# U.S. Rail Traffic[1]

**Week 43, 2026 – Ended October 31, 2026**

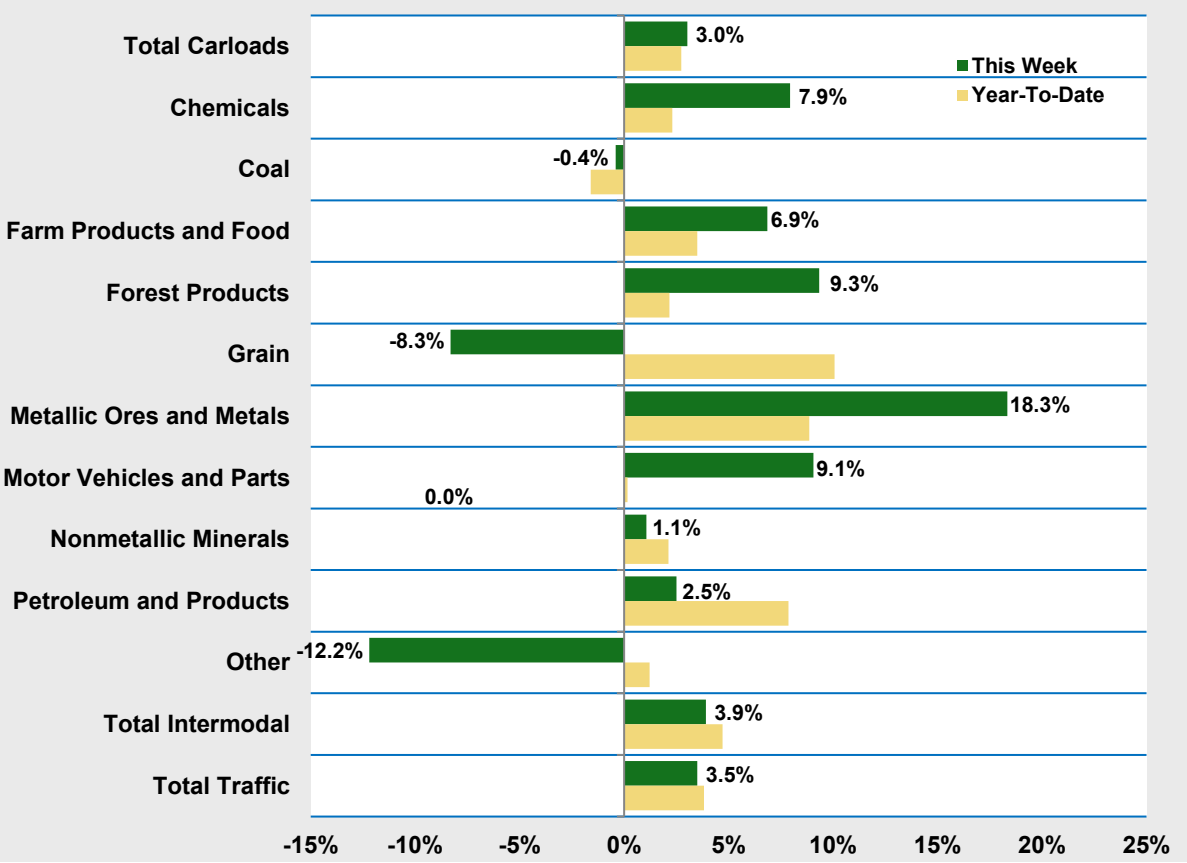
| | This Week | | Year-To-Date | | |
|---|---|---|---|---|---|
| | Cars | vs 2025 | Cumulative | Avg/wk[2] | vs 2025 |
| **Total Carloads** | **233,816** | **3.0%** | **9,843,359** | **228,915** | **2.7%** |
| Chemicals | 34,523 | 7.9% | 1,447,812 | 33,670 | 2.3% |
| Coal | 55,042 | -0.4% | 2,469,227 | 57,424 | -1.6% |
| Farm Products excl. Grain, and Food | 18,996 | 6.9% | 751,617 | 17,479 | 3.5% |
| Forest Products | 8,481 | 9.3% | 359,656 | 8,364 | 2.2% |
| Grain | 23,078 | -8.3% | 1,006,961 | 23,418 | 10.1% |
| Metallic Ores and Metals | 25,059 | 18.3% | 930,351 | 21,636 | 8.9% |
| Motor Vehicles and Parts | 16,268 | 9.1% | 673,260 | 15,657 | 0.2% |
| Nonmetallic Minerals | 32,898 | 1.1% | 1,332,509 | 30,989 | 2.1% |
| Petroleum and Petroleum Products | 11,102 | 2.5% | 478,767 | 11,134 | 7.9% |
| Other | 8,369 | -12.2% | 393,199 | 9,144 | 1.2% |
| **Total Intermodal Units** | **280,264** | **3.9%** | **12,271,905** | **285,393** | **4.7%** |
| **Total Traffic** | **514,080** | **3.5%** | **22,115,264** | **514,308** | **3.8%** |

[1] Excludes U.S. operations of CPKC, CN and GMXT.

[2] Average per week figures may not sum to totals as a result of independent rounding.

## Trends, 2026 vs 2025

**United States**



# Canadian Rail Traffic[1]

**Week 43, 2026 – Ended October 31, 2026**

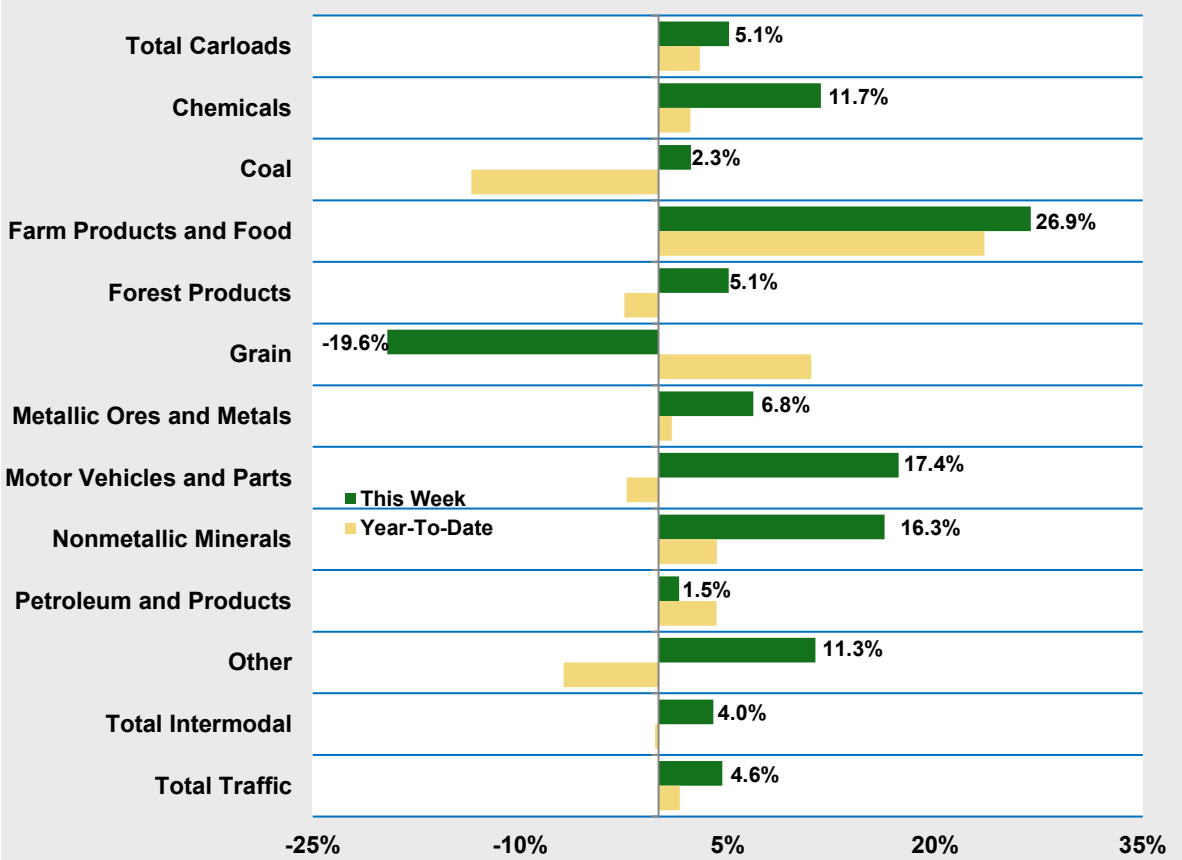
| | This Week | | Year-To-Date | | |
|---|---|---|---|---|---|
| | Cars | vs 2025 | Cumulative | Avg/wk[2] | vs 2025 |
| **Total Carloads** | **99,849** | **5.1%** | **3,979,881** | **92,555** | **3.0%** |
| Chemicals | 16,103 | 11.7% | 612,989 | 14,256 | 2.3% |
| Coal | 8,119 | 2.3% | 298,670 | 6,946 | -13.5% |
| Farm Products excl. Grain, and Food | 10,587 | 26.9% | 386,641 | 8,992 | 23.6% |
| Forest Products | 5,944 | 5.1% | 251,436 | 5,847 | -2.5% |
| Grain | 13,591 | -19.6% | 544,070 | 12,653 | 11.0% |
| Metallic Ores and Metals | 16,400 | 6.8% | 704,308 | 16,379 | 1.0% |
| Motor Vehicles and Parts | 6,248 | 17.4% | 259,066 | 6,025 | -2.3% |
| Nonmetallic Minerals | 9,655 | 16.3% | 355,755 | 8,273 | 4.2% |
| Petroleum and Petroleum Products | 10,679 | 1.5% | 470,060 | 10,932 | 4.2% |
| Other | 2,523 | 11.3% | 96,886 | 2,253 | -6.9% |
| **Total Intermodal Units** | **74,070** | **4.0%** | **3,119,197** | **72,539** | **-0.3%** |
| **Total Traffic** | **173,919** | **4.6%** | **7,099,078** | **165,095** | **1.5%** |

[1] Includes U.S. and Mexico operations of CPKC and CN.

[2] Average per week figures may not sum to totals as a result of independent rounding.

## Trends, 2026 vs 2025

**Canada**



# Mexican Rail Traffic[1]

**Week 43, 2026 – Ended October 31, 2026**

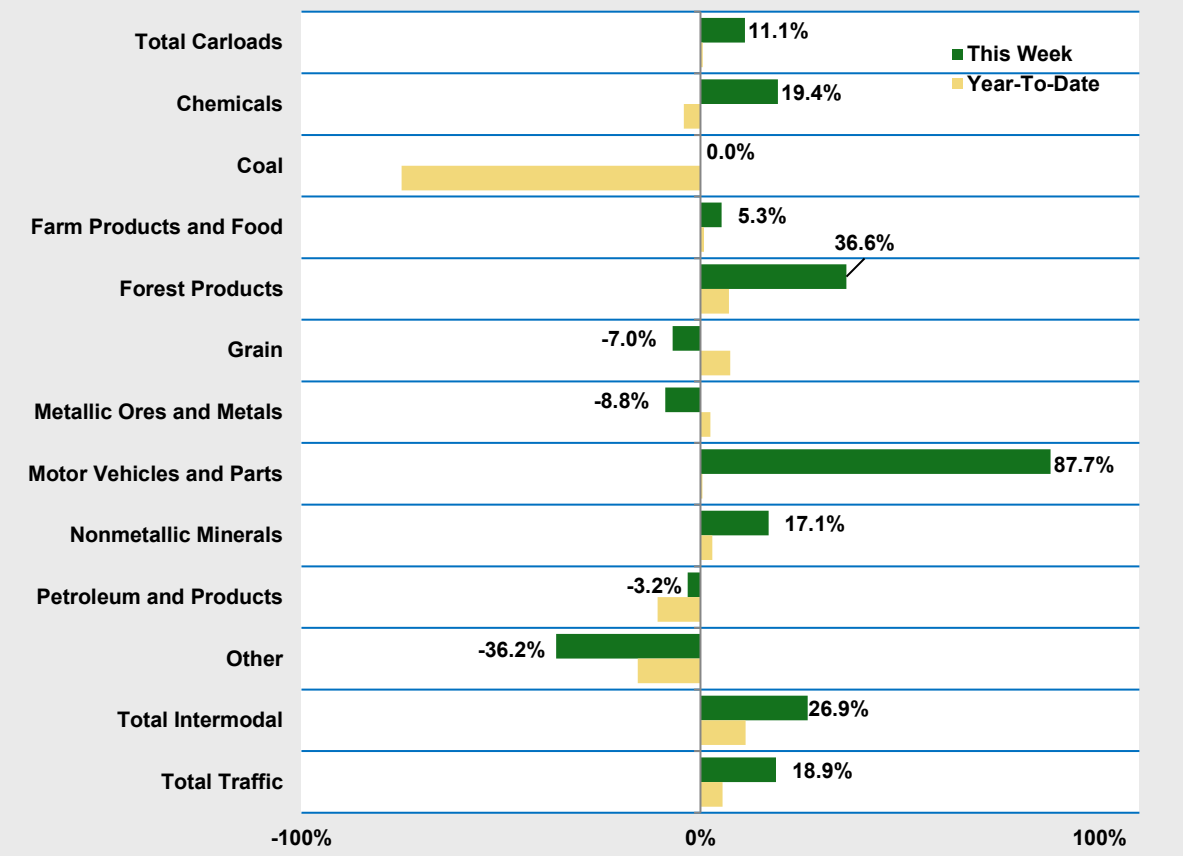
| | This Week | | Year-To-Date | | |
|---|---|---|---|---|---|
| | Cars | vs 2025 | Cumulative | Avg/wk[2] | vs 2025 |
| **Total Carloads** | **13,024** | **11.1%** | **547,205** | **12,726** | **0.5%** |
| Chemicals | 671 | 19.4% | 30,621 | 712 | -4.1% |
| Coal | 0 | – | 67 | 2 | -74.9% |
| Farm Products excl. Grain, and Food | 1,892 | 5.3% | 76,200 | 1,772 | 0.8% |
| Forest Products | 56 | 36.6% | 1,158 | 27 | 7.1% |
| Grain | 1,182 | -7.0% | 62,472 | 1,453 | 7.4% |
| Metallic Ores and Metals | 2,013 | -8.8% | 97,319 | 2,263 | 2.5% |
| Motor Vehicles and Parts | 2,553 | 87.7% | 85,545 | 1,989 | 0.5% |
| Nonmetallic Minerals | 3,520 | 17.1% | 143,636 | 3,340 | 3.0% |
| Petroleum and Petroleum Products | 574 | -3.2% | 27,609 | 642 | -10.8% |
| Other | 563 | -36.2% | 22,578 | 525 | -15.7% |
| **Total Intermodal Units** | **14,597** | **26.9%** | **521,834** | **12,136** | **11.3%** |
| **Total Traffic** | **27,621** | **18.9%** | **1,069,039** | **24,861** | **5.5%** |

[1] Includes U.S. and Mexico operations of GMXT. Excludes Mexico operation of CPKC.

[2] Average per week figures may not sum to totals as a result of independent rounding.

## Trends, 2026 vs 2025

**Mexico**



# North American Rail Traffic

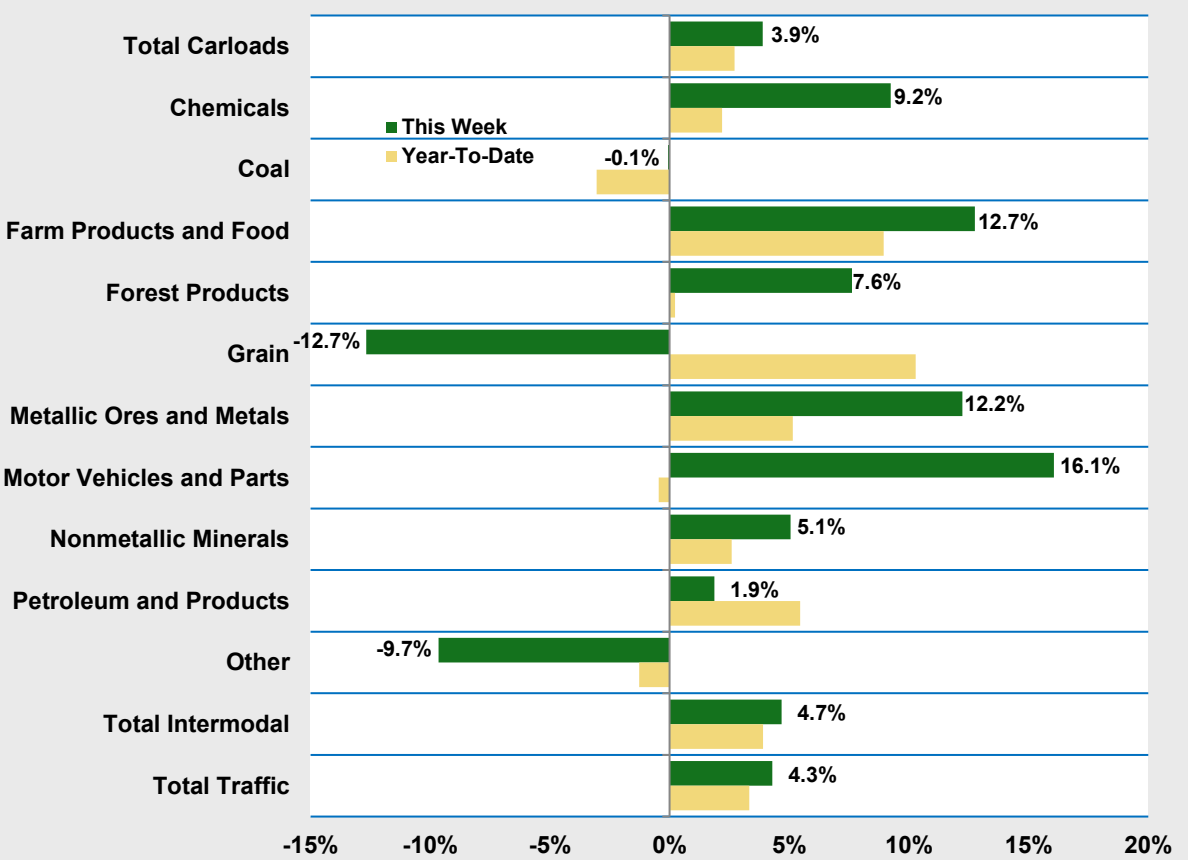
**Week 43, 2026 – Ended October 31, 2026**

| | This Week | | Year-To-Date | | |
|---|---|---|---|---|---|
| | Cars | vs 2025 | Cumulative | Avg/wk[1] | vs 2025 |
| **Total Carloads** | **346,689** | **3.9%** | **14,370,445** | **334,196** | **2.7%** |
| Chemicals | 51,297 | 9.2% | 2,091,422 | 48,638 | 2.2% |
| Coal | 63,161 | -0.1% | 2,767,964 | 64,371 | -3.0% |
| Farm Products excl. Grain, and Food | 31,475 | 12.7% | 1,214,458 | 28,243 | 9.0% |
| Forest Products | 14,481 | 7.6% | 612,250 | 14,238 | 0.2% |
| Grain | 37,851 | -12.7% | 1,613,503 | 37,523 | 10.3% |
| Metallic Ores and Metals | 43,472 | 12.2% | 1,731,978 | 40,279 | 5.1% |
| Motor Vehicles and Parts | 25,069 | 16.1% | 1,017,871 | 23,671 | -0.45% |
| Nonmetallic Minerals | 46,073 | 5.1% | 1,831,900 | 42,602 | 2.6% |
| Petroleum and Petroleum Products | 22,355 | 1.9% | 976,436 | 22,708 | 5.5% |
| Other | 11,455 | -9.7% | 512,663 | 11,922 | -1.3% |
| **Total Intermodal Units** | **368,931** | **4.7%** | **15,912,936** | **370,068** | **3.9%** |
| **Total Traffic** | **715,620** | **4.3%** | **30,283,381** | **704,265** | **3.3%** |

[1] Average per week figures may not sum to totals as a result of independent rounding.

## Trends, 2026 vs 2025

**North America**



## Major Rail Traffic Groups
## And the Associated *Weekly Railroad Traffic* Commodity Categories

| |
|---|
| **Chemicals** |
| Chemicals |
| **Coal** |
| Coal |
| **Farm Products excl. Grain, and Food** |
| Farm products excl. grain |
| Grain mill products |
| Food products |
| **Forest Products** |
| Primary forest products |
| Lumber & wood products |
| Pulp & paper products |
| **Grain** |
| Grain |
| **Metallic Ores and Metals** |
| Metallic ores |
| Coke |
| Primary metal products |
| Iron & steel scrap |
| **Motor Vehicles and Parts** |
| Motor vehicles & parts |
| **Nonmetallic Minerals** |
| Crushed stone, sand & gravel |
| Nonmetallic minerals |
| Stone, clay & glass products |
| **Petroleum and Petroleum Products** |
| Petroleum and petroleum products |
| **Other** |
| Waste & nonferrous scrap |
| All other carloads |
| **Intermodal Units** |
| Containers |
| Trailers |

The rail traffic data herein come from the AAR's Weekly Railroad Traffic report (WRT). Data in WRT are subject to revision for up to a year following initial submission by a reporting railroad. When a railroad is unable to submit its traffic figures for the current week, the AAR may repeat figures from a prior period or include an estimate. These figures are replaced with carrier-reported data as soon as possible, and future reports reflect these revisions. WRT includes more detailed rail traffic data than is provided herein. Monthly rail traffic data are available in the AAR's Rail Time Indicators report (RTI), which (like WRT) is free to AAR members and is available to others via a one-year subscription. WRT and RTI reports can be ordered at www.aar.org/Pages/AllProducts.aspx.