



ALASKA RAILROAD CORPORATION
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June 11, 2025

Addendum Number 2

**Invitation To Bid 25-42-213402
ARRC New 110 Ton 64 General Service Flat Cars**

ITB **NEW closing date**, Offers will be received **UNTIL 3:00 PM LOCAL TIME ON JUNE 25, 2025.**

This addendum is being issued to provide information as follows:

- 2.1 Page 10 – Scope – the car consists of ...rolled channel side sills... “Our design utilizes a structural MC channel which is available from several domestic steel mills. Roll Form channels for rail car side sills are not available domestically.
 - Built like first run of 124s works great
- 2.2 Page 11 – Physical Data – GRL (stencil 263,000 lbs max.) min. Load Limit of 222,000 lbs. If GRL is stenciled at 263,000 lbs, the Load Limit must be reduced accordingly – Please clarify.
 - Load limit stenciled at 286,000 lbs works for us. The car itself can handle it and all bridges will be able to handle it soon also.
- 2.3 Deck – “with an integrated solid steel (3/4”) deck plate”. We interpret this to mean that the “integrated” deck plate also serves as the center sill top cover plate. Our center sill is a box section with a separate (from floor/deck) top cover plate. Deck/floor plate would lap onto same. Further, please confirm deck plate as referenced in spec is not “4 way or diamond” flooring plate.
 - Built like the first run of 124s, but with steel, not wood decks.
- 2.4 Page 12 – Paint – Blue (Dupont Imron 5000 #63203 or approved equivalent) Imron paint is very expensive, relatively high voc. We request to use a water-based acrylic that matches color as specified.
 - Any blue close to ARRC Blue works
- 2.5 Page 11 – Lengths – Our design features a truck center of 52’-3” – please confirm acceptance.
 - Built like first run of 124s works great
- 2.6 Page 11 – Heights – Top of Deck – What is min. and max. height of deck, also is there a tolerance that IBC connection plates can protrude above deck surface?
 - The IBC can rise 3/4”

Sincerely,

C. Lee Thompson
Contract Administrator
Alaska Railroad Corporation