ALASKA RAILROAD CORPORATION

FREIGHT TARIFF ARR 3001-A

(Cancels Freight Tariff ARR 3001)

CONTAINING JOINT, LOCAL AND PROPORTIONAL RATES

ALSO
RULES AND CHARGES
COVERING HANDLING OF **F**REIGHT, ETC.

FROM (OR TO)	TO (OR FROM)
POINTS IN CANADA AND THE CONTIGUOUS UNITED STATES	POINTS IN ALASKA

IMPORTANT NOTICE

Shipments should not be accepted for movement under this tariff until space allotment has been issued to cover (See Item 470)

Governed, except as provided herein, by Uniform Freight Classification (UFC) (See Item 5)

ISSUED: December 12, 2007 EFFECTIVE: January 1, 2008

ISSUED BY:

Dale Wade
Vice President, Marketing and Customer Service
327 W. Ship Creek Ave.
Anchorage, AK 99501

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: December 9, 2019 EFFECTIVE: January 1, 2020

ISSUED BY: Dale Wade, VP Marketing and Customer 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 to date. 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 1. 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: December 9, 2019 EFFECTIVE: January 1, 2020

ISSUED BY: Dale Wade, VP Marketing and Customer 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.

PLAN OF TARIFF
(FOR INFORMATION ONLY)

The application of this tariff will be governed by the precise terms and conditions stated elsewhere herein and not by this "Plan of Tariff".

SECTION 1	Contains:	Rules and Other Governing Provisions (ITEM 5 through ITEM 530)
SECTION 2	Contains:	Commodity Groups (This Section intentionally left blank)
SECTION 3	Contains	Commodity Rates - Railcar - Northbound and Southbound between Seattle, WA, and points in Alaska (ITEMS 3000 through 3155)
SECTION 4	Contains:	Routing Application - Railcar

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ISSUED: December 10, 2013 EFFECTIVE: January 1, 2014

ISSUED BY: Dale Wade, VP Marketing and Customer 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.

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ISSUED: August 9, 2010 EFFECTIVE: September 1, 2010

ISSUED BY: Dale Wade, VP Marketing and Customer 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.

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COMMODITY	ITEM
A	
Acids:	
Acids, as described	3010
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Alcohol:	
Isopropanol	3010
Isopropyl	3010
Alfalfa	3040
Aluminum Oxide Catalyst	3010
Ammonia or Ammonia Compounds	3010
Ammonium Nitrate Fertilizer	3000
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Ammonium:	
Phosphate	3010
Sulphate	3010
Angles, Iron, Steel or Aluminum	3090
Argon Gas	3070
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Asbestos, combined with:	
Calcium Silicate	3020
Clay	3020
Fibreboard	3020
Infusorial Earth	3020
Diatomaceous Earth and Vermiculite	3020
Felt Paper and Magnesia	3020
Wood pulp	3020
Shorts or Wastes	3020
Ash Fly	3020

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COMMODITY	ITEM
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Automobiles, Scrap	3155
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B	
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Balls or Shot, steel	3090
Bands or Banding, Iron or Steel	3090
Barite, Barytes	3020
Barium Sulphate	3020
Barley, pearled	3040
Barley Seed	3040
Barrels, iron or steel, old, used	3155
Bars;	
Arch, Boiler	3090
Commutator	3090
Iron or Steel	3090
Reinforcement (Rebar)	3090
Welding	3090
Base Plated, iron or steel	3090
Beads, Glass	3020
Beams;	
Iron or Steel	3090
Metal Reinforced Concrete	3090
Wooden	3090
Bearings	3090
Bentonite Clay	3020

(Commodities formerly shown herein and not brought forward are hereby canceled.)

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COMMODITY	ITEM
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Blasting Sand	3020
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Building	3030
Fire	3030
Paving	3030
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Boards, ground wood or Sawdust	3030
Boards, Insulating, cellular, expanded	3030
Bonding Agent, Latex	3030
Booms, oil containment	3060
Boots, tire, rubber	3060
Boiler	
Iron or Steel	3060
Brake Shoes or parts, Railway	3060
Bran	3040
Brass or Bronze Articles	3090
Brick, as described	3030
Bromide	3020
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Building Metal Work	3030
Building Paper	3030
Building Sections, Iron or Steel	3030
Building wood work	3030
Buildings;	
Industrial Smokehouse	3030
Iron or Steel, KD	3030
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COMMODITY	ITEM
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Carbide	3020
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Carbon, activated	3020
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Castings, Iron or Steel	3090
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Ceiling Tile	3020
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Cellulose Film in rolls or sheets	3060
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Cement	3020
Cement Asbestos Board	3030
Chain, iron or steel	3090
Channels;	
Iron or Steel	3090
Metal reinforced concrete	3090
Charcoal, ground or crushed	3020
Charcoal Briquettes	3060
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Chemicals;	
All Kinds, NOS	3010
As Described	3010
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Coating, roof	3030

COMMODITY INDEX

COMMODITY	ITEM
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Collars;	
Boiler	3090
Drill	3090
Colors, Mortar, or Paint	3020
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Anti-Icing	3010
Asbestos	3010
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Bleaching	3010
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Caulking or Glazing	3010
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Drying	3010
Emulsion Breaker	3010
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Fire Proofing	3010
Fire Retardant	3010
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Fuel Oil Treating	3010
Gas or Oil Well Drilling	3010
Gas Purifying	3010
Industrial Process	3010

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COMMODITY	ITEM
C (cont'd)	
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Mud or Mud Treating	3010
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Polishing	3010
Refrigerating	3010
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Scouring	3010
Washing	3010
Water Absorption	3010
Water Clarifying, Hardening	3010
Water Proofing	3010
Water Purifying	3010
Water Softening	3010
Water Treating, Industrial	3010
Weather Proofing, cement or masonry	3010
Well Drilling	3010
Compressors	3100
Concentrates:	
Iron Ore	3020
Earths or Ores	3020
Concrete Additive	3020
Concrete Products	3030
Condensors or Parts	3100
Conduit:	
As described	3060
Electrical	3060
Electrical	3060
Iron and Steel	3060
Flexible Steel	3060

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COMMODITY	ITEM
C (cont'd)	
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Containers, empty	3060
Containers, Refuse, Salvage or Waste	3060
Contractors Equipment	3060
Controls or Controllers	3060
Conveyors	3100
Cores or Tubes	3060
Corn	
Flour	3040
Popped	3040
Corn Meal	3040
Couplings:	
Conduit	3060
Iron or Steel	3060
Cove Base	3060
Covering, pipe	3060
Covering , Floor and Related Articles	3030
Cranes:	
As Described	3100
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Crushers	3100
Culvert or Culvert Pipe	3090
Culvert End Sections	3090
Cutting Edges, Grader, Scraper or Snowplow	3100
Cylinders	3100
D	
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Distillate	3010
Dock Bumpers, rubber	3060
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Boiler	3100
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Double fees, reinforced concrete	3030
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Dragline Excavators and Parts	3100
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Drill Collars	3090
Drills, mining	3100
Drums:	
Boiler	3060
Drums, empty	3060
Iron or steel, old, used	3090
Winch	3100
Ducts, Flexible, boiler	3060
Dump Wagons	3100
E	
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Infusorial and Asbestos combined	3020
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Electrical Equipment as described	3100
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Emulsion Breaker	3010
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Engine Coolant Preparations, NOS	3010
Engines, as described	3100
Equipment:	
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Electrical, boiler	3100
Fish Processing Plant	3100
Oil Spill Cleanup	3100
Oilfield	3100
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COMMODITY	ITEM
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Ethylene	3010
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Extrusions, Aluminum	3090
F	
Fabricated iron or steel	3090
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Feeders, excavator or conveyor	3100
Felt Liner, roofing	3030
Fences, Fencing or Fence Fixtures	3030
Ferric Sulphate	3010
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Fibre Stock Paper, NOS	3060
Fibreboard and Mineral Wool Combined	3030
Fibreboard	3030
Fibreboard and Asbestos combined	3030
Fiberboard and Pulpboard, Strawboard or Wood Combined	3030
Fire Brick	3030
Fire Clay	3030
Fire Extinguishing Compounds	3010
Fire Fighting Compounds	3010
Fireproofing Compounds	3010
Fire Retardant	3010
Fish Meal	3060
Fish Processing Plant Supplies	3060, 3100
Fittings:	
Bus bar	3060
Cable, rope or guy wire	3060
Conduit, other than aluminum	3060
Duct or hose	3060
Electric outlet box	3060
Pipe, iron or steel	3060, 3090
Flame Retardants	3010
Flanges, boiler	3060
Flax Seed	3040

(Commodities formerly shown herein and not brought forward are hereby canceled.)

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COMMODITY	ITEM
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Flooring, structural, iron or steel	3030
Flooring, Wooden	3030
Flooring Tile	3030
Flour, Grain or prepared	3060
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Fuel Oil Mixture	3110
Fuel Oil Treating Compound	3110
Fuel Wood, compressed	3060
Furnaces	3060, 3100
Furniture or Parts	3060
Furring, iron or steel	3060, 3090
G	
Gas or Gases:	
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Carbon Dioxide	3070
Chlorine	3010
Compressed	3010
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Oxygen	3070
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COMMODITY	ITEM
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Ground Wood Fibre	3030
Ground Wood Paper	3030
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COMMODITY	ITEM
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Cast Cellular	3030
Concrete	3030
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Gypsum board (Plasterboard)	3030
H	
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Hardware, Pole Line	3030
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Heat Developers, boiler	3060
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Insulated Wallboard	3030
Insulating Materials	3030
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Iron or Steel Articles	3090
Iron or Steel Pipe	3090
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Iron Oxide Catalyst	3020
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Isopropanol, Isopropanol Methanol	3010

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COMMODITY	ITEM
J	
Joint Compound	3030
Joints, Railway Track, iron & steel	3090
Joists:	
Building	3030
Reinforced Concrete	3030
Structural, iron or steel	3030
Wood	3030
Jugs Plastic	3060
K	
L	
Lag Bolts or Screws	3030
Launches	3060
Lead or Lead Oxide	3020
Lift Vans	3060
Lighting Poles or Standards	
Lime:	
Chloride of	3020
Lime, as described	3020
Limestone	3020
Limestone, ground, agricultural	3020
Liquefied Petroleum Gas	3080
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COMMODITY	ITEM
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Malt, dry	3040
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Manhole covers or frames	3060, 3090
Matter printed	3060
Meal:	
Corn or Oat	3040
Feed	3040
Median barriers	3060
Merchandise, department store	3060
Mesh iron or steel	3090
Metalwork, Building	3090
Methanol	3010
Methyl Alcohol	3010
Methylene Glycol	3010
Mica	3020
Millet Seed	3040
Mineral Mixtures, feed	3040
Mixes, flour	3060
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Monoglycerides	3010
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N	
Nails	3030
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Nickel Oxide Catalyst	3020
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COMMODITY	ITEM
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Oats rolled	3040
Oil Well Drilling Compounds	3020
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Oil Spill Cleanup Materials	3060
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Ores	3020
Outfits:	
Contractors	3060
Oil, Water or Gas Well	3060
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P	
Paints and Other Articles	3010
Pallets	3060
Paneling, plywood or veneer	3030
Panels, Building Construction	3030
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Paper or Paper Articles: as described	3060
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Bags	3060
Building	3060
Felt, building	3060
Newsprint	3060
Office Supplies	3060
Paper, NOS	3060
Roofing	3060
Sheathing	3060
Wallpaper	3060
Particle Board	3030
Parts:	
Internal Combustion Engine O/T Auto	3060, 3100
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Pellets, Alumina or Glass	3020
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COMMODITY	ITEM
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Iron or Steel	3090
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Boiler, iron, steel or tin	3090
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Cast Iron (ductile)	3090
Copper	3090
Culvert	3090
Iron or Steel	3090
Plate	3090
Plastic or Rubber	3090
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Pipe Couplings or Fittings, iron or steel	3090
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Pipe Saddles	3060
Pipe Valves, copper, brass, and bronze	3060, 3090
Plant Bed Media	3060
Plasterboard	3030
Plasterboard Joint System	3030
Plasterboard Metal Trim	3030
Plastics or Plastic Articles	3060
Plastic Cellular	3060
Plastics, Synthetic, liquid	3010
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Plate Steel	3090
Plates, Boiler	3090
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COMMODITY	ITEM
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Structural Reinforced Concrete	3030
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Wood	3030
Polyethylene Granules	3020
Polishing Compound	3010, 3020
Polishing Heads, machinery	3060
Polystyrene	3010, 3060
Posts, fence, iron or steel	3090
Posts wood	3030
Potassium Chloride	3010
Poultry Feed	3040
Preparations:	
Anti-Freeze	3010
De-Icing	3010
Pulpboard or Fibreboard	3030
Pumice	3020
Pumice Stone	3020
Pumps:	
Boilers	3060, 3100
Mine	3060, 3101
Power	3060, 3102
Purifying Compound, Water	3010
Q	
R	
Racks, storage iron or steel	3060, 3090
Rafters, wood	3030
Rails:	
Guard, highway	3060
Iron or Steel	3060, 3090
R (cont'd)	
Railway Equipment:	
Axles, railway car	3060, 3140, 3145
Cars moved on own wheels	3060, 3140
Scrap, cars moved on own wheels	3060, 3140
Track Material and Equipment	3060, 3140
Wheels, Railway	3060, 3140
Rakes, Rock or Root, tractor	3100
Refined Oil	3110
Refrigerating Compounds; Refrigerants	3010
Reinforcement Bar (Rebar)	3090
Reinforcing, iron or steel	3090
Reproduction Paper	3060
Resins	3010
Ribbing, iron or steel	3090
Rippers, road	3100
Road Building Cloth or Fabric	3060
Rods, Aluminum	3060, 3090
Rods, Iron or steel	3090
Rollers, road	3100
Roofing:	
Composition	3030
Metal	3030
Slabs	3030
Roof Trusses, wooden	3030
Rope, wire, iron or steel	3090
Rubber or other Articles	3060
Rubber Sheeting	3030, 3060
S	
Saddles, pipeline	3060, 3090
Salt:	
Livestock	3040, 3060
Other than table	3020
Table	3060
Sand, Blasting	3020
Scale Inhibitor	3010

COMMODITY INDEX

COMMODITY	ITEM
S (cont'd)	
Scouring Compounds	3010
Scrap, as described	3150, 3155
Scrapers	3100
Seafood Processing Plant	3060, 3100
Sealer asphalt	3110
Sealing Tape	3060
Sections:	
Boiler	3060
Building Construction, rigid insulation & wood combined	3060
Building, iron or steel	3060
Building, wooden	3060
Cabinet	3060
Culvert	3060
Hydrant, or Fire Plug	3060
Seed	3060
Septic Tanks	3060, 3090
Shakes, wood	3030
Shapes, Aluminum	3060, 3090
Shavings, wood	3030
Sheet Aluminum	3060
Sheet Steel articles	3090
Sheeting vinyl or rubber	3030, 3060
Sheets, Glass	3030, 3060
Sheets, plate iron or steel	3090
Shelving, iron or steel, KD	3090
Shingles:	
Asbestos	3030
Composition or Asphalt	3030
Wood	3030
Siding:	
Asbestos	3030
Composition or Asphalt	3030
Metal	3030
Vinyl	3030
Slabs, building, reinforced concrete	3030
Smoke Flues, iron, steel or tin	3030
Snow Blowers or Throwers	3100

COMMODITY INDEX

COMMODITY	ITEM
S (cont'd)	
Sodium:	
Bicarbonate	3020
Bichromate	3020
Bromide	3020
Cyanide	3010
Carbonate	3020
Caustic	3020
Chloride	3020
Hydroxide	3020
Phosphate	3020
Soil, potting	3060
Solvents, cleaning	3010
Spheres, Alumina or Class	3020
Spheres, glass, solid	3020
Steel Articles, as described	3090
Stone or Gravel Crushing Machines	3100
Stone Screening, Machines	3100
Structural Steel, as described	3090
Sulphate of Potash	3020
Super phosphate	3020
Supplies, Oil, Water or Gas Well	3060
Supplies, Oil Spill Cleanup	3060
T	
Tank Containers	3060
Tanks:	
Propane shipping, empty	3060
Set up	3060
Ties, wood	3060
Tile:	
As described	3030
Boiler	3030
Ceiling	3030
Timbers	3030
Tires or Tubes	3060
Towers, steel or aluminum	3060, 3090
Track Materials Railway	3060

COMMODITY INDEX

COMMODITY	ITEM
T (cont'd)	
Tractor Attachments or Parts	3100
Tractors, machinery	3100
Traffic Signal Lights, portable	3060
Trailers, freight	3060
Transformer Oil	3110
Transformers and equipment, electric	3060
Tri-Ethylene Glycol	3010
Tri-Ethylene Methanol	3010
Truck motor -- See Vehicles	3100
Tubing:	
Brass or Copper	3060
Fence	3060
Iron or Steel	3090
Plastic or Rubber	3060
Turbines	3100
Turpentine	3010
U	
Urea fertilizer grade	3000
Urethane, foamed	3010
V	
Vans, as described	3060
Varnishes	3010, 3030
Vehicles, Motor:	
As described	3060
Busses	3060
Coal, Concrete, Earth, Ore or Stone, low speed	3060
Fire fighting	3060
Freight or freight vehicles	3060, 3100
Multi-terrain	3060
Snow Blowers or Throwers	3060
Snowmobiles	3060
Tracked	3060
V (cont'd)	
Vehicles, other than motor:	
As described	3060
Trailers:	
As described	3060
Freight	3060
Vermiculite combined or not combined with other materials	3020
Vinyl Siding	3030
W	
Wall Cabinets or Sections	3030
Wallboard	3030
Wallboard or insulating board	3030
Wallpaper, Wallpaper Samples	3030
Warning Spheres, Aerial	3020
Water Absorption Compounds	3010, 3020
Water Clarifying, Purifying Compounds	3010
Water Softening & Treating Compounds	3010
Wax, Paraffin or Petroleum	3110
Weed Killing Compounds	3010
Well Drilling Compounds	3020
Wheat Seed	3040
Wheels, railway car	3060, 3140
Wheels, vehicle, as described	3060
Wire	3090
Wood fuel, compressed	3060
Wood Pellets or Chips	3030
Woodwork building	3030
X	
Xylene	3010
Y	
Z	
Zinc Chloride	3010
Zinc Oxide Catalyst	3010

CANCELLATION NOTICE

Alaska Railroad Corporation Freight Tariff ARR 3001-A, cancels Alaska Railroad Corporation Freight Tariff 3001, including revisions and supplements thereto.

Provisions formerly shown in Alaska Railroad Corporation Freight 3001 and not brought forward in Alaska Railroad Corporation Freight Tariff ARR 3001-A, are hereby canceled.

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS

ITEM 5

DESCRIPTION OF GOVERNING CLASSIFICATION

The term "Uniform Classification" or "UFC" when used herein means Uniform Freight Classification UFC 6000 Series, Railinc, Agent.

ITEM 10

EXPLANATION OF NUMBERS SHOWN IN CONNECTION WITH COMMODITY DESCRIPTIONS IN THIS TARIFF

The two to seven digit numbers shown in parentheses following the commodity descriptions in this tariff have been assigned for computer sequence control and have no bearing on the rate applications on this tariff.

ITEM 20

STATION LIST AND CONDITIONS

This tariff is governed by the Official Railroad Station List OPSL 6000 Series, Railinc, Agent, to the extent shown below:

Prepay Requirement and Station Conditions

For additions and abandonments of stations and, except as otherwise shown herein, for prepay requirements, changes in names of stations, restrictions as to acceptance or delivery of freight and changes in station facilities.

When a station is abandoned as of date specified in the above named tariff, the rates from and to such station as published in the Tariff are inapplicable on and after that date.

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS

ITEM 30

DANGEROUS GOODS AND HAZARDOUS MATERIALS

The rates named herein on inflammable and other dangerous articles are applicable in connection and compliance with the United States Coast Guard and Department of Transportation regulations governing transportation of explosives and other dangerous articles published in the Bureau of Explosives Tariff BOE 6000-series.

When a shipment containing explosives or other hazardous materials is loaded by shipper or shippers agent, all required placards must be affixed to the container by the-person owning the container.

Nitroglycerin not taken under any circumstances.

Shipments of Explosives and other Dangerous or Hazardous articles must be coordinated with Carrier's booking department. In addition to the above rules and regulations, the following shall also apply:

1. Carrier undertakes to carry goods of an explosive, flammable, combustible, radioactive, corrosive, damaging, noxious, hazardous, poisonous, oxidizing, injurious or dangerous nature (hereinafter "Goods) only upon Carrier's acceptance of prior written application by Shipper for the carriage of such Goods. Such application shall state:
   a. The full name, address, and EPA number, if applicable, of the generator, each transporter, and the storage or disposal site of the Goods;
   b. The name, amount, type and classification of Goods to be shipped;
   c. A 24-hour emergency telephone contact in compliance with applicable laws and regulations; and
   d. Any special handling instructions for the Goods, so long as such instructions do not contravene federal, state and local laws or regulations.
2. Shipper shall undertake that all Goods transported shall conform to the requirements of the applicable tariffs, shall be accompanied by all required shipping documents, registrations and/or certificates, and shall be properly packaged, marked, labeled, and placarded as required by applicable federal, state and local laws and regulations, or by Carrier. The Goods shall be distinctly and permanently marked and manifested on the outside of the package(s), container(s), trailer(s) or railcar(s). Such Goods shall also be accompanied by hazardous waste manifests as required by applicable federal, state and local laws and regulations.

   In addition to manifests and other documentation with each request for transportation services, Shipper shall, upon Carrier's request, provide Carrier with accurate and descriptive chemical and physical data on the character of the Goods to be transported, prior to actual shipment.

(Continued on next page)

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 30 Cont'd)

DANGEROUS GOODS AND HAZARDOUS MATERIALS

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.

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:

   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;
   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;
   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
   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.

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(Continued in next column)

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 30 Cont'd)

DANGEROUS GOODS AND HAZARDOUS MATERIALS

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 percents 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

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.

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.

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' 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.

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.

ITEM 40

REFERENCE TO TARIFFS, ITEMS, NOTES AND RULES

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.

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 50

TERMINAL AND OTHER CHARGES, PRIVILEGES AND ALLOWANCES

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.

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.

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.

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.

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.

ITEM 60

PERISHABLE FREIGHT

For Rates, Rules and Regulations governing the handling of perishable freight see ITEM 450 herein (Protective Service)

ITEM 70

TRANSFER BETWEEN CONNECTING CARRIERS

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.

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 80

CONSECUTIVE NUMBERS

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.

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.

ITEM 90

CAPACITIES AND DIMENSIONS OF RAILCARS

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.

ITEM 100

ALTERNATION-VARYING MINIMUM WEIGHTS

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.

ITEM 110

CANCELLATION OF ORIGINAL AND REVISED PAGES

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.

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).

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 17th 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.

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.

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 115
[I]

SHIPPING INSTRUCTIONS

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.

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:

Shipper
Intermodal facility destination
Hazardous commodity declaration and
Emergency Response Guide numbers

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.

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.

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 $52.00, per document, charge will be assessed to the Shipper.

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 120

COMMODITY RATES APPLICABLE FROM INTERMEDIATE POINTS

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.

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.

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.

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.

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 130

APPLICATION OF RATES

1. Except as otherwise provided, rates named herein from or to Seattle, WA, apply to or from Alaska Railroad Corporation facilities located at Pier 15-1/2; or 2203 Airport Way S.W.

2. Except as otherwise provided in individual rate items, shipments from or to locations on industry or team tracks of BNSF Railway Company and Union Pacific Railroad Company within Seattle, WA, switching zone (other than those locations named in Paragraph 1 of this item) will be subject to the applicable switch charge as named in BNSF Switching Tariff BNSF 8035 Series or Union Pacific Switching Tariff UP 8005 Series. The applicable switch charge will be advanced against the freight bill.

3. When rates are published on Any Quantity (AQ) basis, such rates will apply only on cargo received, consolidated, and loaded to railcars to full visible or weight capacity by shipper or shipper's agent.

4. Except as otherwise provided, the rates, rules and regulations named herein apply on carload traffic originating at or destined to points in the United States and Canada via Seattle, WA, Gateway and interchanged at Seattle, WA, with the Alaska Railroad Corporation. For movement to or from stations served by the Alaska Railroad Corporation. [C]

5. Exception to Rule 5 of UFC. Rates in this tariff on commodities shipped in bulk, whether dry or liquid, will only apply when commodity description or commodity item specifically states "in bulk" or "in tank cars".

6. The applicable rates, charges and rules will be those which are in effect on this date the shipment is received by the carrier. Through shipments moving from or to points outside of Seattle, WA, are governed by the rates, charges and rules in effect on the date the shipment is tendered to the origin carrier.

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 150

APPLICATION OF RULES AND CONDITIONS OF FREIGHT SHIPPED AS "ON DECK" (NON RAILCAR) CARGO

The following rules apply when cargo is shipped on-deck either a breakbulk or containerized freight:

1. **Packaging Rules**

Every shipment delivered to Carrier for transportation must satisfy all of the following conditions unless ARR provides written exemption from specific condition(s). Cargo not meeting conditions, or specifically exempted cargo, shall not be covered by marine insurance as described in ITEM 390. All packaging, loading and lashing subject to inspection by ARR personnel.

(a) Shipments shall be properly packed and protected to withstand normal incidents of on-deck barge transportation.
(b) All packages of lumber are to contain proper stickers to prevent load distortion. Stickers are to be cut flush with the side of the unit or package.
(c) Platform loads of lumber shall be tightly bound with not less than six lengths of minimum 1-1/4" wide steel banding widthwise and two lengths of minimum of 1-1/4" wide steel banding lengthwise. Less than platform-sized packages of lumber shall be tightly bound with not less than two lengths of banding suitable for forklift handling.
(d) All packages of edge matched or tongue and groove plywood, tongue and groove appearance grade lumber, particleboard and finished paneling interior or exterior, must be protected with waster sheets consisting of either plywood, particleboard or fiberboard on the full sides.
(e) All cargo requiring forklift handling from tracks or platforms must have 4x6-inch dunnage affixed to cargo underside.
(f) Sheetrock/gypsum board packages must be double wrapped with minimum of 0.006 mil polywrap and protected with waster sheets consisting of 3/8-inch plywood or equivalent. Packages must have minimum 6-inch dunnage.
(g) Packages of metal roofing and metal siding must be completely crated and able to support the weight of the contents without bending when lifted. Packages must have 6-inch dunnage every 6 to 8 feet.

(continued on following page)

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 150 (Cont'd)

APPLICATION OF RULES AND CONDITIONS OF FREIGHT SHIPPED AS "ON DECK" (NON RAILCAR) CARGO

(h) Fiberglass insulating panels and/or stress skin panels must be completely crated with minimum 3/8-inch plywood. Packages must have 6-inch dunnage every 6 to 8 feet. Crates must be banded with minimum 2-1/4" steel banding placed vertically every four feet lengthwise and with at least two minimum 1-1/4" steel bands placed horizontally.

(i) Packages of rigid foam insulation must be banded together with not less than four lengths (two widthwise and two lengthwise) of minimum 1-1/4" wide steel banding to form 8x8x8 or 8x8x12 bundles. Packages must be polywrapped and waster sheeted on top, sides and bottom. Four inch by six inch stickers must be banded to package undersides.

(j) Open web trusses must be bundled/packaged in such a manner to be self supporting when lifted by bottom cord or bottom apex.

(k) Poles/piling must be bundled/packaged with alternating butts, banded with minimum 1-1/4" steel banding every 8 feet, and suitable for forklift handling.

(l) General cargo crating must be suitable for crane lifting and/or forklift handling and must be constructed in such a manner as to withstand the normal rigors of on barge deck ocean carriage.

(m) Modular Buildings or Houses, Trailers, Mobile Homes, Camper Bodies, or Canopies (not Mounted) which contain other than factory-installed or permanently mounted equipment will not be accepted. Factory-installed equipment must be securely fastened for ocean export and handling. Units received with plastic covered outside walls will not be accepted unless openings are securely covered first with plywood or similarly substantial material. Unit must be constructed or otherwise supported to withstand rigors of ocean voyage and crane and/or forklift handling.

Special Rules on Freight Loaded to Platforms
(A Platform is defined as being a container without standing sides or ends.)

(n) Cargo on platforms must be banded with minimum 1-1/4-inch steel banding material.

(o) Cargo on platforms must be banded lengthwise and widthwise, with six widthwise metal bands placed every three feet and with two lengthwise metal bandings. Banding must not be placed over platform fork pockets.

(p) Weather sensitive cargo must be double polywrapped and banded, using minimum .006 inch polywrap.

(continued in next column)

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 150 (Cont'd)

APPLICATION OF RULES AND CONDITIONS OF FREIGHT SHIPPED AS "ON DECK" (NON RAILCAR) CARGO

2. **Prohibited Freight**

In addition to those commodities prohibited in ITEM 270 the following commodities will not be accepted for shipment as on-deck cargo:

Frozen Foodstuffs or other commodities requiring temperature control.

3. **Insurance Exceptions**

The following commodities shall not be covered by marine insurance except to the extent as provided in ITEM 390, Section I, Paragraph B.3.

(a) Household Goods, Personal Effects, Emigrants Movables.

(b) Used Vehicles; to include but not restricted to automobiles, pickup trucks, snowmobiles, all terrain vehicles and other vehicles.

(c) Used Machinery and Contractors Equipment.

(d) Gillnet Boats.

Marine Insurance will not apply to any loss or damage due to freezing.

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 160
[I]

ARBITRARIES TO OR FROM MILITARY BASES AND NORTH POLE

Except as otherwise provided in individual rate items, through-commodity rates to or from military bases 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.

Col 1	Col 2	Col 3	Col 4
Origin/ Destination	Basing Point	Arbitrary ($ per 100 lbs.)	Minimum Charge per Shipment
Elmendorf AFB	Anchorage	.36	$457.00
Ft. Richardson	Anchorage	.36	$457.00
Eielson AFB	Fairbanks	.69	$805.00
Ft. Wainwright	Fairbanks	.36	$457.00
North Pole	Fairbanks	.69	$805.00

ITEM 170

BILL OF LADING CONTRACT WHILE WATERBORNE

Terms and Conditions of Uniform Straight Bill of Lading will apply, except as otherwise stipulated.

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 180

CARS, SIZE OF

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.

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.

1. Shipments to rail destinations in Alaska:

$193.00 per foot or fraction thereof over 65 feet, 6 inches as shown in Paragraph A

EXCEPTION
(Applicable only in connection with shipments loaded on flat cars)

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.

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 190

CHARGES-ADVANCE OR BEYOND (EXCEPTION TO RULE 8 OF UFC)

A. No advance charges will be paid, except such tariff charges as are incidental to the transportation of such freight, and only when such charges are supported by a copy of the freight bill showing tariff authority, and then only on such freight as in the estimate of the Agent is worth in excess of the freight charges at forced sale. In no event will corrections to advanced charges be accepted.

B. Charges of motor carriers participating in a through route in connection with Alaska Railroad Corporation, may be collected by Alaska Railroad Corporation (or agent). Motor carrier must submit invoice to Alaska Railroad Corporation citing authority. Payment to motor carrier will be made upon collection of charges from shipper/consignee.

ITEM 200
[I]

CHARGES AND FREIGHT - PAYMENT OF

A. All rates and charges are in United States dollars and shall be payable in United States Currency or its equivalent.

B. Freight and other charges advanced or earned by carrier and any other expenses incurred by carrier for the account of the goods are due and payable in full upon receipt of carrier's invoice.

C. Open accounts, in accordance with carrier's current policies, are available to qualifying commercial or government shippers/consignees upon application to the carrier.

1. A shipper/consignee must be able to demonstrate its credit worthiness to the satisfaction of the carrier.

2. To those qualified, carrier will extend credit for a period not to exceed thirty (30) days. Credit period will begin on the day following presentation.

D. If checks received for payment are returned to carrier by the bank because of "non-sufficient funds" an additional collection fee of $56.00 per check will be assessed.

E. Failure to receive payment of freight charges within the confines of this rule which requires contracting the services of a collection agency and/or attorney will be subject to a "Collection Expense Fee" of 35% of the total amount due.

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 210

CHARGES - PRIVATELY OWNED OR LEASED RAILCARS - NORTHBOUND

Empty, privately owned or leased railcars shall be transported northbound form Seattle, WA, to Alaska subject to the following:

1. Each northbound empty railcar will be charged the applicable northbound rate or charge.

2. Carrier has the right to load the empty railcar with cargo.

3. When applicable, switch charges of connecting lines in Seattle, WA, will apply on the empty northbound railcars.

ITEM 220

CHARGES - PRIVATELY OWNED RAILCARS

A. Empty railcar of private ownership shall be transported southbound to Seattle, WA, at no charge (except as specified in Paragraph 7), subject to the following:

1. Each empty railcar must be returned South within one year after the same railcar moved northbound under load via ARR. (See Exception)
2. Bill of Lading for each southbound empty railcar must reference the voyage and booking number of the voyage and booking number of the loaded northbound move.
3. Carrier has the right to load the empty railcar with cargo.
4. Switch charges of connecting lines in Seattle, WA, on empty cars, if applicable, will apply.

EXCEPTION: The one year time limit will be waived if the shipper provides the Carrier with copies of verifiable documentation of the northbound loaded move.

B. Applicable charges published in this tariff for movement of empty cars or private ownership, as defined in Mileage Tariff RIC-6007 Series, Railinc, Agent, from points in Alaska to Seattle, WA, when routed for further movement via BNSF or BNSF and connections must be prepaid.

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 240
[I]

CHARGES AND RULES FOR HEAVY DUTY FLAT CARS

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.

B. Shipments in the following type flat cars will be subject to a charge as noted in addition to the applicable freight rate:

Type of Car	A.A.R Mechanical Designation	Charge (Per Car)
Flat Cars:	FW, FWS	$246.00
	FM (of 200,000 lbs. and over nominal capacity)	$246.00
	FD, FDS	$734.00

Note 1: See ITEM 410. 57

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 250
[I]

CHARGES FOR HEAVY, WIDE AND OUTSIZED PIECES OR PACKAGES

A. **Charge for Heavy and Outsized Pieces or Packages**:

A single piece or package weighing 200,000 lbs. or over will be subject to a charge of $8,468.00 in addition to all other applicable charges published in this tariff on such piece or package.

B. **Charge for over-dimensional shipments**:

Over-dimensional loads, defined as all loads that do not fit within the limits of Plate C, prepared by the Association of American Railroads, must have prior clearance approval of ARR and may incur additional charges. The shipper must contact the ARR Marketing Department for rates.

C. **Charge for wide shipment - over 11 ft. 6 inches in width**:

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):

Width Over	But Not Exceeding	Surcharge (Percent of Applicable Charges)
11' 6"	13' 6"	100%

Note 1: Shipments moving beyond Whittier, AK are subject to tunnel clearances.

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.

ITEM 260

CHARGES FOR CARS HELD PER CUSTOMER REQUEST

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.

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 270

COMMODITIES NOT ACCEPTED

Rates named herein will not apply on:

Buildings or Houses, when exceeding 13 feet, 6 inches wide and/or 63 feet long (24 332; 34 492)

Explosives described in Class A or B in the Bureau of Explosives Tariff BOE-6000 Series (28 921)

Foodstuffs, Fresh (01 2; 01 3)

Hazardous waste materials as described in Title 49, Code of Federal Regulations

Ice Cream (20 241 10)

Live Animals or Livestock (01 41; 01 929)

Mobile Homes when exceeding 10 feet wide or 50 feet long (Northbound Only) (37 912 10)

Nursery Stock (01 912)

ITEM 280

DELIVERY OR TRANSFER SERVICE AT ANCHORAGE OR FAIRBANKS, AK
(Applies on Northbound Shipments Only)
(Applicable only when specific reference is made to this ITEM)

Except as otherwise provided herein (see Paragraph C) or in individual rate items of this tariff, the Alaska Railroad Corporation upon availability of manpower and equipment, will perform delivery to industries not located on rail siding or transfer service of railcar shipments at Anchorage or Fairbanks, AK only, subject to the following rules and conditions:

A. DELIVERY:

1. Limits:

Anchorage - The area within a radius of twelve (12) road miles from the present Alaska Railroad Corporation Depot.

Fairbanks - The area with a radius of twelve (12) miles from the present Alaska Railroad Corporation Depot. [C]

(continued in next column)

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 280 (Cont'd)

DELIVERY OR TRANSFER SERVICE AT ANCHORAGE OR FAIRBANKS, AK
(Applies on Northbound Shipments Only)
(Applicable only when specific reference is made to this ITEM)

A. DELIVERY (Cont'd)

2. Delivery Service will include the unloading of railcar and delivery to consignee's place of business. Consignee must unload delivery vehicle.
3. Shipments will be subject to car demurrage rules and charges at point of transfer between railcar and vehicle as set forth in ARR 9049 Series when such demurrage charges are caused by Shipper/ Consignee. The Alaska Railroad Corporation may unload the railcar and ware-house freight while awaiting orders from the consignee to perform delivery. Car demurrage charges as set forth in ARR 9049 Series will continue to apply until consignee has taken final delivery of the freight.
4. Shipments delivered to Military Bases are subject to arbitraries as set forth in ITEM 160 when applicable.
5. If consignee is located on rail siding but requests delivery to off-rail location such request must be made before placement of railcar.
6. Shipments delivered under provisions herein are applicable only when such shipments are compatible to vehicle equipment and will conform with state, federal and municipality highway regulations.

   Charges for highway permits, pilot cars and/or drivers will be assessed to consignee/consignor in addition to all other charges when required by law.

B. **TRANSFER**:

Transfer service will include the unloading of the shipment from the railcar and loading of the shipment to vehicles of motor carrier. Motor carrier must perform all blocking and securing of the shipment to the vehicle.

C. Provision of this Item will not apply on carloads containing the following:

(a) Articles exceeding 45 feet in length;
(b) Articles which, when loaded to a box car, exceed the lifting capacity of a 5-ton forklift;
(c) Articles that cannot be transferred by forklift;
(d) Commodities in bulk, dry or liquid; or
(e) Vehicles, motor or other than motor, on own wheels.

(Provisions formerly shown herein and not brought forward are hereby eliminated.)

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 290

DEMURRAGE AT SEATTLE, WA

When shipments, not conforming to requirements of ITEM 470 (Space Allotment) are interchanged from connecting rail carriers to Alaska Railroad Corporation at Seattle, WA, demurrage charges will be assessed from the time the shipment is interchanged until a permit is issued or shipper furnishes disposition orders. Demurrage charges shall commence at the first 7 a.m. after shipper is notified car is on hand in Seattle, WA.

The Demurrage charge is $84.00 for each succeeding 24 hour period or fraction thereof.

Demurrage charge will be for the account of shipment. Alaska Railroad Corporation will attempt to determine disposition of the shipment as soon as they are notified the shipment has been interchanged.

If shipment is diverted, apply provisions of ITEM 300 (Diversion of Railcars).

ITEM 300

DIVERSION OF RAILCARS IN POSSESSION OF ARR

A. Cars which are in the possession of ARR at Seattle, WA, and routed to Alaska which are ordered diverted to another carrier for transportation to Alaska or a destination is changed so that the shipment terminates at Seattle, WA, shall be subject to applicable diversion and switch charges of individual lines. Shipper or consignee will be responsible for these charges.

B. Cars which are diverted while in possession of ARR (other than described in Para. 4) will be subject to rules and charges as published in ARR 9003 Series.

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 310

DRUMS OR KEGS, EMPTY, RETURN OF

Northbound rates on commodities loaded in DRUMS, or KEGS not exceeding 55 gallons capacity will include the return of such drums or kegs when the return movement is between points in Alaska on the Alaska Railroad Corporation and Seattle, WA, provided the return movement as to the original shipper via the original carriers and such is noted on the Bill of Lading or confirmed to carrier by shipper tendering the return move.

The return movement of empty drums or kegs as described will not include switch charges of connecting lines in Seattle, WA.

ITEM 320

DUNNAGE WITH SHIPMENTS LOADED ON OPEN CARS
(Exception to Rule 30 of UFC)

When plasterboard in carloads is loaded on flat cars, gondola cars or other open cars and blocking, bolsters, racks, standards, stakes, strips, bearing pieces or other supports are necessary and actually used to retain the load on the car or to reinforce equipment when attached to the article before loading or used as supports after loading, the weight thereof will be added to and included in the tare weight of the car not to modify published minimum weights.

No allowance for dunnage used will be made unless shipper specifies weight of dunnage on shipping order and Bill of Lading. Carriers will not be responsible for damage to or removal of dunnage attached to cars under the provisions of the above rules.

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 330

DUNNAGE, RETURN OF
(Exception to Rule 11 of UFC)

The provisions of this Item apply only on shipments returning to point of shipment in or on ARR cars (See ITEM 340)

When shipper, at his expense, provides pallets (See Note 1), or rubber inflatable dunnage or utilizes baskets and/or racks to make secure and protect carload shipments, the charges on the inbound movement shall include the return of dunnage, pallets, baskets and/or racks from destination to Seattle, WA, in freight service, subject to compliance with the following conditions:

1. The shipper, consignee or the agent of, must load the pallets, baskets, and/or racks or rubber inflatable dunnage in the car and arrange for its billing.

2. The dunnage must be in packages or tied securely in bundles, marked and tagged, showing the point of origin of the shipment as return destination.

3. The consignee or shipper must certify on the Bill of Lading covering the return:

   (a) The Pallets, baskets and/or racks or rubber inflatable dunnage were received in revenue inbound movement.
   (b) Initial and number of the car from which removed.
   (c) Inbound routing of the shipment.

4. Routing of the reverse of the employed route on the inbound revenue movement must be shown on the route line Bill of Lading. This will also apply on pallets or rubber inflatable dunnage which moves northbound under through rates. The return will apply only as far as Seattle, WA.

5. The shipper or consignee must show the weight of the pallets, baskets and/or racks or rubber inflatable dunnage from the inbound revenue shipment. Any weight in excess of the revenue inbound carload movement will not be returned under the privileges of the inbound movement, but will be charged to applicable tariff rate on said pallets or rubber uninflatable dunnage.

6. When shipper, at his expense, provides dunnage as described in Rule 30 of UFC not to exceed 2,000 lbs. per car, the charge on the inbound loaded car will include the return of the dunnage to Seattle, WA.

7. Shipments moving under this rule will not include switching charges of connecting lines at Seattle, WA.

NOTE 1: Pallets as used in this Item includes pallets, platforms or skids with or without standing sides or ends or collapsible wooden side and tops including plastic or rubber liners used in conjunction therewith.

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 340

DUNNAGE, RETURN OF
(Exception to Rule 11 of UFC)

The provisions of the Item apply only on shipments returning to point of shipment in other than ARR cars.
(See ITEM 330)

Shipments moving under this Rule will not include switch charges of connecting lines at Seattle, WA.

No transit, reconsigning or diversion privileges are permitted on the return movement. Rates contained in this tariff will include the return of rubber inflatable dunnage, pallets (See Note 1), baskets and/or racks or dunnage (See Note 2) from billed destination where car is released empty to one origin point via the reverse route of that used on one of the cars comprising the inbound shipment, subject to the following:

a. Shipment must be made in one car containing no less than the number of used pallets, rubber inflatable dunnage, baskets and/or racks or amount of dunnage used in the loading of five carloads of commodities billed at rates provided in this tariff. The Bill of Lading covering the return movement must show the number of pallets, rubber inflatable dunnage, baskets and/or racks or amount of dunnage contained in the car.

b. No less than five (5) inbound freight bills or copies thereof on which freight charges are computed on rates named in this tariff must be surrendered with the Bill of Lading covering the return movement. Each freight bill or copy surrendered must show the number of used pallets, rubber inflatable dunnage, baskets and/or racks or amount of dunnage contained in the inbound car. No more than the total number of used pallets shown on all inbound freight bills surrendered for shipments moving under rates in this tariff will be accepted for the return shipment.

c. At destinations in Washington, except as provided in EXCEPTIONS 1, 2 and 3 below, the free time allowance and demurrage charges will be shown in Demurrage Tariff RIC 6004 Series.

EXCEPTIONS:

1. One day (24 hours) free time will be allowed for unloading.
2. Average Agreement Plan, Demurrage Tariff RIC 6004 Series.
3. Not applicable on private cars on private tracks when ownership of the car and track is the same.

NOTE 1: Pallets as used in the Item includes pallets, platforms or skids with or without standing sides or end or collapsible wooden sides and top and include plastic or rubber liners used in conjunction with therewith.

NOTE 2: When Shipper, at his expense, provides dunnage as described in Rule 30 of UFC not to exceed 2,000 lbs. per car, the charge on the inbound loaded car will include the return of such dunnage.

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 350

FREIGHT LOADED ON PALLETS, PLATFORMS OR SKIDS
(Exception to Rule 11 of UFC)

When freight in carload quantities is prepared for shipment in conformity with packaging requirements and, in addition, is loaded on pallets, platforms or skids, with or without standing sides or ends, but without tops; or is loaded on pallets with collapsible wooden standing sides and top with an inner liner, no charge will be made for the transportation of the pallets, platforms or skids, provided shipper specifies the weight of the pallets, platforms or skids on shipping order and Bill of Lading.

Pallets, platforms or skids constituting part of equipment of car as shown in the Official Railway Equipment Register, RER 6414 Series, will be transported without charge while in car on both loaded and empty movement. The consignors and consignees of such equipped cars may remove such pallets, platforms or skids provided they replace in the car a like number of pallets, platforms or skids of identical size and construction.

When material, not a part of the pallet, platform or skid, is used to protect top lading or to secure the load to the pallet, platform or skid, if the pallet, platform or skid has collapsible wooden sides and top, no charge will be made for the weight of the protective material or collapsible sides or top.

ITEM 360

FREIGHT RETURNED

Except as otherwise provided and subject to available equipment, when a shipment originally shipped northbound over the lines of the Alaska Railroad Corporation from Whittier, AK, has reached destination but is not unloaded or partially unloaded (See Exception 2), and is returned southbound to Seattle, WA, or beyond for reasons other than carrier's error, the return movement will be subject to 50 percent of the rate in the reverse direction provided for in this tariff in effect on date shipment is tendered for return. (See Notes 1 and 2 and Exception 1).

In those cases where the car is not completely unloaded and the return movement is less than the carload minimum attached to the inbound movement, the rate to be protected will be 50 percent of the inbound rate on the actual amount shipped in the return movement.

(Continued in next column)

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 360 (Cont'd)

FREIGHT RETURNED

NOTE 1: Return movement rate will apply southbound only from stations on the Alaska Railroad Corporation (not a point served by connecting motor or water carrier) and only to Seattle, WA. Through rates will not apply.

NOTE 2: Returned shipment rate does not apply on empty returned carriers, explosives, household goods, or vehicles.

EXCEPTION 1: Will not apply in connection with through rates. Shipments which have moved under through rates may return to Seattle, WA, at 50 percent of the rates named from Seattle, WA, to Alaska on the same commodity. If no rate exists from Seattle, WA, to Alaska on the returned commodity, rates as otherwise provided in this tariff will apply.

EXCEPTION 2: Shipments that have reached destination and have been unloaded from cars, returned shipments are permissible under the same provisions as indicated above, subject to the following conditions:

Inbound carrier's freight bills must be surrendered to said carrier's agent, accompanied by a certificate for each return certifying that the shipment moved inbound by the Alaska Railroad Corporation and only when the returned shipments are made within 12 months of the inbound shipment covered by the certificate. The certificate is to be in the following form:

CERTIFICATE:_____ DATE:_____
(STATION)
This is to certify that there was delivered to
_____a carload shipment of _____
(Name of Consignee)

In Car _____covered by Freight Bill _____
(Initial & Number) (Number)

Dated _____ From _____
(origin station)
Routed as follows _____
(Insert the route)

Signed:_____ _____
Agent Date

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 370

LOADING AND UNLOADING

As covered in UFC Rule 27, any securing devices (including, but not limited to chains, binders, lashing, rods, turnbuckles, and other tension devices) provided by the Carrier, or by an agent of the Carrier, must be returned to the Carrier. If securing equipment is not returned, the Consignee will be held financially responsible for item not returned and replacement charge will be assessed.

ITEM 375
[I]

LOADING OF RUBBER TIRE MACHINERY AT ARR BARGE SLIP IN SEATTLE, WA

Loading of Rubber Tire Machinery at the Alaska Railroad Corporations barge slip in Seattle will be assessed a $464.00 charge per machine.

ITEM 380

LONG FREIGHT - SHIPMENTS REQUIRING TWO OR MORE CARS
(Exception to Rule 29 of UFC)

Shipments requiring two or more open cars for transportation due to length of commodity will be billed as follows:

The total weight of the shipment will be arrived at by adding the actual weight of each load bearing car used including a minimum of 120,000 lbs. per car for each idler car used.

The total weight will then be divided by the number of cars used and each car comprising the shipment will be subject to the rate and minimum weight applicable to the average weight.

Each car comprising the shipment will also be subject to the provisions of ITEM 180 (Cars, Size of).

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 385

LOSS OR DAMAGE TO LADING

ARR shall only be liable for actual loss or damage as set forth in "49 USC 11706" for shipments made under this tariff except for the following:

ARR's liability shall not exceed $250,000 per rail car at charges named in, or otherwise governed by this tariff. If shipment value exceeds $250,000 per rail car, consignor shall declare lading value and secure a special quote from ARR representative before tendering shipment. If consignor fails to comply, ARR's liability shall not exceed $250,000. ARR's liability applies only to loss or damage while in ARR's control.

If desired, consignor may request the ARR to provide a special quote for insurance on a declared value over $250,000 per rail car. This request must be made at least five business days prior to shipment in writing.

By accepting this offer, consignor recognizes its options under "49 USC 10502(e)" to choose terms for liability and claims outlined in 49 USC 11706, and acknowledges that by accepting this contract, it has chosen to accept the rates and terms for liability outlined in this tariff, as opposed to the full liability rates available in ARR's published tariffs. ARR is not liable for loss, damage or delay to lading caused by act or default of consignor, act of God, public enemy, authority of law, riots, strikes, vandalism, inherent nature of commodity, or occurring when shipment is not in ARR's possession. ARR shall not be liable for improper loading, blocking or bracing, securement, or lack of protective covering. Consignor is responsible for all damages, except that caused by ARR negligence. ARR shall not be responsible for damages of any type resulting from delay in transportation of the shipment, unless otherwise specified. ARR shall not be liable until it takes actual possession, and ARR's liability shall cease when it tenders possession to another railroad, drayman, consignee or others for further handling.

ARR will not be responsible for any damages considered special or consequential damages including but not limited to lost profits and alternate transportation costs, nor will ARR be responsible for any damages caused by any act or omission of the shipper or consignee.

Consignor shall indemnify ARR and assume all legal defense against any third-party claims for loss, damage, or injury including attorneys fees, for failure to comply with its obligations under this tariff.

(Continued on next page)

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 385 (Cont'd)

LOSS OR DAMAGE TO LADING

Claims shall be filed in writing within nine (9) months of delivery date or reasonable time for delivery, and shall include copy of shipping order (Bill of Lading), invoice, inspection report, or other proof, and paid freight bill. ARR will not accept claims for less than $250.00.

ITEM 390

MARINE INSURANCE AND LIABILITY

I. INSURANCE: The freight includes marine insurance purchased by Water Carrier for the benefit of shipper during the time the goods are in the possession of water carrier, except that no such coverage is provided for certain Goods designated in the tariff rates.

A. This insurance commences at the time the goods are received by water carrier and continues during the ordinary course of transit until the goods are delivered by water carrier to consignee or to connecting carrier at port of discharge; or until expiration of 15 days after discharge of the property from the water carrier's barge(s), whichever first occurs.

B. Risk Covered

The insurance covers the following risks:

1. Fresh fruits, vegetables, meats and dairy products, frozen foods and other goods perishable in or by their own nature when shipped in ordinary stowage or without refrigeration are insured only for (i) physical loss or damage, either partial or total, directly caused by the vessel being stranded, sunk, burnt or in collision with another vessel or ice or any other object or substance other than water; and (ii) packages which are totally lost in loading, transshipment or discharge and (iii) landing, warehousing and special charges if incurred for which the insurer would be liable under policy covering Particular Average.

(Continued in next column)

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 390 (Cont'd)

MARINE INSURANCE AND LIABILITY

B. Risk Covered (continued):

2. Fresh Fruits, vegetables, meat and dairy products, frozen foods, and other goods perishable in or by their own nature are insured, when shipped under refrigeration, against all risks of physical loss or damage from any external cause, except that deterioration, spoilage and other loss or damage resulting from variation in temperature, howsoever caused, are insured only when such deterioration, spoilage or their loss, damage or expense results from variation in temperature which is proximately caused by:

(i) Breakdown or derangement of the refrigerating machinery and/or refrigerating plant and/or insulation;

(ii) Stranding, sinking, burning or collision of the vessel, craft or conveyance;

(iii) Contact of the vessel, craft or conveyance with any external substance (ice included) other than water;

(iv) Fire or explosion; or

(v) Discharge of the interest insured at a port of distress.

Coverage is always subject to the following warranties:

(i) That the interest insured hereunder is in good condition at commencement of the risk;

(ii) That no claim for loss and/or damage shall attach unless, immediately on the first discovery of any loss and/or damage to or deterioration of any part of the goods hereby insured, notice shall have been given to the insurer, and arrangements made for survey and the amount of depreciation agreed to on discharge and prior to the removal of the interest ;

(iii) That the claim will be filed immediately in writing against the Vessel or Carrier, a copy of which must accompany any claim presented under the insurance;

(iv) That the value to be made good in the case of the interest insured being condemned on or after arrival shall in no case exceed the sound market value, less usual charges, or the insured value which ever may be the lesser.

(Continued on next page)

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 390 (Cont'd)

MARINE INSURANCE AND LIABILITY

B. Risk Covered (continued):

(v) That no adjustment charges shall be incurred unless with the written consent of the insurer or its agents who shall not be liable for survey fees other than those of their own surveyor.

3. Automobiles, tractors, construction equipment or their vehicles, equipment or machinery when shipped in a used condition or any other commodity named in this tariff specifically noted as subject to this paragraph are insured only for loss or damage caused by:

(i) Stranding, sinking, burning or collision of the vessel, craft or conveyance;

(ii) Contact of the vessel, craft or conveyance with any external substance (ice included) other than water;

(iii) Fire or explosion; or

(iv) Discharge of the interest insured at a port of distress.

Coverage is always subject to the following warranties:

(i) That no claim for loss and/or damage shall attach unless, immediately on the first discovery of any loss and/or damage to or deterioration of any part of the goods hereby insured, notice shall have been given to the insurer, arrangements made for survey and the amount of depreciation agreed to on discharge and prior to the removal of the interest;

(ii) That claim will be filed immediately in writing against the vessel or other carrier, a copy of which must accompany any claim presented under the insurance;

(iii) That no adjustment charges shall be incurred unless with the written consent of the insurer or its agents who shall not be liable for survey fees other than those of their own surveyor.

4. All goods, other than those described in 1, 2 and 3, are insured against all risk physical loss and/or damage from any external cause.

(Continued in next column)

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 390 (Cont'd)

MARINE INSURANCE AND LIABILITY

C. Warranty: Shipper warrants that the goods at the time of delivery to water carrier are properly packed and properly stowed within the railcar, trailer or container so as to withstand the usual hazards of an ocean voyage on deck of a barge. In the event shipper breaches the foregoing warranty, this insurance shall not cover loss of or damage to the goods, howsoever caused, even where caused or contributed to by any risks described in Paragraph B above.

D. Exclusions: Coverage provided by the policy is subject to various exclusions, conditions and warranties, and shipper is urged to review these provisions carefully. For example, the insurance in no event covers loss or damage caused by: (i) delay or loss of market; (ii) inherent vice or nature of the goods, except as specifically provided in B.2 above; (iii) change in temperature or humidity, except as specifically provided in B.2 above; (iv) risks set forth in strikes, riots and civil commotion warranty, and the free of capture and seizure warranty; and (v) risk excluded by the nuclear risks clause.

E. Valuation: The goods, except for alcoholic beverages and tobacco products, are insured for the invoice value of the goods plus freight payable to destination, subject to the limits set forth below. Alcoholic beverages and tobacco products are insured for the invoice value of goods, plus freight payable to destination, and plus the value of Internal Revenue Tax Stamps attached to the property and/or Excise tax paid on the goods, subject to the limits set forth below.

F. Limits of Insurance Coverage: Unless higher limits are arranged by water carrier, upon the request of the shipper prior to receipt of the goods by water carrier, insurance shall be subject to the following limits:

1. With respect to southbound shipments:

a. $37,750 for loss or damage to any one trailer or container, including all goods shipped in or on any such trailer #or container; or

b. $250,000 for loss or damage to any on railcar including goods shipped in or on any such railcar.

2. With respect to northbound shipments:

a. $50,000 for loss or damage to any one trailer #or container, including goods shipped in or on any such trailer #or container; or

b. $250,000 for loss or damage to any one railcar, including goods shipped in or on any such railcar.

3. With respect to all other cargo, $0.50 per pound.

(Continued on next page)

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 390 (Cont'd)

MARINE INSURANCE AND LIABILITY

II. LIABILITY OF THE CARRIER: In the event the goods suffer loss or damage while in the custody of the Water Carrier which is not covered by the marine insurance, the shipper's only recourse is a claim against the Water Carrier. The liability of the Water Carrier will be determined in accordance with the Carriage of Goods by Sea Act (COGSA) and the terms of the Water Carrier's bill of lading. Under COGSA the water carrier has no liability whatsoever for loss or damage arising of resulting from unseaworthiness of the vessel unless caused by want of due diligence on the part of the Water Carrier, error in the navigation or management of the vessels, fire not caused by the actual fault or privity of the water carrier, perils of sea, Act of God, act of war, act of public enemies, arrest or restraint of princes, seizure under legal process, quarantine restrictions, act or omission of the shipper or owner of the goods, strike or restraint of labor, riots and civil commotion, saving or attempting to save life or property at sea, wastage sufficiency of packing, insufficiency or inadequacy of marks, latent defects not discoverable by due diligence, or any other cause arising without the actual fault and privity of the water carrier and without the fault or neglect of the agents or servants of the water carrier.

III. VALUATION CLAUSE: In the event water carrier is liable for loss or damage, the amount of liability shall be the lesser of (1) the fair market value of the goods at the place of discharge, or (2) $500 per package or, in the case of goods not shipped in packages, per customary freight unit. The shipper may increase the liability of water carrier above $500 per package or customary freight unit (but in no event more than the fair market value of the goods at the place of discharge) by declaring a value for the goods and having such declared value inserted in the Bill of Lading. In the event of such declaration: (i) the freight rate set forth in this tariff will be charged, plus two percent of declared value inserted in the Bill of Lading, and (ii) the liability of water carrier shall be limited to the declared value of the goods or the fair market value of the goods at the place of discharge, whichever is less.

It is understood that the word *package* includes any piece, shipping unit, machine or article of any description, whether or not, enclosed or boxed in whole or in part, except goods shipped in bulk,

(Continued in next column)

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 390 (Cont'd)

MARINE INSURANCE AND LIABILITY

III. VALUATION CLAUSE (continued):
provided, however , that a container, van , trailer, railcar, or rolling equipment is a package when such is listed on the face of the bill of lading under the column "number of trailers/containers/packages" regardless of the method used to describe the shipment in the description column on the face. Governmental documents such as Shipper's Export Declarations shall not be considered as an expression of intent of the parties' definition of package as herein defined.

IV. DEFINITIONS: In the Rule, the word *vessel* shall include the vessel named in the Bill of Lading, its towing tug or tugs, any substitute vessels, and any craft, lighter, towboat, or other vessel used in the performance of the voyage; the words *water carrier* shall mean Alaska Railroad Corporation Inc., vessel as defined herein and her owners, operators and demise character or person to the extent bound by the Bill of Lading for water carriage, whether acting as carrier or bailee; the word *shipper* shall include the person named as such in the Bill of Lading, shipper, the consignee, the owner of the goods or holder of the Bill of Lading and the person for whose account the goods are shipped; the word *goods* means the cargo accepted form shipper and includes the containers, vans, trailers, railcars and/or rolling equipment whether or not supplied by or on behalf of water carrier; the word *person* shall include an individual, corporation, partnership and any and all general average, salvage, special charges, expenses, amounts and money obligation whatsoever payable by or chargeable to or for account of goods or shipper regardless of whether sustained, incurred or paid by water carrier in the first instance; the word *package* shall include any piece, shipping unit, machine or article of any description, whether or not enclosed or boxed in whole or part except goods shipped in bulk provided, however, that a container, van, trailer, railcar, or rolling equipment is a package when such is listed on the face of the Bill of Lading under the column "number of trailers/ containers/packages" regardless of the method used to describe the shipment in the description column of the face. Governmental documents such as Shipper's Export Declarations shall not be considered as an expression of intent of the parties' definition of package as herein defined.

(Continued on next page)

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 390 (Cont'd)

MARINE INSURANCE AND LIABILITY

V. CONDITIONS OF CLAIM FILING AND SUIT TIME

A. NOTICE OF LOSS OR DAMAGE: In case of loss or damage to the goods, Shipper warrants that notice of the same shall be reported in writing to Carrier, Attention: Claims Manager, as soon as the goods arrive at the port of destination, or the loss or damage is known or expected but in no event later than three (3) days after delivery of the goods or the date when the goods should have been delivered by Carrier. Failure of shipper to report notice of loss or damage to Carrier as aforesaid shall render the insurance coverage set forth in this item null and void and Shipper shall be barred from recovering any amount under such policy.

B. TIME FOR CLAIM : Neither Water Carrier nor the Insurer shall be liable for any claim in connection with the goods unless presented in writing to the Carrier at "Attention: Claims Manager," with proper proof of loss within nine (9) months after delivery of the goods or the date when the goods should have been delivered by Carrier.

C. TIME FOR SUIT: No suit, action, or proceeding against Carrier or the Insurer for recovery of any claim in connection with the goods shall be sustainable unless commenced within one (1) year after delivery of the goods or the date the goods should have been delivered by Carrier. Suit shall not be deemed commenced against either said defendant unless jurisdiction shall have been obtained over such defendant by service of process.

D. PAYMENT OF CLAIMS: Shipper's claim must be accompanied by paid freight bill for each Bill of Lading for which a claim is submitted, as a condition for payment of any claim. Payment of all claims shall be made by the insurer to the Carrier for forwarding to the Shipper.

ITEM 395

PORT SECURITY CHARGE

All loaded rail cars or containers moving across Alaska Railroad Corporation docks in the Ports of Seward and Whittier shall be assessed the following Port Security Charge:

$39.00 per rail car
$20.00 per container

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 400

MAXIMUM GROSS WEIGHTS ON CARS

Provisions of this ITEM will not apply when car used is subject to provisions of ITEM 180, Paragraph B, "Cars, Size of.

(a) Gross weight, including weight of lading and empty weight of car, is not to exceed the gross weight of the rail limitation, 263,000 lbs., of the Alaska Railroad Corporation nor is the gross weight to exceed the weight carrying capacity of the car.

(b) Where the required minimum weight would result in exceeding the gross weight rail limitation of the Alaska Railroad Corporation, the minimum weight will be the difference between the gross weight rail limitation of the Alaska Railroad Corporation and the net empty weight stenciled on the car used.

ITEM 410

MILEAGE ALLOWANCES

While cars owned or Leased by Shippers/Receivers are in possession of Alaska Railroad Corporation, between Seattle, WA, and Alaska Points, no car hire, mileage or use allowance will be paid while cars are in possession of the Alaska Railroad Corporation.

ITEM 420

NON-APPLICATION OF RATES ON SHIPMENTS ON ARTICULATED CARS

Except as otherwise provided on NOTE 1, rates in this Tariff will not apply on shipments loaded in or on articulated cars. An articulated car consists of two or more units combined and permanently locked together (articulated) to operate as a single car.

NOTE 1: This rule does not apply when shipment is loaded on a flat car designated "FC" , "FM" or "FMS" in the Official Railway Equipment Register, RER 6414 Series.

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 430

NON-APPLICATION OF RATES ON SHIPMENTS ON MULTI-LEVEL CARS

Rates named herein do not apply on shipments loaded in or on a flat car specifically equipped with multi-level racks or decks, except as otherwise provided in individual items.

ITEM 440

NON-APPLICATION OF UNIFORM FREIGHT CLASSIFICATION RULES

Except as provided, the following rules of the Current Uniform Freight Classification will not apply in connection with this Tariff:

Rule No. 29 - Shipments requiring two or more open carloads (See ITEM 380).
Rule No. 34 - Minimum carload weights.
Rule No. 47 - C.O.D. (Collection on Delivery) shipments.

ITEM 450

PROTECTIVE SERVICE

1. Commodities without prior written provision from ARR which, because of their nature, require temperature protection will not be accepted for shipment.

2. Freight moving beyond points on the Alaska Railroad Corporation will be protected only by special arrangements and at such additional charges as may be assessed by the beyond carrier.

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 455

FUEL SURCHARGE

The Alaska Railroad will apply a fuel recovery surcharge to intra-state and interline/barge freight movements as shown in Parts A and B below. The fuel surcharge to apply will be that which is in effect at the time railcar movement is initiated.

PART A

Alaska Railroad Percentage-Based Fuel Surcharge

Shipments on which a percentage-based fuel surcharge will be assessed are: (1) non-public rates/charges in transportation contracts; (2) commodities moving in an exempt car type; and (3) traffic subject to specific exemption pursuant to 49 C.F.R. 1039 and 1090.

The fuel surcharge is based on an OPIS index; the average price for Seattle High Sulfur #2 Diesel. The surcharge will be updated monthly, based on the first (non-holiday) workday of the previous month. For example, the surcharge that is applied to shipments in February is based on the OPIS average from the first workday in January.

The fuel surcharge percentage applied will be determined according to Table A.

Table A - Percentage-Based Fuel Surcharge

OPIS Range		Fuel Surcharge Percentage
0.000	0.749	0.00%
0.750	0.799	2.00%
0.800	0.849	2.50%
0.850	0.899	3.00%
0.900	0.949	3.50%
0.950	0.999	4.00%
1.000	1.049	4.50%
1.050	1.099	5.00%
1.100	1.149	5.50%

If the OPIS price goes above 1.150, the surcharge will go up 0.50% for every .050 change in OPIS.

(Continued on next page)

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 455 (Cont'd)

FUEL SURCHARGE (Cont'd)

PART B

Alaska Railroad Mileage-Based Fuel Surcharge

Shipments on which a mileage-based fuel surcharge will be assessed are public, regulated, non-contract shipments.

The mileage-based fuel surcharge will be calculated by multiplying the applicable fuel surcharge per mile times the number of miles per shipment. The applicable fuel surcharge per mile, as shown in Table B - Mileage-Based Fuel Surcharge, will be determined by using the OPIS index average price for Seattle High Sulfur #2 Diesel. The OPIS index is updated monthly, based on the first (non-holiday) workday of the previous month. For example, the surcharge applied to shipments in February is based on the OPIS index average price on the first workday in January. Both the Fuel Surcharge Table and the selection of index will be subject to periodic review.

Table B - Mileage-Based Fuel Surcharge

OPIS Minimum	OPIS Maximum	Fuel Surcharge Per Mile
$0.0000	$1.4099	$0.00
$1.4100	$1.4419	$0.01
$1.4420	$1.4739	$0.02
$1.4740	$1.5059	$0.03
$1.5060	$1.5379	$0.04
$1.5380	$1.5699	$0.05
$1.5700	$1.6019	$0.06
$1.6020	$1.6339	$0.07
$1.6340	$1.6659	$0.08
$1.6660	$1.6979	$0.09
$1.6980	$1.7299	$0.10
$1.7300	$1.7619	$0.11
$1.7620	$1.7939	$0.12
$1.7940	$1.8259	$0.13
$1.8260	$1.8579	$0.14

(Continued in next column)

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 455 (Cont'd)

FUEL SURCHARGE (Cont'd)

PART B

Alaska Railroad Mileage-Based Fuel Surcharge

Table B - Mileage-Based Fuel Surcharge (Cont'd)

OPIS Minimum	OPIS Maximum	Fuel Surcharge Per Mile
$1.8580	$1.8899	$0.15
$1.8900	$1.9219	$0.16
$1.9220	$1.9539	$0.17
$1.9540	$1.9859	$0.18
$1.9860	$2.0179	$0.19
$2.0180	$2.0499	$0.20
$2.0500	$2.0819	$0.21
$2.0820	$2.1139	$0.22
$2.1140	$2.1459	$0.23
$2.1460	$2.1779	$0.24
$2.1780	$2.2099	$0.25
$2.2100	$2.2419	$0.26
$2.2420	$2.2739	$0.27
$2.2740	$2.3059	$0.28
$2.3060	$2.3379	$0.29
$2.3380	$2.3699	$0.30
$2.3700	$2.4019	$0.31
$2.4020	$2.4339	$0.32
$2.4340	$2.4659	$0.33
$2.4660	$2.4979	$0.34
$2.4980	$2.5299	$0.35

For each $0.032 per gallon increase thereafter, apply an additional $0.01 per mile.

(Continued on next page)

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 455 (Cont'd)

FUEL SURCHARGE (Cont'd)

PART B

Alaska Railroad Mileage-Based Fuel Surcharge

Mileage calculations used in determining the fuel surcharge will be based on the shortest, non-familized railway miles as identified in the PC Miler Rail application from ALK Technologies. Refer to Table C – Alaska Railroad Railway Miles, for railway mileage between routes routinely serviced by the Alaska Railroad.

Table C – Alaska Railroad Railway Miles

Between Routes		Mileage
Seattle, WA	Anchorage, AK	1529.0
Seattle, WA	Fairbanks, AK	1884.0
Anchorage, AK	Fairbanks, AK	355.7
Anchorage, AK	Seward, AK	114.3
Anchorage, AK	Whittier, AK	62.5
Anchorage, AK	Palmer, AK	42.9
Anchorage, AK	Birchwood, AK	22.6
Anchorage, AK	Healy, AK	243.7
Fairbanks, AK	Seward, AK	470.0
Fairbanks, AK	Whittier, AK	418.2
Fairbanks, AK	Healy, AK	112.0

Current OPIS prices and fuel surcharge rates will be posted on our website:

http://www.alaskarailroad.com/arrc110.html

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 460

QUOTATION OF ESTIMATED CHARGES

1. When carrier has furnished, either orally or in writing, an estimate of published tariff charges, such estimate will be given on the basis of the effective published tariff provision(s) as applicable to those facts concerning the shipment(s) which are made known to carrier.

2. Estimates of freight charges are furnished as a convenience to the shipping public and represent nothing more than an approximation of freight charges which is not binding either on carrier or shipper.

3. All transportation charges on a shipment will be assessed on the basis of published tariff provisions lawfully in effect at the time of shipment, as applicable to the commodity or commodities shipped and transportation and related services performed in connection therewith.

ITEM 470

SPACE ALLOTMENT REQUEST TO COVER RAILCAR MOVEMENT

Shippers should obtain space allotment (permit) before making shipment. Requests should be directed to: Alaska Railroad Corporation; 5615 West Marginal Way S.W.: Seattle, WA 98106; Phone (206) 767-1100 or (800) 843-2772; FAX (206) 767-1112. Requests for space should include:

a. Points of origin and destination
b. Commodity
c. Type of railcar
d. Length of railcar
e. Proposed shipping date
f. Dimensions of high or wide loads

As soon as any railcar is shipped, shipper should notify Alaska Railroad Corporation with the railcar's number, date shipped and complete routing (Railcar is subject to demurrage as shown in ITEM 290). Railcars must be forwarded to arrive Seattle, WA, at least 24 hours prior to sailing date of trip on which space is allotted.

(Continued on next page)

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 470 (Cont'd)

SPACE ALLOTMENT REQUEST TO COVER RAILCAR MOVEMENT

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.

ITEM 480
[I]

STOP-IN-TRANSIT FOR PARTIAL LOADING OR UNLOADING

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:

(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.

(b) Stops for partial loading or unloading will not be allowed at stations designated for less than carload handling only.

(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.

(d) Note more than three stops, exclusive of the first pick-up or final delivery at destination, will be permitted.

(e) The per car charge for each stop shall be:

$391.00

(Continued in next column)

SECTION 1

RULES AND OTHER GOVERNING PROVISIONS
GENERAL RULES AND REGULATIONS

ITEM 480 (Cont'd)

STOP-IN-TRANSIT FOR PARTIAL LOADING OR UNLOADING

(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.

(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.

(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.

(i) Carrier at stopover station shall be governed as follows:

a. Will not assist in unloading (See NOTE);

b. Will not make any check of property which is unloaded (See NOTE);

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.

NOTE: Except where unloading service is performed by carriers authorized in this tariff providing for such service.

ITEM 490

STOWAGE

The railroad cars in which the goods are loaded will be stowed and carried on deck while waterborne.

SECTION 1	SECTION 2
RULES AND OTHER GOVERNING PROVISIONS GENERAL RULES AND REGULATIONS	COMMODITY GROUPS
ITEM 500 **SUBSTITUTION OF RAILCARS** When shipper tenders freight in railcar load quantities, not requiring a car in excess of 65 feet, 6 inches inside length and ARR orders but is unable to secure the railcar of the size necessary to protect the integrity of the shipment, ARR may, for it's convenience, substitute a railcar of lager capacity and/or size. Freight charges will be based upon the size of the car ordered. Bill of Lading to be noted by carrier as to substitution utilized under this Item. In no case will substitution apply for a shipment requiring a car in excess of 65 feet, 6 inches inside length, nor will two cars be substituted for one car.	(This Section intentionally left blank)
ITEM 510 **SWITCH CHARGES, ADVANCING** When shipper on consignee requests that a railcar be switched into an ARR facility for the purpose of toploading, the switch charge, if not pre-paid, will be for the account of the freight and will be advanced on the freight bill.	
ITEM 520 **TRANSPORTATION BY MOTOR CARRIER** When rates or arbitraries are named in the Tariff to apply, in part or entirely via motor carrier, the rates or arbitraries will apply only to the extent that the motor carrier has STB authority as named in lawfully published tariffs and, as required, filed with the STB to handle such shipments.	
ITEM 530 **WATER TRANSPORTATION** Transportation performed by Alaska Railbelt Marine, LLC between Seattle, WA, and Whittier, AK, will be accomplished in whole or in part by the use of unmanned barges, without motive power, to be towed by a towing vessel or vessels on a single or multiple tow basis, any custom or practice of the trade to the contrary notwithstanding.	

SECTION 3

COMMODITY RATES - RAIL CAR
FOR ROUTING APPLICATION, SEE SECTION 4
(Rates in dollars and cents per 100 lbs., except as noted)

ITEM 3000
[I]

COMMODITY:

Ammonium Nitrate Fertilizer (28 191 31)

In Bulk, in covered Hopper cars

FROM: Seattle, WA

TO	MIN. WT.	RATE (See Note 1)
Anchorage, AK	190,000 lbs.	9.86
Seward, AK		10.10
Healy, AK		10.86
Fairbanks, AK		11.27

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

ITEM 3010
[I]

COMMODITY:

CHEMICALS : (Group A)

ANTI-FREEZE AND OTHER ARTICLES, VIZ:
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 Gylcol (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.	14.77	19.03
140,000 lbs.	14.21	18.54
150,000 lbs.	13.71	18.00
160,000 lbs.	13.19	17.49
170,000 lbs.	12.68	17.00
180,000 lbs.	12.18	16.48

(Continued on next page)

SECTION 3

COMMODITY RATES - RAIL CAR
FOR ROUTING APPLICATION, SEE SECTION 4
(Rates in dollars and cents per 100 lbs., except as noted)

ITEM 3010 (Cont'd)
[I]

COMMODITY:

CHEMICALS: (Group B)

COMPOUNDS , AND OTHER ARTICLES, VIZ:

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)

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

MIN. WT. (LBS.)	RATE (See Note 1) TO	
	Anchorage, AK	Fairbanks, AK
120,000 lbs.	14.77	19.03
140,000 lbs.	14.21	18.54
160,000 lbs.	13.19	17.49
180,000 lbs.	12.18	16.48

Note 1 - Applies only on Crude Petroleum Treating Compound, Water Treating Compounds, Corrosion Inhibitor, Scale Inhibitor or Emulsion Breaker.

SECTION 3

COMMODITY RATES - RAIL CAR
FOR ROUTING APPLICATION, SEE SECTION 4
(Rates in dollars and cents per 100 lbs., except as noted

ITEM 3010 (Cont'd)
[I]

COMMODITY:

CHEMICALS, VIZ: (Group C)

Isopropanol Methanol, Methanol, Isopropanol, or uXylene

Liquid, in bulk, in ISO/IMO containers.

FROM: Seattle, WA

MIN. WT.	RATE (See Notes 1, 2, 3 & 4) TO	
	Anchorage, AK	Fairbanks, AK
140,000 lbs.	15.20	18.64
160,000 lbs.	14.19	17.61

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.

SECTION 3

COMMODITY RATES - RAIL CAR
FOR ROUTING APPLICATION, SEE SECTION 4
(Rates in dollars and cents per 100 lbs., except as noted)

ITEM 3010 (Cont'd)
[I]

COMMODITY:

CHEMICALS: (Group D)
ALL KINDS, NOS (28), Sodium Cyanide (28 123 28)

In packages

FROM: Seattle, WA

MIN. WT. (LBS.)	RATE TO Anchorage, AK	RATE TO Fairbanks, AK
140,000	11.39	13.32
160,000	10.33	12.42
	(See Note 1)	(See Note 1)
		Container Rate: 8381.00 per 20' cntr (See Notes 1, 2, 3,4 & 6)
		Container Rate: 9534.00 per 20' cntr (See Notes 1, 3 4,5 & 6)

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 4 containers per railcar.

NOTE 4: Rate applies to ARR owned or leased cars.

NOTE 5: Rate applies from rail ramp (Seattle) to Pogo mine and return of empty containers to ramp.

NOTE 6: Rates include fuel surcharges.

SECTION 3

COMMODITY RATES - RAIL CAR
FOR ROUTING APPLICATION, SEE SECTION 4
(Rates in dollars and cents per 100 lbs., except as noted

ITEM 3010 (Cont'd)
[I]

COMMODITY:

CHEMICALS: (Group D)
ALL KINDS, NOS (28)

In Tank Cars

FROM: Seattle, WA

MIN. WT. (LBS.)	RATE (See Notes 1 & 2) TO Anchorage, AK	RATE (See Notes 1 & 2) TO Fairbanks, AK
160,000	10.75	12.72

NOTE 1: Not subject to volume railcar discount.

NOTE 2: See ITEM 410.

ISSUED: December 9, 2019 EFFECTIVE: January 1, 2020

ISSUED BY: Dale Wade, VP Marketing and Customer 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)

ITEM 3020
[I]
COMMODITY:

COMPOUNDS , OIL AND GAS : (Group A)

Anti-Foaming
Aluminum Stearate;
Barium Sulphate, crude, ground or not ground
Brocide
Bromide
Calcium Bromide
Calcium Chloride
Chelating
Clay, noibn, 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)

In packages, in or on pallets, platforms or skids

FROM: Seattle, WA

MIN. WT. (LBS.)	RATE (See Notes 1, 2 & 3)	
	TO	
	Anchorage, AK	Fairbanks, AK
150,000	11.37	13.51

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 car hire, mileage or use allowance will be paid while cars are in possession of ARR.

NOTE 3: ARR owned cars.

SECTION 3

COMMODITY RATES - RAIL CAR
FOR ROUTING APPLICATION, SEE SECTION 4
(Rates in dollars and cents per 100 lbs., except as noted

ITEM 3020 (Cont'd)
[I]
COMPOUNDS and Other Articles, VIZ: (Group 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 covered hopper railcars

FROM: Seattle, WA

MIN. WT. (LBS.)	RATE (See Notes 1, 2, 3 & 4)	
	TO	
	Anchorage, AK	Fairbanks, AK
170,000	10.18	12.19

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: December 9, 2019 EFFECTIVE: January 1, 2020

ISSUED BY: Dale Wade, VP Marketing and Customer 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)

ITEM 3020 (Cont'd)
[I]

COMMODITY:

COMPOUNDS and Other Articles, VIZ (Group C):

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	RATE TO Fairbanks, AK
150,000	10.20	12.00

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
[I]

COMMODITY:

BUILDING MATERIALS: GENERAL

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	RATE TO Fairbanks, AK
120,000	10.69	12.28
140,000	9.68	11.60
160,000	8.84	10.51
180,000	8.02	9.51

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
[I]

COMMODITY:

BUILDING MATERIALS:

Building Materials as described in Groups A through J, in packages, except as otherwise specified.

GROUP A: 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)

GROUP B:

Building Metal Work and Building Materials, Wood

FROM: Seattle, WA

MIN. WT. (LBS.)	RATE (See Note 1) TO	
	Anchorage, AK	Fairbanks, AK
120,000	10.69	12.28
140,000	9.68	11.60
160,000	8.84	10.51
180,000	8.02	9.51

Note 1: Rates apply only on shakes or shingles, wooden.

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)
[I]

COMMODITY:

BUILDING MATERIALS:

GROUP C: Subject to Notes only in this Group.

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)

FROM: Seattle, WA

MIN. WT. (LBS.)	RATE TO	
	Anchorage, AK	Fairbanks, AK
120,000	10.69	12.28
140,000	9.68	11.60
160,000	8.84	10.51
180,000	8.02	9.51

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)
[I]

COMMODITY:

BUILDING MATERIALS:

GROUP D: Subject to Notes only in this Group.

INSULATING MATERIAL, as described

FROM: Seattle, WA

MIN. WT. (LBS.)	RATE TO Anchorage, AK	RATE TO Fairbanks, AK
120,000	10.69	12.28
140,000	9.68	11.60
160,000	8.84	10.51
180,000	8.02	9.51

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)
[I]

COMMODITY:

BUILDING MATERIALS:

GROUP E: 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	RATE (See Notes 1 & 2) TO Fairbanks, AK
120,000	10.69	12.28
140,000	9.68	11.60
160,000	8.84	10.51
180,000	8.02	9.51

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.

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)
[I]

COMMODITY:

GROUP F: Subject to Notes only in this Group.

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.

Plasterboard Joint Compound (with or without paper tape) to include texturizing compounds (32 753 20).

Plaster Grounds, Corner Bead, corner bead clips, cove base, fastenings, screws or wall grounds, steel, in packages (34 423 58) See Note 2.

FROM: Seattle, WA

MIN. WT. (LBS.)	RATE (See Notes 1, 2 & 3) TO	
	Anchorage, AK	Fairbanks, AK
120,000	10.69	12.28
140,000	9.68	11.60
160,000	8.84	10.51
180,000	8.02	9.51

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.

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.

Note 3: Shipment to Ft. Wainwright will be delivered by motor carrier from the ARR Terminal in Fairbanks for 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

ITEM 3030 (Cont'd)
[I]

COMMODITY:

GROUP G: (Subject only to Notes in this Group)

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)

FROM: Seattle, WA

MIN. WT. (LBS.)	RATE (See Notes 1 & 2) TO	
	Anchorage, AK	Fairbanks, AK
120,000	10.69	12.28
140,000	9.68	11.60
160,000	8.84	10.51
180,000	8.02	9.51

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/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.

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)
[I]

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	10.69	12.28
140,000	9.68	11.60
160,000	8.84	10.51
180,000	8.02	9.51

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)
[I]

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	10.69	12.28
140,000	9.68	11.60
160,000	8.84	10.51
180,000	8.02	9.51

SECTION 3

COMMODITY RATES - RAIL CAR
FOR ROUTING APPLICATION, SEE SECTION 4
(Rates in dollars and cents per 100 lbs., except as noted)

ITEM 3040
[I]

COMMODITY:

FEED, GRAIN AND OTHER ARTICLES
In bulk, in covered hopper cars

FROM: Seattle, WA

MIN. WT. (LBS.)	RATE (See Notes 1 & 2) TO	
	Anchorage, AK	Fairbanks, AK
160,000	10.25	12.52

NOTE 1: Rates apply on a single car shipment.

NOTE 2: Rate includes one switch charge in Seattle with an industry which is open to reciprocal switching with the Alaska Railroad. Customer must provide name and address of facility to which the load is destined.

SECTION 3

COMMODITY RATES - RAIL CAR
FOR ROUTING APPLICATION, SEE SECTION 4
(Rates in dollars and cents per 100 lbs., except as noted

ITEM 3045
[I]

COMMODITY:

FERTILIZER AND OTHER ARTICLES
In bulk, in covered hopper cars

FROM: Seattle, WA

MIN. WT. (LBS.)	RATE (See Notes 1 & 2) TO	
	Anchorage, AK	Fairbanks, AK
160,000	10.25	116.52
180,000	9.60	115.64
200,000	9.16	11.00

NOTE 1: Not subject to Paragraph 2 of ITEM 130 (Application of Rates)

NOTE 2: Rate includes one switch charge in Seattle with an industry which is open to reciprocal switching with the Alaska Railroad. Customer must provide name and address of facility to which the load is destined.

SECTION 3

COMMODITY RATES - RAIL CAR
FOR ROUTING APPLICATION, SEE SECTION 4
(Rates in dollars and cents per 100 lbs., except as noted)

ITEM 3050

(Provisions formerly shown herein and not brought forward are hereby eliminated.)

SECTION 3

COMMODITY RATES - RAIL CAR
FOR ROUTING APPLICATION, SEE SECTION 4
(Rates in dollars and cents per 100 lbs., except as noted

ITEM 3060
[I]

COMMODITY:

FREIGHT ALL KINDS, NOS:

FROM: Seattle, WA

MIN. WT. (LBS.)	RATE (See Note 1, 2, 3 & 4) TO GROUPINGS	
	Anchorage	Fairbanks
100,000	16.83	19.95
120,000	15.06	18.31
140,000	13.29	16.52
160,000	12.16	14.85
180,000	10.94	13.80

NOTE 1: Rates apply on a single car shipment.

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.

NOTE 3: Not subject to transfer or delivery.

NOTE 4: Rates herein do not apply on hazardous goods or other dry or liquid chemicals classified under STCC 49.

SECTION 3

COMMODITY RATES - RAIL CAR
FOR ROUTING APPLICATION, SEE SECTION 4
(Rates in dollars and cents per 100 lbs., except as noted)

ITEM 3070
[I]

COMMODITY:

GAS, OTHER THAN COMPRESSED, LIQUID, VIZ:

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	Fairbanks
(1) 140,000	13.31	14.70
(2) 150,000	12.96	14.83
(3) 170,000	12.65	14.45

(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.

	Pounds Per Gallon
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

ITEM 3080
[I]

COMMODITY:

GAS, VIZ; LIQUEFIED PETROLEUM GAS

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	Moose Pass	Fairbanks
127,500	12.05	12.17	15.57

NOTE 1: Not subject to volume railcar discount.

NOTE 2: See ITEM 410.

ISSUED: December 19, 2019 EFFECTIVE: January 1, 2020

ISSUED BY: Dale Wade, VP Marketing and Customer 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)

ITEM 3090
[I]

COMMODITY:

IRON and STEEL ARTICLES and OTHER ARTICLES, VIZ:

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	16.76	19.84
120,000	15.00	18.21
140,000	13.25	16.36
160,000	12.03	14.81
180,000	10.90	13.59

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

ITEM 3095
[I]

COMMODITY:

IRON and STEEL ARTICLES and OTHER ARTICLES, VIZ:

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 Note 1) FROM GROUPINGS	
	Anchorage	Fairbanks
100,000	5.84	6.94
120,000	5.24	6.39
140,000	4.63	5.75
160,000	4.23	5.18
180,000	3.80	4.75

NOTE 1: Rates on Pipe, cast as described will only apply on railcars loaded/unloaded by shipper/ consignee.

ISSUED: December 9, 2019 EFFECTIVE: January 1, 2020

ISSUED BY: Dale Wade, VP Marketing and Customer 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)

ITEM 3100
[I]

COMMODITY:

MACHINERY, MACHINES, VIZ: Parts thereof and other articles.

FROM: Seattle, WA

MIN. WT. (LBS.)	RATE (See Notes 1 & 2) TO GROUP POINTS	
	Anchorage	Fairbanks
75,000	19.53	23.29
100,000	17.44	22.00
130,000	16.49	21.11

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

ITEM 3105
[I]

COMMODITY:

MACHINERY, MACHINES, VIZ: Parts thereof and other articles.

TO: Seattle, WA

MIN. WT. (LBS.)	RATE (See Notes 1, 2 & 3) FROM GROUP POINTS	
	Anchorage	Fairbanks
50,000	9.42	14.58
100,000	8.81	13.09

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.

SECTION 3

COMMODITY RATES - RAIL CAR
FOR ROUTING APPLICATION, SEE SECTION 4
(Rates in dollars and cents per 100 lbs., except as noted)

ITEM 3110
[I]

COMMODITY:

PETROLEUM or PETROLEUM PRODUCTS, and OTHER ARTICLES, VIZ:

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)
NAPTHA (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)

In packages.

FROM: Seattle, WA

MIN. WT. (LBS.)	RATE (See Notes 1& 2)	
	TO GROUPINGS	
	Anchorage	Fairbanks
120,000	11.94	13.43
140,000	10.35	12.42
160,000	9.79	11.26

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

ITEM 3120
[I]

COMMODITY:

PETROLEUM PRODUCTS VIZ:

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	Fairbanks
132,000	12.72	16.33

NOTE 1: See ITEM 410.

NOTE 2: 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)

ITEM 3130
[I]

COMMODITY:

PETROLEUM PRODUCTS VIZ:

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
160,000	17.09

NOTE 1: See ITEM 410.

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

ITEM 3140
[I]

COMMODITY:

RAILWAY EQUIPMENT, VIZ:

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	Fairbanks
Linear foot	307.00	365.00

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.

SECTION 3

COMMODITY RATES - RAIL CAR
FOR ROUTING APPLICATION, SEE SECTION 4
(Rates in dollars and cents per 100 lbs., except as noted)

ITEM 3145
[I]

COMMODITY:

RAILWAY EQUIPMENT, VIZ:

CARS RAILWAY, moved on own wheels (37 442 25)
LOCOMOTIVES, moved on own wheels (37 411 10)

TO: Seattle, WA

RATE BASIS	RATE (See Notes 1, 2, 3, 4, 5 & 6) FROM Anchorage
Linear foot	$154.00

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.

SECTION 3

COMMODITY RATES - RAIL CAR
FOR ROUTING APPLICATION, SEE SECTION 4
(Rates in dollars and cents per 100 lbs., except as noted

ITEM 3150
[I]

COMMODITY:

SCRAP IRON and STEEL, VIZ:

CARS RAILWAY, moving on own wheels, having value for remelting purposes only (37 42)

TO: Seattle, WA

MIN. WT.	RATE (See Notes 1,2 3, 4, 5, & 6) FROM Anchorage
NA	$8,114.00

NOTE 1: Rates are dollars and cents per railcar.

NOTE 2: Cars must be equipped for usual service.

NOTE 3: Rate does not include cost of running repairs - necessary for safe movement of equipment on own wheels.

NOTE 4: Car mileage will not be paid.

NOTE 5: Cars may move on space available basis only.

NOTE 6: Rate includes one switch charge in Seattle with an industry which is open to reciprocal switching with the Alaska Railroad. Customer must provide name and address of facility to which the load is destined.

SECTION 3

COMMODITY RATES - RAIL CAR
FOR ROUTING APPLICATION, SEE SECTION 4
(Rates in dollars and cents per 100 lbs., except as noted)

ITEM 3155
[I]

COMMODITY:

SCRAP, NOS, having value for remelting (40 21)

TO: Seattle, WA

MIN. WT. (LBS.)	RATE (See Notes 1 & 2) FROM GROUPINGS	
	Anchorage	Fairbanks
90,000	4.64	5.61
120,000	3.57	4.61
140,000	3.52	4.53
150,000	3.35	4.42
180,000	3.33	4.33

NOTE 1: Rate includes one switch charge in Seattle with an industry which is open to reciprocal switching with the Alaska Railroad. Customer must provide name and address of facility to which the load is destined.

NOTE 2: Rates apply only on railcars that have moved to Alaska under load and would otherwise move to Seattle empty.

SECTION 4

ROUTING APPLICATION

ITEM 4000

ROUTING INSTRUCTIONS

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.

EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS

ABB/ REF	EXPLANATI0N
ARR	Alaska Railroad Corporation
STB	Surface Transportation Board
UP	Union Pacific Railroad
[A]	Addition/New
[C]	Change in wording resulting in neither an increase or decrease in charges
[D]	Cancel
[I]	Increase
[R]	Decrease/Reduction

(Underscored portion denotes change.)