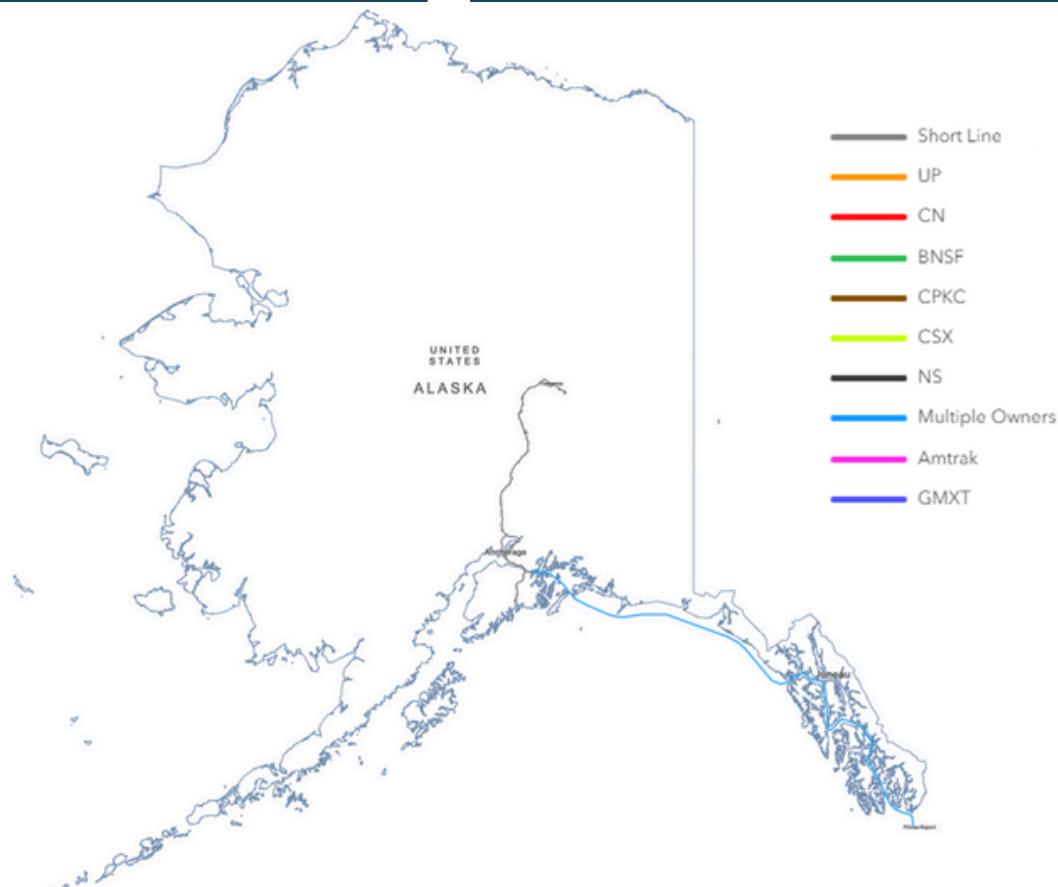
FREIGHT RR EMPLOYEES	FREIGHT RRS	FREIGHT RR MILEAGE	RR RETIREMENT BENEFICIARIES	RR RETIREMENT BENEFITS
594	1	506	200	\$4M

RAIL TRAFFIC ORIGINATED

COMMODITY	TONS (M)	CARLOADS
Misc.	n/a	25,500
Intermodal	n/a	23,100
TOTAL	3.5M	48.5K

RAIL TRAFFIC TERMINATED

COMMODITY	TONS (M)	CARLOADS
Misc.	n/a	25,500
Intermodal	n/a	23,100
TOTAL	3.5M	48.5K



© The Association of American Railroads 2025. Data are for 2023 except for rail employment and truck equivalents, which are 2022. Total miles shown for the state exclude trackage rights, but miles shown for individual railroads include trackage rights. Some mileage and employment figures are estimates. Rail traffic figures are based on AAR analysis of industry data. Learn more about America's freight railroads at AAR.org/Railroad-101.



ASSOCIATION OF
AMERICAN RAILROADS



THE SAFEST WAY TO MOVE FREIGHT OVER LAND

Thanks in part to technologies like train inspection portals and cracked wheel detection, the Class I mainline accident rate is down 42% since 2000, and the last decade was the safest ever, with the 2023 hazmat accident rate at its lowest ever.



\$23B ANNUAL INVESTMENTS

Capital spending as a share of revenue for freight railroads is six times what it is for the average U.S. manufacturer.



HIGH PAYING JOBS

The average Class I railroad employee earns \$135,000 to nearly \$190,000 annually in pay and benefits.



MOVING ONE TON NEARLY 500 MILES ON ONE GALLON OF FUEL.

On average, railroads are three to four times more fuel efficient than trucks, and one train can take hundreds of trucks off the road.

