

CHECK SHEET FOR PAGE REVISIONS

Except as otherwise provided, Title Page and pages 1 through 12, inclusive, are effective as of the date shown. Original and revised pages as named below contain all the changes.

PAGE	REVISION	PAGE	REVISION	PAGE	REVISION	PAGE	REVISION
TITLE	Original						
1	2						
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12	Original						

LOOSE LEAF TARIFF INFORMATION

This tariff is issued in loose-leaf form. All changes will be made by reprinting the same entire page. Such reprinted page will be designated "Revised Page" and bear the same page number. Each revised page will show its revision number and indicate which page it cancels. For example: "1st Revised Page 24, cancels Original Page 24."

New pages added to the tariff will be designated "Original Pages" initially and numbered with a decimal and number beginning with ".1" For example: "Original Page 25.1." Revisions of such pages will be handled the same as described above.

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

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

LIST OF PAGE REVISIONS

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

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SECTION 2 SWITCHING RULES AND CHARGES
ITEM 140
DESCRIPTION OF SWITCHING ZONES
ANCHORAGE:
ZONE 1: Tracks located within the ARRC terminal reserve beginning 1000 feet south of mile post 114; to and including ABI Cement and Ocean Dock Roadside on the north (including tracks on or serving the following docks or wharfs: ABI, Anderson, Northland; and to the Post Road crossing at main gate of Elmendorf AFB on the East.
ZONE 2: North of ABI Cement to and including Ocean Dock and north of Ocean Dock Roadside, to and including the Anchorage Municipal Dock.
ZONE 3: All tracks between mile post 105 on the south and 1000 feet south of mile post 114 on the north.
FAIRBANKS:
ZONE 1: All tracks from main line bridge across Noyes Slough on the south to bridge across Chena River on the north.
ZONE 2: All tracks from Fairbanks yard limit on the south to main line bridge across Noyes Slough on the north, also from Chena River bridge on Eielson Branch to and including International Airport Spur.
NENANA:
ZONE 1: All tracks beginning on the south end of classification yard north to the north end of passing track and including tracks serving wharf areas and the marine ways.
SEWARD:
ZONE 1: All tracks located south of Mile Post 4.5 within Seward yard limits not including Seward wharf terminal area.
ZONE 2: Seward wharf terminal area.
(Continued in next column)

SECTION 2 SWITCHING RULES AND CHARGES
ITEM 140 (Cont'd)
DESCRIPTION OF SWITCHING ZONES (Cont'd)
WHITTIER:
ZONE 1: All tracks within the yard limits of Whittier beginning at the south portal of the main tunnel, and all tracks included within the Marginal Wharf area, within the DeLong Dock area, and the tracks serving the car barge slip.
ELMENDORF:
ZONE 1: All tracks located within the confines of Elmendorf Air Force Base.
FT. RICHARDSON:
ZONE 1: All tracks located within the confines of Fort Richardson.
EIELSON:
ZONE 1: All tracks located within the confines of Eielson Air Force Base.
FT. WAINWRIGHT:
ZONE 1: All tracks located within the confines of Fort Wainwright.

ITEM 150 [1] SWITCHING CHARGES			
(Rates in Dollars and Cents Per Car)			
BETWEEN AND	ZONE 1	ZONE 2	ZONE 3
ZONE 1	120.54
ZONE 2	180.64	120.54
ZONE 3	241.07	241.07	180.64

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SECTION 3 DIVERSION AND RECONSIGNMENT	SECTION 3 DIVERSION AND RECONSIGNMENT												
<p>ITEM 205</p> <p>DIVERSION AND RECONSIGNMENT</p> <p>APPLICATION</p> <p>a. This section applies to carload traffic moving on revenue billing, subject to rules, regulations, conditions and charges named in this section.</p> <p>b. A request for diversion or reconsignment must be made or confirmed in writing.</p> <p>c. When an order is received under these rules, ARR will make every effort to locate the car and effect the change desired. ARR will not be responsible for failure to effect the change ordered unless the failure is due to error or negligence of its employees.</p> <p>d. No diversion or reconsignment order shall designate any specific time of execution.</p> <p>e. No diversion or reconsignment order will be accepted on any car after placement if any portion of the load or its tie-down equipment has been removed.</p> <p>f. This section is applicable while freight is in the possession of ARR. When diversion or reconsignment is requested after shipment has passed out of possession of ARR, or if request is received too late to effect the change desired, request will be transmitted direct to connecting carrier to which shipment was delivered. Responsibility of ARR will then end.</p>	<p>ITEM 235</p> <p>APPLICATION OF FREIGHT RATES</p> <p>a. Authorized through rates, (including local, joint, combination, or intermediate rates) in effect on date of shipment are the applicable rates from origin to final destination via the diversion or reconsignment point.</p> <p>b. Where diversion or reconsignment entails switching services from the original destination, switching charges will accrue in addition to all other charges (see Section 1).</p>												
<p>ITEM 210</p> <p>DEFINITIONS</p> <p>The Term "DIVERSION" or "RECONSIGNMENT" means:</p> <p>a. A change in the name of the consignor, consignee, destination or routing;</p> <p>b. Any other instructions given by consignor, consignee or owner necessary to effect delivery and requiring an addition to or change in billing, or an additional movement of the car, or both.</p> <p>NOTE: A billing change from collect to prepay or vice versa will not be considered a Diversion or Reconsignment.</p> <p>All charges accruing under these rules must be paid or guaranteed to the satisfaction of the carrier to which they accrue.</p>	<p>ITEM 280 [!]</p> <p>DIVERSION CHARGES</p> <p>a. When the applicable diversion provisions have been met, the following diversion charges will apply:</p> <table border="1" data-bbox="894 800 1409 1110"> <thead> <tr> <th>ON CHANGES IN THE FOLLOWING</th> <th>DIVERSION CHARGE (\$)</th> </tr> </thead> <tbody> <tr> <td>Consignee after arrival of car at destination</td> <td>249.20</td> </tr> <tr> <td>Destination</td> <td>249.20</td> </tr> <tr> <td>Route</td> <td>249.20</td> </tr> <tr> <td>All Other Diversions</td> <td>99.82</td> </tr> <tr> <td></td> <td></td> </tr> </tbody> </table> <p>b. If more than one diversion charge is applicable to a given diversion order, only one charge will be assessed, which will be the highest charge.</p> <p>c. Exceptions:</p> <ol style="list-style-type: none"> A diversion charge will not be assessed when a combination of rates is charged as if the shipment terminated and originated at the same diversion station. A diversion charge will not be assessed when the only change in the billing/shipping documents is the name of the consignor or consignee, and the order is received prior to arrival of the car at destination. 	ON CHANGES IN THE FOLLOWING	DIVERSION CHARGE (\$)	Consignee after arrival of car at destination	249.20	Destination	249.20	Route	249.20	All Other Diversions	99.82		
ON CHANGES IN THE FOLLOWING	DIVERSION CHARGE (\$)												
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<p>SECTION 4 RULES AND CHARGES GOVERNING WEIGHING AND REWEIGHING OF CARLOAD FREIGHT</p>	<p>SECTION 4 RULES AND CHARGES GOVERNING WEIGHING AND REWEIGHING OF CARLOAD FREIGHT</p>
<p>ITEM 300</p> <p style="text-align: center;">APPLICATION</p> <p>a. Rates and Provisions of this section are applicable only to the extent that weighing is practicable, and scales are available.</p> <p>b. When scale weights are used for the assessment of freight charges, weighing will be performed by ARR, or under railroad weight agreements.</p> <p>c. When actual tare weight of a car has been determined, it shall be used to determine the net weight in lieu of the marked tare.</p> <p>d. Allowable tolerance on loaded cars will be two percent (2%) subject to 1,000 pounds maximum. On empty cars the allowable tolerance will be 1000 pounds.</p> <p>e. Tolerance will NOT apply on empty tank cars or loaded cars moving under weight agreement.</p>	<p>ITEM 330</p> <p style="text-align: center;">WEIGHT AGREEMENTS</p> <p>a. Consignor's or Consignee's weights will be accepted when authorized in writing by ARR or other railroads participating in the line haul movement.</p> <p>b. Agreed weights must be designated in the prescribed manner on the shipping document or weight certificate.</p> <p>c. Carrier may adjust freight charges in the event actual weight discloses an error in the billed weight on cars moving under weight agreements.</p>
<p>ITEM 310</p> <p style="text-align: center;">WEIGHING AT NO CHARGE</p> <p>Assessment of charges for weighing will not be made under the following conditions:</p> <p>a. When weights are used for the assessment of freight charges.</p> <p>b. When a consignor or consignee requests the weighing of an empty car and such weighing discloses an error in the marked tare weight in excess of the allowable tolerance.</p> <p>c. When a consignor or consignee requests the reweighing of car containing a commodity which is not subject to shrinkage from its inherent nature and such reweighing discloses an error in the billed weight of more than the allowable tolerance.</p> <p>d. When a consignor or consignee requests the weighing at destination of both the loaded and empty car and the net weight thus obtained exceeds the previous net weight by an amount in excess of the allowable tolerance.</p>	<p>ITEM 350</p> <p style="text-align: center;">CARLOADS THAT CANNOT BE WEIGHED</p> <p>Carloads originating and terminating at non-scale stations, and which do not pass a track scale, will be way billed as follows:</p> <p>a. On receipt of invoice or other evidence satisfactory to determine actual weight, at the greater of:</p> <ol style="list-style-type: none"> 1. Actual weight thus determined, or; 2. Actual or authorized minimum weight of shipment. <p>b. In the absence of satisfactory evidence, at the marked capacity of the car.</p>
	<p>ITEM 380</p> <p>[I]</p> <p style="text-align: center;">CHARGES FOR WEIGHING</p> <p>When a car is weighed and subject to assessment under this section, the following charges will apply:</p> <p style="text-align: center;">Charge for weighing each loaded or empty car : \$ 84.35</p> <p>Note: Charges do not include switching to and/or from scale track.</p>
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SECTION 5 ACCESSORIAL SERVICES - EQUIPMENT AND LABOR			
ITEM 500			
APPLICATION			
a. Rates and rules in this section will apply when:			
1. Reference is made to equipment and labor rates in this or other tariffs.			
2. Additional services are performed in connection with freight movements.			
3. Services requiring labor and equipment are supplied at request of shipper or consignee.			
b. The furnishing of equipment and labor is dependent on its availability. When suitable workers are not on duty and must be called out for service, labor rates named in this item will be subject to a four-hour minimum charge.			
c. Charges will be assessed separately for equipment, operator and extra labor at applicable hourly rates named in this section. Equipment will not be furnished without operator.			
d. Time will be computed from the time of dispatch and will continue until return to point of dispatch, subject to a minimum charge of one hour.			
ITEM 525			
[] EQUIPMENT RATES			
FORKLIFTS	RATE PER HOUR (\$)	OTHER EQUIPMENT	RATE PER HOUR (\$)
3 - TON CAPACITY OR LESS	67.78	VAN LIFTER (PACKER)	203.31
15-TON CAPACITY OR LESS	101.81	CRANES UP TO 20 - TON CAPACITY	101.81
OVER 15-TON CAPACITY	135.53	CRANES OVER 20-TON CAPACITY	142.58
NOTE: Equipment will not be furnished without operator.			

SECTION 5 ACCESSORIAL SERVICES - EQUIPMENT AND LABOR		
ITEM 550		
[] LABOR RATES PER HOUR (Rates in Dollars and cents)		
TYPE OF LABOR PROVIDED	ANCHORAGE	FAIRBANKS
STRAIGHT TIME	58.26	62.56
OVERTIME	86.78	93.84
DOUBLE TIME	109.17	124.81
ITEM 560		
[] SPECIAL TRAIN OR ENGINE SERVICE		
Special freight train or engine service is the service of furnishing locomotives with or without freight cars for special work and includes train and engine crew, subject to availability of men and equipment. Charges for furnishing this service are in addition to all other charges associated with the freight movement.		
Request for special freight train service must be made in writing (or by telephone and confirmed in writing) giving all necessary information to facilitate the movement of the train. ARR may restrict or modify any request for service.		
ARR reserves the right to determine the necessity for special train or engine service.		
CHARGES:		
a. Road Service:		
Special freight train service between any two stations will be charged per mile (or fraction thereof) or per hour (or fraction thereof), whichever produces the higher charge. See below for per mile and per hour rates. In any case, there is a minimum charge - also listed below. Mileage will be determined from tariff ARR 9011-F. Time will be computed from time crew is called for duty until equipment is tied up and crew is dismissed from duty for the shift.		
(Rates in Dollars and cents)		
PER MILE RATE	37.36	
PER HOUR RATE	463.64	
MINIMUM CHARGE	3,698.82	
(Continued on next page)		

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SECTION 5 ACCESSORIAL SERVICES - EQUIPMENT AND LABOR	SECTION 6 MISCELLANEOUS RULES AND CHARGES
<p>ITEM 560 (Cont'd) [I]</p> <p>SPECIAL TRAIN OR ENGINE SERVICE</p> <p>If train and crew must be tied up at a point where room and board are not available, it will be contractor's responsibility to provide room and board.</p> <p>Contractor must assume expense for any additional personnel required to perform the services requested.</p> <p>When service terminates at a point other than the point where motive power and equipment originated, equipment and personnel must be returned. If return trip is made on day other than when service is performed, charges will be assessed at the same per mile (or fraction thereof) or per hour (or fraction thereof) rates listed above, whichever produces the higher charge. The minimum charge, also listed above, still applies.</p> <p>b. Yard Service:</p> <p>Per hour rate (or fraction thereof): \$ 449.48 Minimum charge for Yard Service: \$1855.84</p> <p>Available only where ARR regularly performs yard switching. If service is desired at other locations, the provisions of ITEM 150 will apply.</p> <p>Switching charges as published in governing tariffs will be in addition to the above charges.</p>	<p>ITEM 625</p> <p>LOADING, UNLOADING AND TIE-DOWN SERVICES</p> <p>a. Except where more specific tariff provisions apply, carload shipments must be loaded and secured by shipper, and unloaded by consignee.</p> <p>b. Upon request and subject to service availability, ARR may provide loading and/or unloading, and associated services, subject to provisions and rates named or referenced herein.</p> <p style="padding-left: 40px;">1. For Equipment..... See ITEM 525 2. For Labor..... See ITEM 550 3. For Material used..... Actual Cost</p> <p>c. Charges named or referenced herein will not include the cost of moving freight to a point adjacent to car to be loaded or from a point adjacent to car from which it is unloaded.</p> <p>d. Nothing in this item may prevent ARR from entering into special arrangements to provide these or similar accessorial services including delivery or local drayage.</p>
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SECTION 6 MISCELLANEOUS RULES AND CHARGES	SECTION 6 MISCELLANEOUS RULES AND CHARGES
<p>ITEM 660</p> <p style="text-align: center;">OVERLOADS</p> <p>General Application:</p> <p>a. Carload freight may be loaded to the maximum weight as stenciled on the car, unless otherwise restricted by ARR notice.</p> <p>b. When a car is found to be overloaded, the car will be set out, and shipper notified and given opportunity to take corrective action, subject to the following charges and conditions:</p> <ol style="list-style-type: none"> 1. If no further movement of the car is necessary in order to take corrective action, the ARR charge per car, including weighing and set out, will be: [I]\$253.39 2. If further movement of the car is necessary in order to take corrective action, ARR will, at its own discretion, move the car to the nearest and most convenient location. The charge, including set-out, weighing and additional switching will be: [I]\$650.70 <p>c. Satisfactory corrective action will include instructions by shipper or consignee to ARR, in writing, to provide the required services, at cost and agreed service charges.</p> <p>d. Cars set out or moved and pending corrective action will be subject to all rules and provisions of applicable demurrage tariffs as though they were placed at delivery.</p> <p>e. Following corrective action, cars will be handled as follows:</p> <ol style="list-style-type: none"> 1. The excess lading may be removed and the original lading forwarded to the original billed destination at the applicable tariffs, contracts, agreement rates and provisions. 2. The excess lading may be placed in another car and forwarded to the original billed destination at the lowest prevailing tariff, contract, and agreement rates and provisions applicable from original point of origin. 3. The entire lading may be transferred to another car if a car of sufficient capacity is available. Freight charges will be those applicable to the weight of the reloaded car from the original billed origin to the original billed destination. 4. The excess lading may be removed from shipment and handled by separate disposition. Freight charges will be those applicable from original origin to original destination for the weight remaining on the original car, and from original origin to point of unloading for that portion removed from the original car. 	<p>ITEM 698</p> <p style="text-align: center;">STOP-OFFS</p> <p>Application:</p> <p>a. A stop-off is the stopping of a car en-route to complete loading or to partially unload.</p> <p>b. Stop-offs will not be accepted or permitted on the following:</p> <ol style="list-style-type: none"> 1. "Order Notify" bill of lading shipments 2. Shipments in Tank Cars 3. Shipments in Bulk 4. Shipments having both origin and destination in the same switching limits 5. Shipments governed by tariffs in which stop-offs are not authorized <p>c. The station at which the car is stopped must be intermediate on the route of movement from origin to final destination.</p> <p>d. One stop-off placement for partial loading or unloading only will be allowed per shipment. Stop-off for both unloading and loading will not be permitted.</p> <p>e. Bills of lading and waybills must show the stop point, designated placement, and the name of the party who is to perform the partial loading or unloading.</p> <p>f. Demurrage provisions of tariff ARR 9049 series will apply to shipments at stop-off location.</p> <p>g. Line-haul charges will be calculated as follows:</p> <ol style="list-style-type: none"> 1. On cars stopped for loading - on the weight ascertained after completion of loading. 2. On cars stopped for unloading - on the weight ascertained before stopping for partial unloading. 3. Freight charges will be governed by the applicable line haul tariffs, contracts, and/or agreements in effect on the date of the original shipment. <p>h. Stop-Off Charges:</p> <ol style="list-style-type: none"> 1. Except where more specifically provided in governing line haul tariffs, the stop-off charge will be: [I]\$233.44 2. When a combination of rates is assessed to and from the stop-off station, a stop-off charge will not be assessed.
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