

SUPPLEMENT
TO
FT AM 3000-B

ARKANSAS AND MISSOURI RAILROAD COMPANY

SUPPLEMENT 8 TO FREIGHT TARIFF AM 3000-B

(Supplement 8 cancels Supplement 7)
(Supplements 6 and 8 contain all changes)

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

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: February 20, 2007

EFFECTIVE: January 1, 2006

STATIONS ON THE ARKANSAS AND MISSOURI RAILROAD COMPANY
ISSUED BY

G. Brent McCreedy, 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.)

SUPPLEMENT 8 TO FT AM 3000-B

SECTION 2			SECTION 2		
LOCAL RATES (Rates in dollars and cents per car, except as noted)			LOCAL RATES (Rates in dollars and cents per car, except as noted)		
ITEM 1084 Explanation of Zones			ITEM 1090-A COMMODITY: Lumber, Ties, etc., as described in Item 1085		
ZONE 1	ZONE 2	ZONE 3	BETWEEN:	AND:	RATE: (See Note 1)
Monett, MO Purdy, 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	AM Origins	Monett, MO	\$550.00 Per Car
ITEM 1085-A COMMODITY LIST (For Application, see Item 1090)			Note 1 - Applicable on traffic when "from beyond" or "for beyond" via BNSF, subject to AAR Accounting Rule 11. ROUTE: AM direct.		
STCC:	COMMODITY:		ITEM 1095-A COMMODITY: Scrap Iron Scrap Paper		
24 211	Lumber		BETWEEN:	AND:	RATE: (See Notes 1 & 2)
[A] 24 299	Boards, Panels or Sheets		AM Origins	Monett, MO	\$550.00 Per Car
24 391	Prefabricated Structure (Lam Beams)		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.		
24 913	Treated Lumber		ITEM 1096 COMMODITY: Beans, edible (STCC 01 341 90)		
[A] 24 991	Oriented Strand Board		FROM:	TO:	RATE: (See Notes 1 & 2)
24 112	Hewn Railroad or Mine Ties		Monett, MO	Springdale, AR	\$500.00 Per Car
24 118	Wood Mine Props or Mine Timbers		Note 1 - Applicable on traffic when "from beyond" Monett, MO via BNSF, subject to AAR Accounting Rule 11, and "for beyond" Springdale, AR via motor carrier. ROUTE: AM direct.		
24 212	Sawed Ties		COMMODITY: Metal Products (STCC 33)		
24 912	Creosoted Railroad Ties		Note - Applicable on traffic when "from beyond" or "for beyond" via BNSF, subject to AAR Accounting Rule 11.		
24 919 13	Cross Arms				
24 997	Cedar Fencing				
30 719 06	Plastic Lumber				
32 754	Gypsum Wallboard				
ITEM 1086					
BETWEEN:	AND:	RATE:			
AM Stations	Monett, MO	\$550.00 Per Car			

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SECTION 5

MISCELLANEOUS TERMINAL AND TRANSIT SERVICES

ITEM 4000
[NC]

DIVERSION OR RECONSIGNMENT

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 \$130.00 per single car and \$35.00 per car on shipments of 5 cars or more.
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 4200 apply.