

The Alaska Railroad provides seamless freight operations between shipping points in North America to many destinations in Alaska. Port facilities in Seattle, Whittier, Seward and Anchorage provide crucial links between marine and land transportation modes. Rail yards in Seward, Whittier, Anchorage and Fairbanks offer centralized distribution hubs for other transportation modes. Freight is the Alaska Railroad's largest revenue source, generating more than half of ARRC's operating revenues (excluding capital grants). In 2024 we moved nearly 3.7 million tons of freight.

FREIGHT ROUTES

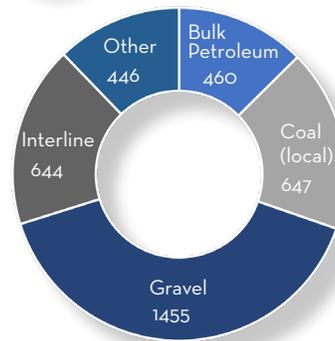


Major lines of freight include:

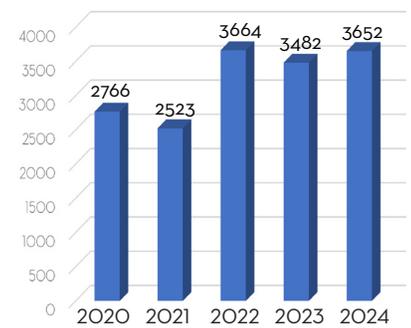
- Petroleum – some products move from Anchorage to a fuel distribution center in North Pole. A fuel distribution system established in 2020 moves products between raillinked facilities in Anchorage and Fairbanks.
- Barge / Interline Services – Alaska Rail Marine (ARM) moves rail shipments to/from Alaska via Seattle, interchanging with railroads in the Lower 48 and beyond.
- Trailers/Containers on Flat Cars – TOFC/ COFC moves north and south between Seward, Whittier, Anchorage and Fairbanks.
- Coal – Coal from Usibelli Coal Mine in Healy moves to the Fairbanks area for local markets.
- Gravel – Seasonally (April to October) aggregate products move from mines in the Matanuska-Susitna Valley to Anchorage.
- Miscellaneous/In-state Local – Other freight includes specialty movements of very large or oddly-shaped equipment and materials, as well as in-state shipments of cement, scrap metal, military equipment and pipe.

FREIGHT VOLUME

2024 Cargo Volume (in thousands of tons)



Total Cargo Volume (in thousands of tons)



SUSTAINABILITY



- Railroads are ideal for safely and efficiently transporting heavy, bulky freight, ranging from natural resources such as petroleum, gravel and coal, to containerized cargo and heavy equipment. If not for the railroad, many more trucks would be needed to haul commodities over state and municipal roadways.
- In 2024, the railroad moved 25,466 railcars which would require over 173,000 trucks to carry the same volume of freight.



- According to a [study by the FRA](#) trains can move 1 ton of freight 477 miles on one gallon of fuel, while trucks average moving the same weight can go 145 miles on a gallon of fuel.

FREIGHT EQUIPMENT



- The railroad has a comprehensive fleet management program involving rehabilitation and replacement of its fleet. ARRC's current revenue-service freight fleet includes (as of 4/25): Flat Cars: 318 Air Dump: 31 Gondolas: 30 Open Top Hopper: 326 Covered Hopper: 51
- ARRC also hauls cargo with cars owned or leased by customers, who contract ARRC to perform operating maintenance only. Tank Car Fleet: 231 privately leased/owned



Scan for route information and customer tools.