

**CHECK SHEET FOR PAGE REVISIONS**

Except as otherwise provided, Title Page and pages 1 through 58, inclusive, are effective as of the date shown. Original and revised pages as named below contain all the changes.

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ISSUED: January 9, 2009

EFFECTIVE: February 1, 2009

ISSUED BY: Steve Silverstein, VP Markets, Sales & Service, 327 W. Ship Creek Ave., Anchorage, AK 99501

For explanation of Abbreviations and Reference Marks not explained herein, see last page of this tariff.

**LIST OF PAGE REVISIONS**

Below is a list of new or revised pages issued with "ISSUED DATE" shown below. Upon receipt of new or revised pages, check the list of new or revised pages shown below against corresponding new or revised pages contained in the "Check Sheet For Page Revisions" of Page 2 revised with same "ISSUED DATE". If a page shown below has not been received, request should be made at once for a copy of same.

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ISSUED: January 9, 2009 EFFECTIVE: February 1, 2009

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EFFECTIVE: February 1, 2009

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SECTION 1	SECTION 1
<p align="center"><b>RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS</b></p>	<p align="center"><b>RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS</b></p>
<p><b>ITEM 30 Cont'd)</b></p> <p><b>DANGEROUS GOODS AND HAZARDOUS MATERIALS</b></p> <p>3. Shipper shall have the sole responsibility, at its sole expense, for properly packaging, labeling, marking, blocking, bracing, placarding, loading and unloading the Goods into and out of container(s) to be transported. Shipper shall comply with all applicable federal, state and local laws and regulations regarding loading, unloading and handling of the Goods. Shipper shall not load or unload Goods on Carrier's property, except when a separate agreement for such activity has been executed by Carrier and Shipper. Carrier shall advise Shipper of any defects in packaging, labeling, marking, blocking, bracing, placarding, loading and unloading the Goods of which it is aware, provided that the Carrier has no obligation to inspect for such defects.</p> <p>4. Carrier is a transporter only. In no event will Carrier ever take such action as would expose Carrier to liability as a generator or an operator of a storage or disposal facility under applicable federal, state and local laws and regulations. Therefore, Shipper warrants as follows:</p> <p>a. That it is authorized to enter into contracts with other companies or governmental agencies to store or dispose of Goods at storage or disposal sites owned and/or operated either by Shipper or by other storage or disposal systems;</p> <p>b. That it has arranged for storage or disposal of the Goods in accordance with all applicable federal, state and local laws and regulations, and that Carrier has no obligation or responsibility to arrange for storage or disposal of Goods contained in any shipment;</p> <p>c. That the facilities it has selected, in its sole discretion, for storage or disposal of the Goods (Designated Facilities) are permitted storage or disposal facilities under all applicable federal state or local laws and regulations, and that Carrier has no obligation or responsibility to select or approve the Designated Facilities; and</p> <p>d. That is has and will maintain in effect all applicable federal, state and local permits and licenses required to operate Shipper's Designated Facilities, and when delivery is to a Designated Facility not owned or operated by Shipper, that it has selected such Designated Facility based on the fact that such Designated Facility has in effect all applicable federal, state and local permits and licenses required for operation.</p> <p align="center">(Continued in next column)</p>	<p><b>ITEM 30 Cont'd)</b></p> <p><b>DANGEROUS GOODS AND HAZARDOUS MATERIALS</b></p> <p>5. If Carrier is unable to deliver the Goods to the Designated Facility, or to an alternate facility, if one has been designated by Shipper in the manifest and an emergency prevents delivery of the goods to the primary Designated Facility, Shipper must either designate another facility or instruct Carrier to return the Goods. Shipper warrants that any alternate facility it may designate satisfies all the terms of Paragraph 4, above. Shipper shall be liable for all costs incurred by Carrier in delivering the Goods to the alternate facility or in returning the goods to the Shipper. Shipper shall issue a new manifest for the alternate facility as required by applicable laws and regulations</p> <p>6. In the event of an incident, release, discharge or spill, Shipper will cooperate fully the Carrier as to all corrective and remedial action necessary to satisfy applicable federal, state and local laws and regulation, including cleanup, recontainment and disposal or retransportation.</p> <p>7. Shipper shall keep accurate records of shipments covered by this agreement for a period of three (3) years or that time period set by statute or regulation, whichever is longer, and Carrier or its authorized representative shall have access at all reasonable times to such records for the purpose of auditing and verifying performance of obligations hereunder and costs or charges for the performance of those obligations.</p> <p>8. Shipper shall defend, indemnify and hold harmless Carrier and its affiliated companies, their officers, agents, and employees, from and against any and all claims, demands, direct damages, losses, penalties or liabilities, including all attorney's fees, expenses and interest thereon at four points over the prime rate, to the extent such arise out of the Shippers's breach of its obligations under this ITEM 30, failure to comply with all applicable federal, state and local laws and regulations, Shipper's negligence or Shipper's willful misconduct.</p> <p>9. In the event Shipper used any railcar, container or trailer owned or supplied by Carrier, Shipper is obligated to clean and inspect that container or trailer and return it to Carrier in such a condition that it can be used to transport non-hazardous materials.</p> <p><b>ITEM 40</b></p> <p><b>REFERENCE TO TARIFFS, ITEMS, NOTES AND RULES</b></p> <p>Where reference is made in this tariff to tariffs, items, notes, rules, etc., such references are continuous and include supplements to and successive issues of such tariffs and reissues of such items, notes, rules, etc.</p>
<p>ISSUED: January 9, 2009</p>	<p>EFFECTIVE: February 1, 2009</p>
<p>ISSUED BY: Steve Silverstein, VP Markets, Sales &amp; Service, 327 W. Ship Creek Ave., Anchorage, AK 99501</p>	
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<p><b>ITEM 50</b></p> <p align="center"><b>TERMINAL AND OTHER CHARGES, PRIVILEGES AND ALLOWANCES</b></p> <p>Except as otherwise provided herein, shipments transported under this tariff are entitled to such privileges and subject to such charges as are published by individual lines providing for allowances, arbitraries, car mileage, crane service, demurrage, diversions, re-consignments, rental of special equipment, storage, switching, transfer and other transit and terminal service.</p> <p>Rates applicable From, To or Between Seattle, WA, and points in Alaska include all charges incident to placing cars aboard the barge or vessel at point of loading and removal of cars from the barge or vessel at point of discharge.</p> <p>EXCEPTION 1: Except as otherwise provided in individual rate items, rates named in this tariff will not apply on through shipments of commodities which have been accorded transit (See Note 1) prior to interchange with Alaska Railroad Corporation.</p> <p>Except as otherwise provided, shipments of commodities which have been accorded transit (See Note 1) prior to interchange with Alaska Railroad Corporation, will be accepted only when original shipment terminates at Seattle, WA, and a new Bill of Lading, constituting a new shipment, is issued, in which event only rates between Seattle, WA, and Alaska will apply. Through rates between Alaska and points beyond Seattle, WA, in the contiguous United States will not apply.</p> <p>NOTE 1: For the purpose of this ITEM, "transit" will mean transit operations including storage, either in or out of railcars, consolidating, or any process by which the commodity is handled out of and into cars through a transit house.</p>	<p><b>ITEM 80</b></p> <p align="center"><b>CONSECUTIVE NUMBERS</b></p> <p>Where consecutive numbers are represented in the Tariff by the first and last numbers connected by the word "to" or a hyphen, they will be understood to include both numbers shown.</p> <p>If the first number only bears a reference mark, such reference mark also applies to the last number shown and to all numbers between the first and last numbers.</p>
<p><b>ITEM 60</b></p> <p align="center"><b>PERISHABLE FREIGHT</b></p> <p>For Rates, Rules and Regulations governing the handling of perishable freight see ITEM 450 herein (Protective Service)</p>	<p><b>ITEM 90</b></p> <p align="center"><b>CAPACITIES AND DIMENSIONS OF RAILCARS</b></p> <p>For marked capacities, lengths, dimensions and cubical capacities of railcars, see the Official Railway Equipment Register, RER 6414 Series, R.E.R. Publishing Corporation, Agent.</p>
<p><b>ITEM 70</b></p> <p align="center"><b>TRANSFER BETWEEN CONNECTING CARRIERS</b></p> <p>Rates published herein include other transfer service at intermediate interchange points on shipments handled through and not stopped for special services at such intermediate interchange points.</p>	<p><b>ITEM 100</b></p> <p align="center"><b>ALTERNATION-VARYING MINIMUM WEIGHTS</b></p> <p>When two or more Carload rates are provided in the same rate item for application on the same commodity from and to the same points, apply that rate which results in the lowest charge based upon the actual or authorized estimated weight of the shipment, but not less than the minimum weight published in connection with the rate used.</p>
<p>ISSUED: January 9, 2009</p>	<p><b>ITEM 110</b></p> <p align="center"><b>CANCELLATION OF ORIGINAL AND REVISED PAGES</b></p> <p>When this tariff is amended by revised pages, the cancellation of prior pages, will be affected by means of this rule. A revised page will not show a cancellation notice except when a cancellation notice is necessary because of suspension, rejection, or other reasons. Revisions of each page will be published and filed in numerical sequence.</p> <p>Except where a specific cancellation is shown on a new revised page, a revised page cancels any and all uncancelled revised or original pages, or uncancelled portions thereof, which bear the same page number (SEE EXCEPTION).</p> <p>For Example: "1st Revised Page 6" will have the effect of canceling Original Page 6; "17th Revised Page 41" will have the effect of canceling 16th revised Page 41; "3rd Revised Page 72.1" will have the effect of canceling 2nd Revised page 72.1 and also 1st Revised Page 72.1 if the cancellation of 2nd Revised Page takes place on or before its effective date.</p> <p>EXCEPTION: When a specific cancellation on a prior revised page excepts a previously filed page wholly or in part, this rule does not have the effect of canceling such excepted, previously filed page or portion thereof.</p>
<p>ISSUED BY: Steve Silverstein, VP Markets, Sales &amp; Service, 327 W. Ship Creek Ave., Anchorage, AK 99501</p>	<p>EFFECTIVE: February 1, 2009</p>
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<p><b>ITEM 115</b> [A]</p> <p align="center"><b>SHIPPING INSTRUCTIONS</b></p> <p>Proper shipping instructions are necessary for ARR to provide the correct transportation services and to invoice the appropriate rate. The Shipper is responsible for providing complete and accurate information on the shipping instructions and all shipments must be tendered with complete shipping instructions.</p> <p>ARR requires receipt of shipping instructions prior to shipment acceptance at an ARR facility or prior to dispatching empty equipment for ARR origin drayage. When delivering the equipment to an ARR facility, the drayman is required to provide the applicable:</p> <ul style="list-style-type: none"> <li>Shipper</li> <li>Intermodal facility destination</li> <li>Hazardous commodity declaration and</li> <li>Emergency Response Guide numbers</li> </ul> <p>When hazardous shipments are tendered to ARR all shipping instructions must be complete, including all the hazardous information or documentation, the actual hazardous commodity description and accurate applicable Emergency Response Guide numbers. Any type of FAK commodity description is prohibited for hazardous commodities.</p> <p>Shipments arriving at ARR facilities with incomplete, missing, or incorrect shipping instructions may be held at origin and or destination until complete and correct shipping instructions are provided to ARR. Detention and storage charges will be assessed at origin and /or destination for shipments that are delayed while shipping instructions are completed or corrected.</p> <p>If shipment arrives at an ARR facility without proper shipping instructions/documentation the Shipper should send the required shipping instruction/documentation via e-mail or fax to an ARR Customer Service Representative. Shipper must e-mail or fax complete documentation to an ARR Customer Service Representative prior to departure of equipment from ARR Facility. If an ARR Customer Support Representative or other ARR personnel is involved in changing/completing the shipping instruction/documentation a \$25.00, per document, charge will be assessed to the Shipper.</p>	<p><b>ITEM 120</b></p> <p align="center"><b>COMMODITY RATES APPLICABLE FROM INTERMEDIATE POINTS</b></p> <p>Subject to the provisions of NOTES 1, 2, and 3 below, from any point of origin from which a commodity rate on a given article to a given destination and via a given route is not named in this tariff, which point is intermediate to a point from which a commodity rate on said article is published in this tariff via a route through the intermediate point over which such commodity rate applies to the same destination apply from such intermediate point to such destination and via such route the commodity rate in this tariff on said article from the next point beyond from which a commodity rate is published herein on that article to the same destination via the same route.</p> <p>NOTE 1: When by reason of branch or diverging lines, there are two or more "next beyond" points, apply the rate from the next point beyond (in this tariff) which on that article to the same destination via the same route results in the lowest charge.</p> <p>NOTE 2: If the intermediate point is located between two points from which commodity rates on the same route are published in this tariff, apply via that route from the intermediate point the rate from the next point either direction which results in the higher charge. In applying this note, if there are two or more next beyond points except the point from which the lowest charge is applicable.</p> <p>NOTE 3: If there is in any other tariff a commodity rate on the same article from the intermediate origin point applicable over the same route to the same destination, the provisions of this rule are not applicable from such intermediate origin point.</p>
<p>ISSUED: January 9, 2009</p>	<p>EFFECTIVE: February 1, 2009</p>
<p align="center">ISSUED BY: Steve Silverstein, VP Markets, Sales &amp; Service, 327 W. Ship Creek Ave., Anchorage, AK 99501</p>	
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SECTION 1																															
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<p><b>ITEM 160</b> [!]</p> <p><b>ARBITRARIES TO OR FROM MILITARY BASES AND FAIRBANKS INTERNATIONAL AIRPORT</b></p> <p>Except as otherwise provided in individual rate items, through-commodity rates to or from military bases and Fairbanks International Airport specified in Column 1 will be constructed by adding arbitraries named in Column 3 to the applicable rate To or From Basing Point named in column 2, observing minimum arbitrary charge named in Column 4.</p> <table border="1"> <thead> <tr> <th>Col 1</th> <th>Col 2</th> <th>Col 3</th> <th>Col 4</th> </tr> <tr> <th><u>Military Base:</u></th> <th><u>Basing Point</u></th> <th><u>Arbitrary in cents per 100 lbs.</u></th> <th><u>Minimum Charge per Shipment</u></th> </tr> </thead> <tbody> <tr> <td>Elmendorf AFB</td> <td>Anchorage</td> <td>25</td> <td>\$302.00</td> </tr> <tr> <td>Ft. Richardson</td> <td>Anchorage</td> <td>25</td> <td>\$302.00</td> </tr> <tr> <td>Eielson AFB</td> <td>Fairbanks</td> <td>45</td> <td>\$533.00</td> </tr> <tr> <td>Ft. Wainwright</td> <td>Fairbanks</td> <td>25</td> <td>\$302.00</td> </tr> <tr> <td>Fairbanks Int. Airport</td> <td>Fairbanks</td> <td>25</td> <td>\$302.00</td> </tr> </tbody> </table>				Col 1	Col 2	Col 3	Col 4	<u>Military Base:</u>	<u>Basing Point</u>	<u>Arbitrary in cents per 100 lbs.</u>	<u>Minimum Charge per Shipment</u>	Elmendorf AFB	Anchorage	25	\$302.00	Ft. Richardson	Anchorage	25	\$302.00	Eielson AFB	Fairbanks	45	\$533.00	Ft. Wainwright	Fairbanks	25	\$302.00	Fairbanks Int. Airport	Fairbanks	25	\$302.00
Col 1	Col 2	Col 3	Col 4																												
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<p><b>ITEM 170</b></p> <p><b>BILL OF LADING CONTRACT WHILE WATERBORNE</b></p> <p>Terms and Conditions of Uniform Straight Bill of Lading will apply, except as otherwise stipulated.</p>																															

SECTION 1
RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS
<p><b>ITEM 180</b> [!]</p> <p><b>CARS, SIZE OF</b></p> <p>A. Except as otherwise provided in specific Items, northbound rates named in Section 3 or Section 4 will apply on closed and open railcars (not including tank cars), with inside length not exceeding 65 feet 6 inches; as specified in the Official Railway Equipment Register, RER 6414 - Series.</p> <p>B. When the length of the car used exceeds that shown in Paragraph A, unless exceptions are made in individual Items, or as specified in EXCEPTION shown below, freight charges will be determined by assessing the tariff rate on the minimum weight, or actual weight if greater, plus the additional charge as specified below for each foot or fraction thereof over the lengths shown in Paragraph A.</p> <ol style="list-style-type: none"> <li>Shipments to rail destination Seward to Anchorage:  \$133.48 per foot or fraction thereof over 65 feet, 6 inches as shown in Paragraph A</li> <li>Shipments to rail destinations beyond Anchorage to Wasilla/Palmer:  \$158.95 per foot or fraction thereof over 65 feet, 6 inches as shown in Paragraph A.</li> <li>Shipments to rail destinations beyond Wasilla/Palmer to Eielson AFB:  \$186.88 per foot or fraction thereof over 65 feet, 6 inches as shown in Paragraph A.</li> </ol> <p><b>EXCEPTION</b> (Applicable only in connection with shipments loaded on flat cars)</p> <p>When carrier is unable to furnish car of length ordered, and furnished longer car, the minimum weights, rates and charges will be assessed on the basis of the car size ordered, provided shipment could have been loaded on the size of car ordered. Notation must be made on The Bill of Lading stating the car size ordered and size provided. Shipper must notify ARR of the substitution. See ITEM 470 (Space Allotment) for notification information.</p>

ISSUED: January 9, 2009

EFFECTIVE: February 1, 2009

ISSUED BY: Steve Silverstein, VP Markets, Sales & Service, 327 W. Ship Creek Ave., Anchorage, AK 99501

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<p><b>ITEM 240</b> []</p> <p style="text-align: center;"><b>CHARGES AND RULES FOR HEAVY DUTY FLAT CARS AND TANK CARS</b></p> <p>A. Shipments on heavy duty flat cars as listed in Railroad Publication Services, Agent, Freight Tariff RIC-6740-Series, will be subject to use of detention charges named in ITEM 270 therein.</p> <p>B. Shipments in the following type cars will be subject to a charge as noted in addition to the applicable freight rate:</p> <table border="1"> <thead> <tr> <th>Type of Car</th> <th>A.A.R Mechanical Designation</th> <th>Charge (Per Car)</th> </tr> </thead> <tbody> <tr> <td rowspan="3">Flat Cars:</td> <td>FW, FWS</td> <td>\$155.97</td> </tr> <tr> <td>FM (of 200,000 lbs. and over nominal capacity)</td> <td>\$155.97</td> </tr> <tr> <td>FD, FDS</td> <td>\$467.88</td> </tr> </tbody> </table> <p>Tank Cars: While Tank Cars are in possession of Alaska Railroad Corporation between Seattle, WA, and Whittier, AK, a Tank Car Charge will be assessed (see EXCEPTION). The amount of this charge will be determined as follows:</p> <ol style="list-style-type: none"> <li>Find the Tank Car mileage groups as specified in AAR Tank Car Directory:</li> <li>Find the Mileage Rate Group and the cents per loaded mile in Item 195, FT RIC 6007-series.</li> <li>The cents per loaded miles times 1,590 miles plus loaded land miles in Alaska will then determine the applicable charge.</li> </ol> <p><b>EXCEPTION:</b> No tank car charge will be assessed when types of cars shown are furnished by car owner or Lessee/Lessor, and the bill of lading is noted that car mileage and/or per diem will not be claimed while the car is in the possession of Alaska Railroad Corporation. Mileage allowances permitted by ITEM 410 will not apply.</p>	Type of Car	A.A.R Mechanical Designation	Charge (Per Car)	Flat Cars:	FW, FWS	\$155.97	FM (of 200,000 lbs. and over nominal capacity)	\$155.97	FD, FDS	\$467.88	<p><b>ITEM 250</b> []</p> <p style="text-align: center;"><b>CHARGES FOR HEAVY, WIDE AND OUTSIZED PIECES OR PACKAGES</b></p> <p>A. <b>Charge for Heavy and Outsized Pieces or Packages:</b></p> <p>A single piece or package weighing 200,000 lbs. or over will be subject to a charge of \$5,805.34 in addition to all other applicable charges published in this tariff on such piece or package.</p> <p>B. <b>Charge for wide shipment - over 11 ft. 6 inches in width:</b></p> <p>A railcar shipment to Alaska (northbound) containing any article(s) over 11 ft . 6 inches in width will be subject to the following surcharges in addition to all other applicable charges in this tariff on such railcar (Subject to Notes 1 and 2):</p> <table border="1"> <thead> <tr> <th style="text-align: center;"><u>Width Over</u></th> <th style="text-align: center;"><u>But Not Exceeding</u></th> <th style="text-align: center;"><u>Surcharge</u> (Percent of Applicable Charges)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">11' 6"</td> <td style="text-align: center;">13' 6"</td> <td style="text-align: center;">100%</td> </tr> </tbody> </table> <p>Note 1: Shipments moving beyond Whittier, AK are subject to tunnel clearances.</p> <p>Note 2: Any such shipment must have prior clearance approval of Carrier, (See Note 1) and Carrier must also have concurrence of Shipper to move shipment at the additional charge as named.</p>	<u>Width Over</u>	<u>But Not Exceeding</u>	<u>Surcharge</u> (Percent of Applicable Charges)	11' 6"	13' 6"	100%
Type of Car	A.A.R Mechanical Designation	Charge (Per Car)															
Flat Cars:	FW, FWS	\$155.97															
	FM (of 200,000 lbs. and over nominal capacity)	\$155.97															
	FD, FDS	\$467.88															
<u>Width Over</u>	<u>But Not Exceeding</u>	<u>Surcharge</u> (Percent of Applicable Charges)															
11' 6"	13' 6"	100%															
	<p><b>ITEM 260</b></p> <p style="text-align: center;"><b>CHARGES FOR CARS HELD PER CUSTOMER REQUEST</b></p> <p>Railcars held in Seattle, WA, by the Alaska Railroad Corporation at the request of shipper/consignee will be subject to per diem charges as specified in UMLER file published by Association of American Railroads. Charges will apply from the first 7 a.m. after the next scheduled sailing to, and including, date of actual sailing.</p>																
<p>ISSUED: January 9, 2009 <span style="float: right;">EFFECTIVE: February 1, 2009</span></p> <p>ISSUED BY: Steve Silverstein, VP Markets, Sales &amp; Service, 327 W. Ship Creek Ave., Anchorage, AK 99501</p>																	
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SECTION 1	SECTION 1
<b>RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS</b>	<b>RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS</b>
<p><b>ITEM 470 (Cont'd)</b></p> <p style="text-align: center;"><b>SPACE ALLOTMENT REQUEST TO COVER RAILCAR MOVEMENT</b></p> <p>Carriers do not agree to transport freight by any particular vessel or train or within any specified time, and the rates named herein are applicable only when the carriers have a suitable vessel sailing to or from the ports via which rates are named. If at any time, after having made a reasonable effort, a vessel is unable to make delivery of a shipment owing to bad weather conditions or for any other reason due to perils of the sea or other emergency, the obligations imposed upon the Carriers by the terms of this Tariff shall be considered fulfilled and delivery accomplished and the charges due at rates named herein shall be considered earned, after which the Carrier shall have the privileges of delivering shipment at the nearest accessible port, or returning goods to port of shipment or making delivery on a subsequent voyage and collecting at tariff rates for such additional service.</p>	<p><b>ITEM 480 (Cont'd)</b></p> <p style="text-align: center;"><b>STOP-IN-TRANSIT FOR PARTIAL LOADING OR UNLOADING</b></p> <p>(f) Bills of Lading and waybills must show the stop point, point of placement, and party who is to partially load or unload. No notation is to be made on the Bill of Lading as to the portion of shipment to be loaded or unloaded at stop-off point except when shown for information only and covered by "shipper's load and count" notation.</p> <p>(g) When stopped for partial unloading, freight remaining in car a stop-off point must be properly braced and stowed by party doing the unloading to prevent loss and damage. No freight will be added or substituted for the original contents of the car.</p> <p>(h) On shipments consigned "to order," "order notify," or otherwise requiring surrender of document in advance of delivery, the necessary document must be surrendered to Freight Agent at destination before any part of shipment may be unloaded.</p> <p>(i) Carrier at stopover station shall be governed as follows:</p> <p style="margin-left: 40px;">a. Will not assist in unloading (See NOTE);</p> <p style="margin-left: 40px;">b. Will not make any check of property which is unloaded (See NOTE);</p> <p style="margin-left: 40px;">c. Will not accept or recognize any instruction from consignor requiring, as a condition precedent to delivery at stopover station, surrender or presentation of Bill of Lading, written order or any other document.</p> <p>NOTE: Except where unloading service is performed by carriers authorized in this tariff providing for such service.</p>
<p><b>ITEM NUMBER 480</b></p> <p style="text-align: center;"><b>STOP-IN-TRANSIT FOR PARTIAL LOADING OR UNLOADING</b></p> <p>Except as otherwise provided, shipments subject to carload minimum weights, or actual weight if greater, received from one shipper at one point at one time for one consignee at one destination and covered by one bill of lading, may be stopped for partial loading or unloading subject to the rules, regulations, exceptions and charges provided in this Item:</p> <p>(a) Stopping for purpose of partial loading or unloading will not be permitted only provided such stop points are directly intermediate between the points via the regular direct route over which operations are generally conducted.</p> <p>(b) Stops for partial loading or unloading will not be allowed at stations designated for less than carload handling only.</p> <p>(c) The service of stopping for partial loading or unloading will be limited at each stop, including final delivery, to one placement at one site at one place.</p> <p>(d) Note more than three stops, exclusive of the first pick-up or final delivery at destination, will be permitted.</p> <p>(e) The per car charge for each stop shall be:</p> <p style="margin-left: 40px;">[!]\$228.05</p> <p style="text-align: center;">(Continued in next column)</p>	<p style="text-align: center;"><b>ITEM 490</b></p> <p style="text-align: center;"><b>STOWAGE</b></p> <p>The railroad cars in which the goods are loaded will be stowed and carried on deck while waterborne.</p>
ISSUED: January 9, 2009	EFFECTIVE: February 1, 2009
ISSUED BY: Steve Silverstein, VP Markets, Sales & Service, 327 W. Ship Creek Ave., Anchorage, AK 99501	
For explanation of Abbreviations and Reference Marks not explained herein, see last page of this tariff.	

SECTION 3		
COMMODITY RATES - RAIL CAR FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)		
<b>ITEM 3000</b> [I]		
<b>COMMODITY:</b>  <b>Ammonium Nitrate Fertilizer (28 191 31)</b>  In Bulk, in covered Hopper cars FROM: Seattle, WA		
TO	MIN. WT.	RATE (See Note 1)
Anchorage, AK	190,000 lbs.	5.48
Seward, AK		5.63
Healy, AK		6.05
Fairbanks, AK		6.29
NOTE 1: Applies only in shipper owned or leased equipment. No car hire, mileage or use allowances will be paid while cars are in possession of the ARR.		

SECTION 3		
COMMODITY RATES - RAIL CAR FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)		
<b>ITEM 3010</b> [I]		
<b>COMMODITY:</b>  <b>CHEMICALS : (Group A)</b>  <b>ANTI-FREEZE AND OTHER ARTICLES, VIZ:</b> Alcohol, NOS, (other than Alcoholic Liquors), with or without Inhibitors (28 184 15) Anti-Freeze, NOS , with or without Inhibitors (28 999 15) Compounds, Water Absorption or Anti-Icing, Motor Fuel, Liquid (28 998 70) De-Icing Preparations, NOS , with or without Water or Inhibitors (28 999 16) Engine Coolant Preparations, NOS, with or without Inhibitors (28 999 15) Ethanol (28 184 45), Ethylene Glycol (28 185 46) Heat Transfer Agents or Media, NOS, with or without Inhibitors (28 999 17) Methanol (28 184 26), Tri-Ethylene Glycol (28 185 58)		
In rail tankcars, minimum weight subject to Rule 35 of the UFC, but not less than the minimum weight shown, whichever is greater. When weight per gallon is not provided, weight will be computed on the basis of 9 lbs. per gallon in connection with the Rule 35 calculation.  FROM: Seattle, WA		
MIN. WT. (LBS.)	RATE	
	TO	
	Anchorage, AK	Fairbanks, AK
120,000 lbs.	9.39	12.12
140,000 lbs.	9.04	11.80
150,000 lbs.	8.73	11.46
160,000 lbs.	8.40	11.14
170,000 lbs.	8.07	10.82
180,000 lbs.	7.75	10.49
(Continued on next page)		

ISSUED: January 9, 2009

EFFECTIVE: February 1, 2009

ISSUED BY: Steve Silverstein, VP Markets, Sales & Service, 327 W. Ship Creek Ave., Anchorage, AK 99501

For explanation of Abbreviations and Reference Marks not explained herein, see last page of this tariff.

SECTION 3	SECTION 3																			
<b>COMMODITY RATES - RAIL CAR</b> FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)	<b>COMMODITY RATES - RAIL CAR</b> FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)																			
<b>ITEM 3010 (Cont'd)</b> [[]]	<b>ITEM 3010 (Cont'd)</b> [[]]																			
<b>COMMODITY:</b>  <b>CHEMICALS: (Group B)</b> <b>COMPOUNDS , AND OTHER ARTICLES, VIZ:</b>  Acrylamide Solution (28 182 10) Anti-Foam (28 998 28) Corrosion Inhibitor (28 995 50) Crude Petroleum Treating (29 912 15) Defoaming (28 998 28) Fire Retardant (28 998 32) Fuel Oil Treating (29 912 20) Gas Purifying Compounds, NOS (28 998 42) Mineral Spirits (29 119 82) Scale Inhibitor (29 995 15) Silicone, raw (28 182 36) Water Softening (28 995 35) Water Treating Compounds (28 995)	<b>COMMODITY:</b>  <b>CHEMICALS, VIZ: (Group C)</b>  <b>Isopropanol Methanol, Methanol, Isopropanol, or uXylene</b>  Liquid, in bulk, in ISO/IMO containers. FROM: Seattle, WA																			
In tank cars, minimum weight subject to Rule 35 of the UFC, except as to minimum weight which will be based upon 8 lbs. per gallon, unless actual weight is provided, but not less than the carload minimum weights specified in the Item, nor less than the actual weight if greater. FROM: Seattle, WA	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="3" style="width:20%;">MIN. WT.</th> <th colspan="2" style="text-align:center;">RATE (See Notes 1, 2, 3 &amp; 4)</th> </tr> <tr> <th colspan="2" style="text-align:center;">TO</th> </tr> <tr> <th style="width:30%;">Anchorage, AK</th> <th style="width:30%;">Fairbanks, AK</th> </tr> </thead> <tbody> <tr> <td>140,000 lbs.</td> <td style="text-align:center;">9.69</td> <td style="text-align:center;">11.88</td> </tr> <tr> <td>160,000 lbs.</td> <td style="text-align:center;">9.02</td> <td style="text-align:center;">11.21</td> </tr> </tbody> </table>	MIN. WT.	RATE (See Notes 1, 2, 3 & 4)		TO		Anchorage, AK	Fairbanks, AK	140,000 lbs.	9.69	11.88	160,000 lbs.	9.02	11.21						
MIN. WT.	RATE (See Notes 1, 2, 3 & 4)																			
	TO																			
	Anchorage, AK	Fairbanks, AK																		
140,000 lbs.	9.69	11.88																		
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<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="3" style="width:20%;">MIN. WT. (LBS.)</th> <th colspan="2" style="text-align:center;">RATE (See Note 1)</th> </tr> <tr> <th colspan="2" style="text-align:center;">TO</th> </tr> <tr> <th style="width:30%;">Anchorage, AK</th> <th style="width:30%;">Fairbanks, AK</th> </tr> </thead> <tbody> <tr> <td>120,000 lbs.</td> <td style="text-align:center;">9.39</td> <td style="text-align:center;">12.12</td> </tr> <tr> <td>140,000 lbs.</td> <td style="text-align:center;">9.04</td> <td style="text-align:center;">11.80</td> </tr> <tr> <td>160,000 lbs.</td> <td style="text-align:center;">8.40</td> <td style="text-align:center;">11.14</td> </tr> <tr> <td>180,000 lbs.</td> <td style="text-align:center;">7.75</td> <td style="text-align:center;">10.49</td> </tr> </tbody> </table>	MIN. WT. (LBS.)	RATE (See Note 1)		TO		Anchorage, AK	Fairbanks, AK	120,000 lbs.	9.39	12.12	140,000 lbs.	9.04	11.80	160,000 lbs.	8.40	11.14	180,000 lbs.	7.75	10.49	Note 1: Rate applies only on shipper owned or leased ISO/IMO containers. Rate includes return of empty shipper owned or leased containers to Seattle, WA.  Note 2: Rate is per shipper loaded railcar containing 3 or less ISO/IMO containers. Not to exceed 60,000 lbs. per container.  Note 3: All shipments shall be subject to the advance approval and inspection of Carriers' operations department.  Note 4: Not subject to transfer or delivery.
MIN. WT. (LBS.)		RATE (See Note 1)																		
		TO																		
	Anchorage, AK	Fairbanks, AK																		
120,000 lbs.	9.39	12.12																		
140,000 lbs.	9.04	11.80																		
160,000 lbs.	8.40	11.14																		
180,000 lbs.	7.75	10.49																		
Note 1 - Applies only on Crude Petroleum Treating Compound, Water Treating Compounds, Corrosion Inhibitor, Scale Inhibitor or Emulsion Breaker.																				
ISSUED: January 9, 2009	EFFECTIVE: February 1, 2009																			
ISSUED BY: Steve Silverstein, VP Markets, Sales & Service, 327 W. Ship Creek Ave., Anchorage, AK 99501																				
For explanation of Abbreviations and Reference Marks not explained herein, see last page of this tariff.																				

SECTION 3			SECTION 3		
<b>COMMODITY RATES - RAIL CAR</b> FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)			<b>COMMODITY RATES - RAIL CAR</b> FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)		
<b>ITEM 3010 (Cont'd)</b> [[]]			<b>ITEM 3010 (Cont'd)</b> [[]]		
<b>COMMODITY:</b>  <b>CHEMICALS: (Group D)</b> <b>ALL KINDS, NOS (28), Sodium Cyanide (28 123 28)</b>  In packages FROM: Seattle, WA			<b>COMMODITY:</b>  <b>CHEMICALS: (Group D)</b> <b>ALL KINDS, NOS (28)</b>  In Tank Cars FROM: Seattle, WA		
MIN. WT. (LBS.)	RATE		MIN. WT. (LBS.)	RATE (See Notes 1 & 2)	
	TO			TO	
	Anchorage, AK	Fairbanks, AK		Anchorage, AK	Fairbanks, AK
140,000	7.94	9.30	160,000	6.86	8.09
160,000	7.21	8.66			
	(See Notes 1, 2, 3, 4 & 6)	Cntr 6241.00 - 20' Container			
	(See Notes 1, 3 4, 5 & 6)	Cntr 7263.00 - 20' Container			
NOTE 1: Rate applied to Sodium Cyanide (only) must comply with US Code of Federal Regulations 49.  NOTE 2: Rate is from rail ramp (Seattle) to door at destination (FT Knox Mine) and return of empty containers to ramp.  NOTE 3: Minimum of 3 containers per railcar.  NOTE 4: Rate applies to ARR owned or leased cars.  NOTE 5: Rate applies from rail ramp (Seattle) to Tech Cominco Pogo mine and return of empty containers to ramp.  NOTE 6: Rates include fuel surcharges.			NOTE 1: Not subject to volume railcar discount.  NOTE 2: Not subject to ITEM 240 (Tank Car Charges). Exception to ITEM 410 (Mileage Allowance): Carrier will not pay per diem or mileage while cars are in possession of ARR.		
ISSUED: January 9, 2009			EFFECTIVE: February 1, 2009		
ISSUED BY: Steve Silverstein, VP Markets, Sales & Service, 327 W. Ship Creek Ave., Anchorage, AK 99501					
For explanation of Abbreviations and Reference Marks not explained herein, see last page of this tariff.					

SECTION 3			SECTION 3		
<b>COMMODITY RATES - RAIL CAR</b> FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)			<b>COMMODITY RATES - RAIL CAR</b> FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)		
<b>ITEM 3020</b> [[]] <b>COMMODITY:</b>  <b>COMPOUNDS , OIL AND GAS : (Group A)</b>  Anti-Foaming Aluminum Stearate; Barium Sulphate, crude, ground or not ground Brocide Bromide Calcium Bromide Calcium Chloride Chelating Clay, niobn, crushed, ground, or pulverized Cleaning, including Boiler Cleaning Coal Dust Laying Corrosion Inhibitor Crude Petroleum Oil Treating Defoaming Diatomaceous Earth Emulsion Breaker Floculant Gilsonite Ground Wood Fibre Industrial Process Water Treating Lime Potassium Chloride Scale Inhibitor Sodium Bicarbonate Sodium Bromide Sodium Carbonate (Soda Ash) Sodium Caustic (Sodium Hydroxide) Sodium Chloride (Salt)			<b>ITEM 3020 (Cont'd)</b> [[]] <b>COMPOUNDS and Other Articles, VIZ: (Group B)</b>  Barite, Barytes or Barium Sulphate (14 711 10) Calcium Chloride (28 126 33) Cement (32 411 15) Clay (32 952) Fly Ash (32 952) Iron Ore Concentrates, Ground (28 195 50) Lime (32 741) Pellets, Shots, or Spheres, Alumina, or Glass, oil well fracture propping or supporting (28 196 23) or (32 952 15) Plaster (32 741) Pozzolan (32 952 51) Sand (14 411) Shale, expanded, crushed , ground, or pulverized: (32 952 15) Sodium Chloride (Salt) (28 991 12)		
In Bulk, in or on pallets, platforms or skids  FROM: Seattle, WA			In Bulk, in covered hopper railcars  FROM: Seattle, WA		
MIN. WT. (LBS.)	RATE (See Notes 1, 2 & 3)		RATE (See Notes 1, 2, 3 & 4)		
	TO		TO		
	Anchorage, AK	Fairbanks, AK	Anchorage, AK		Fairbanks, AK
170,000	7.24	8.60	6.48	7.76	
NOTE 1: Applies on freight tendered in straight carloads of articles named in this tariff.  NOTE 2: Applicable in shipper owned or leased cars for which no cart hire, mileage or use allowance will be paid while cars are in possession of ARR.  NOTE 3: ARR owned cars.			NOTE 1: Provisions of Paragraph (b) of ITEM 400 (maximum gross weights) will not apply.  NOTE 2: Applicable in Shipper owned or leased cars for which no car hire, mileage or use allowance will be paid while cars are in possession of ARR.  NOTE 3: Applicable in ARR owned hopper cars.  NOTE 4: Exception to ITEM 180 (Cars, size of): Applicable in cars not exceeding 49 feet outside length.		
ISSUED: January 9, 2009			EFFECTIVE: February 1, 2009		
ISSUED BY: Steve Silverstein, VP Markets, Sales & Service, 327 W. Ship Creek Ave., Anchorage, AK 99501					
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SECTION 3		
COMMODITY RATES - RAIL CAR FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)		
<b>ITEM 3010 (Cont'd)</b> []  <b>COMMODITY:</b>  <b>COMPOUNDS and Other Articles, VIZ (Group C):</b>  Gravel and Other Articles, VIZ: Gravel (14 412 90) Sand (14 413, 14 411) Blasting Sand-Nickel Slag (40 291 23)  In packages FROM: Seattle, WA		
MIN. WT. (LBS.)	RATE	
	TO	
	Anchorage, AK	Fairbanks, AK
150,000	6.50	7.65

SECTION 3		
COMMODITY RATES - RAIL CAR FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)		
<b>ITEM 3030</b> []  <b>COMMODITY:</b>  <b>BUILDING MATERIALS: GENERAL</b>  Bricks and Blocks VIZ: Bricks and Blocks, Building (32 551 15/35), Fire (32 551 10) or Paving (32 511 17), other than glass or slate.  In Packages  FROM: Seattle, WA		
MIN. WT. (LBS.)	RATE	
	TO	
	Anchorage, AK	Fairbanks, AK
120,000	6.81	7.83
140,000	6.17	7.38
160,000	5.63	6.70
180,000	5.11	6.05

ISSUED: January 9, 2009

EFFECTIVE: February 1, 2009

ISSUED BY: Steve Silverstein, VP Markets, Sales & Service, 327 W. Ship Creek Ave., Anchorage, AK 99501

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<b>ITEM 3030</b> [[]]			<b>ITEM 3030 (Cont'd)</b> [[]]		
<b>COMMODITY:</b>			<b>COMMODITY:</b>		
<b>BUILDING MATERIALS:</b>			<b>BUILDING MATERIALS:</b>		
Building Materials as described in Groups A through J, in packages, except as otherwise specified.			<b>GROUP C:</b> Subject to Notes only in this Group.		
<b>GROUP A:</b> Subject to Notes only in this Group.  Asphalt (asphaltum), Natural (14 913 12), By-product or Petroleum, liquid (20 116 10) or Solid (29 116 14) Bonding Agent, VIZ: Latex (Liquid Rubber) in packages (08 423 20) Pitch or Tar, Coal or Petroleum (29 116 34)			GLASS, VIZ: Glass, Window, other than plate, not framed, leaded nor laminated, not bent (32 111 20) Glass, Shock (Window glass silvered), not framed (32 119 94) Glazing Units, glass, not in sash (units consisting of sheets of glass separated by air or vacuum sealed at all edges with same or other materials) (32 119 12) Glass, laminated plate, polished prism or wired, NOIBN, not framed nor leaded, or plate glass silvered for mirrors, not bent (32 119) Glass, rolled, plain, not bent (32 199)		
<b>GROUP B:</b>  Building Metal Work and Building Materials, Wood			FROM: Seattle, WA		
FROM: Seattle, WA					
MIN. WT. (LBS.)	RATE (See Note 1)		RATE		
	TO		TO		
	Anchorage, AK	Fairbanks, AK	Anchorage, AK	Fairbanks, AK	
	120,000	6.81	7.83		
140,000	6.17	7.38			
160,000	5.63	6.70			
180,000	5.11	6.05			
Note 1: Rates apply only on shakes or shingles, wooden.					
ISSUED: January 9, 2009			EFFECTIVE: February 1, 2009		
ISSUED BY: Steve Silverstein, VP Markets, Sales & Service, 327 W. Ship Creek Ave., Anchorage, AK 99501					
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SECTION 3		
COMMODITY RATES - RAIL CAR FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)		
<b>ITEM 3030</b> (Cont'd) [[]]		
<b>COMMODITY:</b>		
<b>BUILDING MATERIALS:</b>		
<b>GROUP D:</b> Subject to Notes only in this Group.		
INSULATING MATERIAL, as described		
FROM: Seattle, WA		
MIN. WT. (LBS.)	RATE	
	TO	
	Anchorage, AK	Fairbanks, AK
120,000	6.81	7.83
140,000	6.17	7.38
160,000	5.63	6.70
180,000	5.11	6.05

SECTION 3		
COMMODITY RATES - RAIL CAR FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)		
<b>ITEM 3030</b> (Cont'd) [[]]		
<b>COMMODITY:</b>		
<b>BUILDING MATERIALS:</b>		
<b>GROUP E:</b> Subject to Notes only in this Group.		
LUMBER OR LUMBER PRODUCTS, VIZ:		
Cross Arms (24 999 97)		
Lath (24 211 43)		
Logs, shaped or cut on one or more sides (24 111 86)		
Lumber or Veneer, NOS (24 211 31)		
Posts (24 911 30)		
Stakes, Surveyors, in bundles (24 981 25)		
Ties (24 912 10)		
Timbers (24 911 82)		
FROM: Seattle, WA		
MIN. WT. (LBS.)	RATE (See Notes 1 & 2)	
	TO	
	Anchorage, AK	Fairbanks, AK
120,000	6.81	7.83
140,000	6.17	7.38
160,000	5.63	6.70
180,000	5.11	6.05

NOTE 1: Shipments to Ft. Wainwright will be delivered by motor carrier from the ARR terminal in Fairbanks for an additional charge.

NOTE 2: When freight is tendered to Carrier in/on three 20-foot containers/platforms, the minimum weight per 20-foot container/platform shall be 40,000 lbs. When freight is shipped per the terms of this note, it shall be the responsibility of the consignee to re-load and re-secure the empty containers/platforms to the railcar.

ISSUED: January 9, 2009

EFFECTIVE: February 1, 2009

ISSUED BY: Steve Silverstein, VP Markets, Sales & Service, 327 W. Ship Creek Ave., Anchorage, AK 99501

For explanation of Abbreviations and Reference Marks not explained herein, see last page of this tariff.

SECTION 3			SECTION 3		
<p align="center"><b>COMMODITY RATES - RAIL CAR</b> FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)</p>			<p align="center"><b>COMMODITY RATES - RAIL CAR</b> FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)</p>		
<p><b>ITEM 3030</b> (Cont'd) [[]]</p> <p><b>COMMODITY:</b></p> <p><b>GROUP F:</b> Subject to Notes only in this Group.</p> <p>Plasterboard (32 774 37), fibreboard, felt or fibre and plastic combined, faced or not faced with foil; wood veneer, plastic or vinyl. See NOTE 1.</p> <p>Plasterboard Joint Compound (with or without paper tape) to include texturizing compounds (32 753 20).</p> <p>Plaster Grounds, Corner Bead, corner bead clips, cove base, fastenings, screws or wall grounds, steel, in packages (34 423 58) See Note 2.</p> <p>FROM: Seattle, WA</p>			<p><b>ITEM 3030</b> (Cont'd) [[]]</p> <p><b>COMMODITY:</b></p> <p><b>GROUP G: (Subject only to Notes in this Group)</b></p> <p>Ground Wood Board, Particleboard or Waferboard; Boards or Sheets, flat, sawdust, ground wood, ground wood and bark mixed, wood shavings, plasticized or not plasticized (24 993, 24 996) Paneling, plywood or veneer (24 321 58) Plywood (Built-up Wood), NOS (24 321 58) Roofing Board, Rigid, Flat, Composed of felted wood fiber (Not subject to Note 1 - Loading)</p> <p>FROM: Seattle, WA</p>		
MIN. WT. (LBS.)	RATE (See Notes 1, 2 & 3)		RATE (See Notes 1 & 2)		
	TO		TO		
	Anchorage, AK	Fairbanks, AK	Anchorage, AK	Fairbanks, AK	
120,000	6.81	7.83	120,000	6.81	7.83
140,000	6.17	7.38	140,000	6.17	7.38
160,000	5.63	6.70	160,000	5.63	6.70
180,000	5.11	6.05	180,000	5.11	6.05
<p>Note 1: When PLASTERBOARD is loaded in or on flat, gondola or other opentop railcars, the weight of the blocking, bolsters, racks, standards, stakes, strips, bearing pieces or supports used to restrain the load on the railcar or to reinforce equipment, will be considered added to the tare weight of the railcar. Shipper must specify the weight of the dunnage of the Bill of Lading.</p> <p>Note 2: Applicable only in mixed shipments with PLASTERBOARD, provided the weight of articles subject to this Note do not exceed 10 percent of the shipment billed weight.</p> <p>Note 3: Shipment to Ft. Wainwright will be delivered by motor carrier from the ARR Terminal in Fairbanks for an additional charge.</p>			<p>NOTE 1: Shipments to Ft. Wainwright will be delivered by motor carrier from the ARR terminal in Fairbanks for an additional charge.</p> <p>NOTE 2: When freight is tendered to Carrier in/on three 20-foot containers/platform shall be 40,000 lbs. When freight is shipped per the terms of this note it shall be the responsibility of the consignee to re-load and re-secure the empty containers/platforms to the railcar.</p>		
ISSUED: January 9, 2009			EFFECTIVE: February 1, 2009		
ISSUED BY: Steve Silverstein, VP Markets, Sales & Service, 327 W. Ship Creek Ave., Anchorage, AK 99501					
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SECTION 3		
COMMODITY RATES - RAIL CAR FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)		
ITEM 3030 (Cont'd) [!]		
COMMODITY:		
GROUP H: (Subject to Notes only in this group)		
Rafters, Arches, Beams, Joists, Trusses, Wooden, Laminated or other than laminated, including iron hardware for assembly (24 391 20) ; Roof Trusses, Wooden, SU, SU Sections or KD (24 391 26)		
FROM: Seattle, WA		
MIN. WT. (LBS.)	RATE (See Note 1)	
	TO	
	Anchorage, AK	Fairbanks, AK
120,000	6.81	7.83
140,000	6.17	7.38
160,000	5.63	6.70
180,000	5.11	6.05
Note 1: Articles named in this Item which are laminated must be wrapped or packaged suitable for protection from damage to surfaces which are not adequately protected.		

SECTION 3		
COMMODITY RATES - RAIL CAR FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)		
ITEM 3030 (Cont'd) [!]		
COMMODITY:		
GROUP I: (Subject to Notes only in this group)		
Roofing and Siding Materials (29 5)		
FROM: Seattle, WA		
MIN. WT. (LBS.)	RATE	
	TO	
	Anchorage, AK	Fairbanks, AK
120,000	6.81	7.83
140,000	6.17	7.38
160,000	5.63	6.70
180,000	5.11	6.05

ISSUED: January 9, 2009

EFFECTIVE: February 1, 2009

ISSUED BY: Steve Silverstein, VP Markets, Sales & Service, 327 W. Ship Creek Ave., Anchorage, AK 99501

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SECTION 3		
COMMODITY RATES - RAIL CAR FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)		
<b>ITEM 3040</b> [I]		
<b>COMMODITY:</b>  <b>FEED, GRAIN AND OTHER ARTICLES</b> In bulk, in covered hopper cars		
FROM: Seattle, WA		
MIN. WT. (LBS.)	RATE (See Notes 1 & 2)	
	TO	
	Anchorage, AK	Fairbanks, AK
160,000	6.54	7.98
NOTE 1: Rates apply on a single car shipment.  NOTE 2: No mileage will be paid while cars are in possession of Alaska Railroad Corporation.		

SECTION 3		
COMMODITY RATES - RAIL CAR FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)		
<b>ITEM 3045</b> [I]		
<b>COMMODITY:</b>  <b>FERTILIZER AND OTHER ARTICLES</b> In bulk, in covered hopper cars		
FROM: Seattle, WA		
MIN. WT. (LBS.)	RATE (See Notes 1 & 2)	
	TO	
	Anchorage, AK	Fairbanks, AK
160,000	6.54	7.98
180,000	6.11	7.41
200,000	5.83	7.01
Note 1: Not subject to Paragraph 2 of ITEM 200 (Application of Rates)  Note 2: Rates include switching in Seattle, WA.		

ISSUED: January 9, 2009

EFFECTIVE: February 1, 2009

ISSUED BY: Steve Silverstein, VP Markets, Sales & Service, 327 W. Ship Creek Ave., Anchorage, AK 99501

For explanation of Abbreviations and Reference Marks not explained herein, see last page of this tariff.

SECTION 3		SECTION 3		
<p align="center"><b>COMMODITY RATES - RAIL CAR</b> FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)</p>		<p align="center"><b>COMMODITY RATES - RAIL CAR</b> FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)</p>		
<p><b>ITEM 3050</b> [!]</p> <p><b>COMMODITY:</b> <b>FISHBAIT, FROZEN</b></p> <p>FROM: Seattle, WA</p>		<p><b>ITEM 3060</b> [!]</p> <p><b>COMMODITY:</b> <b>FREIGHT ALL KINDS, NOS:</b></p> <p>FROM: Seattle, WA</p>		
MIN. WT. (LBS.)	RATE (See Notes 1 & 2)	MIN. WT. (LBS.)	RATE (See Note 1, 2, 3 & 4)	
	TO		TO GROUPINGS	
	Seward, AK		Anchorage	Fairbanks
140,000	11.23	100,000	10.72	12.70
		120,000	9.60	11.66
		140,000	8.47	10.52
		160,000	7.73	9.47
		180,000	6.96	8.72
<p>NOTE 1: Subject to provisions of ITEM 450 (Protective Service) except mechanical protective service charges will not apply.</p> <p>NOTE 2: Not subject to ITEM 130 ( Application of Rates) - Rate includes one switch from BNSF to UP tracks in Seattle, WA.</p>		<p>NOTE 1: Rates apply on a single car shipment.</p> <p>NOTE 2: Applies only in shipper owned or leased equipment. No car hire, mileage or use allowances will be paid while cars are in possession of the ARR.</p> <p>NOTE 3: Not subject to transfer or delivery.</p> <p>NOTE 4: Rates herein do not apply on hazardous goods or other dry or liquid chemicals classified under STCC 49.</p>		

ISSUED: January 9, 2009

EFFECTIVE: February 1, 2009

ISSUED BY: Steve Silverstein, VP Markets, Sales & Service, 327 W. Ship Creek Ave., Anchorage, AK 99501

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SECTION 3									
COMMODITY RATES - RAIL CAR FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)									
<b>ITEM 3070</b> [I]									
<b>COMMODITY:</b>  <b>GAS, OTHER THAN COMPRESSED, LIQUID, VIZ:</b>  ARGON (28 134 65) OXYGEN (28 139 70) NITROGEN (28 139 68)									
In tank cars, subject to Rule 35 UFC, except as to minimum weights (See NOTE 1), but not less than the carload minimum specified in this Item, nor less than actual weight if greater.									
FROM: Seattle, WA									
MIN. WT. (LBS.)	RATE (See Notes 1, 2, & 3)								
	TO								
	Anchorage	Palmer	Fairbanks						
(1) 140,000	8.49	8.78	9.73						
(2) 150,000	8.25	8.54	9.45						
(3) 170,000	8.05	8.38	9.18						
(1) In tank cars, capacity not exceeding 18,100 gallons. (2) In tank cars, capacity not exceeding 26,000 gallons. (3) In tank cars, capacity exceeding 26,000 gallons.									
NOTE 1: When carload weight is not available, apply Rule 35 of UFC. If the weight per gallon is not provided, weight will be computed on the pounds per gallon shown below times the gallons shipped, certified by the shipper on the Bill of Lading at the time of loading, subject to the minimum weight shown for the size of the tank car used.									
<p style="text-align: center;"><u>Pounds Per Gallon</u></p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td>Argon</td> <td>11.630</td> </tr> <tr> <td>Oxygen</td> <td>9.527</td> </tr> <tr> <td>Nitrogen</td> <td>6.746</td> </tr> </table>				Argon	11.630	Oxygen	9.527	Nitrogen	6.746
Argon	11.630								
Oxygen	9.527								
Nitrogen	6.746								
NOTE 2: Not subject to Paragraph 2 of ITEM 200 (Application of Rates). Rates include switching in Seattle, WA.									
NOTE 3: No volume rate discounts apply on this rate item.									

SECTION 3			
COMMODITY RATES - RAIL CAR FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)			
<b>ITEM 3080</b> [I]			
<b>COMMODITY:</b>  <b>GAS, VIZ; LIQUEFIED PETROLEUM GAS</b>			
In tank cars, subject to Rule 35 UFC, except as to minimum weights.			
FROM: Seattle, WA			
MIN. WT. (LBS)	RATE (See Notes 1 & 2)		
	TO		
	Anchorage Group	Moose Pass	Fairbanks Group
127,500	7.29	7.34	9.39
NOTE 1: Not subject to volume railcar discount.			
NOTE 2: Not subject to ITEM 240 (Tank Car Charges). Exception to ITEM 410 (Mileage Allowance): Carrier will not pay per diem or mileage while cars are in possession of ARR.			

ISSUED: January 9, 2009

EFFECTIVE: February 1, 2009

ISSUED BY: Steve Silverstein, VP Markets, Sales & Service, 327 W. Ship Creek Ave., Anchorage, AK 99501

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SECTION 3		
COMMODITY RATES - RAIL CAR FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)		
<b>ITEM 3090</b> [I]		
<b>COMMODITY:</b>  <b>IRON and STEEL ARTICLES and OTHER ARTICLES, VIZ:</b>  CASING, CONDUIT, plate, sheet or wrought (33 126) CULVERT or CULVERT PIPE, SU, side seams open or closed (34 442 25) DRILL COLLARS (35 339 08) GUIDE PLATE ASSEMBLIES (33126) PILING, other than cylindrical (33 125 77) PILING, cylindrical, sheet steel (33 125 76) PIPE, cast (33 211) or wrought (33 126) PIPE FITTINGS, cast, plate, sheet or wrought (34 942) PIPE or TUBING, plate or sheet (33 126) PIPE SADDLES (33 285 66) POLES, UTILITY, Aluminum or Steel (36 441 48) REINFORCEMENT BAR (Rebar) (33 124 68)		
FROM: Seattle, WA		
MIN. WT. (LBS.)	RATE (See Note 1)	
	TO GROUPINGS	
	Anchorage	Fairbanks
100,000	10.67	12.63
120,000	9.54	11.60
140,000	8.43	10.43
160,000	7.67	9.43
180,000	6.93	8.66
Note 1: Rates on pipe, cast as described will only apply on railcars loaded/unloaded by shipper/consignee.		

SECTION 3		
COMMODITY RATES - RAIL CAR FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)		
<b>ITEM 3095</b> [I]		
<b>COMMODITY:</b>  <b>IRON and STEEL ARTICLES and OTHER ARTICLES, VIZ:</b>  CASING, CONDUIT, plate, sheet or wrought (33 126) CULVERT or CULVERT PIPE, SU, side seams open or closed (34 442 25) DRILL COLLARS (35 339 08) GUIDE PLATE ASSEMBLIES (33126) PILING, other than cylindrical (33 125 77) PILING, cylindrical, sheet steel (33 125 76) PIPE, cast (33 211) or wrought (33 126) PIPE FITTINGS, cast, plate, sheet or wrought (34 942) PIPE or TUBING, plate or sheet (33 126) PIPE SADDLES (33 285 66) POLES, UTILITY, Aluminum or Steel (36 441 48) REINFORCEMENT BAR (Rebar) (33 124 68)		
TO: Seattle, WA		
MIN. WT. (LBS.)	RATE (See Notes 1 & 2)	
	FROM GROUPINGS	
	Anchorage	Fairbanks
100,000	3.72	4.41
120,000	3.34	4.07
140,000	2.96	3.66
160,000	2.68	3.30
180,000	2.42	3.02
NOTE 1: Rates on Pipe, cast as described will only apply on railcars loaded/unloaded by shipper/consignee.		
NOTE 2: When a covered gondola car is furnished in lieu of a regular gondola car ordered, the minimum weight as shown will be reduced to 140,000 lbs.		

ISSUED: January 9, 2009 EFFECTIVE: February 1, 2009

ISSUED BY: Steve Silverstein, VP Markets, Sales & Service, 327 W. Ship Creek Ave., Anchorage, AK 99501

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SECTION 3		
COMMODITY RATES - RAIL CAR FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)		
<b>ITEM 3100</b> [I]		
<b>COMMODITY:</b>  <b>MACHINERY, MACHINES, VIZ: Parts thereof and other articles.</b>		
FROM: Seattle, WA		
MIN. WT. (LBS.)	RATE (See Notes 1 & 2)	
	TO GROUP POINTS	
	Anchorage	Fairbanks
75,000	12.44	14.85
100,000	11.12	14.02
130,000	10.50	13.43
NOTE 1: Rate applies on shipments tendered on railcars to carrier in Seattle, WA.  NOTE 2: Shipments tendered to carrier's designated facility, by prior arrangement, will be loaded at carrier's discretion to carrier's equipment at an additional charge.		

SECTION 3		
COMMODITY RATES - RAIL CAR FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)		
<b>ITEM 3105</b> [I]		
<b>COMMODITY:</b>  <b>MACHINERY, MACHINES, VIZ: Parts thereof and other articles.</b>		
TO: Seattle, WA		
MIN. WT. (LBS.)	RATE (See Notes 1, 2 & 3)	
	FROM GROUP POINTS	
	Anchorage	Fairbanks
50,000	6.01	9.30
100,000	5.61	8.34
NOTE 1: Shipments tendered to the carrier's designated facility in Anchorage or Fairbanks will be loaded by carrier to a railcar for an additional charge.  NOTE 2: Unloading from railcar at carrier's designated Seattle, WA, facility will result in an additional charge. Freight will be available for pickup by the consignee at carrier's facility in Seattle, WA.  NOTE 3: In the event the shipment is to move to a point beyond Seattle, WA, the following will apply:		
(a) ARR must be notified of the final destination prior to tendering the shipment in Alaska.  (b) Shipment may be loaded by shipper or handled as specified in Notes 1 and 2 when requested by shipper. Any additional costs at Seattle, WA, to transfer load and secure to another railcar according to A.A.R. rules will be for the account of the shipper.		

ISSUED: January 9, 2009

EFFECTIVE: February 1, 2009

ISSUED BY: Steve Silverstein, VP Markets, Sales & Service, 327 W. Ship Creek Ave., Anchorage, AK 99501

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SECTION 3		
COMMODITY RATES - RAIL CAR FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)		
<b>ITEM 3110</b> [[]]		
<b>COMMODITY:</b>  <b>PETROLEUM or PETROLEUM PRODUCTS, and OTHER ARTICLES, VIZ:</b>  COMPOUNDS, Asphalt or Tar Combined with Rubber (29 116 14) COMPOUNDS, Crude Petroleum Treating, NOIBN (29 912 15) DIESEL OIL (29 113 15) DISTILLATE (29 113 15) FUEL OIL (29 113 15) GASOLINE (29 111 90) GREASE (29 115 35) KEROSENE (29 112) LUBRICATING OIL (29 114 15) NAPHTHA (29 119) PARAFFIN or PETROLEUM WAX NOIBN (29 119 90) PETROLEUM OIL, NOS (29 11 91) PETROLEUM OIL, Paint Thinning (28 512 70) REFINED OIL ( 29 112 25) SOLVENT, Cleaning (29 119 82) STOVE OIL (29 119 15) TRANSFORMER OIL (29 919 15)		
<b>In packages.</b> FROM: Seattle, WA		
MIN. WT. (LBS.)	RATE (See Notes 1 & 2)	
	TO GROUPINGS	
	Anchorage	Fairbanks
120,000	7.61	8.89
140,000	6.59	7.90
160,000	6.24	7.17
NOTE 1: Not subject to volume railcar discount.  NOTE 2: Rates apply on a single car shipment.		

SECTION 3		
COMMODITY RATES - RAIL CAR FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)		
<b>ITEM 3120)</b> [[]]		
<b>COMMODITY:</b>  <b>PETROLEUM PRODUCTS VIZ:</b>  LUBRICATING OIL (29 114 15); GASOLINE ADDITIVES.  In tank cars, subject to Rule 35 of UFC, except as to minimum weight which will be based upon 6.6 lbs. per gallon unless actual weight is provided, but not less than the carload minimum weights specified in this Item, nor less than actual weight if greater.		
FROM: Seattle, WA		
MIN. WT. (LBS.)	RATE (See Notes 1 & 2)	
	TO	
	Anchorage Group	Fairbanks Group
132,000	7.65	9.84
NOTE 1: Not subject to ITEM 240 (Tank Car Charges). Exception to ITEM 410 (Mileage Allowance): Carrier will not pay per diem or mileage while cars are in possession of ARR.  NOTE 2: Not subject to volume railcar discount.		

ISSUED: January 9, 2009 EFFECTIVE: February 1, 2009

ISSUED BY: Steve Silverstein, VP Markets, Sales & Service, 327 W. Ship Creek Ave., Anchorage, AK 99501

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SECTION 3	
COMMODITY RATES - RAIL CAR FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)	
<b>ITEM 3130</b> [!]  <b>COMMODITY:</b>  <b>PETROLEUM PRODUCTS VIZ:</b>  DRAG, REDUCER (Friction Abatement Compound)  In tank cars, subject to Rule 35 of UFC, except as to minimum weight which will be based upon 6.6 lbs. per gallon unless actual weight is provided, but not less than the carload minimum weights specified in this Item, nor less than actual weight if greater.  FROM: Seattle, WA	
MIN. WT. (LBS.)	RATE (See Notes 1, 2 & 3)
	TO
	Fairbanks Group
160,000	10.88
NOTE 1: Not subject to ITEM 240 (Tank Car Charges). Exception to ITEM 410 (Mileage Allowance): Carrier will not pay per diem or mileage while cars are in possession of ARR.  NOTE 2: Subject to the following:  (a) Proportional Rates: Applies only on shipments originating in Arkansas, Oklahoma, Louisiana or Texas.  (b) Rates applies only on shipments in tankcars which carriers are not obligated to furnish. Rates will also include return movement of empty cars and any residual material to Seattle, WA, interchange point between the ARR and interchange carrier.  NOTE 3: Not subject to volume railcar discount.	

SECTION 3		
COMMODITY RATES - RAIL CAR FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)		
<b>ITEM 3140</b> [!]  <b>COMMODITY:</b>  <b>RAILWAY EQUIPMENT, VIZ:</b>  CARS RAILWAY, moved on own wheels (37 442 25) LOCOMOTIVES, moved on own wheels (37 411 10)  FROM: Seattle, WA		
RATE BASIS	RATE (See Notes 1, 2, 3, 4, 5 & 6)	
	TO	
	Anchorage Group	Fairbanks Group
Linear foot	195.05	232.62
NOTE 1: Rates apply only on cars as commonly equipped for their usual service.  NOTE 2: Rates do not include the cost of running repairs necessary to the safe movement of equipment on own wheels.  NOTE 3: Car mileage will not be paid.  NOTE 4: Length of car will be computed at extreme measurement from coupler to coupler, with minimum of not less than 44 feet in length.  NOTE 5: Provisions of ITEM 180 (Cars, Size of) will not apply.  NOTE 6: Rates in Dollars and Cents per foot or fraction thereof in length.		

ISSUED: January 9, 2009

EFFECTIVE: February 1, 2009

ISSUED BY: Steve Silverstein, VP Markets, Sales & Service, 327 W. Ship Creek Ave., Anchorage, AK 99501

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SECTION 3		SECTION 3	
<p align="center"><b>COMMODITY RATES - RAIL CAR</b> FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)</p>		<p align="center"><b>COMMODITY RATES - RAIL CAR</b> FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)</p>	
<p><b>ITEM 3145</b> [!]</p> <p><b>COMMODITY:</b></p> <p><b>RAILWAY EQUIPMENT, VIZ:</b></p> <p>CARS RAILWAY, moved on own wheels (37 442 25) LOCOMOTIVES, moved on own wheels (37 411 10)</p> <p>TO: Seattle, WA</p>		<p><b>ITEM 3150</b> [!]</p> <p><b>COMMODITY:</b></p> <p><b>SCRAP IRON and STEEL, VIZ:</b></p> <p>CARS RAILWAY, moving on own wheels, having value for remelting purposes only (37 42)</p> <p>TO: Seattle, WA</p>	
RATE BASIS	RATE (See Notes 1, 2, 3, 4, 5 & 6)	MIN. WT.	RATE (See Notes 1,2 3, 4, 5, & 6)
	FROM		FROM
	Anchorage Group		Anchorage, AK
Linear foot	53.66	NA	\$2,659.20
<p>NOTE 1: Rates apply only on cars as commonly equipped for their usual service.</p> <p>NOTE 2: Rates do not include the cost of running repairs necessary to the safe movement of equipment on own wheels.</p> <p>NOTE 3: Car mileage will not be paid.</p> <p>NOTE 4: Length of car will be computed at extreme measurement from coupler to coupler, with minimum of not less than 44 feet in length.</p> <p>NOTE 5: Provisions of ITEM 180 (Cars, Size of) will not apply.</p> <p>NOTE 6: Rates in dollars and cents per foot or fraction thereof in length.</p>		<p>NOTE 1: Rates are dollars and cents per railcar.</p> <p>NOTE 2: Cars must be equipped for usual service.</p> <p>NOTE 3: Rate does not include cost of running repairs - necessary for safe movement of equipment on own wheels.</p> <p>NOTE 4: Car mileage will not be paid.</p> <p>NOTE 5: Cars may move on space available basis only.</p> <p>NOTE 6: Rate includes one switch charge at Seattle, WA.</p>	
ISSUED: January 9, 2009		EFFECTIVE: February 1, 2009	
ISSUED BY: Steve Silverstein, VP Markets, Sales & Service, 327 W. Ship Creek Ave., Anchorage, AK 99501			
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SECTION 3			SECTION 4	
<b>COMMODITY RATES - RAIL CAR</b> FOR ROUTING APPLICATION, SEE SECTION 4 (Rates in dollars and cents per 100 lbs., except as noted)			<b>ROUTING APPLICATION</b>	
<b>ITEM 3155</b> [[]]			<b>ITEM 4000</b>  <b>ROUTING INSTRUCTIONS</b>  A. The rates in this Tariff will apply only via the routes and junction points authorized except that, unless otherwise directed by the shipper, in the case of traffic congestion (not an embargo), water carrier's sailing schedule, washout, wreck, or similar emergency, or through carrier's error, carriers forward shipments via other junction points of the same carriers or via the lines or other carriers, the rate to apply will be that provided when routed via other junction points of the same carriers or via the lines of other carriers, but not higher than the rate applicable via the route of movement.  B. Alaska Railroad Corporation, at its option, may transload shipments at Seattle, WA, and forward on a vessel not equipped to handle railcars, between Seattle, WA, and Anchorage or Seward, for interchange with the Alaska Railroad Corporation. Rates published in this Tariff will apply.  C. In the event water carrier cannot accomplish delivery over routes provided, water carrier reserves the right, in lieu of forwarding shipments via alternate routes, to return shipment to Seattle, WA, or Whittier, AK, or other accessible port to shipper, after which any obligation of carrier to perform delivery shall be waived.	
<b>COMMODITY:</b>  <b>SCRAP, NOS, having value for remelting (40 21)</b>				
TO: Seattle, WA				
MIN. WT. (LBS.)	RATE (See Notes 1 & 2)			
	FROM GROUPINGS			
	Anchorage	Fairbanks		
90,000	2.86	3.44		
120,000	2.19	2.83		
140,000	2.15	2.77		
150,000	2.12	2.72		
180,000	2.05	2.65		
NOTE 1: Rates include one switch charge at Seattle, WA.  NOTE 2: Rates apply only on railcars that have moved to Alaska under load and would otherwise move to Seattle empty.				
ISSUED: January 9, 2009			EFFECTIVE: February 1, 2009	
ISSUED BY: Steve Silverstein, VP Markets, Sales & Service, 327 W. Ship Creek Ave., Anchorage, AK 99501				
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