

FREIGHT RAIL IN COLORADO



It would have taken
7.4 MILLION TRUCKS
 to handle the freight that moved
 by rail in Colorado in 2022.

| Class I Railroads | | |
|-------------------|-------|--|
| BNSF | 1,338 | |
| Union Pacific | 1,505 | |
| | 2,843 | |

| Short Line Railroads | | |
|--------------------------------------|-----|--|
| Cimarron Valley Railroad | 28 | |
| Colorado & Wyoming Railway | 5 | |
| Colorado Pacific Rio Grande Railroad | 154 | |
| CWC Rail | 122 | |
| Denver Rock Island Railroad | 6 | |
| Great Western Railway of Colorado | 80 | |
| Kansas & Oklahoma Railroad | 3 | |
| Kyle Railroad | 84 | |
| Nebraska, Kansas, & Colorado Railway | 68 | |
| Rock & Rail | 55 | |
| San Luis Central Railroad | 13 | |
| Utah Railway | 32 | |
| | 650 | |



- Short Line
- UP
- CN
- BNSF
- CPKC
- CSX
- NS
- Multiple Owners
- Amtrak
- GMXT

| FREIGHT RR EMPLOYEES | FREIGHT RRS | FREIGHT RR MILEAGE | RR RETIREMENT BENEFICIARIES | RR RETIREMENT BENEFITS |
|----------------------|-------------|--------------------|-----------------------------|------------------------|
| 1,770 | 14 | 2,541 | 9,700 | \$242M |

RAIL TRAFFIC ORIGINATED

| COMMODITY | TONS (M) | CARLOADS |
|---------------|--------------|---------------|
| Coal | 5.1 | 46,700 |
| Intermodal | 1.6 | 112,300 |
| Cement | 1.4 | 13,400 |
| Farm products | 1.0 | 9,000 |
| Waste & scrap | 0.9 | 9,400 |
| Other | 4.2 | 51,500 |
| TOTAL | 14.1M | 242.3K |

RAIL TRAFFIC TERMINATED

| COMMODITY | TONS (M) | CARLOADS |
|--------------------------|--------------|---------------|
| Coal | 9.4 | 83,400 |
| Crushed stone & sand | 5.3 | 46,700 |
| Stone, clay, & glass pr. | 1.9 | 17,600 |
| Intermodal | 1.6 | 121,700 |
| Grain | 1.5 | 13,700 |
| Other | 8.4 | 121,200 |
| TOTAL | 28.0M | 404.2K |

© 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.



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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.



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LEARN MORE AT [AAR.ORG/RAILROAD-101](https://aar.org/railroad-101)

