

ARKANSAS AND MISSOURI RAILROAD COMPANY

FREIGHT TARIFF AM 3000-A (Cancels Freight Tariff AM 3000)

NAMING
LOCAL AND PROPORTIONAL RATES
APPLYING ON
COMMODITIES
(Described Herein)
BETWEEN
STATIONS ON
ARKANSAS AND MISSOURI RAILROAD COMPANY
(Shown Herein)
AND
SWITCHING, ABSORPTIONS, MISCELLANEOUS TERMINAL AND TRANSIT SERVICES
AT
STATIONS ON THE ARKANSAS AND MISSOURI RAILROAD COMPANY

This tariff is applicable also on Intrastate Traffic in the States of:

ARKANSAS

MISSOURI

LOCAL FREIGHT TARIFF

Governed, except as otherwise provided herein, by Uniform Freight Classification 6000-series.

ISSUED: April 25, 2003

EFFECTIVE: May 15, 2003

ISSUED BY

G. Brent McCready, President
Arkansas and Missouri Railroad Company
306 East Emma Avenue
Springdale, AR 72764

(The provisions published herein, if effective, will not result in an effect on the quality of the human environment.)

FREIGHT TARIFF AM 3000-A

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FREIGHT TARIFF AM 3000-A

SECTION 1	SECTION 1
RULES AND REGULATIONS	RULES AND REGULATIONS
<p>ITEM 5</p> <p style="text-align: center;">DESCRIPTION OF GOVERNING CLASSIFICATION AND RULES TARIFF</p> <p>The term "Uniform Classification," when used herein, means Uniform Freight Classification, UFC 6000-Series.</p>	<p>ITEM 35</p> <p style="text-align: center;">TRANSFER BETWEEN CONNECTING CARRIERS</p> <p>The rates published herein include all charges for switching, drayage or other transfer services at intermediate interchange points on shipments handled through and not stopped for special services at such intermediate interchange points.</p>
<p>ITEM 10</p> <p style="text-align: center;">STATION LISTS AND CONDITIONS</p> <p>This tariff is governed by the Official Railroad Station List, OPSL 6000-series, issued by RAILINC, Agent, to the extent shown below:</p> <p style="text-align: center;">PREPAY REQUIREMENTS AND STATION CONDITIONS</p> <p>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.</p> <p>When a station is abandoned as of date specified in the above named tariff, the rates from and to such stations as published in this tariff are inapplicable on and after that date.</p> <p style="text-align: center;">GEOGRAPHICAL LIST OF STATIONS</p> <p>For geographical locations of stations referred to in this tariff by station numbers.</p> <p style="text-align: center;">STATION NUMBERS</p> <p>For the identification of stations when stations are shown or referred to by numbers in this tariff.</p>	<p>ITEM 40</p> <p style="text-align: center;">CONSECUTIVE NUMBERS</p> <p>Where consecutive numbers are represented in this tariff by the first and last numbers connected by the word "to" or a hyphen, they will be understood to include both of the numbers shown.</p>
	<p>ITEM 45</p> <p style="text-align: center;">CAPACITIES AND DIMENSIONS OF CARS</p> <p>For marked capacities, lengths, dimensions and cubical capacities of cars, see the Official Railway Equipment Register RER 6413-Series.</p>
	<p>ITEM 75</p> <p style="text-align: center;">METHOD OF CANCELING ITEMS</p> <p>As this tariff is supplemented, numbered items with lettered suffixes cancel correspondingly numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequences starting with A. Example: Item 100-A cancels Item 100 and Item 200-B cancels Item 200-A in a prior supplement which in turn cancelled Item 200.</p>
	<p>ITEM 80</p> <p style="text-align: center;">DEMURRAGE AND STORAGE RULES AND CHARGES</p> <p>Except as otherwise provided herein, demurrage and storage rules and charges will apply in addition to the rates and charges shown herein.</p>
<p>ITEM 15</p> <p style="text-align: center;">EXPLOSIVES, DANGEROUS ARTICLES</p> <p>For rules and regulations governing the transportation of explosives and other dangerous articles by freight, also specifications for shipping containers and restrictions governing the acceptance and transportation of explosives and other dangerous articles, see Tariff BOE 6000-Series.</p>	<p>ITEM 85</p> <p style="text-align: center;">CLAIMS, LOSS OR DAMAGE</p> <p>Claims for loss, damage, injury or delay to property transported or accepted for transportation will be processed according to the regulations set forth in 49 CFR Part 1005.</p>
<p>ITEM 20</p> <p style="text-align: center;">REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.</p> <p>Where reference is made in this tariff to tariffs, items, notes, rules, etc., such references are continuous and include supplements to and successive issues of such tariffs, and reissues of such items, notes, rules, etc.</p>	<p>ITEM 95</p> <p style="text-align: center;">APPLICATION OF RATES TO AND FROM FORT SMITH, AR</p> <p>Shipments from or to points in the Fort Smith, AR switching limits located between U.S. Highway 271 and Jenny Lind Road will be assessed an arbitrary charge of \$120.00 per car.</p> <p>Shipments from or to points in the Fort Smith, AR switching limits located east of Jenny Lind Road will be assessed an arbitrary charge of \$250.00 per car.</p> <p>These charges will be in addition to all other applicable charges and apply only on shipments moving in line-haul services via AM.</p>
<p>ITEM 25</p> <p style="text-align: center;">TERMINAL OR TRANSIT PRIVILEGES OR SERVICES</p> <p>Shipments made under the rates contained in this tariff are entitled also to terminal and transit services and privileges and are subject to the charges, allowances, rules and regulations legally applicable thereto.</p> <p>EXCEPTION: When provisions of this tariff specifically cover any such charge, allowance, rule or regulation, conflicting provisions will not apply.</p>	
For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.	

FREIGHT TARIFF AM 3000-A

SECTION 2			SECTION 3
COMMODITY RATES			SWITCHING GENERAL RULES, REGULATIONS AND CHARGES
ITEM 1025 COMMODITY: FREIGHT, ALL KINDS, EXCEPT MASONRY AND CONSTRUCTION SAND (See Item 1050) (See Notes 1 and 2)			ITEM 2010 <p align="center">LIST OF INDUSTRIES AT FORT SMITH, AR</p> Allen Canning [A] Arkansas and Missouri Reloads Arkansas Refrigerated Services [A] Arkansas Warehouse [A] Baker, H.J. Pro Pak Division C-Bean Transport [A] Ft. Smith Waste Paper Co. <u>GMS Port Terminal</u> GMS Warehouse [A] Georgia Pacific [A] Gerber Products Co. Hickory Springs Mfg. Co. of AR, Inc. (South Plant) Midland Commodities [A] Norton Alcoa OK Feeds Cold Storage [A] Ozark Transmodal, Inc. [A] Riverside Distribution Center Riverside Furniture Corp. Plants 1 and 5 Whirlpool Corporation
FROM: Fort Smith, AR Van Buren, AR	TO: Fayetteville, AR Johnson, AR Springdale, AR Lowell, AR Rogers, AR Bentonville, AR Gateway, AR Purdy, MO Monett, MO	RATE: \$600.00[I] \$500.00 (See Note 3)[I]	(Industries formerly shown herein and not brought forward eliminated account no applicant.)
FROM: Fayetteville, AR Johnson, AR Springdale, AR Lowell, AR Rogers, AR Bentonville, AR Gateway, AR Purdy, MO Monett, MO	TO: Fort Smith, AR Van Buren, AR	RATE: \$550.00[I] \$475.00 (See Note 3)[I]	
BETWEEN: Fort Smith, AR	AND: Van Buren, AR	RATE: \$200.00	
Note 1: Not subject to Rule 13 of Governing Classification. Note 2: No switching will be absorbed. Note 3: Applies only when five or more cars are tendered on one bill of lading. ROUTE: AM direct.			ITEM 2015 <p align="center"><u>APPLICATION AND DEFINITIONS</u></p> Switching charges named (unless otherwise specified) will apply for handling loaded cars one-way and empty the other. If cars move empty in both directions charges for one-way movement will apply. If cars are moved empty one-way and are returned, they will be charged as if loaded and switching of other cars loaded will not be considered as offsetting one-way movement of empty cars.
ITEM 1050 [I][R] COMMODITY: MASONRY AND CONSTRUCTION SAND (STCC's 32 952 35/14 411 90) Equipment: Open-top Hoppers Minimum Weight: 160,000 pounds			<p align="center"><u>DEFINITIONS</u></p> The terms shown below, as used in this tariff, are defined as follows: INTRA-PLANT SWITCHING: A switching movement from one point to another point within the trackage limits of the same plant or industry. INTRA-TERMINAL SWITCHING: A switching movement (other than intra-plant switching) from one point to another on the Arkansas and Missouri Railroad within the switching limits of one station or industrial switching district. INTER-TERMINAL SWITCHING: A switching movement between an Arkansas and Missouri Railroad track and a track of another railroad when both tracks are within the switching limits of the same station or industrial switching district. RECIPROCAL SWITCHING: A switching movement between the track of a firm or industry, served by the Arkansas and Missouri Railroad, and listed in Item 2010, and an interchange track of connecting carriers on line-haul traffic.
FROM: Van Buren, AR	TO: Fayetteville, AR Johnson, AR Springdale, AR Bethel Heights, AR Lowell, AR Rogers, AR Bentonville, AR Gateway, AR Monett, MO	RATE: (Per Ton of 2,000 lbs.) \$5.10 \$5.10 \$5.25 \$5.25 \$5.35 \$5.45 \$5.50 \$5.75 \$6.00	
ROUTE: AM direct.			
For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.			

FREIGHT TARIFF AM 3000-A

SECTION 3	SECTION 3										
SWITCHING GENERAL RULES, REGULATIONS AND CHARGES	SWITCHING GENERAL RULES, REGULATIONS AND CHARGES										
<p>ITEM 2020</p> <p align="center"><u>USE OF SPECIAL EQUIPMENT IN SWITCHING MOVEMENTS</u></p> <p>Rates or charges published herein for application on intra-plant, intra-terminal or inter-terminal switching service apply to shipments which are both loaded and unloaded within the same switching district, only when loaded in or on ordinary equipment.</p> <p>ORDINARY EQUIPMENT MEANS:</p> <ol style="list-style-type: none"> Box cars not exceeding <u>65 feet</u> in length, inside measurement, but not including box cars of any length which are cushioned under frame, insulated or equipped with any type of loading devices or XF cars. Flat cars not exceeding <u>65 feet</u> in length and having marked capacity not greater than 180,000 pounds; but not including flat cars of any length equipped with racks, frames, bulkheads, tie down devices, hoods or other appurtenances extending above the deck of the car, nor on special type flat cars with mechanical designations "FD," "FG," "FW," "FM," as listed under the heading of Heavy Capacity and Special Type Flat Cars in the Official Railway Equipment Register. Gondola cars having marked capacity not greater than 180,000 pounds; but not including gondola cars of any length equipped with covers, hoods, containers or cradle floors. Open top hopper cars not exceeding 60 feet in length, inside measurement, or having marked capacity not exceeding 180,000 pounds. Cars other than described as ordinary equipment in Paragraphs 1 to 4, owned or leased by shipper or consignee. <p>When shipments that are both loaded and unloaded within the same switching district are loaded in cars that are other than ordinary equipment the rate or charge to apply will be the rate or charge published herein for application to shipments loaded in ordinary equipment as described in 1 to 5 above, plus [I]\$125.00 per car for use of other than ordinary equipment.</p>	<p>ITEM 2060</p> <table border="0"> <tr> <td></td> <td align="right">CHARGES PER CAR (For application see Item 2015)</td> </tr> <tr> <td>Reciprocal Switching</td> <td align="right">\$200.00 (Note 4)</td> </tr> <tr> <td>Intra-Plant Switching</td> <td align="right">\$125.00 (Note 1)[I] \$175.00 (Note 2)[I]</td> </tr> <tr> <td>Intra-Terminal Switching</td> <td align="right">\$253.00 \$200.00 (Note 3)[I]</td> </tr> <tr> <td>Inter-Terminal Switching</td> <td align="right">\$245.00</td> </tr> </table> <p>Note 1: Applies when distance involved is not over 2,500 feet. Note 2: Applies when distance involved is over 2,500 feet. Note 3: Applies only on inbound shipments held on private tracks and subsequently switched to point of unloading. Note 4: An additional charge of \$50.00 per car will be assessed on cars switched to or from the facilities of Whirlpool Corporation or to or from the facilities of Riverside Furniture Company Distribution Center at Fort Smith, AR.</p>		CHARGES PER CAR (For application see Item 2015)	Reciprocal Switching	\$200.00 (Note 4)	Intra-Plant Switching	\$125.00 (Note 1)[I] \$175.00 (Note 2)[I]	Intra-Terminal Switching	\$253.00 \$200.00 (Note 3)[I]	Inter-Terminal Switching	\$245.00
	CHARGES PER CAR (For application see Item 2015)										
Reciprocal Switching	\$200.00 (Note 4)										
Intra-Plant Switching	\$125.00 (Note 1)[I] \$175.00 (Note 2)[I]										
Intra-Terminal Switching	\$253.00 \$200.00 (Note 3)[I]										
Inter-Terminal Switching	\$245.00										
<p>ITEM 2050</p> <p align="center">SWITCHING - TURNING OF CARS TO PERMIT LOADING AT STOP-OFF POINTS OR UNLOADING AT STOP-OFF POINTS OR DESTINATION</p> <ol style="list-style-type: none"> In instances where it is desired that freight in carloads be placed on delivery tracks for loading at stop-off points or unloading at stop-off points or destination from one particular side or end of car, cars must be properly placarded on both sides and notation made on Bill of Lading and waybill substantially as follows: <p align="center">NOTICE TO CARRIER</p> <p>Deliver Car for loading or unloading from door or end specified by placard.</p> On freight in carloads, not properly placarded on both sides of car to load or unload from one particular side or end of car, which shipper or consignee, after initial placement of car, directs carrier to turn and return to the same track for loading or unloading from opposite side or end of car, the following shall apply: <p align="center">CHARGES (See Note)</p> <p>If the car is turned outside the confines of the industry, apply intra-terminal switching charge subject to a minimum charge of \$150.00[I].</p> <p>NOTE—If Bill of Lading carrier notation that car has been placarded, and placard has disappeared before placement, the charge herein will not apply.</p>											
<p align="center">For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>											

FREIGHT TARIFF AM 3000-A

SECTION 4	SECTION 5						
ABSORPTION OF SWITCHING CHARGES	MISCELLANEOUS TERMINAL AND TRANSIT SERVICES						
<p>ITEM 3000</p> <p align="center">ABSORPTION OF SWITCHING CHARGES</p> <p>(A) Connecting line switching charges at point of origin and/or destination will be absorbed when the total net freight revenue after the absorption of switching charges is not less than shown in paragraph (B).</p> <p>(B) Total freight charges after first deducting connecting carriers switching charges. (See Note)</p> <p align="center"><u>Minimum Charge Per Car</u></p> <p>Local..... \$450.00[I]</p> <p>Joint..... \$750.00[I]</p> <p>Local—Means traffic handled from origin to destination via the AM direct.</p> <p>Joint—Means traffic handled from origin to destination via the AM and one or more other carriers.</p> <p>NOTE: When the freight charges per car are not sufficient to absorb the entire amount of switching charges, such proportion of same will be absorbed as to leave the required net freight revenue after switching charges are absorbed as shown in the following example:</p> <table border="0"> <tr> <td>Gross freight revenue:</td> <td align="right">\$500.00[I]</td> </tr> <tr> <td>Maximum revenue as shown in paragraph (B)</td> <td align="right">\$450.00[I]</td> </tr> <tr> <td>Maximum amount to be absorbed</td> <td align="right">\$ 50.00[R]</td> </tr> </table>	Gross freight revenue:	\$500.00[I]	Maximum revenue as shown in paragraph (B)	\$450.00[I]	Maximum amount to be absorbed	\$ 50.00[R]	<p>ITEM 4000</p> <p align="center">DIVERSION OR RECONSIGNMENT</p> <p>One diversion or reconsignment will be allowed on a shipment received on the tracks of the AM, provided no previous diversion or reconsignment has taken place on the same shipment, subject to the following conditions: (See Note)</p> <ol style="list-style-type: none"> Definition—A single change in name of consignor and/or consignee, and/or a single change in destination or place of delivery at destination. Diversion or reconsignment may be made only at a point intermediate between interchange with line-haul carrier and origin or original destination on the AM. The rate to be used will be the through rate from point of origin to final destination, subject to the rate from point of origin to diversion point, or from diversion point to final destination, whichever is higher, as a minimum. Diversion or reconsignment will only be accorded when order is placed with an authorized agent of the AM prior to arrival of car at destination and in time to permit instructions to be relayed to yard personnel. The charge for diversion or reconsignment shall be \$130.00 per single car and \$35.00 per car on shipments of 5 cars or more. On a “straight” Bill of Lading consignment, the original Bill of Lading should be surrendered or other proof of ownership established. On a shipment consigned “To Order,” an order to divert or reconsign under these rules will not be effective until the original Bill of Lading is surrendered for cancellation, endorsement of diversion or reconsignment, or exchange, or in its absence the property may be diverted or reconsigned in advance of the surrender of the Bill of Lading only under the provisions of Uniform Freight Classification (see Item 5) concerning the delivery of shipments consigned “To Order.” Shipments on “straight” Bill of Lading, showing consignment to one party with instructions therein, or on which instructions are otherwise given to: <ol style="list-style-type: none"> Notify or advise another party and deliver only upon surrender of written order; or Deliver only upon surrender of the original Bill of Lading; or when Consigned in any other manner which imposes upon the carrier the obligation not to make delivery or permit diversion except upon surrender of original Bill of Lading or written order should be treated as shipments billed “To Order” unless the reconsignment or diversion order is given by or the delivery is to such original billed consignee or his agent. The “Advise” or “Notify” party must be considered as the consignee. A request for diversion or reconsignment must be made or confirmed in writing, and an order for diversion or reconsignment which specifies that through rate is to be protected will not be construed as obligating carriers to protect other than the lawful rate and charges under these rules. When an order for diversion or reconsignment requires the application of a rate and/or route which cannot be lawfully applied via the point at which the diversion or reconsignment is made, prompt notice shall be given to the party requesting the diversion or reconsignment. When delivery to consignee cannot be accomplished due to gross weight of car and contents exceeding carrier’s track limitations, no charge will be assessed for the diversion or reconsignment of shipment. <p>NOTE—This item will not apply when the provisions of Item 4200 apply.</p>
Gross freight revenue:	\$500.00[I]						
Maximum revenue as shown in paragraph (B)	\$450.00[I]						
Maximum amount to be absorbed	\$ 50.00[R]						
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>							

FREIGHT TARIFF AM 3000-A

SECTION 5	SECTION 5																						
MISCELLANEOUS TERMINAL AND TRANSIT SERVICES	MISCELLANEOUS TERMINAL AND TRANSIT SERVICES																						
<p>ITEM 4100</p> <p align="center">FORWARDING CHARGE</p> <p>Except as otherwise provided for in this tariff, when on shipper's order, cars are moved by carrier from industry or team tracks, and held on carrier's tracks awaiting forwarding directions as defined in Item 1005 Series, Part 1, Tariff <u>ASLG 6004</u>, Demurrage Tariff, a charge of \$25.00 per car will be assessed against the party responsible for furnishing such forwarding directions and the cars will remain on continuous demurrage or detention (See Note) in the demurrage account of the party in whose name the car was ordered until such forwarding directions are received by carrier's agent. (See Exceptions 1 and 2)</p> <p>EXCEPTION 1: The charge of \$25.00 per car will not apply when carrier's agent receives forwarding directions by noon of the day following performance of this service excluding Saturdays, Sundays and Holidays as defined in Item 525, Part 1, Tariff <u>ASLG 6004</u> Series, Demurrage Tariff.</p> <p>EXCEPTION 2: These provisions will not apply on shipments coal, coke, (the direct product of coal) or iron ore.</p> <p>NOTE: On cars under special detention rules and charges, the same detention rules and charges will be applied as governed in connection with the line-haul rates.</p>	<p>ITEM 4205</p> <p align="center">PLACEMENT OF INBOUND CARLOAD SHIPMENTS AT FAYETTEVILLE, AR AND SPRINGDALE, AR</p> <p>At the request of the consignor or consignee, the AM will spot inbound carload shipments billed to Fayetteville, AR or Springdale, AR at any site it serves at Fayetteville, AR or Springdale, AR at no additional charge. This service will only apply when requests are received by this railroad prior to the shipment being placed for unloading at the original billed destination. If the request is made after the shipment has been placed for unloading an additional charge of \$35.00 per car will be assessed. Whenever this item is utilized, Fayetteville, AR and Springdale, AR will be considered in the same switching limits.</p>																						
<p>ITEM 4105</p> <p>[1]</p> <p align="center">CARS RELEASED PRIOR TO UNLOADING</p> <p>Cars released by industry without being completely unloaded, as defined in Rule 27 of the Governing Classification, will be returned to industry to complete unloading subject to a charge of \$200.00 per car.</p> <p>EXCEPTION: Applies only when request is received from industry while car is on this railroad's tracks.</p>	<p>ITEM 4210</p> <p align="center">CHARGES FOR WEIGHING OR REWEIGHING CARLOAD SHIPMENTS</p> <p>When the AM is requested to weigh carload shipments for purposes other than to determine freight charges, the following charges will be assessed:</p> <table border="0"> <thead> <tr> <th align="left">Weighing at:</th> <th align="right">Charge Per Car</th> </tr> </thead> <tbody> <tr> <td>Fort Smith, AR.....</td> <td align="right">\$75.00 (Note 1)</td> </tr> <tr> <td>.....</td> <td align="right">\$50.00 (Note 2)</td> </tr> <tr> <td colspan="2">Fayetteville, AR when en route and contiguous cars:</td> </tr> <tr> <td> One car.....</td> <td align="right">\$75.00</td> </tr> <tr> <td> Two cars.....</td> <td align="right">\$60.00</td> </tr> <tr> <td> Three cars.....</td> <td align="right">\$50.00</td> </tr> <tr> <td> Four cars.....</td> <td align="right">\$45.00</td> </tr> <tr> <td> Five or more.....</td> <td align="right">\$40.00</td> </tr> <tr> <td colspan="2">Out of route cars: Fayetteville and Springdale, AR... add \$ 50.00</td> </tr> <tr> <td> Rogers and Lowell, AR.....</td> <td align="right">add \$100.00</td> </tr> </tbody> </table> <p>Note 1: Applies only on shipments originating, terminating or handled in switching service at Fort Smith, AR</p> <p>Note 2: Applies only on shipments originating, terminating, or handled in switching service at Fort Smith or Van Buren, AR in lots of five or more cars.</p>	Weighing at:	Charge Per Car	Fort Smith, AR.....	\$75.00 (Note 1)	\$50.00 (Note 2)	Fayetteville, AR when en route and contiguous cars:		One car.....	\$75.00	Two cars.....	\$60.00	Three cars.....	\$50.00	Four cars.....	\$45.00	Five or more.....	\$40.00	Out of route cars: Fayetteville and Springdale, AR... add \$ 50.00		Rogers and Lowell, AR.....	add \$100.00
Weighing at:	Charge Per Car																						
Fort Smith, AR.....	\$75.00 (Note 1)																						
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Out of route cars: Fayetteville and Springdale, AR... add \$ 50.00																							
Rogers and Lowell, AR.....	add \$100.00																						
<p>ITEM 4150</p> <p>[1]</p> <p align="center">CARS FURNISHED AND RELEASED EMPTY</p> <p>Whenever empty cars are ordered (See Note) but not use in transportation services, a charge of \$250.00 per car will be assessed. The charge is to be collected from the party who orders the car and will be in addition to all other applicable charges.</p> <p>NOTE: If instructions canceling the car order are received before a car has been assigned, no charge will be assessed.</p>																							
<p>ITEM 4200</p> <p align="center">PLACEMENT OF INBOUND CARLOAD SHIPMENTS AT STATIONS ON THE AM</p> <p>At the request of consignee, the AM will spot inbound carload shipments at any site it serves within the switching limits of the billed destination at no additional charge. This service will only apply when requests are received by this railroad prior to spotting at the original billed unloading site.</p>																							
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>																							

FREIGHT TARIFF AM 3000-A

SECTION 5	EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS	
MISCELLANEOUS TERMINAL AND TRANSIT SERVICES	ABBREVIATION OR REFERENCE MARK	EXPLANATION
<p>ITEM 4215 [I] TRANSFER FROM CAR TO TRUCK AT FORT SMITH, AR (See Notes 1, 2, 4, and 5)</p> <p>When requested, the AM will transfer non-hazardous bulk commodities into trucks at Fort Smith, AR, subject to the following charges:</p> <p>CHARGES: \$100.00 per hour or fraction thereof when entire movement (see Note 3) is transferred in not more than four (4) hours.</p> <p>\$80.00 per hour or fraction thereof when entire movement (see Note 3) is transferred in more than four (4) hours.</p> <p>Note 1: Except as provided in Note 6, applies only on cars which have been handled in road haul service by the AM. Note 2: Except as provided in Note 6, applies only when instructions to move cars are received prior to placement for unloading at original billed destination. Note 3: As used herein the term "movement" includes all cars moved to transfer point under one Bill of Lading or shipping order. Note 4: Time will be computed only during the transfer operation. Note 5: Except as provided in Note 6, in addition to transfer charges, a charge of \$150.00 per car will be assessed for movement of car to Fort Smith, AR. Note 6: Charges will also apply when cars are received from connecting carrier at Fort Smith, AR, subject to an additional charge of \$150.00 per car.</p>	<p>AM..... Arkansas and Missouri Railroad Company BOE..... Bureau of Explosives CFR..... Code of Federal Regulations OPSL..... Official Railroad Station List RER..... Railway Equipment Register UFC..... Uniform Freight Classification</p> <p>[A]..... Addition [I]..... Increase [NC]..... No Change [R]..... Reduction \$..... United States dollar or dollars</p>	
<p>ITEM 4300</p> <p align="center">STOPPING-IN-TRANSIT TO COMPLETE LOADING OR TO PARTIALLY UNLOAD (See Note 2)</p> <p>Cars containing carload freight on which the AM receives a line-haul revenue may be stopped in transit on the AM for the purpose of completing the load, or to partially unload, subject to the following conditions:</p> <ol style="list-style-type: none"> The stop-off point must be intermediate between the origin and ultimate destination. The charge for each stop-off in transit shall be \$200.00 per car. Shippers at point of origin must designate on shipping order and Bill of Lading: <ol style="list-style-type: none"> Stop-off privilege desired, i.e., whether to complete loading or to partially unload. Point or points at which car is to be stopped. Name and address of party who will load or unload at stop-off point. (See Note 1). No freight may be loaded after first stop-off for unloading and no freight may be unloaded before last stop-off to complete load/ <p>Note 1: Only one party will be permitted to load or unload at stop-off point. No notation is to be made as to the portion of the shipment to be loaded or unloaded at stop-off point.</p> <p><u>Note 2: Demurrage charges as defined in Freight Tariff ASLG 6004 shall apply until car is released from being unloaded at the stop-off point.</u></p>		<p>(<u>Underscored</u> portion denotes change.)</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see last page of tariff.</p>		