

ARKANSAS AND MISSOURI RAILROAD COMPANY



FREIGHT TARIFF AM 3000-AA

(Cancels Freight Tariff AM 3000-Z and AM 3000-Z Supplement 2)

NAMING

JOINT- LINE, LOCAL AND PROPORTIONAL RATES
APPLYING ON COMMODITIES

FROM TO AND BETWEEN STATIONS ON

THE ARKANSAS AND MISSOURI RAILROAD COMPANY

AND

SWITCHING, ABSORPTIONS, MISCELLANEOUS TERMINAL, AND TRANSIT SERVICES AT
STATIONS ON

THE ARKANSAS AND MISSOURI RAILROAD COMPANY

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ISSUED BY

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Table of Contents

CANCELLATION NOTICE [C]	4
SECTION 1: RULES AND OTHER GOVERNING PROVISIONS	5
ITEM 5 REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.	5
ITEM 10 CONSECUTIVE NUMBERS	5
ITEM 15 METHOD OF CANCELING ITEMS	5
ITEM 25 DESCRIPTION OF GOVERNING CLASSIFICATION AND RULES TARIFF	5
ITEM 100 LIABILITY AND INDEMNIFICATION	9
ITEM 104 PERISHABLES	9
ITEM 106 HAZARDOUS MATERIALS	9
ITEM 108 DIMENSIONAL & OVERWEIGHT SHIPMENTS [I]	10
ITEM 110 CLAIMS, LOSS OR DAMAGE	10
ITEM 114 FORWARDING CHARGE [I]	10
ITEM 118 FUEL SURCHARGE	10
ITEM 120 DEMURRAGE AND STORAGE RULES AND CHARGES	11
ITEM 125 FAILURE TO PULL INTERCHANGE [I]	11
ITEM 127 CARS RETURNED TO THIS RAILROAD BY CONNECTING CARRIER DUE TO CUSTOMER ERROR [I]	11
ITEM 135 CARS RELEASED PRIOR TO UNLOADING [I]	11
ITEM 140 IMPROPER CARS FURNISHED FOR LOADING BY CONNECTING LINES [I]	11
ITEM 145 LOADED CARS RELEASED WITHOUT PROPER BILLING/DISPOSITION [I]	11
ITEM 147 INTERCHANGE ERRORS [I]	12
ITEM 150 STANDBY SERVICE [I]	12
ITEM 157 CARS RELEASED AND SUBSEQUENTLY RETURNED TO INDUSTRY [I]	12
ITEM 162 RE-SPOTTING (SET-BACK) CHARGE [I]	12
ITEM 165 REPOSITIONING CARS TO EFFECT CUSTOMER REQUEST [I]	12
ITEM 167 REPOSITIONING CARS OF ONE CUSTOMER IN ORDER TO SERVE ANOTHER CUSTOMER [I]	12
ITEM 170 PLACEMENT OF INBOUND CARLOAD SHIPMENTS AT FAYETTEVILLE, AR AND SPRINGDALE, AR [I]	13
ITEM 175 IDLER / BUFFER CARS	13
ITEM 177 ARTICULATED CARS	13
ITEM 180 CONGESTION RESULTING FROM RAIL CUSTOMER MAY RESULT IN AN EMBARGO	13
ITEM 185 CHARGE FOR HEAVY DUTY FLAT CARS [I]	13
ITEM 186 DEMURRAGE CHARGES	14
ITEM 187 CHARGES FOR WEIGHING OR REWEIGHING CARLOAD SHIPMENTS [I]	15
ITEM 190 SPECIAL TRAIN SERVICE [I]	15
ITEM 192 STOPPING-IN-TRANSIT TO COMPLETE LOADING OR PARTIALLY UNLOAD [I]	16
ITEM 195 CHARGES FOR RETURN OF OVERLOADED RAILCARS [I]	16
ITEM 197 DIVERSION OR RECONSIGNMENT [I]	17
ITEM 216 ZONES	18
SECTION 2: JOINT- LINE, LOCAL AND PROPORTIONAL RATES	18
Agricultural and Food Products Group	18
ITEM 224 COMMODITY: Miscellaneous Agricultural Products [I]	18
ITEM 226 COMMODITY: MISCELLANEOUS AGRICULTURAL PRODUCTS [I]	19
ITEM 228 COMMODITY: ANIMAL REFUSE, TANKAGE, DRIED BLOOD, ETC. [I]	19
ITEM 229 COMMODITY: BEANS, EDIBLE, NEC, DRIED [I]	19
ITEM 232 COMMODITY: AGRICULTURAL FOOD PRODUCTS [A] [I]	20
ITEM 234 COMMODITY: AGRICULTURAL FOOD PRODUCTS [A] [I]	21



Freight Tariff AM 3000-AA

ITEM 235	COMMODITY: AGRICULTURAL FOOD PRODUCTS [I]	22
ITEM 240	COMMODITIES:	22
	CORN (STCC 01 132); MILO (STCC 01 136); WHEAT (STCC 01 137) [I]	22
ITEM 244	COMMODITIES:	23
	CORN (STCC 01 132); MILO (STCC 01 136); WHEAT (STCC 01 137) [I]	23
ITEM 246	COMMODITY: AGRICULTURAL FOOD PRODUCTS [I]	23
ITEM 248	COMMODITY: FROZEN POULTRY (STCC 20 161)	24
ITEM 250	COMMODITY: FROZEN POULTRY (STCC 20 161)	24
ITEM 286	COMMODITY: SOYBEAN MEAL (STCC 20 923 14) [I]	25
ITEM 287	COMMODITIES:	25
	SOYBEAN MEAL (STCC 20 923 14)	25
	SUNFLOWER MEAL (STCC 20 939 16) [C] [I]	25
ITEM 288	COMMODITY: GRAIN PRODUCTS – OILS [I]	26
ITEM 370	COMMODITY: TABLE SAUCES, NEC (STCC 20 359 90) [C] [I]	27
ITEM 600	AGRICULTURAL PRODUCT LIST [C]	27
Chemicals and Petroleum Group		28
ITEM 236	COMMODITY: CHEMICALS (STCC 28, OTHER THAN PLASTICS, STCC 28 211) [I]	28
ITEM 238	COMMODITY: CHEMICALS (STCC 28, OTHER THAN PLASTICS, STCC 28 211) [I]	29
ITEM 268	COMMODITY: PETROLEUM PRODUCTS (STCC 29) [I]	29
ITEM 269	COMMODITY: COMPRESSED GASES (STCC 29 12) [I]	29
ITEM 270	COMMODITY: PLASTICS (STCC 28 211) [I]	30
ITEM 274	COMMODITY: PLASTICS (STCC 28 211) [I]	30
Forest Products Group		31
ITEM 215	COMMODITY LIST	31
ITEM 256	COMMODITY: LUMBER, FOREST AND BUILDING PRODUCTS [I]	32
ITEM 258	COMMODITY: LUMBER, FOREST AND BUILDING PRODUCTS [I]	32
ITEM 280	COMMODITY: SCRAP PAPER (STCC 40 241) [I]	32
ITEM 282	COMMODITY: SCRAP PAPER (STCC 40 241) [I]	33
ITEM 284	COMMODITY: SCRAP PAPER (STCC 40 241) [I]	33
ITEM 300	COMMODITY:	34
	BOARDS, PANELS, OR SHEETS, FLAT, ETC., WITH SURFACE FINISH [I]	34
Metals Group		35
ITEM 260	COMMODITY: METAL PRODUCTS (STCC 33 AND 34)[I]	35
ITEM 264	COMMODITY: METAL PRODUCTS (STCC 33; 34) [I]	35
ITEM 276	COMMODITY: SCRAP IRON (STCC 40 211) [I]	35
ITEM 278	COMMODITY: SCRAP IRON (STCC 40 211)[I]	36
ITEM 305	COMMODITY: SCRAP IRON (STCC 40 211) [I]	36
ITEM 315	COMMODITY: SCRAP IRON (STCC 40 211) [I]	36
ITEM 317	COMMODITY: SCRAP IRON (STCC 40 211) [I]	37
ITEM 320	COMMODITY: SCRAP IRON (STCC 40 211) [I]	37
Miscellaneous Group		38
ITEM 200	COMMODITY: MASONRY AND CONSTRUCTION SAND [I]	38
ITEM 218	COMMODITY: FREIGHT, ALL KINDS [I]	39
ITEM 220	COMMODITY: ALL COMMODITIES [I]	39
ITEM 230	RETURN MOVEMENT [I]	40
ITEM 254	COMMODITY: HAZARDOUS COMMODITIES OR WASTE [I]	40

SECTION 4: SWITCHING	41
GENERAL RULES, REGULATIONS AND CHARGES	41
ITEM 400 LIST OF INDUSTRIES [C]	41
ITEM 410 APPLICATION AND DEFINITIONS	41
ITEM 420 SWITCHING [C][I]	42
ITEM 430 USE OF SPECIAL EQUIPMENT IN SWITCHING MOVEMENTS [I]	42
ITEM 440 SWITCHING - TURNING OF CARS TO PERMIT LOADING AT STOP-OFF POINTS OR UNLOADING AT STOP-OFF POINTS OR DESTINATION [I]	43
ITEM 450 CONSTRUCTIVE PLACEMENT SWITCH [I]	43
ITEM 500 STORAGE CHARGES [I]	44
ITEM 510 SWITCHING TO AND FROM STORAGE TRACKS [I]	44
ITEM 515 MAINTENANCE CHARGE FOR INDUSTRIAL SWITCH CONNECTIONS [I]	45
EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS [C]	45

CANCELLATION NOTICE [C]

FT AM 3000-AA cancels FT AM 3000-Z and FT AM 3000-Z Supplement 2 and all previous supplements, in its entirety. Provisions formerly presented in FT AM 3000-Z not brought forward in FT AM 3000-AA are hereby canceled.

SECTION 1: RULES AND OTHER GOVERNING PROVISIONS

ITEM 5 REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.

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.

ITEM 10 CONSECUTIVE NUMBERS

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.

ITEM 15 METHOD OF CANCELING ITEMS

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.

ITEM 25 DESCRIPTION OF GOVERNING CLASSIFICATION AND RULES TARIFF

The term “Uniform Classification”, when used herein, means Uniform Freight Classification, UFC 6000-Series.

ITEM 30 STATION LISTS AND CONDITIONS

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

PREPAY REQUIREMENTS 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 stations as published in this tariff are inapplicable on and after that date.

GEOGRAPHICAL LIST OF STATIONS

For geographical locations of stations referred to in this tariff by station numbers.

STATION NUMBERS

For the identification of stations when stations are shown or referred to by numbers in this tariff.

ITEM 35 EXPLOSIVES, DANGEROUS ARTICLES

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.

ITEM 40 CAPACITIES AND DIMENSIONS OF CARS

For marked capacities, lengths, dimensions and cubical capacities of cars, see AAR Umler file.

ITEM 45 TERMINAL OR TRANSIT PRIVILEGES OR SERVICES

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.

EXCEPTION: When provisions of this tariff specifically cover any such charge, allowance, rule or regulation, conflicting provisions will not apply.

ITEM 50 TRANSFER BETWEEN CONNECTING CARRIERS

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.

ITEM 55 NON-ALTERNATION OF RATES

Rail Transportation Contracts take precedence and apply to the exclusion over prices published in this tariff for the same commodities over the same routes and conditions.

Prices published in this tariff will NOT alternate with prices published in this tariff or other pricing documents.

ITEM 60 NORMAL HOURS OF OPERATION

For the purpose of applying the provisions of this tariff, AM's normal hours of operation are:

7:00 a.m. to 4:00 p.m., Monday through Friday, except Holidays

ITEM 65 HOLIDAYS

The following days will be considered AM Holidays:

New Year's Day:	January 1
Good Friday:	Friday before Easter Sunday
Memorial Day:	Last Monday of May
Independence Day:	July 4
Labor Day:	First Monday of September
Thanksgiving Day:	Fourth Thursday of November
Christmas Eve:	December 24
Christmas Day:	December 25

ITEM 70 PAYMENT OF CHARGES

Customer shall be liable for payments of the transportation charges accruing on a shipment and nothing herein shall limit the right of the AM to require at time of movement, shipment or delivery the prepayment or guarantee of charges set forth herein, unless Customer has entered into an agreement for credit with the AM. Customer will pay AM immediately upon presentation of a bill therefore by AM. If charges have not been prepaid, or customer has not entered into an agreement for credit with AM, the AM will not accept shipment from customer, make delivery of shipment to customer, or accept request for any other movement of car without payment or guarantee of all outstanding or current charges.

Acceptance of shipment by Customer shall be deemed acceptance of responsibility for payment of all charges accruing on the shipment, including, but not limited to demurrage, switching and all other charges that may be applicable. Such payment shall be in U.S. money and cannot be reduced to offset claims, damages to property, or for any other reasons.

FINANCE CHARGES: The AM will assess a finance charge of 1.5% per month (18% per annum) on unpaid bills, including, without limitation, demurrage, switching and all other charges which are not paid within credit period. The finance charge continues to accrue daily until payment is received by this railroad.

PAYMENT OF CHARGES

If AM, at its sole discretion, uses a collection agency or attorneys to collect delinquent bills for freight or other charges and AM is successful in collecting such charges, Customers shall reimburse AM for all reasonable collection costs, including reasonable collection agency fees and reasonable attorneys' fees.

ITEM 75 SECURITY DEPOSIT

For customers who have established credit with this railroad, a deposit to secure payment of all charges, including, demurrage, storage, detention, switching or other accessorial charge that may accrue will be required from such customer who has failed to pay demurrage, storage, detention, switching or other accessorial charges when due under applicable laws and regulations. (Customers as referred to herein shall mean any and all consignors, consignees, beneficial owners or other responsible parties.)

The deposit must be paid before any freight car or trailer is delivered to such customer for loading or unloading.

The minimum deposit for each freight car will be the average amount per freight car of demurrage, detention, storage, switching or other accessorial charges outstanding at the time this tariff provision is invoked against Customer. The maximum amount of deposit will be determined by this railroad's credit office or through other alternative forms of security. The credit office may waive the minimum deposit per car by accepting a revolving deposit of \$1,000.00 to \$50,000.00 based on traffic volume. The deposit will be held in an escrow account to guarantee payment of and to be applied against any switching, demurrage, detention, storage or other accessorial charges which may accrue since the implementation of the security deposit arrangement.

This railroad will refund the deposit or balance of the deposit within thirty (30) days after notification by its agents that the equipment has been released to this railroad. Any switching, demurrage, detention, storage or other accessorial charges will be deducted from the deposits before any refunds are made. The deposit or balance of the deposit may be transferable to another freight car to cover charges incurred since the implementation of the security deposit arrangement.

Security deposits will no longer be required after the Customer has paid all outstanding switching, demurrage, detention, storage and other accessorial charges and has given assurance in writing to the satisfaction of this railroad's credit office that future switching, demurrage, detention, storage and other accessorial charges will be paid within the credit period.

ITEM 80 METHOD OF SUBMISSION - FORWARDING INSTRUCTIONS, EMPTY RELEASES AND REQUEST FOR ADDITIONAL SERVICES [I]

CAR FORWARDING INSTRUCTIONS

Forwarding instructions, when A&M is the first line haul railroad in the route, must be submitted to A&M using ShipperConnect, Bill of Lading EDI from a connected third-party system or via EDI through Railinc. and will be implemented at no charge.

Forwarding instructions, when the A&M is an origin switch carrier, will be provided electronically by the first line haul railroad in the route. Customer will submit forwarding instructions to the first line haul railroad in the route and will be implemented at no charge.

EMPTY CAR RELEASE INSTRUCTIONS

Reverse route empty release must be submitted to A&M using ShipperConnect and will be applied when released empty from the customer facility and will be implemented at no charge.

CAR REJECTION INSTRUCTIONS

Request to reject railcars must be submitted within 72 hours after placement at customer. Submit car rejection requests via ShipperConnect. A&M will accept request to reject cars via ShipperConnect at no charge. After submitting rejection requests via ShipperConnect, please follow up with Customer Service Center.

REQUESTS FOR ADDITIONAL SERVICES

Additional services are defined as:

- Intra-Plant Switch requests
- Weighing requests
- Spot request
- Placement of railcars
- Turning of cars

A&M will accept requests for additional services via ShipperConnect at no charge.

REQUESTS NOT MADE THROUGH SHIPPERCONNECT

The A&M will accept forwarding, release, car rejection, and requests to perform additional services instructions to its Customer Service team via email at operations@amrailroad.com , subject to a charge of \$102.00 per single railcar waybill or multi-car waybill. The creation or editing shipping patterns will be subject to the same charge per pattern requested. This charge will be assessed to the on-line customer of record with the A&M.

The A&M reserves the right to reject as an unreasonable request for service, any emailed forwarding, release, car rejection and requests to perform additional services instructions that are illegible due to poor transmission quality, poor or illegible handwriting, incomplete or otherwise unable to complete the request. The A&M will not accept delivery of forwarding instructions by U.S. Mail, express service, personal delivery, phone, or otherwise. Charges for emailed forwarding instructions do not apply to hazardous waste, United States Government shipments, or voids and corrections.

When electronic or mechanical devices are used to furnish forwarding instructions, empty release instructions or requests for additional services to the AM, the recorded date and time that the instructions are received by the A&M will govern.

ITEM 100 LIABILITY AND INDEMNIFICATION

49 U.S.C. Section 11706 provides for full-value liability and other liability terms for the rail carrier and the Customer. In order for a shipment to be subject to the terms of 49 U.S.C. Section 11706, the Customer must comply with all of the following provisions:

1. On shipments that the Customer chooses Carmack Liability protection, Customer must contact the AM no less than 72 hours prior to movement by the AM for Charges to apply.
2. If Customer does not elect Carmack Liability protection, AM will assume liability for freight claims subject to the following limitations:
 - (a) The Minimum Claim for loss or damage to freight is \$250.00.
 - (b) AM's Maximum liability for loss or damage to freight is \$25,000.00.
 - (c) Individual pricing documents may contain different limits of liability which take precedents over the provisions set forth herein.
3. Customer agrees to defend, indemnify and hold harmless the AM from any loss, damage, personal injuries or death resulting from Customer's negligence, improper loading, or defects in or failure of railcars and equipment.
4. Acceptance of a shipment by the AM for transportation shall not be considered as a waiver of Customer's liability.
5. The AM shall not be liable for any loss, damage or injury caused by an act of God, the public enemy, act of the Customer, a public authority, or inherent vice or nature of the goods. AM shall not be liable for any loss, damage or injury due to Customer's negligence, improper loading or defective equipment.

ITEM 104 PERISHABLES

The AM does not provide protective services. Perishable freight under protective service will be accepted from Customers on outbound traffic and from connecting railroad on inbound traffic for delivery to Customers with the understanding that protective service is not provided by the AM and the AM accepts no liability for any loss or damage resulting from the failure of such protective service.

ITEM 106 HAZARDOUS MATERIALS

Shipments of Hazardous Materials will not be accepted in interchange unless prior arrangements have been made with the AM (*See Note*).

Note: On shipment of any hazardous material accepted by the AM, shipper shall indemnify the AM and hold the AM harmless for any and all loss, liability or cost whatsoever that the AM may incur or be held responsible for, to the extent that such liability is due to, or arises from:

- (a) defects in or failure of shipper's cars and equipment,
- (b) a failure of shipper or shipper's agent to conduct proper or appropriate pre-shipment inspection of the cars as described in 49 CFR Sec. 173.31 (d) or
- (c) misidentification of commodity shipped.

The foregoing indemnification shall not apply to any loss or liability caused by or due to the AM's failure to conduct pre-departure inspections as described in 49 CFR Sec. 174.9 or failure to follow AAR interchange rules, or any other liability resulting from the AM's negligence.

The above provisions apply to shipments of Classes A, B or C explosives, as named in Section 172.101 Hazardous Materials Table of Tariff BOE 6000-Series, and hazardous materials, substances or wastes requiring the use of a 4-digit identification number on shipping papers, placards or panels, as named in Section 172.101 Hazardous Materials Table of Tariff BOE 6000-Series, while held on the AM premises.

ITEM 108 DIMENSIONAL & OVERWEIGHT SHIPMENTS [I]

(SHIPMENTS EXCEED. MAX. GROSS WEIGHT ON RAIL)

The AM will not accept, in interchange, shipments of excessive dimensions nor shipments exceeding 286,000 lbs. maximum gross weight on rail (car and lading) unless prior arrangements have been made with the AM.

A charge of \$563.00 per car will be assessed to delivering carrier for the return and/or setback of such cars interchanged to the AM.

ITEM 110 CLAIMS, LOSS OR DAMAGE

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. Minimum Claim - \$250.00.

ITEM 112 OVERLOADED CARS [I]

Cars found to be overloaded will be subject to the following additional charges:

1. \$375.00 per car - When a car is discovered to be overloaded at loading point or within the confines of the industry. Charge to be assessed consignor.
2. \$458.00 per car - When a car is discovered to be overloaded beyond loading point or confines of the industry. Charge to be assessed consignor.

(It will be the responsibility of the consignor to adjust the lading at their own expense sufficient to eliminate the overload condition.)

3. \$447.00 per car - When a car is received in interchange from connections and is found to be overloaded, such car will be returned to delivering carrier for adjustment to lading to eliminate the overload condition. Charge to be assessed delivering carrier.

ITEM 114 FORWARDING CHARGE [I]

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 RIC 6004, Demurrage Tariff, a charge of \$117.00 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*).

EXCEPTION 1: The charge of \$117.00 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 RIC 6004 Series, Demurrage Tariff.

EXCEPTION 2: These provisions will not apply on shipments of coal, coke, (the direct product of coal) or iron ore.

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.

ITEM 118 FUEL SURCHARGE

Except as otherwise provided, rates and charges published in this tariff are subject to Fuel Surcharge Tariff AM 9503 to the extent provided for therein.



ITEM 120 DEMURRAGE AND STORAGE RULES AND CHARGES

Except as otherwise provided herein, demurrage and storage rules and charges will apply in addition to the rates and charges shown herein.

ITEM 125 FAILURE TO PULL INTERCHANGE [I]

The AM will assess connecting carrier a charge of \$370.00 per car per day, or fraction of a day, for failure to pull cars offered in interchange. The charge to be assessed from day car(s) is interchanged until day car is pulled by connecting carrier.

ITEM 127 CARS RETURNED TO THIS RAILROAD BY CONNECTING CARRIER DUE TO CUSTOMER ERROR [I]

On cars released by customer that are returned to this railroad by connecting carrier due to improper billing instructions, customer will be assessed a charge of \$370.00 per car which will be in addition to any other applicable linehaul and accessorial charges.

ITEM 130 OPENING AND CLOSING DOORS [I]

Loaded cars will not be moved unless all doors, hatches, gates and tie down devices are secured. On loaded or empty cars, when it becomes necessary for AM to close or open doors, hatches, gates or tie down devices, a charge of \$212.00 per car will be assessed against the online customer of record.

ITEM 135 CARS RELEASED PRIOR TO UNLOADING [I]

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 \$466.00 per car.

EXCEPTION: Applies only when request is received from Industry while car is on this railroad's tracks.

ITEM 137 CARS FURNISHED AND RELEASED EMPTY [I]

Whenever empty cars are ordered (*See Notes 1 and 2*) but not used in transportation services, a charge of \$542.00 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.

Note 1: If instructions canceling the car order are received before a car has been assigned, no charge will be assessed.

Note 2: Charge will not apply on cars unfit for loading, *See Item 140*.

ITEM 140 IMPROPER CARS FURNISHED FOR LOADING BY CONNECTING LINES [I]

When cars ordered by industries for loading are refused on account of not being in proper condition to load, a charge of \$543.00 per car will be assessed against the railroad furnishing the car.

ITEM 145 LOADED CARS RELEASED WITHOUT PROPER BILLING/DISPOSITION [I]

The AM will assess customer a charge of \$370.00 per car for cars released to the AM without proper billing (Bill of Lading/Waybill) or disposition instructions.

Demurrage charges will continue to apply until such instructions or billing is received.

ITEM 147 INTERCHANGE ERRORS [I]

When car(s), empty or loaded, are received from a connecting carrier in error or with incorrect instructions or without necessary data for forwarding, the car(s) will be returned to the delivering carrier or forwarded to the proper carrier or customer, within the same switching district, at a charge of \$370.00 per car. Charge for this service will be assessed against the carrier interchanging the car(s) to the AM.

ITEM 150 STANDBY SERVICE [I]

When the AM's locomotive and crew are held at the request of an industry or delayed by an industry within the confines of the industry or immediately adjacent thereto, the charge for such standby or delay shall be \$352.00 per hour or fraction thereof. Such charges shall be in addition to other published charges, if any, applicable to cars delayed or handled.

ITEM 155 PLACEMENT OF INBOUND CARLOAD SHIPMENTS AT STATIONS ON THE AM

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.

ITEM 157 CARS RELEASED AND SUBSEQUENTLY RETURNED TO INDUSTRY [I]

When on shipper's orders, cars that have been released and pulled by this railroad are returned to industry, charge of \$370.00 per car will be assessed for the return of such cars. Demurrage charges will continue to apply until cars are released.

ITEM 162 RE-SPOTTING (SET-BACK) CHARGE [I]

When customer requests a specific car for loading and unloading which requires this railroad to remove and re-spot (set-back) cars that have been previously placed for loading or unloading in order to accommodate customer's request, customer will be assessed a charge of \$422.00 per car on those cars removed and re-spotted (set-back). Demurrage charges will continue to apply until cars are released.

ITEM 165 REPOSITIONING CARS TO EFFECT CUSTOMER REQUEST [I]

When a customer requests delivery of a specific car(s) received by this railroad which requires this railroad to sort and reposition other cars to effect customer's request, a charge of \$422.00 per car, per occurrence, will be assessed against customer making the request.

ITEM 167 REPOSITIONING CARS OF ONE CUSTOMER IN ORDER TO SERVE ANOTHER CUSTOMER [I]

When this railroad has to reposition cars of one customer (cars held by this railroad due to customer not being able to accept cars) in order to deliver or pull cars for another customer, the customer for whom this railroad is holding cars that have to be repositioned will be assessed a charge of \$370.00 per car, per occurrence.

ITEM 170 PLACEMENT OF INBOUND CARLOAD SHIPMENTS AT FAYETTEVILLE, AR AND SPRINGDALE, AR [I]

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 \$348.00 per car will be assessed. Whenever this item is utilized, Fayetteville, AR and Springdale, AR will be considered in the same switching limits.

ITEM 175 IDLER / BUFFER CARS

Idler / Buffer cars will be subject to the same charges, rules, and regulations as are applied to loaded cars. (An idler / Buffer car is an empty car, on which no part of a load rests, that is used in transporting freight of unusual length or excessive weight for the safe transportation or protection of the lading).

ITEM 177 ARTICULATED CARS

Each unit of articulated cars, loaded or empty, will be subject to all rules, regulations, and charges as applied to a single railcar.

ITEM 180 CONGESTION RESULTING FROM RAIL CUSTOMER MAY RESULT IN AN EMBARGO

If, due to customer's excessive retention or ordering of railcars results in operational congestion of customer's and/or this railroad's tracks, this railroad may impose an embargo against customer.

ITEM 182 CHERRY PICKING [I]

When a customer has cars in Storage Status and orders in a particular designated rail car or specific series of rail cars (i.e., what is known as "Cherry Picking", a switch charge of \$221.00 per car will apply if further switching of additional railcars is required in order to accommodate the request.

ITEM 185 CHARGE FOR HEAVY DUTY FLAT CARS [I]

When heavy-duty flat cars as defined in the Heavy Capacity and Special Type Flat Cars Section of the Official Railway Equipment Register are used on shipments originating or terminating on the AM, the following charges will be assessed:

USE CHARGE:

\$3,093.00 per car movement.

SPECIAL DETENTION CHARGES:

When cars are held beyond the Free Time permitted in Item 186, a charge of \$701.00 per car, per day or fraction of a day will be assessed and will be in addition to demurrage charges provided in Item 186.

NON-USE CHARGE:

When car is ordered, placed and released back to the AM without being used in transportation service, a charge of \$701.00 per car will be assessed and will be in addition to all other applicable charges.

ITEM 186 DEMURRAGE CHARGES

AM - Exception to Rules and Charges in Items 525, 610, 800 through 850, and Item 900 in

Sections 1 through 5, FT RIC 6004.

Twenty-four (24) hours free time will be allowed for unloading or loading cars. Free time will be computed from the actual or constructive placement of a car, subject to the following qualifications. The railroad will give consignee or consignor one (1) hour from the time of notification, by electronic mail (e-mail) (stating cars are available and on hand to be spotted), to choose either constructive placement or actual placement, by returning message via e-mail to confirm receipt and spotting instructions. Such notification shall not be given earlier than 0700 hours nor later than 1700 hours. If no response is received by return e-mail within one (1) hour, constructive placement will be assumed.

Detention charge will start after Free Time has expired. Notification of release must be given by instructions through the ShipperConnect system to railroad.

Detention will be charged at the following rates per car per 24-hour period or fraction of a 24 hour period after free time has expired:

1. \$115.00 for General Freight Cars, except as shown below in (2) through (4):
2. \$190.00 for cars bearing TTX Road Marks
3. \$320.00 for cars containing Hazardous Materials (STCC 49 Series), except Ammonium Nitrate (STCC 49 183 XX) and 49 186 XX)
4. \$3195.00 for cars containing Toxic Inhalation (TIH) or Poisonous Inhalation (PIH) Hazardous Commodities.

Saturdays, Sundays, and holidays will be charged detention if free time has expired. Holidays will be New Year's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas Eve and Christmas Day.

Freight Tariff AM 3000-AA

ITEM 187 CHARGES FOR WEIGHING OR REWEIGHING CARLOAD SHIPMENTS [I]

When the AM is requested to weigh carload shipments for purposes other than to determine freight charges, the following charges will be assessed:

Weighing at:	Charge Per Car
Fort Smith and Van Buren, AR	\$294.00 (Note 1)
	\$193.00 (Note 2)
Fayetteville, AR when enroute and contiguous cars:	
One car	\$264.00
Two cars	\$216.00
Three cars	\$187.00
Four cars	\$170.00
Five or more	\$156.00
Cars returned to customer siding after weighing	\$311.00

Weighing at:	Charge Per Car
Out of route cars:	
Fayetteville and Springdale, AR	\$296.00
Rogers and Lowell, AR	\$444.00
Fort Smith, AR	\$444.00
Van Buren, AR	\$444.00
Butterfield, MO	\$444.00

Note 1: Applies only on shipments originating, terminating or handled in switching service at Fort Smith and Van Buren, AR

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.

ITEM 190 SPECIAL TRAIN SERVICE [I]

Special Train Service is the movement of a train or switching in other than normal service (1) at the specific request of the shipper or consignee, (2) as may be required due to shipments of excessive dimensions, weight, high center of gravity or other conditions outside normal train operations, or (3) as deemed necessary by this railroad for safe movement, requiring this railroad to furnish a locomotive and train crew consisting of engineer and yard foreman for the sole purpose of accommodating subject movement.

CHARGES

\$247.00 per mile, subject to a minimum of fifty (50) miles per train.

The above charges to be calculated from the time the crew and locomotive report for special service until the return of crew and locomotive to starting point.

(The AM reserves the right to restrict or modify any request for special freight train or switching.)

ITEM 192 STOPPING-IN-TRANSIT TO COMPLETE LOADING OR PARTIALLY UNLOAD [I]

(See Notes 1 and 2)

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:

1. The stop-off point must be intermediate between the origin and ultimate destination.
2. The charge for each stop-off in transit shall be \$563.00 per car.
3. Shippers at point of origin must designate on shipping order and Bill of Lading:
 - (a) Stop-off privilege desired, i.e., whether to complete loading or to partially unload.
 - (b) Point or points at which car is to be stopped.
 - (c) Name and address of party who will load or unload at stop-off point. (See Note 1).
4. No freight may be loaded after first stop-off for unloading and no freight may be unloaded before last stop-off to complete load.

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.

Note 2: Demurrage charges as defined in Item 186 shall apply until car is released from being unloaded at the stop-off point.

**ITEM 195 CHARGES FOR RETURN OF OVERLOADED RAILCARS [I]
CONTAINING COAL (STCC 11) TO FORT SMITH, AR FOR RELOADING**

A charge of \$624.00 per car will be assessed for each overloaded railcar containing coal (STCC 11) that must be returned to Fort Smith, AR for reloading and proper weights.

ITEM 197 DIVERSION OR RECONSIGNMENT [I]

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*)

1. Definition - A single change in name of consignor and/or consignee, and/or a single change in destination or place of delivery at destination.
2. 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.
3. 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.
4. 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.
5. The charge for diversion or reconsignment shall be \$272.00 per car.
6. On a "straight" Bill of Lading consignment, the original Bill of Lading should be surrendered or other proof of ownership established.
7. 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."
8. Shipments on "straight" Bill of Lading, showing consignment to one party with instructions therein, or on which instructions are otherwise given to:
 - (a) Notify or advise another party and deliver only upon surrender of written order; or
 - (b) Deliver only upon surrender of the original Bill of Lading; or when
 - (c) 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.
9. 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.
10. 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.
11. 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.

Note: This item will not apply when the provisions of Item 155 apply.

ITEM 216 ZONES

Explanation of Zones:

ZONE 1	ZONE 2	ZONE 3
Monett, MO Purdy, MO Butterfield, MO Exeter, MO Washburn, MO Seligman, MO	Springdale, AR Bentonville Br Jct, AR Fayetteville, AR Gateway, AR Johnson, AR Lowell, AR Rogers, AR West Fork, AR Winslow, AR	Fort Smith, AR Chester, AR Mountainburg, AR Van Buren, AR

SECTION 2: JOINT- LINE, LOCAL AND PROPORTIONAL RATES

Agricultural and Food Products Group

ITEM 224 COMMODITY: Miscellaneous Agricultural Products [I]

As shown in Item 600, this tariff.

BETWEEN:	AND: (See Note 2)	RATE:
Monett, MO (See Note 1)	ZONE 1	\$1,590.00
	ZONE 2	\$1,820.00
	ZONE 3	\$1,940.00

Note 1 - Applicable on traffic when "from beyond" or "for beyond" via BNSF, subject to AAR Accounting Rule 11.

Note 2 - For Explanation of Zones, see Item 216.

ROUTE: AM direct.

ITEM 226 COMMODITY: MISCELLANEOUS AGRICULTURAL PRODUCTS [I]

As shown in Item 600, this tariff.

BETWEEN:	AND: (See Note 3)	RATE:
Fort Smith, AR (See Note 1) Van Buren, AR (See Note 2)	ZONE 1	\$1,940.00
	ZONE 2	\$1,820.00
Fort Smith, AR (See Note 1) Van Buren, AR (See Note 2)	ZONE 3	\$1,590.00

Note 1: Applicable on traffic when “from beyond” or “for beyond” via CPKC, subject to AAR Accounting Rule 11.

Note 2: Applicable on traffic when “from beyond” or “for beyond” via UP, subject to AAR Accounting Rule 11.

Note 3: For Explanation of Zones, see Item 216.

ROUTE: AM direct.

ITEM 228 COMMODITY: ANIMAL REFUSE, TANKAGE, DRIED BLOOD, ETC. [I]

(STCC’s 20 144 11; 20 144 12; 20 144 45 and 20 144 46)

FROM:	TO:	RATE:
Fort Smith, AR	Monett, MO (See Note)	\$1,700.00

Note: Applicable on traffic when “for beyond” via BNSF, subject to AAR Accounting Rule 11.

ROUTE: AM direct.

ITEM 229 COMMODITY: BEANS, EDIBLE, NEC, DRIED [I]

(STCC 01 341 90)

FROM:	TO:	RATE:
Monett, MO (See Note)	Fayetteville, AR	\$1,335.00

Note: Applicable on traffic when “from beyond” via BNSF, subject to AAR Accounting Rule 11.

ROUTE: AM direct.

ITEM 232 COMMODITY: AGRICULTURAL FOOD PRODUCTS [A] [I]

Commodity (A) -

Beet Pulp Pellets (STCC 20 619 35)
 Corn Flour (STCC 20 413 20)
 Corn, Cracked (STCC 20 419 79)
 Corn Gluten Feed (STCC 20 467 40)
 Canola Meal (STCC 20 939 10)
 Distillers Mash Spent (STCC 20 859)
 Feather Meal (STCC 20 144 12)
 Hominy Feed (STCC 20 421 42)
 Pearled Barley (STCC 20 419 18)
 Potatoes, dried or dehydrated, NEC (STCC 20 343 30)
 Rice Flour (STCC 20 442 15)
 Soybean Meal (STCC 20 923 14)
 Spent Grains, Dried (STCC 20 823)
 Starch, Corn (STCC 20 462 10)
 Starch, other than Corn (STCC 20 466 20)
 Tankage (STCC 20 144 46)
 Wheat Flour (STCC 20 411 10)
 Wheat Macaroni (STCC 20 981)
 Wheat Middlings (STCC 20 412 08)
 Yeast, Dry (STCC 20 994 20)

Commodity (B) -

Chickpeas (STCC 01 342 90)
 Corn (STCC 01 132)
 Flax Seed (STCC 01 142 10)
 Oats (STCC 01 133 10)
 Oats, Feed (STCC 01 133 30)
 Peas, Canadian Field, dried (STCC 01 342 15)
 Rice (STCC 01 134 10)
 Soybeans (STCC 01 144)
 Split Green Beans (STCC 01 341 90)
 Wheat (STCC 01 137)

FROM:	TO:	RATE:
Fort Smith, AR (See Note 1) Van Buren, AR (See Note 2)	Butterfield, MO Gateway, AR Purdy, MO (See Note 3)	(A) - \$1,540.00 (B) - \$1,430.00

Note 1: Applicable on traffic when "from beyond" via CPKC, subject to AAR Accounting Rule 11.

Note 2: Applicable on traffic when "from beyond" via UP, subject to AAR Accounting Rule 11.

Note 3: Applicable when there is a subsequent movement beyond.

ROUTE: AM direct.

Freight Tariff AM 3000-AA

ITEM 234 COMMODITY: AGRICULTURAL FOOD PRODUCTS [A] [I]

Commodity (A) -

Beet Pulp Pellets (STCC 20 619 35)
 Corn Flour (STCC 20 413 20)
 Corn, Cracked (STCC 20 419 79)
 Corn Gluten Feed (STCC 20 467 40)
 Canola Meal (STCC 20 939 10)
 Distillers Mash Spent (STCC 20 859)
 Feather Meal (STCC 20 144 12)
 Hominy Feed (STCC 20 421 42)
 Pearled Barley (STCC 20 419 18)
 Potatoes, dried or dehydrated, NEC (STCC 20 343 30)
 Rice Flour (STCC 20 442 15)
 Soybean Meal (STCC 20 923 14)
 Spent Grains, Dried (STCC 20 823)
 Starch, Corn (STCC 20 462 10)
 Starch, other than Corn (STCC 20 466 20)
 Tankage (STCC 20 144 46)
 Wheat Flour (STCC 20 411 10)
 Wheat Macaroni (STCC 20 981)
 Wheat Middlings (STCC 20 412 08)
 Yeast, Dry (STCC 20 994 20)

Commodity (B) -

Chickpeas (STCC 01 342 90)
 Corn (STCC 01 132)
 Flax Seed (STCC 01 142 10)
 Oats (STCC 01 133 10)
 Oats, Feed (STCC 01 133 30)
 Peas, Canadian Field, dried (STCC 01 342 15)
 Rice (STCC 01 134 10)
 Soybeans (STCC 01 144)
 Split Green Beans (STCC 01 341 90)
 Wheat (STCC 01 137)
 Whole Yellow Peas (STCC 01 342 15)

FROM:	TO:	RATE:
Monett, MO (See Note 1)	Butterfield, MO Gateway, AR Purdy, MO (See Note 2)	(A) - \$1,210.00 (B) - \$1,180.00

Note 1: Applicable only when "from beyond" via BNSF, subject to AAR Accounting Rule 11.

Note 2: Applicable when there is a subsequent movement beyond.

ROUTE: AM direct.

ITEM 235 COMMODITY: AGRICULTURAL FOOD PRODUCTS [I]

COMMODITY:

Corn Germ or Oil (STCC 20 467 15)
 Distillers Mash, Spent (STCC 20 859 40)
 Gluten Feed (STCC 20 421 75)
 Gluten Meal (STCC 20 419 28)
 Soybeans, Cake, Meal (STCC 20 923 14)
 Soybean Hulls, Pelletized (STCC 20 923 17)
 Wheat Grain Meal Feed (STCC 20 412 90)
 Wheat Middlings or Shorts (STCC 20 412 08)

FROM:	TO:	RATE:
Monett, MO (See Note)	Van Buren, AR	\$1,540.00

Note: Applicable on traffic when "from beyond" via BNSF, subject to AAR Accounting Rule 11.

ROUTE: AM direct.

ITEM 240 COMMODITIES:

CORN (STCC 01 132); MILO (STCC 01 136); WHEAT (STCC 01 137) [I]

FROM:	TO: (See Note 3)	RATE:
Fort Smith, AR (See Note 1)	ZONE 1	\$1,450.00
Van Buren, AR (See Note 2)	ZONE 2	\$1,280.00

Note 1: Applicable on traffic when "from beyond" via CPKC, subject to AAR Accounting Rule 11.

Note 2: Applicable on traffic when "from beyond" via UP, subject to AAR Accounting Rule 11.

Note 3: For Explanation of Zones, see Item 216.

ROUTE: AM direct.

ITEM 244 COMMODITIES:

CORN (STCC 01 132); MILO (STCC 01 136); WHEAT (STCC 01 137) [I]

FROM: (See Note 1)	TO: (See Note 2)	RATES:
Monett, MO (See Note 1)	ZONE 1	\$1,130.00
Monett, MO (See Note 1)	ZONE 2	\$1,250.00
Monett, MO (See Note 1)	ZONE 3 (See Note 3)	\$1,480.00

Note 1: Applicable on traffic when "from beyond" via BNSF, subject to AAR Accounting Rule 11.

Note 2: For Explanation of Zones, see Item 216.

Note 3: AM will absorb CPKC switch charge at Fort Smith, AR up to \$200.00 per car.

ROUTE: AM direct.

ITEM 246 COMMODITY: AGRICULTURAL FOOD PRODUCTS [I]

COMMODITY:

204 11	Wheat Flour Exc. Blended or Prepared See 20 451 52
204 13	Corn Meal or Flour Exc. Animal or Poultry Feed See 20 421 23
204 14	Rye Flour or Meal
204 16	Oat, Meal, or Flour
204 19	Flour or Other Grain Mill Products, nec,
204 61	Corn Starch
204 62	Corn Syrup

FROM: (See Note)	TO:	RATE:
Monett, MO (See Note 1) Fort Smith, AR (See Note 2) Van Buren, AR (See Note 3)	Springdale, AR	\$1,780.00

Note 1: Applicable on traffic when "from beyond" via BNSF, subject to AAR Accounting Rule 11.

Note 2: Applicable on traffic when "from beyond" via CPKC, subject to AAR Accounting Rule 11.

Note 3: Applicable on traffic when "from beyond" via UP, subject to AAR Accounting Rule 11.

ROUTE: AM direct.

Freight Tariff AM 3000-AA

ITEM 248 COMMODITY: FROZEN POULTRY (STCC 20 161)

BETWEEN:	AND: <i>(See Note 2)</i>	RATES:
Monett, MO <i>(See Note 1)</i>	ZONE 1	\$1,400.00
	ZONE 2	\$1,600.00
	ZONE 3	\$1,800.00

Note 1: Applicable on traffic when “from beyond” or “for beyond” via BNSF, subject to AAR Accounting Rule 11.

Note 2: For Explanation of Zones, see Item 216.

ROUTE: AM direct.

ITEM 250 COMMODITY: FROZEN POULTRY (STCC 20 161)

FROM:	TO:	RATES:
Fayetteville, AR Rogers, AR Springdale, AR	Ft Smith, AR <i>(See Note 1)</i>	\$1,500.00
	Van Buren, AR <i>(See Note 2)</i>	\$1,500.00
	Monett, MO <i>(See Note 3)</i>	\$1,500.00

Note 1: Applicable on traffic when “for beyond” via CPKC, subject to AAR Accounting Rule 11.

Note 2: Applicable on traffic when “for beyond” via UP, subject to AAR Accounting Rule 11.

Note 3: Applicable on traffic when “for beyond” via BNSF, subject to AAR Accounting Rule 11.

ROUTE: AM direct.

Freight Tariff AM 3000-AA

ITEM 286 COMMODITY: SOYBEAN MEAL (STCC 20 923 14) [I]

BETWEEN:	AND: (See Note 3)	RATES:
Fort Smith, AR (See Note 1 & 4)	Butterfield, MO	\$1,465.00
	Purdy, MO	\$1,465.00
	Springdale, AR	\$1,360.00
Van Buren, AR (See Note 2)	Butterfield, MO	\$1,465.00
	Purdy, MO	\$1,465.00
	Springdale, AR	\$1,360.00

Note 1: Applicable on traffic when "from beyond" or "for beyond" via CPKC, subject to AAR Accounting Rule 11.

Note 2: Applicable on traffic when "from beyond" or "for beyond" via UP, subject to AAR Accounting Rule 11.

Note 3: Applicable when there is a subsequent movement beyond.

Note 4: AM will absorb CPKC Switching Charge at Fort Smith, AR up to \$200.00 per car.

ROUTE: AM direct.

ITEM 287 COMMODITIES: SOYBEAN MEAL (STCC 20 923 14) SUNFLOWER MEAL (STCC 20 939 16) [C] [I]

BETWEEN:	AND: (See Note 2)	RATES: (See Note 3)
Monett, MO (See Note 1)	Butterfield, MO	\$1,260.00
	Purdy, MO	\$1,260.00
	Springdale, AR	\$1,360.00
	Fort Smith, AR	\$1,510.00

Note 1: Applicable on traffic when "from beyond" or "for beyond" via BNSF, subject to AAR Accounting Rule 11.

Note 2: 286,000/large cubic equipment rates \$52.00 per car higher where BNSF publishes differential rates.

Note 3: AM will absorb CPKC Switching Charge at Fort Smith, AR up to \$200.00 per car.

ROUTE: AM direct.

ITEM 288 COMMODITY: GRAIN PRODUCTS – OILS [I]

STCC	DESCRIPTION
2042113	Feed Supplement, Animal, Liquid, Consisting of Alcohol, Phosphoric Acid, Inorganic Chloride Salts, Urea and Not Less Than 33 1/3 Percent Water by Weight
2042114	Choline Chloride Animal or Poultry Feed Supplement, In Solution, Not to Exceed 80 Percent Choline Chloride
2046510	Corn Oil, Liquid or Solidified
2046715	Corn Germ or Corn Oil Cake or Meal, Crushed or Ground Cake, Or Cake Screenings
2046720	Corn Steep Water Sediment, Wet
2046722	Gluten Liquor Residuum Manufactured from Mono- Sodium Glutamate), Liquid
2046730	Corn Germ
2046920	Corn Oil Foots
2046925	Corn Steep Water, Liquid
2085921	Distillery Molasses Residuum, Liquid
2085935	Distillers Slops, Liquid, Feed
2091110	Cottonseed Oil, Liquid or Solidified
2092110	Soybean (Soya Bean) Oil, Liquid or Solidified
2092335	Oil Foots, Oil Sediments or Tank Bottoms, Soybean (Soya Bean), Liquid or Solidified
2092336	Soybean (Soya Bean) Oil Soap Stock
2092341	Soluble, Soybean, Residue from Manufacture of Soybean Flour, Liquid
2093110	Linseed (Flaxseed) Oil, Liquid or Solidified

STCC	DESCRIPTION
2093310	Vegetable Oil, Fat Free
2093312	Degummed Coconut Oil
2093319	Lecithin, Oil Concentrate, Refined
2093328	Vegetable, Corn or Cottonseed Oil Stearine, or Vegetable Oils, Solidified (Hydrogenated)
2093332	Castor Oil, NEC
2093342	Rapeseed Oil (Colza Oil)
2093343	Oils, Nut, Seed or Vegetable, Liquid or Solidified
2093344	Oil, Sunflower Seed, Liquid or Solidified
2093350	Camelina Oil
2093356	Oils, NEC, Other Than Medicinal
2093376	Grease, Vegetable, NEC
2093393	Deodorizer Residue or Sludge
2093395	Sludge of Vegetable Fats or Oils
2093990	Oil Foots, Sediments or Tank Bottoms, NEC
2096125	Shortening, Vegetable Oil, NEC
2096130	Cooking or Salad Oil, Liquid, NEC
2096131	Used Cooking Oil Mix of Various Frying Oils and Fats
2096135	Olive Oil
2841993	Soap Stock, NEC
2899428	Fatty Acids of Vegetable Oils, NEC, Inedible, or Fatty Acids of Oils of Palm, Natural or Artificial, Rape Seed, Sesame or Sunflower Seed, Inedible

FROM:	TO:	RATES:
	(See Note 4)	(See Notes 5 & 6)
Monett, MO (See Note 1)	Springdale, AR	\$1,750.00
Fort Smith, AR (See Note 2)		
Van Buren, AR (See Note 3)		

Note 1: Applicable on traffic when “from beyond” via BNSF, subject to AAR Accounting Rule 11.

Note 2: Applicable on traffic when “from beyond” via CPKC, subject to AAR Accounting Rule 11

Note 3: Applicable on traffic when “from beyond” via UP, subject to AAR Accounting Rule 11.

Note 4: Applicable on shipments destined to Ozark Transmodal, Inc. at 200 E. Highway 264, Springdale, AR 72764, and includes transloading products from railcar to truck.

Note 5: Applicable in Shipper owned or leased tank cars.

Note 6: Not subject to payment of mileage allowance.

ROUTE: AM direct.



Freight Tariff AM 3000-AA

ITEM 370 COMMODITY: TABLE SAUCES, NEC (STCC 20 359 90) [C] [I]

FROM:	TO:	RATE:	ROUTE:
Walworth, WI	Rogers, AR	\$6,837.00 Per Car	WSOR-BNSF3-AM

Explanation of Route: WSOR-Chicago, IL- BNSF-Monett, MO-AM

ITEM 600 AGRICULTURAL PRODUCT LIST [C]

(Applicable only when specific reference is made to this item)

STCC	COMMODITY
113110	BARLEY
113115	BARLEY
113130	BARLEY OIL
113310	OATS
113330	OATS
113410	RICE, ROUGH
113510	RYE
113530	RYE, FEED, NEC
113710	WHEAT
113910	BUCKWHEAT
113915	SPELT
113920	EMMER
113925	MILLET
113930	GRN SCRNG UNGRD
113940	TRITICALE
113990	GRAIN NEC
115210	CORN, POP
115925	CANARY SEEDS
115943	MILLET SEEDS
115948	PEAS SEEDS
115971	SEED BEANS
115973	SEED GRAIN NEC
115974	SEED PEAS NEC
119110	HAY
119710	SUGAR BEETS
119810	SUGAR CANE
119960	GUAR BEANS, DRI
131310	ONIONS
134150	MUNG BEANS
134190	BEANS, EDIBLE
134215	CNDA PEAS DRIED
134290	PEAS, NEC, DRIED

STCC	COMMODITY
134305	COW PEAS DRIED
134310	LENTILS
134315	LUPINES DRIED
199130	HAY, GRD OR CHPD
199210	ALFALFA MEAL
199215	ALFALFA MEAL
1471310	PTSM POT ALK SL
1471325	PTSM-MG SLFT
1471410	PHST ROCK DRY
1471411	PHST ROCK WET
1471413	PHST ROCK REJCT
1471610	SULPHUR BRMSTNE
1471615	SULPHUR BRMSTNE
1471620	SULPHUR LIQUID
1471625	SULPHUR, MOLTEN
1471925	MAGNESIUM SULPH
1471950	NITROGEN SALTS
20XXXXX	FOOD AND KINDRED PRODUCTS
2812570	MO-(TCH) TE- (MPD)
2818146	UREA LIQ
2818170	UREA, OT LIQ
2818244	SORBITOL, IN SOL
2818245	SORBITOL SOLUTI
2818419	DNTRD ALCOHOL
2818445	ETHYL ALCOHOL
2818446	ETHYL ALCOHOL
2819111	AQUA AMMONIA
2819114	AMMONIUM BISUL
2819131	AMMONM NITRATE
2819146	AMMONM PHOSPHAT
2819148	DIAMMONIUM PHST

STCC	COMMODITY
2819155	AMMONM SULPHATE
2819158	AMMONM SULPHATE
2819161	AM SULFIDE
2819164	AMMONM SULFIDE
2819173	AMMON THIOSULPH
2819181	AMMONIA COMP
2819454	PHOSPHORIC ACID
2819815	AMMONIA ANHYDRS
2819910	DI CALCIUM PHOS
2871235	DI-MONO-PHOSPH
2871236	MAMON PHOS FERT
2871237	PHOS GRANULAR
2871240	PHOS DEFLUORNTD
2871244	AMMON NITR FERT
2871250	SUPERPHOSPHATE
2871251	SUPERPHOSPHATE
2871309	AMMONIUM SULFAT
2871310	AM NIT FERT LIQ
2871311	LIQUID FERTILIZ
2871313	NITROGEN FERTZ
2871314	NITROGEN FERTZ
2871315	AMMON FERT SOL
2871316	MFG FERT SOL
2871317	NITRO FERT SOL
2871318	CALCIUM AMMON
2871321	NITRO FERT
2871430	FERT COMPDS
2871431	FERT COMPDS LIQ
2871433	FERTZ.SOLUTION
2871435	CALCIUM CYANAMI
2871437	SLPHR FERT BENT
2871440	NTR SODA POTASH
2871445	AMMON PHOS-SULP



Freight Tariff AM 3000-AA

STCC	COMMODITY
2871446	MANGANES SULPHA
2871450	PHSTC FERT SOL
2871451	AMON PPHOS L40%
2871452	FER-AMMO SULPHA
2871456	WST PHOSPHATE
2871915	FERT&FERT MTLS
2871916	FERT PREPARED
2871925	BONE MEAL FERTZ
2871926	BONE MEAL FERTZ
2871930	HOOF MEAL
2871931	HOOF MEAL
2871940	WASTE CAL SULPH
2879950	SULPHUR
4904220	AQUA AMMON SOLU
4917388	SPENT GRAIN DRY

STCC	COMMODITY
4917450	PEANUT CHAFF
4917452	RUBBER FILLER
4945716	CASTOR BEANS
4945718	BEAN, HULL, STEM
5020101	WHEAT MIDLINGS
5020102	WHEAT BRAN
5020103	WHEAT BRAN
5020104	WHEAT GM FEED
5020120	GRAIN SCRNCS, GR
5020128	BARL, CORN CHAFF
5020129	GRAIN DUST
5020137	RYE BRAN
5020140	GLUTEN MEAL
5020144	BREWERS GRAINS
5020164	MILLET, HULLED

STCC	COMMODITY
5020180	FEED SUPL, ANML
5020181	LIVESTK FD BLKS
5020193	ANML.PLTRY FEED
5020204	ALFALFA MEAL
5020209	FEED, FLKD BARLY
5020211	FEED, OAT GROUND
5020216	FEED, GLUTEN
5020221	FEED, PREP,AFORP
5020223	GRAIN FEED, NEC
5020231	CORN GERM, OIL
5020241	BREWERS FLAKES
5020256	SPENT GRAINS
5020260	MALT
5020264	MALT SPROUTS
5020265	YEAST, RESIDUAL

Chemicals and Petroleum Group

ITEM 236 COMMODITY: CHEMICALS (STCC 28, OTHER THAN PLASTICS, STCC 28 211) [I]

BETWEEN:	AND:	RATE: (See Note)
AM Stations	Monett, MO	\$2,374.00

Note: Applicable on traffic when "from beyond" or "for beyond" via BNSF, subject to AAR Accounting Rule 11.

ROUTE: AM direct.



Freight Tariff AM 3000-AA

ITEM 238 COMMODITY: CHEMICALS (STCC 28, OTHER THAN PLASTICS, STCC 28 211) [I]

BETWEEN:	AND:	RATE:
Fort Smith, AR (See Note 1)	AM Stations	\$2,374.00
Van Buren, AR (See Note 2)		

Note 1: Applicable on traffic when "from beyond" or "for beyond" via CPKC, subject to AAR Accounting Rule 11.

Note 2: Applicable on traffic when "from beyond" or "for beyond" via UP, subject to AAR Accounting Rule 11.

ROUTE: AM direct.

ITEM 268 COMMODITY: PETROLEUM PRODUCTS (STCC 29) [I]

Except STCC 29 12 Compressed Gases.

BETWEEN:	AND:	RATE:
Fort Smith, AR (See Note 1)	AM Stations	\$1,795.00
Van Buren, AR (See Note 2)		
Monett, MO (See Note 3)		

Note 1: Applicable on traffic when "from beyond" or "for beyond" via CPKC, subject to AAR Accounting Rule 11.

Note 2: Applicable on traffic when "from beyond" or "for beyond" via UP, subject to AAR Accounting Rule 11.

Note 3: Applicable on traffic when "from beyond" or "for beyond" via BNSF, subject to AAR Accounting Rule 11.

ROUTE: AM direct.

ITEM 269 COMMODITY: COMPRESSED GASES (STCC 29 12) [I]

BETWEEN: (See Note)	AND:	RATE:
Fort Smith, AR	AM Stations	\$2,634.00

Note: Applicable on traffic when "from beyond" or "for beyond" via BNSF, subject to AAR Accounting Rule 11.

ROUTE: AM direct.



Freight Tariff AM 3000-AA

ITEM 270 COMMODITY: PLASTICS (STCC 28 211) [I]

BETWEEN: <i>(See Note)</i>	AND:	RATE:
Monett, MO	AM Stations	\$2,634.00

Note: Applicable on traffic when "from beyond" or "for beyond" via BNSF, subject to AAR Accounting Rule 11.

ROUTE: AM direct.

ITEM 274 COMMODITY: PLASTICS (STCC 28 211) [I]

BETWEEN:	AND:	RATE:
Van Buren, AR <i>(See Note 1)</i>	AM Stations	\$2,634.00
Fort Smith, AR <i>(See Note 2)</i>		

Note 1: Applicable on traffic when "from beyond" or "for beyond" via UP, subject to AAR Accounting Rule 11.

Note 2: Applicable on traffic when "from beyond" or "for beyond" via CPKC, subject to AAR Accounting Rule 11.

ROUTE: AM direct.



Forest Products Group

ITEM 215 COMMODITY LIST

(For Application, see Items 256 and 258)

STCC	COMMODITY
08 422 24	Black Oak (Stick) Bark
08 422 32	Cork Bark (Corkwood), other than Virgin, unmanufactured
08 422 38	Fir Bark, not ground nor powdered, including Hemlock, Larch, Pine or Spruce
08 422 80	Wattle Bark, not ground (Australian or Mimosa Bark)
08 422 88	Barks, nec, not ground nor powdered.
24 111	Sawlogs
24 112	Hewn Railroad or Mine Ties
24 116	Wood Posts, Poles, or Pilings
24 118	Wood Mine Props or Timbers
21 119	Primary Forest or Wood Raw Material, NEC., Except: From sawmills See 24 211 - 24 299, From Plywood or Veneer Mills See 24 321, From Pulp Mills See 26 111, From Charcoal or Wood Distillation Plants See 28 612
24 119 70	Cores, Log
24 211	Lumber, rough or dressed, or softwood cut stock, etc.
24 116	Wood Posts, Poles or Piling
24 118	Wood Mine Props or Timbers
24 119	Primary Forest or Wood Raw Material, NEC., Except: From sawmills See 24 211 - 24 299, From Plywood or Veneer Mills See 24 321, From Pulp Mills See 26 111, or From Charcoal or Wood Distillation Plants See 28 612
24 119 70	Cores, Log
24 211	Lumber, rough or dressed, or softwood cut stock, etc.
24 212	Sawed Ties (Railroad, Mine, etc.)
24 214	Harwood Dimension Stock, Furniture Stock, etc.
24 215	Hardwood Flooring
24 219	Lumber or Dimension Stock, nec
24 291	Shingles

STCC	COMMODITY
24 299	Sawmill or Planing Mill Products NEC., Except: Box Springs or Boxes See 24 416, Millwork See 24 311 - 24 319, Plywood or Veneer See 24 321 or Textile Machinery Wood Shapes or Turnings See 34 422
24 316	Wood Moldings
24 321	Plywood or Veneer or Built-up Wood exc. Plywood or Veneer Containers See 24 411 - 24 414, Hardboard See 24 993 or Wood Particle Board See 24 996
24 391	Prefabricated Structures (Laminated Beams)
24 911	Wood Piling, Posts, Props or Timbers, etc., creosoted or treated with other preservatives.
24 912	Ties, Mine, Railroad, etc. creosoted or treated with other preservatives.
24 913	Lumber, creosoted or treated with other preservatives.
24 919 13	Cross Arms
24 941	Cork Products
24 981	Poles, Rods, or Stakes, finished
24 991	Oriented Strand Board
24 992	Skids, Pallets or Platforms, exc. Metal See 35 373
24 993	Hardboard
24 996	Wood Particle Board
24 997	Fencing or Gates, wood
24 999	Wood Products, nec, exc. Containers See 24 411 - 24 414 or 24 419
26 613	Wallboard, exc. Hardboard See 24 993
30 719 87	Railroad Ties, plastic
30 719	Miscellaneous Fabricated Plastic Products, nec, exc. Artificial Leather See 22 951, Plastic Materials See 28 211, Plastic Footwear See 30 212, Plastic Belting See 30 411 or Plastic Hose See 30 412
32 754	Gypsum Wallboard
40 231	Wood Scrap or Waste

Freight Tariff AM 3000-AA

ITEM 256 COMMODITY: LUMBER, FOREST AND BUILDING PRODUCTS [I]

As described in Item 215.

BETWEEN:	AND:	RATE:
Fort Smith, AR (See Note 1)	AM Stations	\$1,532.00
Van Buren, AR (See Note 2)		

Note 1: Applicable on traffic when "from beyond" or "for beyond" via CPKC, subject to AAR Accounting Rule 11.

Note 2: Applicable on traffic when "from beyond" or "for beyond" via UP, subject to AAR Accounting Rule 11.

ROUTE: AM direct.

ITEM 258 COMMODITY: LUMBER, FOREST AND BUILDING PRODUCTS [I]

as described in Item 215, except Plastic Railroad Ties.

BETWEEN:	AND:	RATE: (See Note)
AM Stations	Monett, MO	\$1,532.00

Note: Applicable on traffic when "from beyond" or "for beyond" via BNSF, subject to AAR Accounting Rule 11.

ROUTE: AM direct.

ITEM 280 COMMODITY: SCRAP PAPER (STCC 40 241) [I]

BETWEEN:	AND:	RATE: (See Notes 1)
AM Stations	Monett, MO	\$1,118.00

Note 1: Applicable on traffic when "from beyond" or "for beyond" via BNSF, subject to AAR Accounting Rule 11.

ROUTE: AM direct.



Freight Tariff AM 3000-AA

ITEM 282 COMMODITY: SCRAP PAPER (STCC 40 241) [I]

BETWEEN:	AND:	RATE:
Fort Smith, AR (See Note 1)	Fort Smith, AR (See Note 1)	\$757.00
Fort Smith, AR (See Note 2)	Van Buren, AR Fort Smith, AR (See Note 2)	\$757.00

Note 1: Applicable on traffic when "from beyond" or "for beyond" via CPKC, subject to AAR Accounting Rule 11.

Note 2: Applicable on traffic when "from beyond" or "for beyond" via UP, subject to AAR Accounting Rule 11.

ROUTE: AM direct.

ITEM 284 COMMODITY: SCRAP PAPER (STCC 40 241) [I]

BETWEEN:	AND:	RATE:
Fort Smith, AR (See Note 1)	AM Stations	\$1,118.00
Van Buren, AR (See Note 2)		

Note 1: Applicable on traffic when "from beyond" or "for beyond" via CPKC, subject to AAR Accounting Rule 11.

Note 2: Applicable on traffic when "from beyond" or "for beyond" via UP, subject to AAR Accounting Rule 11.

ROUTE: AM direct.

Freight Tariff AM 3000-AA

ITEM 300 COMMODITY:

BOARDS, PANELS, OR SHEETS, FLAT, ETC., WITH SURFACE FINISH [I]

(STCC 24 299 48)

FROM:	TO:	RATE: (See Notes 1 & 2)	ROUTE:
Lowell, AR Rogers, AR Springdale, AR	Abbotsford, BC	\$11,428.00 ¹	AM-SRY 2
	Albany, NY	\$12,655.00 ¹	AM-CSXT 22
	Brampton, ON	\$10,193.00 ¹	AM-CN 31
	Brittain, OH	\$11,027.00 ¹	AM-WE 3
	Calgary, AB	\$14,231.00 ¹	AM-CN 53
	Chilliwack, BC	\$11,428.00 ¹	AM-SRY 2
	Concord, ON	\$9,915.00 ¹	AM-CN 31
	Dartmouth, NS	\$13,956.00 ¹	AM-CN 31
	Edmonton, AB	\$14,045.00 ¹	AM-CN 53
	Montreal, PQ	\$11,608.00 ¹	AM-CN 31
	Regina, SK	\$12,930.00 ¹	AM-CN 53
	Saskatoon, SK	\$11,743.00 ¹	AM-CN 53
	Westlang, BC	\$15,140.00 ¹	AM-CN 53
	Winnipeg, MB	\$11,198.00 ¹	AM-CN 53

¹ Applicable on 73-foot center beam flat cars.

Note 1: Rates are in US Dollars per car.

Note 2: Subject to mileage-based fuel surcharge published in BNSF Rules Book 6100-Series.

Explanation of Route:

AM-CSXT 22: AM (MONEM) BNSF (ESTL) CSXT

AM-CN 31: AM (MONEM) BNSF (CHGO) CN

AM-CN 41: AM (MONEM) BNSF (NWSTR) CN

AM-CN 53: AM (MONEM) BNSF (NOYES) CN

AM-SRY 2: AM (MONEM) BNSF (SUMAS) SRY

AM-WE 3: AM (MONEM) BNSF (ESTL) NS (BELVU) WE



Metals Group

ITEM 260 COMMODITY: METAL PRODUCTS (STCC 33 AND 34)[I]

BETWEEN:	AND:	RATE:
Fort Smith, AR (See Note 1) Van Buren, AR (See Note 2)	AM Stations	\$1,577.00

Note 1: Applicable on traffic when "from beyond" or "for beyond" via CPKC, subject to AAR Accounting Rule 11.

Note 2: Applicable on traffic when "from beyond" or "for beyond" via UP, subject to AAR Accounting Rule 11.

ROUTE: AM direct.

ITEM 264 COMMODITY: METAL PRODUCTS (STCC 33; 34) [I]

BETWEEN:	AND:	RATE: (See Note)
AM Stations	Monett, MO	\$1,577.00

Note: Applicable on traffic when "from beyond" or "for beyond" via BNSF, subject to AAR Accounting Rule 11.

ROUTE: AM direct.

ITEM 276 COMMODITY: SCRAP IRON (STCC 40 211) [I]

BETWEEN:	AND:	RATE: (See Notes 1 & 2)
AM Stations	Monett, MO	\$1,611.00

Note 1: Applicable on traffic when "from beyond" or "for beyond" via BNSF, subject to AAR Accounting Rule 11.

Note 2: AM will not absorb any switching charges from other carriers.

ROUTE: AM direct.

Freight Tariff AM 3000-AA

ITEM 278 COMMODITY: SCRAP IRON (STCC 40 211)[I]

BETWEEN:	AND:	RATE:
Fort Smith, AR) (See Note 1) Van Buren, AR) (See Note 2)	AM Stations	\$1,611.00

Note 1: Applicable on traffic when "from beyond" or "for beyond" via CPKC, subject to AAR Accounting Rule 11.

Note 2: Applicable on traffic when "from beyond" or "for beyond" via UP, subject to AAR Accounting Rule 11.

ROUTE: AM direct.

ITEM 305 COMMODITY: SCRAP IRON (STCC 40 211) [I]

FROM:	TO:	RATE: (See Note 1)	ROUTE:
Springdale, AR	Memphis, TN	\$3,923.00 Per Car	AM-BNSF 3

Note 1: Subject to Mileage Based Fuel Surcharge (Strike Price \$2.50) published in BNSF Rules Book 6100-Series, Item 3376-Series, Section B.

Explanation of Route: AM - BNSF 3: AM (MONEM) BNSF

ITEM 315 COMMODITY: SCRAP IRON (STCC 40 211) [I]

FROM:	TO:	RATE: (See Note)	ROUTE:
Butterfield, MO Fort Smith, AR Lowell, AR Monett, MO Rogers, AR Springdale, AR	Fort Smith, AR	\$1,625.00 Per Car	AM-UP 1

Note: Subject to Mileage-Based Fuel Surcharge in Item 695-Series of UP Tariff 6007-Series.

Explanation of Route: AM - UP 1: AM (VNBUR) UP



Freight Tariff AM 3000-AA

ITEM 317 COMMODITY: SCRAP IRON (STCC 40 211) [I]

FROM:	TO:	RATE: (See Note)	ROUTE:
Rogers, AR	Ward Spur, TX	\$4,916.00 Per Car	AM-UP 1
	Newport, AR	\$3,686.00Per Car	AM-UP 1

Note: Subject to Mileage-Based Fuel Surcharge in Item 695-Series of UP Tariff 6007-Series.

Explanation of Route: AM - UP 1: AM (VNBUR) UP

ITEM 320 COMMODITY: SCRAP IRON (STCC 40 211) [I]

FROM:	TO:	RATE: (See Notes 1, 2 & 3)	ROUTE:
Lowell, AR Rogers, AR Springdale, AR	Armored, AR Blytheville, AR Hickman, AR Osceola, AR	\$4,026.00 Per Car	AM-BNSF 3

Note 1: Subject to Fuel Surcharge published in BNSF Rules Book 6100-Series, Item 3375-series, Section B.

Note 2: Not applicable in BNSF owned or leased equipment.

Note 3: When a shipment has reached destination but is refused and not unloaded and is returned to the original shipping point, the return movement will be subject to (1) the rate and minimum weight from the original shipping point in effect on date shipment is tendered or (2) to the rate applicable for such return movement, if lower.

Explanation of Route: AM - BNSF 3: AM (MONEM) BNSF

Miscellaneous Group

ITEM 200 COMMODITY: MASONRY AND CONSTRUCTION SAND [I]

(STCCs 32 952 35 and 14 411 90)

Local Rates (rates in dollars and cents per car, except as noted)

Equipment: Open-top Hoppers

Minimum Weight: 160,000 pounds Per Car

FROM:	TO:	RATE: (Per Ton of 2,000 lbs.) (See Note)
Van Buren, AR	Fayetteville, AR	\$12.73
	Johnson, AR	\$12.73
	Springdale, AR	\$14.22
	Bethel Heights, AR	\$14.22
	Lowell, AR	\$14.42
	Rogers, AR	\$14.93
	Bentonville, AR	\$14.76
	Gateway, AR	\$15.20
	Monett, MO	\$15.91
Fort Smith, AR	Fayetteville, AR	\$13.23
	Springdale, AR	\$14.79
	Lowell, AR	\$14.91
	Rogers, AR	\$15.44
	Gateway, AR	\$15.80
	Butterfield, MO	\$15.91
	Purdy, AR	\$15.96

Note: Not applicable for use in constructing combination rates.

ROUTE: AM direct.

Freight Tariff AM 3000-AA

ITEM 218 COMMODITY: FREIGHT, ALL KINDS [I]

Except where rates are otherwise specifically provided. (See Notes 1 and 2)

BETWEEN:	AND:	RATE:
Fort Smith, AR Van Buren, AR	Fayetteville, AR Johnson, AR Springdale, AR Lowell, AR Rogers, AR Bentonville, AR Gateway, AR Purdy, MO Monett, MO	\$2,508.00

BETWEEN:	AND:	RATE:
Fort Smith, AR	Fort Smith, AR	\$1,119.00
Van Buren, AR	Van Buren, AR	\$1,119.00
Fort Smith, AR	Van Buren, AR	\$1,119.00

Note 1: Not subject to Rule 13 of Governing Classification.

Note 2: No switching will be absorbed.

ROUTE: AM direct.

ITEM 220 COMMODITY: ALL COMMODITIES [I]

Except where rates are otherwise specifically provided.

BETWEEN	AND (See Note 2)	RATE:
Monett, MO (See Note 1)	ZONE 1	\$2,107.00
	ZONE 2	\$2,400.00
	ZONE 3	\$2,705.00

Note 1 : Applicable on traffic when “from beyond” or “for beyond” via BNSF, subject to AAR Accounting Rule 11.

Note 2: For Explanation of Zones, see Item 216.

ROUTE: AM direct.



Freight Tariff AM 3000-AA

ITEM 230 RETURN MOVEMENT [I]

COMMODITY: Platforms (Pallets) or Skids, Warehouse or Shipping, Wooden, Used, Revenue Movement, Returned empty (STCC 42 312 25), Empty Bins (STCC 42-311-42)

Bracing, Bulkheads or Dunnage, Freight Loading, Fiberboard, consisting of Fibreboard Facings with Core of Fibreboard or Expanded Honeycomb Fibreboard, with or without Wooden Components, in Panels, (STCC 26 497 48)

BETWEEN:	AND:	RATE:
Monett, MO	Ft Smith, AR	\$827.00

Note 1: Applicable on traffic when "for beyond" via BNSF, subject to AAR Accounting Rule 11.

Note 2: Switching charges will not be absorbed.

ROUTE: AM direct.

ITEM 254 COMMODITY: HAZARDOUS COMMODITIES OR WASTE [I]

(For rates to apply, contact the Arkansas and Missouri Railroad)



SECTION 4: SWITCHING

GENERAL RULES, REGULATIONS AND CHARGES

ITEM 400 LIST OF INDUSTRIES [C]

AT VAN BUREN, AR

Arkholia Sand & Gravel
Farmers-Coop
Five Rivers Distribution
Tri-Temp Distribution

AT FORT SMITH, AR

Baker, H.J. Pro Pak Division
C and S Chemicals, Inc.
Elite Comfort Solutions
Five Rivers Distribution
Georgia Pacific
Hickory Springs Manufacturing / Elite Comfort
Solutions
LTC Resources
Marck Recycling
Mid South Milling Company
Ozark Transmodal, Inc.
Trinity Packaging
Water Tech

ITEM 410 APPLICATION AND DEFINITIONS

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.

DEFINITIONS

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.

INTERMEDIATE SWITCHING - Switching service performed which includes all the elements of switching performed by a carrier that neither originates nor terminates the shipment nor receives a line haul on that shipment.

RECIPROCAL SWITCHING - A mutual interchange of inbound and outbound carload freight which is switched to or from a siding or another carrier under a regular switching charge. The charge is usually absorbed by the carrier receiving the line haul. Industries open to reciprocal switch as noted in Item 400.

ITEM 420 SWITCHING [C][I]

SWITCHING	CHARGES PER CAR (For application see Item 410)
Reciprocal Switching	\$425.00 (Note 1)
Reciprocal Switching -TIH/PIH [A]	\$1,000.00 (Note 2)
Intra-Plant Switching	\$525.00
Intra-Terminal Switching	\$525.00
	\$424.00 (Note 3)
Inter-Terminal Switching	\$452.00
Intermediate Switching	\$452.00
Requested Special Switch	\$1,575.00 (Note 4)

- Note 1: Applies on all commodities except Hazardous Commodities as provided for in Note 2.
- Note 2: Applies on Hazardous Commodities defined as TIH/PIH: Toxic Inhalation Hazard (TIH) and Poison Inhalation Hazard (PIH), as defined in AAR Circular No OT 55. The terms TIH and PIH are synonymous as they apply to this tariff.
- Note 3: Applies only on inbound shipments held on private tracks and subsequently switched to point of unloading.
- Note 4: A special switch charge of \$1,985.00 for up to a maximum of 3 cars switched will be assessed when a special switch is performed at customer's request. An additional special switch charge of \$336.00 per car will be assessed in addition to the \$1,985.00 special switch charge for each car switched in excess of 3 cars.

ITEM 430 USE OF SPECIAL EQUIPMENT IN SWITCHING MOVEMENTS [I]

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.

ORDINARY EQUIPMENT MEANS:

1. Box cars not exceeding 65 feet 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.
2. Flat cars not exceeding 65 feet 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.
3. 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.
4. Open top hopper cars not exceeding 60 feet in length, inside measurement, or having marked capacity not exceeding 180,000 pounds.
5. Cars other than ordinary equipment in Paragraphs 1 to 4, owned or leased by a shipper or consignee.

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 \$243.00 per car for use of other than ordinary equipment.

ITEM 440 SWITCHING - TURNING OF CARS TO PERMIT LOADING AT STOP-OFF POINTS OR UNLOADING AT STOP-OFF POINTS OR DESTINATION [I]

CARS TO PERMIT LOADING AT STOP-OFF POINTS OR UNLOADING AT STOP-OFF POINTS OR DESTINATION

1. 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:

NOTICE TO CARRIER

Deliver Car for loading or unloading from door or end specified by placard.

2. 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:

CHARGES

If the cars are turned at the request of the customer to facilitate loading, unloading or any other purpose, a charge of \$458.00 per car will be assessed in addition to all other applicable charges.

ITEM 450 CONSTRUCTIVE PLACEMENT SWITCH [I]

When a railcar is unable to be spotted at a Customer's facility for loading/unloading upon receipt, due to the lack of space at the Customer's receiving track, Customer's request, etc., railcar(s) will be switched to a retention track. The AM will advise Customer with a Constructive Placement notification and apply a one-time switch charge of \$182.00 per car.

The charges provided in this item are in addition to applicable demurrage charges.

While railcar(s) are held on retention tracks, A&M shall not be liable for any lading damage caused, in whole or in part, by weather, natural disasters of any kind, vandalism, terrorism, criminal or negligent acts of third parties, including but not limited to governmental actions of any kind (police, fire department, etc.).

ITEM 500 STORAGE CHARGES [I]

(See Notes 1-4, this item)

Cars stored on tracks of this railroad at the request of customer, for safety concerns or for the convenience of this railroad, will be subject to the following storage charges per car per day, or fraction of a day, computed from first day car is made available until day car is released from storage:

1. Empty private rail cars (Non-Hazardous Materials): \$ 71.00
2. Loaded private rail cars (Non-Hazardous Materials): \$140.00
3. Empty rail cars (Formerly Containing Hazardous Material): \$702.00
4. Loaded rail cars (Containing Hazardous Materials, except TIH/PIH.): \$938.00
5. Loaded rail cars (Containing TIH/PIH): \$3,510.00

(The above storage charges are in addition to all other applicable charges.)

Note 1: Hazardous Materials referred to above applies to shipments of Classes A, B or C explosives, as named in Section 172.101 Hazardous Materials Table of Tariff BOE 6000-Series, and hazardous materials, substances or wastes requiring the use of a 4-digit identification number on shipping papers, placards or panels, as named in Section 172.101 Hazardous Materials Table of Tariff BOE 6000-Series, except TIH/PIH.

Note 2: For List of Poison Inhalation Hazard (PIH) or Toxic Inhalation Hazard Chemicals (TIH) See AAR Circular No. OT-55-Series.

Note 3: The AM shall not be liable for any loss, damage or injury caused by an act of God, the public enemy, act of the Customer, a public authority, or inherent vice or nature of the goods while cars are stored/held on storage/hold tracks. AM shall not be liable for any loss, damage or injury due to Customer's negligence, improper loading or defective equipment.

In the event full liability coverage is desired, cost of such coverage will be the responsibility of the Customer.

Note 4: Customer agrees to defend, indemnify and hold harmless the AM from any loss, damage, personal injuries or death resulting from Customer's negligence, improper loading; or defects in or failure of customer's cars and equipment.

ITEM 510 SWITCHING TO AND FROM STORAGE TRACKS [I]

The AM will assess a charge of \$421.00 per car on cars moving to storage and \$421.00 per car on car moving from storage tracks.



ITEM 515 MAINTENANCE CHARGE FOR INDUSTRIAL SWITCH CONNECTIONS [I]

AM maintains industrial switch connections, defined as a switch located upon RR property for access to private sidetracks, so that customers may continue receiving service to their private sidetracks. An annual switch maintenance charge will be assessed to all customers served by A&M for maintenance of the industrial switch connections based on the annual number of loaded rail cars shipped or received by customer:

1. Annual Switch Maintenance Fee:
 - a. 0 carloads: \$2,756.00
 - b. 1-25 carloads: \$2,079.00
 - c. 26+ carloads: \$1,103.00

AM operation over any private sidetrack is further subject to customer's execution of a Sidetrack or Industry Track Agreement.

The charge will not apply where specific terms of an executed Industry Track Agreement, or any other private contract supersede.

EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS [C]

AAR - Association of American Railroads
AM - Arkansas and Missouri Railroad Company
BNSF - BNSF Railway Company
BOE - Bureau of Explosives
CFR - Code of Federal Regulations
CN - Canadian National Railways
CPKC - Canadian Pacific Kansas City (formerly KCS)
CSXT - CSX Transportation
GRW - Gary Railroad Company
IHB - Indiana Harbor Belt Railroad Company
NS - Norfolk Southern Railway Company
OPSL - Official Railroad Station List
SRY - Southern Railway of British Columbia LTD
U.S.C. - United States Code
UFC - Uniform Freight Classification
UP - Union Pacific Railroad Company
WE - Wheeling & Lake Erie Railway Company
WTNN - Western Tennessee Railroad Corp.

[A] - Addition / New
[C] - Change
[D] - Deleted
[I] - Increase, except as otherwise noted
[R] - Reduction/Decrease
[NC] - No Change
[PA] - Partial Amendment

