



Photo by WILLIAM MARTIN

Alabama Rail Directory



Bureau of Transportation Planning and Modal Programs

June 2014

2013 Alabama Rail Directory



Prepared for
Alabama Department of Transportation
Bureau of Transportation Planning and Modal Programs

Prepared by
J. R. Wilburn and Associates, Inc.



June 2014

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* Owned by Watco Companies

^ Owned by Genesee & Wyoming, Inc.

THE RAILROADS IN ALABAMA

INTRODUCTION

The Alabama Rail Directory, a complementary document to the Alabama Rail Plan, serves to concisely highlight pertinent features of all the freight railroads currently operating in the state. Details provided for each railroad generally include, but are not limited to: miles of track, stations served, connecting railroads, major commodities and principal businesses served, annual volumes, and contact information. The previous Alabama Rail Plan and Alabama Rail Directory were completed in December 2008.

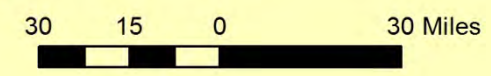
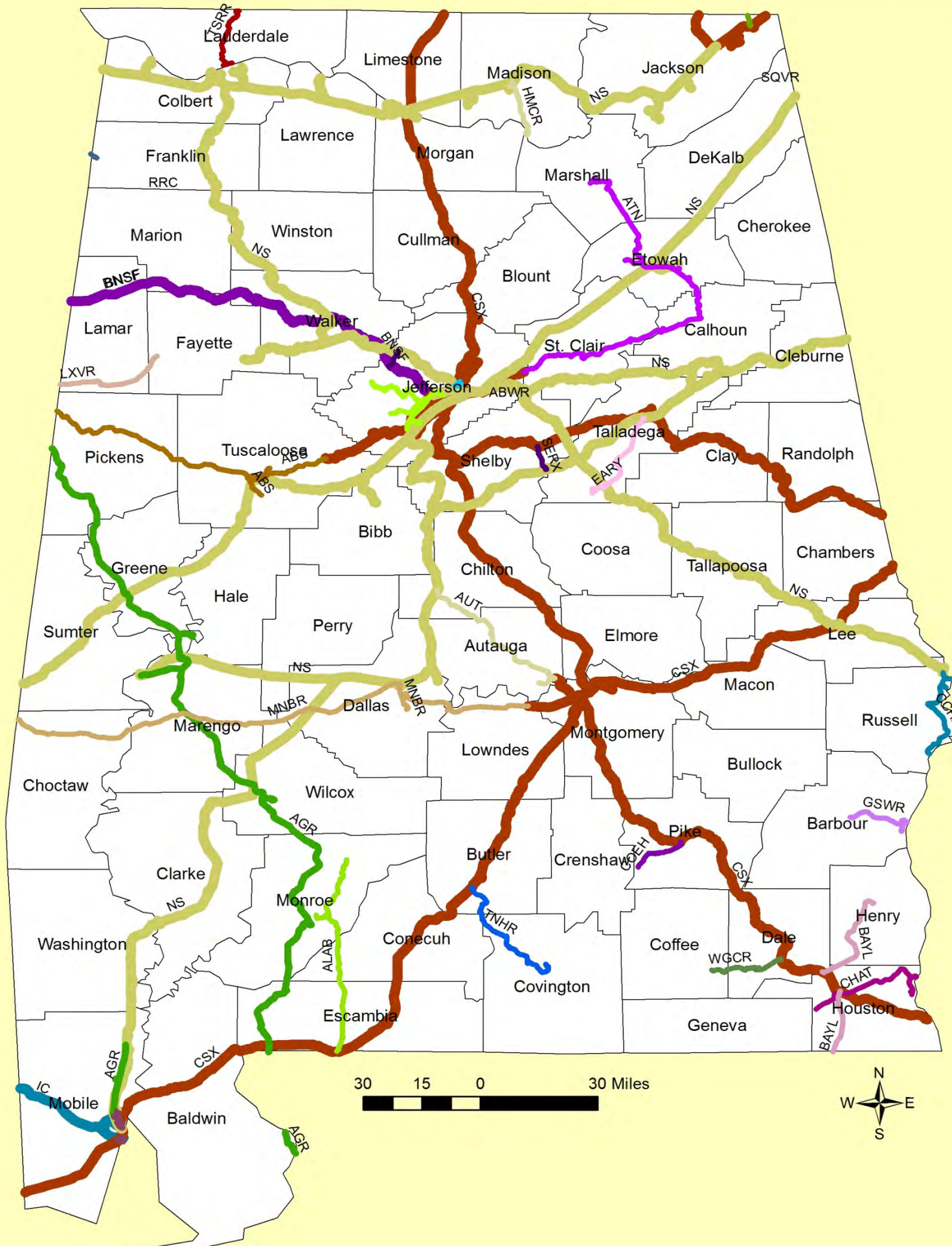
The 2008 Plan was developed in accordance with federal guidelines encompassing the statewide transportation planning process originally established by the Intermodal Transportation Efficiency Act of 1991 (ISTEA). Similar federal guidelines continued in The Transportation Equity Act for the 21st Century (TEA-21) and The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The statewide transportation planning process identified other areas of interest in these guidelines. Prior to completion of the 2008 Plan, in October 2008, federal legislation enacted the Passenger Rail Investment and Improvement Act (PRIIA). This legislation standardized the State Rail Plan format and data requirements, including an inventory of the state rail system. It also validated the need for State Rail Plans to be updated every five years.

This current Rail Plan has been completed in accordance with recent Federal Railroad Administration (FRA) guidance for the preparation and update of State Rail Plans, and other appropriate resources including 49 CFR Ch. II (266.15 – 266.16) and AASHTO's *State Rail Planning Best Practices* (2009). It will also be in compliance with MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), which was signed into law by President Obama on July 6, 2012. MAP-21 is the first highway legislation enacted since 2005. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the programs and policies established in 1991.¹

This 2013 edition of the Alabama Rail Directory includes 4 Class I (major) railroads, 1 Class II (regional) railroad, and 23 Class III (shortline/local) railroads. Since the 2008 Directory was published, some railroads have experienced changes in ownership while several Class III railroads have been added or removed from the listing. Collectively, these railroads comprise a 3,973-mile statewide system that handled over 162.4 million tons of freight that originated in, terminated in, or moved through Alabama by rail in 2011.²

¹ <http://www.fhwa.dot.gov/map21/>

² Association of American Railroads, *Freight Railroads in Alabama, Rail Fast Facts for 2011*



RAILROAD: CLASS III

- Alabama & Tennessee Railway, LLC (ATN)
- Alabama Railroad Co (ALAB)
- Alabama Southern Railroad (ABS)
- Alabama Warrior Railway (ABWR)
- Autauga Northern Railroad, LLC (AUT)
- The Bay Line Railroad, LLC (BAYL)
- Birmingham Terminal Railway (BHRR)
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- Redmont Railway Co, Inc (RRC)
- Sequatchie Valley Railroad (SQVR)
- Southern Electric Railroad Co, Inc (SERX)
- Tennessee Southern Railroad Co (TSRR)
- Terminal Railway At State Docks (TASD)
- Three Notch Railway, LLC (TNHR)
- Wiregrass Central Railway, LLC (WGCR)

RAILROAD: CLASS I

- Burlington Northern Santa Fe Ry (BNSF)
- CSX Transportation, Inc (CSX)
- Canadian National Illinois Central (CN/IC)
- Norfolk Southern Corp (NS)

RAILROAD: CLASS II

- Alabama & Gulf Coast Railroad, LLC (AGR)



Railroads in Alabama: All Classes
 Data Provided by ALDOT
 Date: November 7, 2013

CLASS I RAILROADS IN ALABAMA

BURLINGTON NORTHERN SANTA FE RAILWAY CO. (BNSF)



INTRODUCTION

Headquartered in Fort Worth, TX, Burlington Northern Santa Fe Corporation (BNSF), through its subsidiary The Burlington Northern and Santa Fe Railway Company, operates one of the largest railroad networks in North America, with 32,000 route miles covering 28 states and 2 Canadian provinces. This vast network covers the western two-thirds of the United States, stretching from major Pacific Northwest and Southern California ports to the Midwest, Southeast and Southwest, and from the Gulf of Mexico to Canada. Alabama is BNSF's easternmost terminal.

The state of Alabama serves as a vital link between East and West Coast rail traffic along BNSF's Southeast TransCon Corridor. In Alabama, BNSF operates 115 miles of track from the western state border near Sulligent, AL in Lamar County to its multimodal yard in Birmingham. This facility is the main hub used for crew changes on BNSF and CSXT trains headed from Atlanta to Los Angeles. BNSF has two major facilities located in Birmingham, which are part of the Springfield Division, Birmingham Subdivision. Seven BNSF shortline partners operate in Alabama. Operations in Alabama export steel pipe, wood pulp, and automobiles to points all over the United States. BNSF also imports over 185,000 carloads of Powder River Basin coal from Wyoming, lumber from the Northwest, and other consumer products into Alabama annually.



Source: BNSF

HISTORY

While its predecessors number more than 330 and date back as early as 1849, Burlington Northern Railroad (BN) was created on March 2, 1970, by the merger of four primary railroads: Chicago, Burlington & Quincy Railroad Co. (CB&Q); Northern Pacific Railway Co. (NP); Great Northern Railway Co. (GN); and Spokane, Portland and Seattle Railway Co. (SP&S). Later, in 1980, the St. Louis-San Francisco Railway Co. (Frisco) was acquired and merged into BN. Each of BN's predecessor railroads played an important role in developing the American west and each has its own rich heritage.

Unlike BN, the Atchison, Topeka and Santa Fe Railway name remained virtually intact since 1863, with only a minor change from "railroad" to "railway" in December 1895. The ATSF owes its beginnings to Cyrus Kurtz Holliday, a transplanted Pennsylvanian born in 1826. Santa Fe's heritage is rich with people and milestones that would be the envy of most

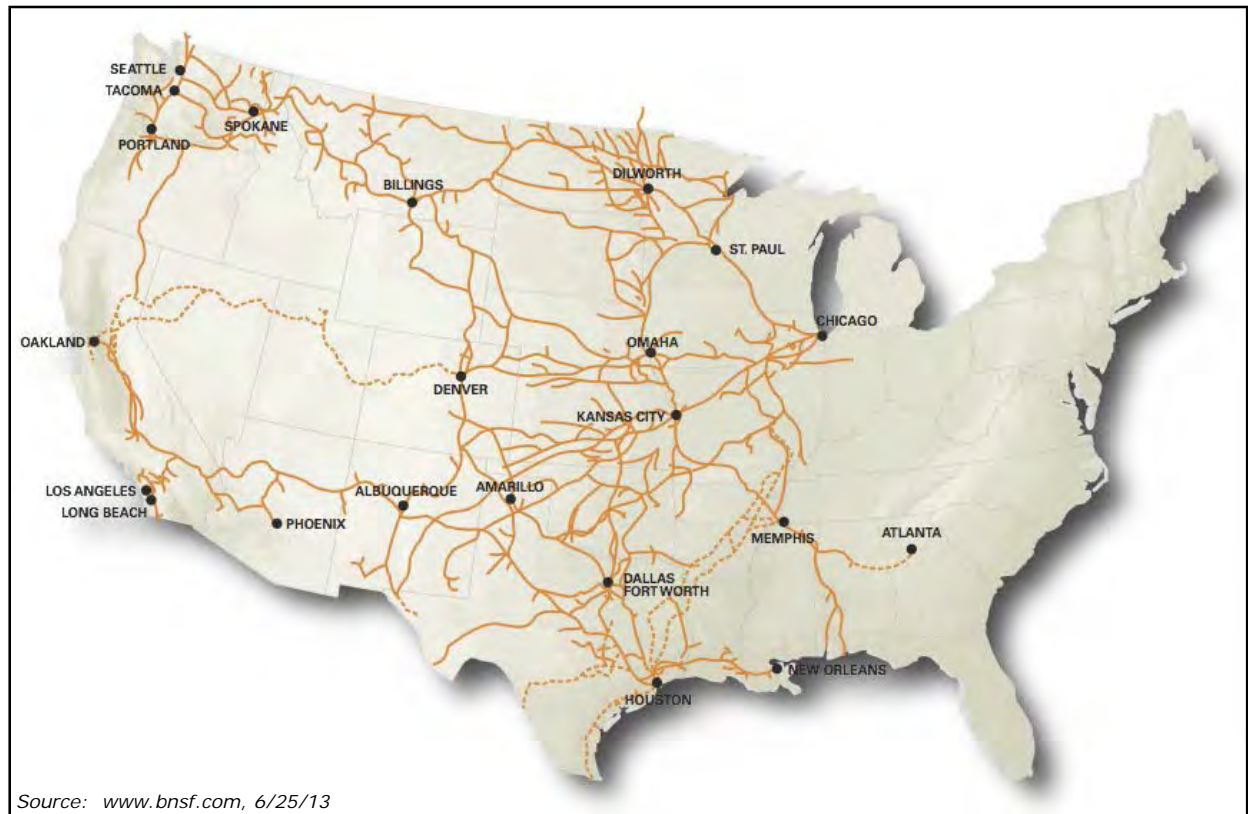
American corporations. It helped introduce hard red winter wheat to the Midwest, transporting the wheat itself and the eastern European immigrants who chose to settle in and farm this rich grain-producing region. Santa Fe passenger service (which continued until 1971, when Amtrak took passenger service over from most railroads) set the standard for luxury and attention to detail, with famed trains like the California Limited, the Super Chief, the El Capitan, and the Valley Flyer.

BNSF was created on September 22, 1995, from the merger of Burlington Northern Inc. (parent company of Burlington Northern Railroad) and Santa Fe Pacific Corporation (parent company of the Atchison, Topeka and Santa Fe Railway).



Source: BNSF

BNSF Network Map



Source: www.bnsf.com, 6/25/13

FUTURE IMPROVEMENTS³

Common Ground in Rail and Freight Planning

BNSF privately funds the vast majority of its own rail infrastructure projects without public involvement. Like its operations, BNSF's capital project investments focus on maximizing safety, service and deliverability while minimizing risk. These projects are usually targeted eliminations of capacity and performance choke points along the line of road, within terminal areas, or at connections between links in the network, and may consist of second or third main tracks, sidings and siding extensions, new connection tracks, additional and lengthened yard and staging tracks, or speed or tonnage capacity improvements in existing lines.⁴

The outlook for these investments is responsive to the overall market for rail transportation across various commodities, and thus difficult to predict as far in advance as public agencies are used to planning their own projects. BNSF updates its capital plan continuously throughout the year, moving projects in and out as traffic and business factors dictate, with a major refresh annually. In many cases, the outlook only a couple of years in the future can change dramatically from year to year.

Despite these challenges, there are some common areas in which BNSF can collaborate with the public sector to achieve our respective goals. In some cases there may not be an area of common interest or even accommodation, but the further in advance BNSF is brought into the process, the more likely it is that BNSF and the public can find solutions together.

Public Projects – Wherever roadway, utility, redevelopment or other public infrastructure projects cross, parallel, or otherwise impact BNSF lines, BNSF encourages public agencies to approach BNSF early to identify opportunities for collaboration. In some cases, mutual cooperation can improve the current and future efficiency of both the public and private infrastructure affected.

Key focus areas:

- Railroad line and yard relocations
- Urban redevelopment around railroad rights of way
- Coordinate railroad and public construction projects occurring in the same area

Grade Crossings – As volumes increase on both roadways and rail lines, consolidation, elimination, and separation of at-grade road/rail crossings will bring the highest level of performance to both transportation networks.

Key focus areas:

- Reduce train and vehicle conflicts at road and rail crossings.
- Improve mobility for people and freight on both networks
- Reduce impacts of rail freight on communities
- Sealed urban rail corridors

³ Information in this section provided directly by BNSF, 5/12/2014

⁴ In addition to capacity expansion, BNSF continually invests in renewing and replacing existing track and structures, including surfacing, tie and rail replacement, and complete track renewal. These maintenance capital investments are planned separately from expansion, not usually of any interest in long-term public planning, and thus not considered herein.

Economic Development - Increase opportunities for expansion of existing and siting of new rail served customer facilities. Improve collaboration between public and private partners to develop and invest in supporting infrastructure (including road, highway access, and utilities) and land use planning.

Key focus areas:

- Preserve zoning locations for rail industrial site development and customer facilities
- Identify locations for rail served sites
- Provide advanced site preparation for rail access
- Develop both publicly and privately owned multimodal industrial parks

Multimodal Facilities and Connectivity – Freight rail transportation provides a cost-effective and efficient alternative to long-haul trucking, conserving fuel, decreasing emissions, and improving highway congestion, safety, and maintenance. Rail intermodal facilities gather and distribute dense volumes of freight to a central location in major population centers, providing frequent service in unit train volumes. Various types of multimodal facilities promote economic growth and truck diversion through improved freight mobility.

Key focus areas:

- Promote the benefits of converting long-haul highway freight to rail intermodal, and identify opportunities to eliminate barriers to converting those over the road shipments to rail
- Ensure intermodal connectors⁵ and collectors⁶ have the necessary capacity for shippers to access intermodal facilities, while minimizing impacts on the public
- Promote rail served truck rail transloads and other truck to rail facilities
- Improve rail connectivity to inland and water ports and major industrial centers

Regional and National Freight Corridors – Rail networks are a strategic link in the supply chain that connects ports, rail, and highway in a cost-effective, fuel efficient and environmentally-sound way of moving freight. Freight tends to move across state lines and not just within cities. Corridor planning provides a framework to tie together plans across states, make significant changes in freight mobility, and provide a national perspective to promote otherwise local projects at the federal level.

Key focus areas:

- Collaborate on freight planning using coalitions of public and private freight stakeholders
- Participate in regional and multistate freight planning reports, commissions, and boards
- Coordinate on mutually beneficial joint rail and road projects

⁵ Intermodal connectors are local, county or city surface streets that connect rail intermodal terminals to highways and interstates.

⁶ Intermodal collectors are the highways and interstates in a metropolitan that are most heavily used by drayage trucks.

Capital Maintenance and Expansion

Over the past three years, BNSF has invested more than \$40 million in Alabama for capacity expansion and maintenance. BNSF will make targeted investments in line capacity to support consistent medium growth levels. Forecasted intermodal growth rates may be higher in the Southeast region. The rate of growth will drive the need for line investment to ensure speed, velocity, and reliability. BNSF will continue to invest in its terminals to ensure optimum throughput and efficiency.

BNSF is considering the possibility of extending sidings along our Birmingham subdivision over the next several years. This does not constitute an exhaustive list of potential BNSF projects. BNSF updates its network outlook throughout the year, with a major refresh annually. This information is speculative, and subject to change. Unless otherwise noted, all projects are independent and provide their own utility.

Potential Areas for Rail Development

BNSF will continue to work with communities and partner agencies to focus on optimizing intermodal connectors around our core facilities; to determine opportunities for grade crossing improvement projects including closures and separations; and to collaborate on projects that foster economic development. Listed below are some specific areas of focus for the state of Alabama.

- *Identifying and developing greenfield sites with rail access in the northeastern portion of the state.* There is a need for additional greenfield sites with good interstate and rail access for economic development opportunities.
- *Completing 286k access to the Port of Mobile.* BNSF is currently upgrading our Amory Subdivision from Amory, MS to Columbus, MS that connects to the AGR Railroad. We encourage the State of Alabama to work with the AGR Railroad to upgrade the remainder of their line all the way to the Port of Mobile. 286,000 pound rail car access to the Port of Mobile is a key element for growing rail freight and offers the potential to site rail served facilities that connect Alabama to major US markets served by BNSF.
- *Constructing of a new wye connection between BNSF and Birmingham Terminal Railroad at BNSF's Thomas yard.* Constructing a new connection would allow greater throughput capacity and would help to alleviate vehicle traffic delays.

ALABAMA QUICK FACTS

State(s) of Operation

- 28 states and 2 Canadian provinces

Miles of Track

- 115 miles owned in AL
- 185 miles of trackage rights in AL

Stations Served (west to east)

- Sulligent
- Beaverton
- Guin
- Winfield
- Glen Allen
- Eldridge
- Carbon Hill
- Townley
- Clifton
- Jasper
- Alma
- Cordova
- Benoit
- North Quinton
- South Quinton
- Palos
- Adamsville
- Oakwood
- Birmingham

Connecting Railroads

- CSXT
- IC
- NS
- AGR (Armory, MS)
- ABWR (North Birmingham)
- BHRR (Birmingham)
- CGR (Mobile)
- LXVR (Columbus, MS)
- MNBR (Linden)
- TASD (Mobile)

Major Commodities

- Coal (100,599 carloads)
- Consumer Products (10,345 carloads)
- Industrial Products (38,090 carloads)
- Agricultural Products (8,903 carloads)

Principal Businesses Served

- N/A

Annual Volumes

- Originated in AL: 48,135 carloads
- Within AL: 344,206 carloads
- Terminated in AL: 157,937 carloads

Equipment/Facilities/Capacities

- Rail Yard: Birmingham
- Intermodal Hub Center: Birmingham

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RAILROAD: CLASS III

- Alabama & Tennessee Railway, LLC (ATN)
- Alabama Railroad Co (ALAB)
- Alabama Southern Railroad (ABS)
- Alabama Warrior Railway (ABWR)
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- CSX Transportation, Inc (CSX)
- Canadian National Illinois Central (CN/IC)
- Norfolk Southern Corp (NS)

RAILROAD: CLASS II

- Alabama & Gulf Coast Railroad, LLC (AGR)



BNSF and Its Connecting Railroads in Alabama
 Data Provided by ALDOT
 Date: November 7, 2013

CANADIAN NATIONAL ILLINOIS CENTRAL (CN/IC)



INTRODUCTION

The CN/IC track extends 27 miles into Alabama, terminating at the Port of Mobile. This line provides access northward through Jackson, MS to Chicago, IL, where it joins the rest of the CN network. CN operates the only transcontinental network in North America, consisting of over 21,000 miles of track. The U.S. network comprises 6,400 route miles in 16 states, connecting the Canadian network to the U.S. Midwest (including Chicago) down to the Gulf of Mexico and the ports of Mobile and New Orleans. It is the only railroad that crosses the continent east-west and north-south, serving ports on the Atlantic, Pacific and Gulf coasts while linking customers to all three NAFTA nations. The company offers access to Mexico and the U.S. Southwest through a marketing alliance with the Kansas City Southern Railway Company, with which it interconnects in Jackson, MS.



Source: www.cn.ca, 6/25/13

CN Network Map



Source: www.cn.ca, 6/25/13

HISTORY

Canada's first railway, the Champlain and St. Lawrence Railroad, began operation in 1836, followed in 1852 by the Grand Trunk Railway. A number of acquisitions occurred over the following years until, in 1919, Canadian National Railway Company was created. Rapidly growing and acquiring other, smaller rail lines through the decades, CN (as it became known) became the largest railroad in Canada. CN was privatized in 1995, and then integrated with Illinois Central in 1999.

ALABAMA QUICK FACTS

State(s) of Operation

- Alabama
- Illinois
- Indiana
- Iowa
- Kentucky
- Louisiana
- Michigan
- Minnesota
- Mississippi
- Missouri
- Nebraska
- New York
- Ohio
- Pennsylvania
- Tennessee
- Wisconsin

Miles of Track

- 27 miles in AL

Stations Served (west to east)

- Hattiesburg, MS
- Lucedale, MS
- Wilmer
- Semmes
- Orchard
- Belt Junction
- Bay Shore Junction
- Prichard
- Mobile
- Brookley

Connecting Railroads

- BNSF
- CSXT
- NS
- AGR (Mobile)
- CGR (Mobile)
- T ASD (Mobile)

Major Commodities

- N/A

Principal Businesses Served

- N/A

Annual Volumes

- N/A

Equipment/Facilities/Capacities

- N/A

CONTACT INFORMATION

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RAILROAD: CLASS III

- Alabama & Tennessee Railway, LLC (ATN)
- Alabama Railroad Co (ALAB)
- Alabama Southern Railroad (ABS)
- Alabama Warrior Railway (ABWR)
- Autauga Northern Railroad, LLC (AUT)
- The Bay Line Railroad, LLC (BAYL)
- Birmingham Terminal Railway (BHRR)
- Central Gulf Railway, Inc (CGR)
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- Eastern Alabama Railway, LLC (EARY)
- Georgia Southwestern Railroad, Inc (GSWR)
- Huntsville & Madison Co RR Auth (HMCR)
- Luxapalila Valley Railroad, Inc (LXVR)
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- Sequatchie Valley Railroad (SQVR)
- Southern Electric Railroad Co, Inc (SERX)
- Tennessee Southern Railroad Co (TSRR)
- Terminal Railway At State Docks (TASD)
- Three Notch Railway, LLC (TNHR)
- Wiregrass Central Railway, LLC (WGCR)

RAILROAD: CLASS I

- Burlington Northern Santa Fe Ry (BNSF)
- CSX Transportation, Inc (CSX)
- Canadian National Illinois Central (CN/IC)
- Norfolk Southern Corp (NS)

RAILROAD: CLASS II

- Alabama & Gulf Coast Railroad, LLC (AGR)



CN/IC and Its Connecting Railroads in Alabama
 Data Provided by ALDOT
 Date: November 7, 2013

CSX TRANSPORTATION, INC. (CSXT)



INTRODUCTION

CSX, based in Jacksonville, FL, provides rail, intermodal and rail-to-truck transload services and solutions to customers across a broad array of markets, including energy, industrial, construction, agricultural, and consumer products. For more than 185 years, CSX has played a critical role in the nation's economic expansion and industrial development. Its principal operating company, CSX Transportation Inc., operates the largest railroad in the eastern United States with a 21,000-mile rail network linking commercial markets in 23 states, the District of Columbia, and two Canadian provinces. Its network connects every major metropolitan area in the eastern United States, where nearly two-thirds of the nation's population resides. It also links more than 240 shortline railroads and more than 70 ocean, river and lake ports with major population centers and small farming towns alike. Additionally, Amtrak operates approximately 64 trains per day over 34 percent of CSXT's railroad in every state except Tennessee, New Jersey and Delaware. CSXT operates an average of 1,350 trains per day, transporting an average of 20,000 carloads per day and more than 6 million carloads of products and raw materials a year.



Source: CSX

CSXT Network Map



Source: www.csx.com, 6/25/13

HISTORY

CSX Corporation was formed in 1980 with the merging of Chessie System Inc. and Seaboard Coastline Industries, Inc. In 1986, CSX merged its rail operations subsidiary into CSX Transportation, Inc. Finally, in 1987, the Baltimore & Ohio (B&O) and Chesapeake & Ohio (C&O) railroads were merged into CSXT. When the acquisition of assets of the Consolidated Rail Corporation (Conrail) was completed in June 1999, CSXT had added nearly 3,800 miles to its system, making it the largest railroad in the eastern US.

ALABAMA QUICK FACTS

State(s) Served

- Alabama
- Connecticut
- Delaware
- Florida
- Georgia
- Illinois
- Indiana
- Kentucky
- Louisiana
- Maryland
- Massachusetts
- Michigan
- Mississippi
- New Jersey
- New York
- North Carolina
- Ohio
- Pennsylvania
- South Carolina
- Tennessee
- Virginia
- Washington, DC
- West Virginia
- Ontario, Canada
- Quebec, Canada

Stations Served

- Over 290 stations in AL

Connecting Railroads

- BNSF
- IC
- NS
- AGR (Mobile, Linden, Hybart; Cantonment, FL)
- ABS (Brookwood)
- ABWR (North Birmingham)
- ALAB (Flomaton)
- ATN (Birmingham)
- BAYL (Dothan; Cottondale, FL)
- BHRR (Bessemer, Woodward, Ensley)
- CGR (Mobile)
- CHAT (Dothan)
- COEH (Troy)
- EARY (Talladega)
- GSWR (Bainbridge, GA)
- MNBR (Montgomery)
- SQVR (Bridgeport)
- TASD (Mobile)
- TNHR (Georgiana)
- TSRR (Natco, TN)
- WGCR (Waterford)

Miles of Track*

- 21,000 miles (1,400 in AL)
*Includes single main track, other main track, yard tracks and sidings as of December 31, 2011

Major Commodities (in AL)

- Coal
- Aggregates
- Feed grain
- Packaging paper
- Passenger cars

Principal Businesses Served

- N/A

Annual Volumes (in AL, 2012)

- ~1,500,000 carloads

Equipment/Facilities/Capacities

- Fleet of more than 4,000 locomotives and 70,000 freight cars
- Major rail yards in Birmingham (Boyles), Mobile and Montgomery
- Intermodal terminal in Mobile
- Central Alabama Intermodal Container Transfer Facility in Bessemer
- TRANSFLO terminals in Birmingham and Montgomery
- Automotive distribution center in Birmingham

CONTACT INFORMATION

Shelby Stevenson

Project Manager, Public Projects

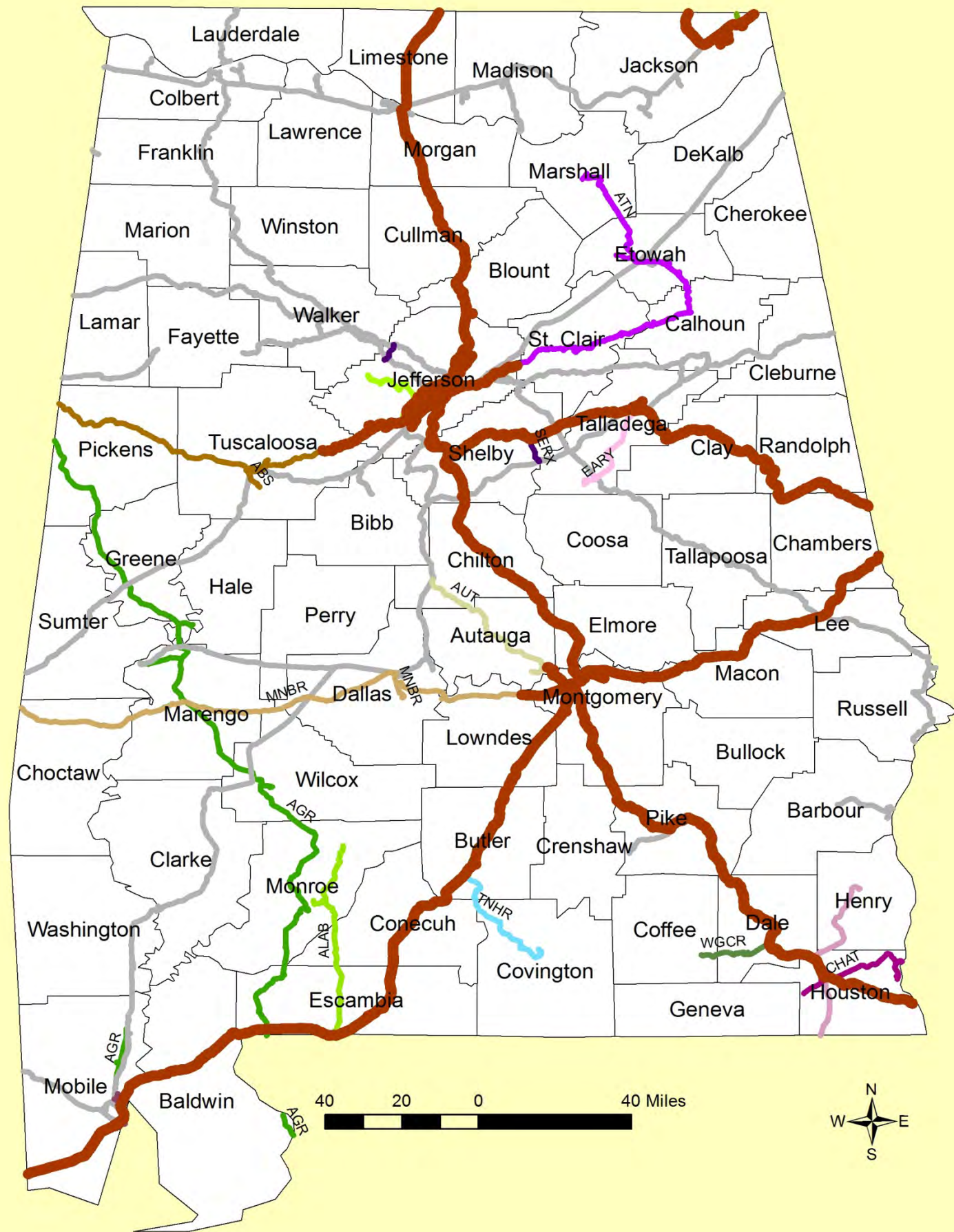
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RAILROAD: CLASS III

- Alabama & Tennessee Railway, LLC (ATN)
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- Alabama Warrior Railway (ABWR)
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- Canadian National Illinois Central (CN/IC)
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- Alabama & Gulf Coast Railroad, LLC (AGR)



CSX and Its Connecting Railroads in Alabama
 Data Provided by ALDOT
 Date: November 7, 2013

NORFOLK SOUTHERN CORPORATION (NS)



INTRODUCTION

Norfolk Southern is a Virginia-based holding company with headquarters in Norfolk, VA. Its Norfolk Southern Railway (NS) subsidiary operates approximately 20,000 route miles in 22 states and the District of Columbia, serves every major container port in the eastern United States, and provides efficient connections to other rail carriers. Norfolk Southern operates the most extensive intermodal network in the East and is a major transporter of coal and industrial products.



Source: www.nscorp.com, 6/25/13

NS System Map



Source: www.nscorp.com, 6/25/13

2013 Alabama Rail Directory

Alabama Department of Transportation

Norfolk Southern subsidiaries in Alabama include Alabama Great Southern Railroad Company (AGS), Central of Georgia Railroad Company (CGA), and Norfolk Southern Railway Company (NS). It has 1,330 route miles and serves 40 stations in Alabama. Through and local freight train service in Alabama, including bulk unit trains, include: Birmingham-Atlanta (30+ trains/day); Meridian-Birmingham (30+ trains/day); Memphis-Sheffield (20+ trains/day); Sheffield-Chattanooga (20+ trains/day); Sheffield-Birmingham (10+ trains/day); and Birmingham-Chattanooga (10+ trains/day).

Map of NS Subsidiaries in Alabama



NORFOLK SOUTHERN
SUBSIDRR
— AGS
— CGA
— NS

Norfolk Southern has two intermodal terminal sites in Alabama. Birmingham Regional Intermodal Facility is part of Norfolk Southern's multistate Crescent Corridor initiative to establish an efficient, high-capacity, intermodal freight rail route between the Gulf Coast and the Northeast. The \$97.5 million facility had 10,000+ lifts in 2012. Estimated annual shipping and logistics savings for Alabama businesses equal \$55.1 million. Huntsville's International Intermodal Center, operated by the Huntsville-Madison County Airport Authority, serves as an inland port of entry for international cargo. The site consists of two 45-ton gantry cranes, 2 yard locomotives, and 6 miles of track on the 45-acre site in which NS provides rail service. It had 25,000+ lifts in 2012.

Norfolk Southern serves numerous auto distribution terminals, auto mixing centers, and Just-In-Time rail centers on our network, including nearly every automotive company operating in the US. As of 2011, Norfolk Southern served 26 automotive assembly plants, 13 of which have been built along our lines since 1986. In Alabama, Norfolk Southern serves the Mercedes-Benz assembly plant in Vance and the Honda plant in Lincoln.



Source: www.nscorp.com, 6/25/13

HISTORY

Norfolk Southern was formed June 1, 1982, with the consolidation of Norfolk and Western Railway and Southern Railway. In 1998, Norfolk Southern (in partnership with CSXT) received permission from the Surface Transportation Board to operate the routes and assets of Conrail, growing the railroad's network by some 7,200 miles and expanding its reach into the Northeast.

Norfolk and Western Railway is the product of more than 200 railroad mergers spanning a century and a half. The first line began in 1838 and extended nine miles from Petersburg, VA to City Point, VA. In 1881, E.W. Clark and Co., a private banking firm in Philadelphia, purchased the Atlantic, Mississippi & Ohio Railroad (AM&O) and renamed it Norfolk and Western Railroad.

Southern Railway is the product of nearly 150 predecessor lines that were combined, re-organized and recombined since the 1830s. The nine-mile South Carolina Canal & Rail Road Co., Southern's earliest predecessor line, was chartered in December 1827 and ran the nation's first regularly scheduled passenger train. Southern Railway, as it came into existence in 1894 was a combination of the Richmond & Danville System and the East Tennessee, Virginia & Georgia Railroad. The company owned two-thirds of the 4,400 miles of line it operated, and the rest was held through leases, operating agreements and stock ownership.

Conrail traces its history back to the Granite Railway Company in Quincy, MA, the first commercial railroad in America. In the 1960's and 1970's competition from trucks, shifts in the economy and the effects of a regulated rail industry caused all of the railroads in the Northeast to go bankrupt. In 1976, Congress stepped in to create Consolidated Rail Corporation (Conrail) out of the remains of the railroads that had gone bankrupt. By 1981, the company had the first profitable year in its history. In 1987, the company had its first

public offering, which set a record at the time, and in 1997 Norfolk Southern and CSXT filed a joint application with the Surface Transportation Board to operate Conrail's routes. This joint venture became active in 1998.

Norfolk Southern abandonments in Alabama since 2008 include:

- Attalla to Gadsden, 4.25 miles (Case to be filed with STB in January 2013)
- Anniston, 2.16 miles (Case to be filed with STB in January 2013)

ALABAMA QUICK FACTS

State(s) of Operation

- 22 states and the District of Columbia

Miles of Track

- 1,304 miles in AL

Stations Served

- Over 40 stations in AL

Connecting Railroads

- BNSF
- CSXT
- IC
- AGR (Boligee, Kimbrough, Demopolis, Mobile)
- ABS (Tuscaloosa)
- ABWR (North Birmingham)
- ATN (Alabama City)
- AUT (Maplesville)
- BAYL (Dothan, via CHAT to Hilton, GA)
- BHRR (Ensley; Bessemer)
- CGR (Mobile, via T ASD)
- CHAT (Hilton, GA)
- CCHA (Columbus, GA)
- EARY (Sylacauga)
- GSWR (Albany, GA; Columbus, GA; Americus, GA)
- HMCR (Hunstville)
- LXVR (Columbus, MS, via AGR from Boligee)
- MNBR (Selma; Meridian, MS)
- RRC (Corinth, MS)
- T ASD (Mobile)

Major Commodities

- Coal
- Industrial products
- Auto distribution terminals and mixing centers

Principal Businesses Served

Automobile Plants

- Mercedes-Benz plant (Vance)
- Honda plant (Lincoln)

Paper Mills

- MeadWestvaco (Mahrt)
- RockTenn (Stevenson, Demopolis)
- International Paper (Selma)

Chemicals

- BASF (Decatur)
- Olin (McIntosh)

Metals & Construction

- Thyssen Krupp (Calvert)
- SSAB (Lemoyne)
- ACIPCO (Birmingham)
- Nucor (Birmingham, Decatur)
- Martin Marietta (several locations)
- Vulcan Materials (several locations)

Annual Volumes

- Net Tonnage Originating or Terminating in AL by Commodity Group (2012)
 - Agriculture/Government/ Consumer Products ≥ 5,000,000
 - Metals & Construction ≥ 20,000,000
 - Paper, Clay & Forest ≥ 5,000,000
 - Chemicals ≥ 15,000,000
 - Automotive ≥ 500,000
 - Coal & Coal Products ≥ 20,000,000
- Intrastate Net Tonnage in Alabama (2012) ≥ 5,000,000

Equipment/Facilities/Capacities

- Intermodal Terminal Sites in AL: Birmingham Regional Intermodal Facility; Huntsville International Intermodal Center
- Major Rail Classification Yards in AL: Birmingham, Sheffield

CONTACT INFORMATION

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RAILROAD: CLASS III

- Alabama & Tennessee Railway, LLC (ATN)
- Alabama Railroad Co (ALAB)
- Alabama Southern Railroad (ABS)
- Alabama Warrior Railway (ABWR)
- Autauga Northern Railroad, LLC (AUT)
- The Bay Line Railroad, LLC (BAYL)
- Birmingham Terminal Railway (BHRR)
- Central Gulf Railway, Inc (CGR)
- Chattahoochee Bay Railroad, Inc (CHAT)
- Columbus & Chattahoochee Railroad, Inc. (CCHA)
- Conecuh Valley Railroad, LLC (COEH)
- Eastern Alabama Railway, LLC (EARY)
- Georgia Southwestern Railroad, Inc (GSWR)
- Huntsville & Madison Co RR Auth (HMCR)
- Luxapalila Valley Railroad, Inc (LXVR)
- Meridian & Bigbee Railroad, LLC (MNBR)
- Redmont Railway Co, Inc (RRC)
- Sequatchie Valley Railroad (SQVR)
- Southern Electric Railroad Co, Inc (SERX)
- Tennessee Southern Railroad Co (TSRR)
- Terminal Railway At State Docks (TASD)
- Three Notch Railway, LLC (TNHR)
- Wiregrass Central Railway, LLC (WGCR)

RAILROAD: CLASS I

- Burlington Northern Santa Fe Ry (BNSF)
- CSX Transportation, Inc (CSX)
- Canadian National Illinois Central (CN/IC)
- Norfolk Southern Corp (NS)

RAILROAD: CLASS II

- Alabama and Gulf Coast Railroad, LLC (AGR)



NS and Its Connecting Railroads in Alabama
 Data Provided by ALDOT
 Date: November 7, 2013

CLASS II (REGIONAL) RAILROADS IN ALABAMA

ALABAMA & GULF COAST RAILWAY, LLC (AGR)



INTRODUCTION

Alabama and Gulf Coast Railway (AGR) is Alabama's only Class II Regional railroad. It operates over 348 miles of owned and leased tracks from the Pensacola, FL export terminals north to Columbus, MS and from Mobile north to Kimbrough. Major commodities that travel over the AGR include coal, iron and steel, chemicals, scrap iron, pulp and paper, and limestone. Volumes on the AGR are over 61,000 carloads per year.

HISTORY

AGR, originally owned by StatesRail, acquired the rail line headed north out of Pensacola, FL to Kimbrough, AL from BNSF and began operations in September 1997. In 1998, the AGR extended its line past Kimbrough to Columbus, MS and purchased another piece of track from Mobile to Axis from BNSF. AGR was later acquired by RailAmerica, which leased/purchased track and trackage rights northward to Amory, MS from BNSF, thereby adding five new interchanges with Class I rail lines to its system. AGR provided access from the ports at Mobile, AL and Pensacola, FL to Kimbrough, AL, from which it headed through Columbus to Amory, MS, where it met the BNSF mainline and trains carrying coal from the Powder River Basin in Wyoming.

ALABAMA QUICK FACTS

State(s) of Operation

- Alabama
- Florida
- Mississippi

Miles of Track

- 348 miles (245 miles in AL)

Stations Served (north to south)

- Boligee
- Demopolis
- Linden
- Kimbrough
- Hybart
- Mobile

Connecting Railroads

- BNSF (Armory, MS)
- CSXT (Mobile; Cantonment, FL)
- IC (Mobile)
- KCS (Columbus, MS)
- NS (Boligee, Kimbrough, Demopolis, Mobile)
- LXVR (Columbus, MS)
- MNBR (Linden)
- T ASD (Mobile)
- CAGY/GRTA (Columbus, MS)

Major Commodities

- Coal
- Iron and steel
- Chemicals
- Scrap iron
- Pulp and paper
- Limestone
- Crude oil

Principal Businesses Served

- Alabama River Pulp Company, Inc.
- International Paper Corporation
- Weyerhaeuser
- Thyssen-Krupp
- Armstrong Industries
- Eka Chemicals
- Geo Specialty Chemicals
- Georgia-Pacific
- Linden Lumber
- Occidental Chemical
- Reichhold
- Rock-Tenn
- Roy O Martin
- Tronox

Annual Volumes

- 61,000 carloads

Equipment/Facilities/Capacities

- N/A

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RAILROAD: CLASS III

- Alabama & Tennessee Railway, LLC (ATN)
- Alabama Railroad Co (ALAB)
- Alabama Southern Railroad (ABS)
- Alabama Warrior Railway (ABWR)
- Autauga Northern Railroad, LLC (AUT)
- The Bay Line Railroad, LLC (BAYL)
- Birmingham Terminal Railway (BHRR)
- Central Gulf Railway, Inc (CGR)
- Chattahoochee Bay Railroad, Inc (CHAT)
- Columbus & Chattahoochee Railroad, Inc. (CCHA)
- Conecuh Valley Railway, LLC (COEH)
- Eastern Alabama Railway, LLC (EARY)
- Georgia Southwestern Railroad, Inc (GSWR)
- Huntsville & Madison Co RR Auth (HMCR)
- Luxapalila Valley Railroad, Inc (LXVR)
- Meridian & Bigbee Railroad, LLC (MNBR)
- Redmont Railway Co, Inc (RRC)
- Sequatchie Valley Railroad (SQVR)
- Southern Electric Railroad Co, Inc (SERX)
- Tennessee Southern Railroad Co (TSRR)
- Terminal Railway At State Docks (TASD)
- Three Notch Railway, LLC (TNHR)
- Wiregrass Central Railway, LLC (WGCR)

RAILROAD: CLASS I

- Burlington Northern Santa Fe Ry (BNSF)
- CSX Transportation, Inc (CSX)
- Canadian National Illinois Central (CN/IC)
- Norfolk Southern Corp (NS)

RAILROAD: CLASS II

- Alabama & Gulf Coast Railroad, LLC (AGR)



AGR and Its Connecting Railroads in Alabama
 Data Provided by ALDOT
 Date: November 7, 2013

**CLASS III
(SHORTLINE/LOCAL)
RAILROADS IN
ALABAMA**

ALABAMA & TENNESSEE RIVER RAILWAY, LLC (ATN)



INTRODUCTION

The Alabama & Tennessee River Railway, LLC (ATN) operates over 120 miles of track extending from Birmingham to the rail barge terminal at the Port of Guntersville. Headquartered in Gadsden, the ATN has a very diverse traffic base, including food, corn and soybean products, wood products, metals and scrap, industrial chemicals, and cement.

The rail line serves over 40 customers including National Cement, Progress Rail Services, Tyson Foods, SMI Steel, Georgia-Pacific, Goodyear Tire and Rubber, Cargill, Praxair, Regional Recycling, and Bowater Lumber. ATN interchanges with CSXT at Boyles Yard in Birmingham, and with NS at Alabama City.

HISTORY

ATN is owned by Denver-based OmniTRAX, which manages 16 regional and shortline railroads serving 10 US states and 3 Canadian provinces. Started in December 2004, ATN runs on track leased from CSXT. The route is a combination of three former lines, all of which came under ownership of CSXT: the Seaboard Air Line Atlanta (SAL), the Louisville & Nashville Railroad (L&N), and the Nashville, Chattanooga and St. Louis Railway.

ALABAMA QUICK FACTS

State(s) of Operation

- Alabama

Miles of Track

- 122 miles

Stations Served (north to south)

- Guntersville
- Albertville
- Boaz
- Ivalee
- Attalla
- Alabama City
- Gadsden
- Gairo
- Wellington
- Ohatchee
- Ragland
- Wattsville
- Sanie

- Woodlawn

- Birmingham

- Boyles Yard

Connecting Railroads

- CSXT (Birmingham/Boyles Yard)

- KCS (Birmingham, via ABS and CSXT)

- NS (Alabama City)

Major Commodities

- Food

- Corn and soybean products

- Wood products

- Metals and scrap

- Industrial chemicals

- Cement

Principal Businesses Served

- Tyson Foods (Ivalee)
- Progress Rail Services (Albertville)
- National Cement (Ragland)
- CMC Steel (Birmingham)
- Kinder Morgan (Guntersville)
- Americold
- Bakery Feeds
- Cargill
- Goodyear Tire and Rubber
- Schnitzer Southeast

Equipment/Facilities/Capacities

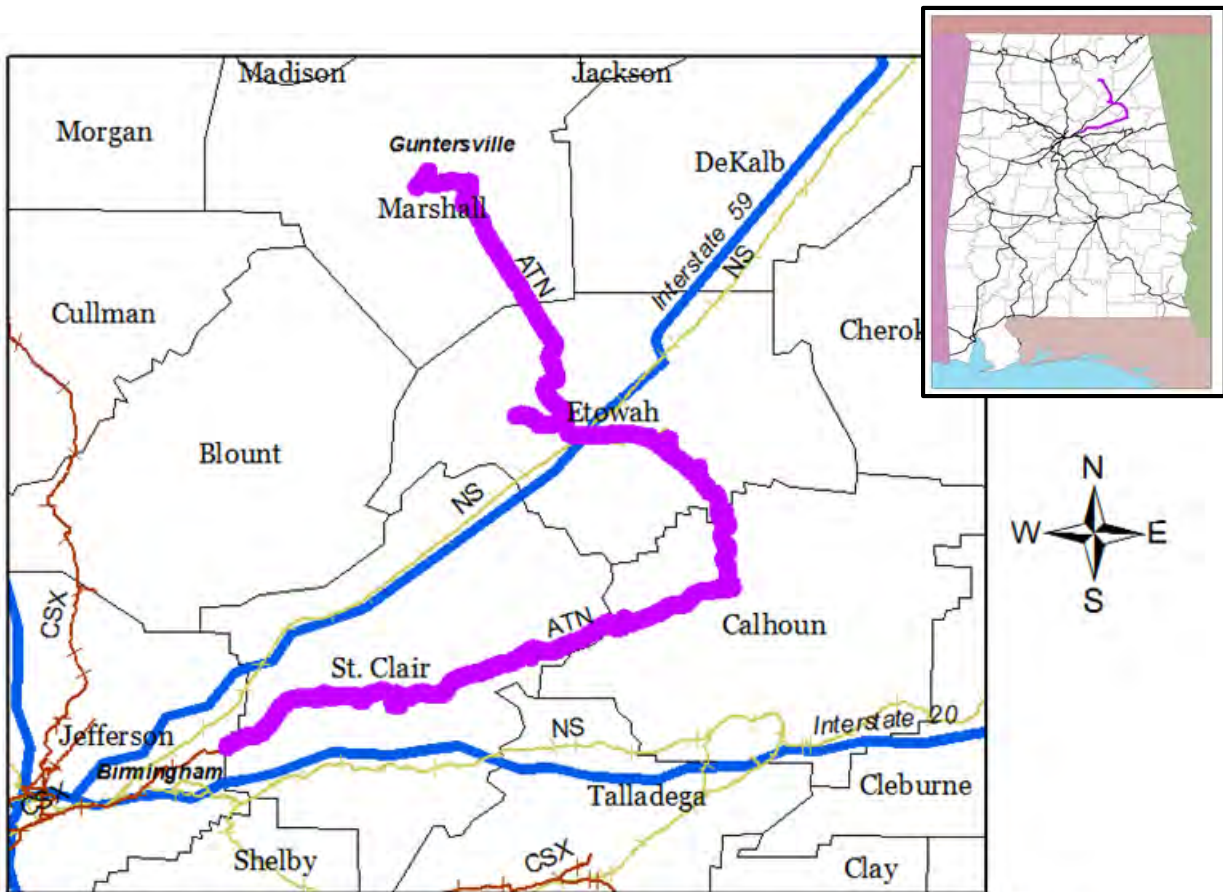
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CONTACT INFORMATION

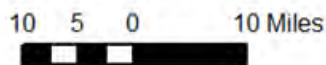
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www.omnitrax.com

Annual Volumes

- N/A



Alabama & Tennessee Railway, LLC (ATN)



Data provided by ALDOT
Date: November 7, 2013

ALABAMA RAILROAD CO. (ALAB)



INTRODUCTION

The Alabama Railroad Co. (ALAB) is an interline carrier operating Monday through Friday from 7:00 AM to 7:00 PM between Peterman and Flomaton. A switch crew handles local work at Peterman and Monroeville, while a road train is operated between Monroeville and the CSXT interchange at Flomaton. All jobs operate on an as needed basis, generally five days a week. Standby switch engine service is available as needed and team track facilities are available at all stations. Bulk transload facilities are available in Monroeville, Alabama.

HISTORY

On October 25, 1991, the Alabama Railroad Co., a wholly-owned subsidiary of Pioneer Railcorp, purchased 55 miles of railroad plus facilities and real estate from CSXT. The line currently runs from Peterman to Flomaton, where ALAB interchanges with CSXT.



ALABAMA QUICK FACTS

State(s) of Operation

- Alabama

Miles of Track

- 48 miles

Stations Served (north to south)

- Peterman
- Monroeville
- Drewry
- Repton
- Range
- Wallace
- Osaka
- Flomaton

Connecting Railroads

- CSXT (Flomaton)

Major Commodities

- Lumber products (mainly pulpwood, particle board, and finished lumber)

Principal Businesses Served

- Georgia-Pacific Corporation
- Gate Precast Company
- Harrigan Lumber Company
- Temple Inland Forest Products Corporation

Annual Volumes

- Originated in AL: 12,600 tons
- Terminated in AL: 4,800 tons

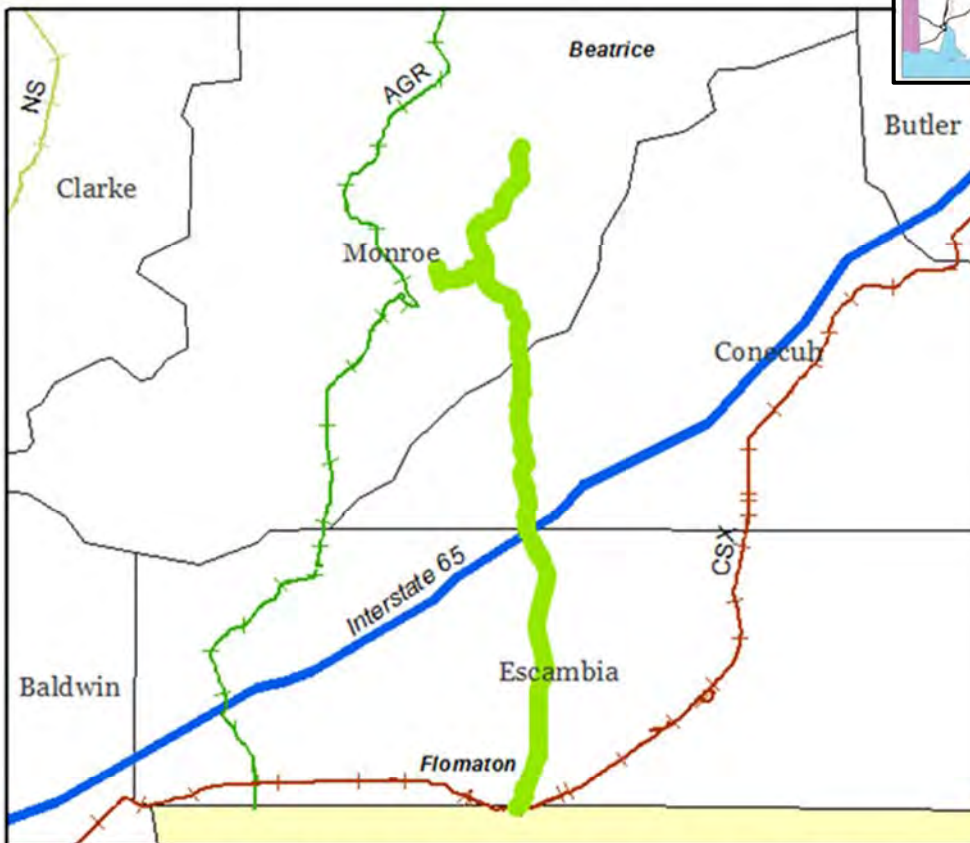
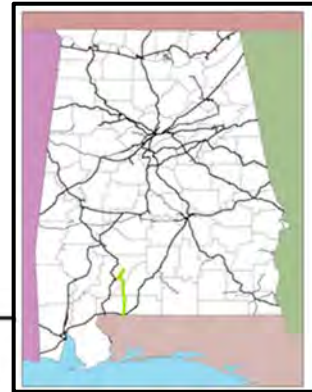
Equipment/Facilities/Capacities

- Yard and Storage Track Capacity: 350 rail cars

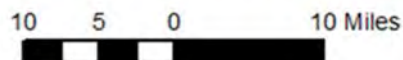
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Alabama Railroad Co (ALAB)



Data provided by ALDOT
Date: November 7, 2013

ALABAMA SOUTHERN RAILROAD (ABS)



INTRODUCTION

The Alabama Southern Railroad (ABS) operates along 85 miles of track between Brookwood, AL and Columbus, MS, with trackage rights continuing westward to Artesia, MS. ABS is one of four rail lines in Alabama owned by Watco Companies. ABS connects with CSXT at Brookwood and with NS at Tuscaloosa, as well as with KCS at Artesia, MS.

HISTORY

Alabama Southern Railroad began operations on November 20, 2005. The line was formed from three branch lines (the Tuscaloosa, Warrior, and Brookwood) acquired by Watco from Kansas City Southern (KCS) through a lease agreement in July 2005. Headquartered in Pittsburg, KS, Watco operates 30 railroads in 21 states and one railroad in Western Australia.

ALABAMA QUICK FACTS

State(s) of Operation

- Alabama
- Mississippi

Miles of Track

- 85 miles

Stations Served (west to east)

- Artesia, MS
- Columbus, MS
- Reform
- Gordo
- Buhl
- Northport
- Tuscaloosa
- Holt
- Fox
- Brookwood

Connecting Railroads

- CSXT (Brookwood)
- KCS (Artesia, MS)
- NS (Tuscaloosa)

Major Commodities

- N/A

Principal Businesses Served

- Dixie Pulp and Paper
- Gaf-Elk
- Graphic Packaging
- Nucor Steel
- Peco Foods
- Southern Ionics
- Uniroyal Goodrich Tire Co

Annual Volumes

- N/A

Equipment/Facilities/Capacities

- N/A

CONTACT INFORMATION

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Alabama Southern Railroad (ABS)



Data provided by ALDOT
Date: November 7, 2013

ALABAMA WARRIOR RAILWAY (ABWR)



INTRODUCTION

The Alabama Warrior Railroad (ABWR) runs 15 miles through an industrial complex in North Birmingham. One of two switching and terminal railroads in Birmingham, ABWR guides rail cars from industrial sites so that NS, BNSF and CSXT can take goods made in Birmingham to other US cities. ABWR works from the confines of Sloss Industries, which operates a plant that turns coal into coke, and hauls the coke to U.S. Pipe's plant just a few hundred yards away.

HISTORY

Alabama Warrior Railroad began operations as a Watco shortline in August 2009 after its acquisition from Walter Industries. The railroad was originally opened in 1895 as the Marylee Railroad, an industrial railroad founded by U.S. Pipe & Foundry. The foundry used the railroad to deliver coke, coal and iron ore from its mines to blast furnaces and pipe shops in and around Birmingham.

ALABAMA QUICK FACTS

State(s) of Operation

- Alabama

Miles of Track

- 15 miles

Stations Served

- North Birmingham

Connecting Railroads

- BNSF (North Birmingham)
- CSXT (North Birmingham)
- NS (North Birmingham)

Major Commodities

- Coal
- Coke
- Aggregates
- Pipe
- Scrap steel
- Cement

Principal Businesses Served

- Sloss Industries Corp.
- U.S. Pipe & Foundry
- Cemex Cement
- JEFW Transload facility

Annual Volumes

- 9,000 carloads

Equipment/Facilities/Capacities

- N/A

CONTACT INFORMATION

Adam Harper

General Manager

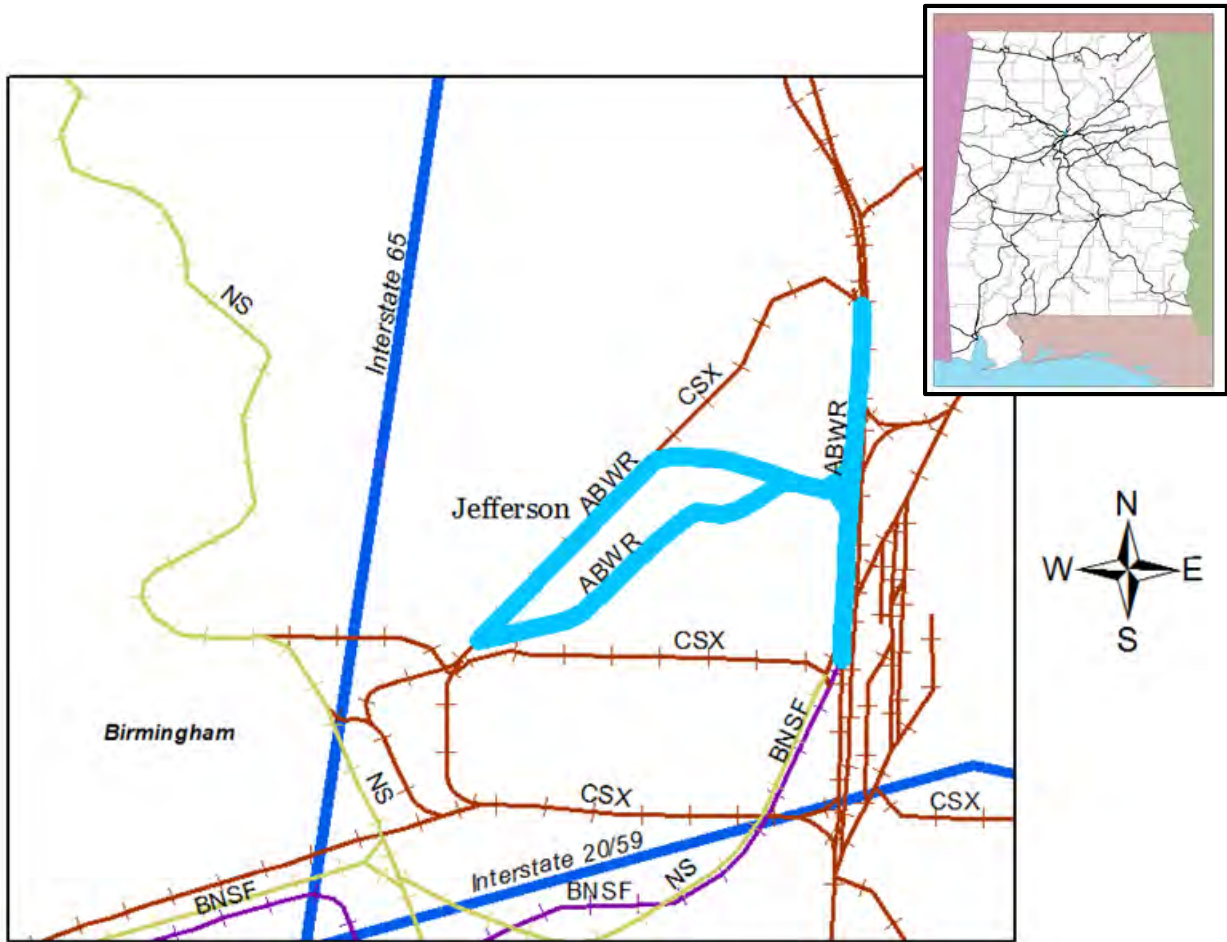
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Alabama Warrior Railway (ABWR)

0.55 0.275 0 0.55 Miles

Data provided by ALDOT
Date: November 7, 2013

AUTAUGA NORTHERN RAILROAD, LLC (AUT)



INTRODUCTION

The Autauga Northern Railroad (AUT) primarily ships paper products along its 43-mile run from Maplesville to Autauga Creek. A subsidiary of Watco, the line operates six days a week and interchanges with NS at Maplesville.

HISTORY

Autauga Northern Railroad began operations in April 2011, becoming Watco's third Alabama shortline. Watco has an historic interest in the line, having provided contract switching services for its major customer, International Paper, in Prattville for over 20 years. The line was originally part of the former Gulf Mobile and Ohio Railroad (GM&O).

ALABAMA QUICK FACTS

State(s) of Operation

- Alabama

Annual Volumes

- 9,000 carloads

Miles of Track

- 43.62 miles

Equipment/Facilities/Capacities

- N/A

Stations Served (north to south)

- Maplesville
- Adams
- Pletcher
- Mulberry
- Billingsly
- Vida
- Joffre
- Booth
- Prattville
- Autauga Creek
- Montgomery (via CSXT trackage)

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Connecting Railroads

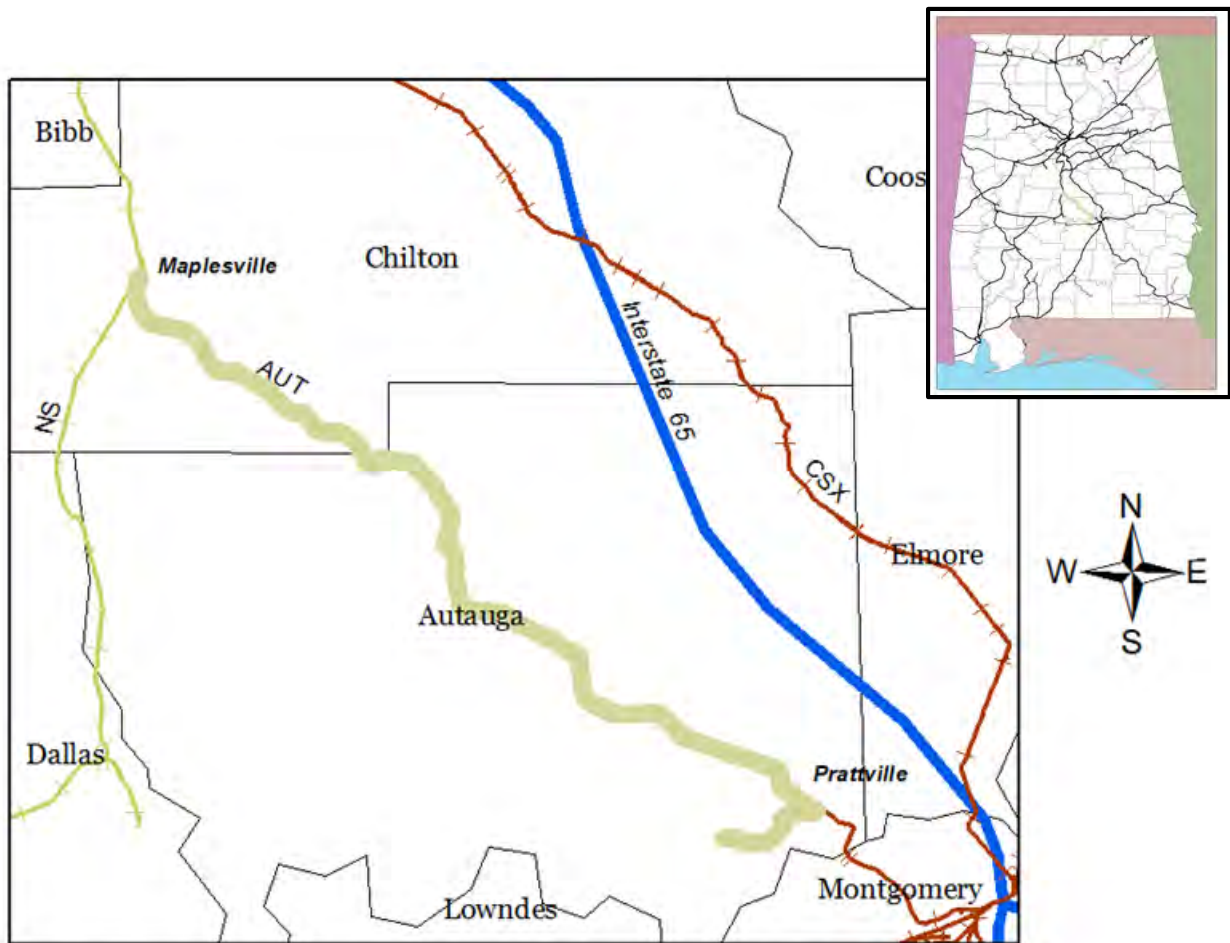
- NS (Maplesville)
- CSXT (Montgomery)

Major Commodities

- Paper products

Principal Businesses Served

- International Paper



Autauga Northern Railroad, LLC (AUT)

5 2.5 0 5 Miles

Data provided by ALDOT
Date: November 7, 2013

THE BAY LINE RAILROAD, LLC (BAYL)



INTRODUCTION

The Bay Line Railroad (BAYL) is a 103-mile shortline freight railroad that operates between Abbeville, AL and Panama City, FL. The segment between Dothan, AL and Grimes, FL is operated under trackage rights on CSXT. Commodities transported include aggregates, brick and cement, chemicals, coal, food and feed products, forest products, metallic ores and minerals, and steel and scrap.

HISTORY

Acquired by Genesee & Wyoming in 2005, The Bay Line Railroad has been known by this name since 1994. The line was originally founded in 1905 as the Atlanta and St. Andrews Bay Railroad. It began freight service in 1908 over an 82-miles stretch of track between Dothan and Panama City, FL.

ALABAMA QUICK FACTS

State(s) of Operation

- Alabama
- Florida

Miles of Track

- 45 miles in AL (55 miles in FL)

Stations Served (north to south)

- Abbeville
- Newville
- Headland
- Grimes
- Dothan
- Hodgesville
- Madrid
- Cottondale, FL
- Panama City, FL

Connecting Railroads

- CSXT (Dothan; Cottondale, FL)
- CHAT (Dothan)
- NS (Dothan, via CHAT to Hilton, GA)

Major Commodities

- Aggregates
- Brick and cement
- Chemicals
- Coal
- Food and feed products
- Forest products
- Metallic ores and minerals
- Steel and scrap

Principal Businesses Served

- N/A

Annual Volumes

- 27,187 carloads
- 2,454,473 tons

Equipment/Facilities/Capacities

- Diesels
- EMD GP9 - 1750 HP
- EMD GP38 - 2000 HP
- EMD GP38-2 - 2000 HP
- 663 freight Cars

CONTACT INFORMATION

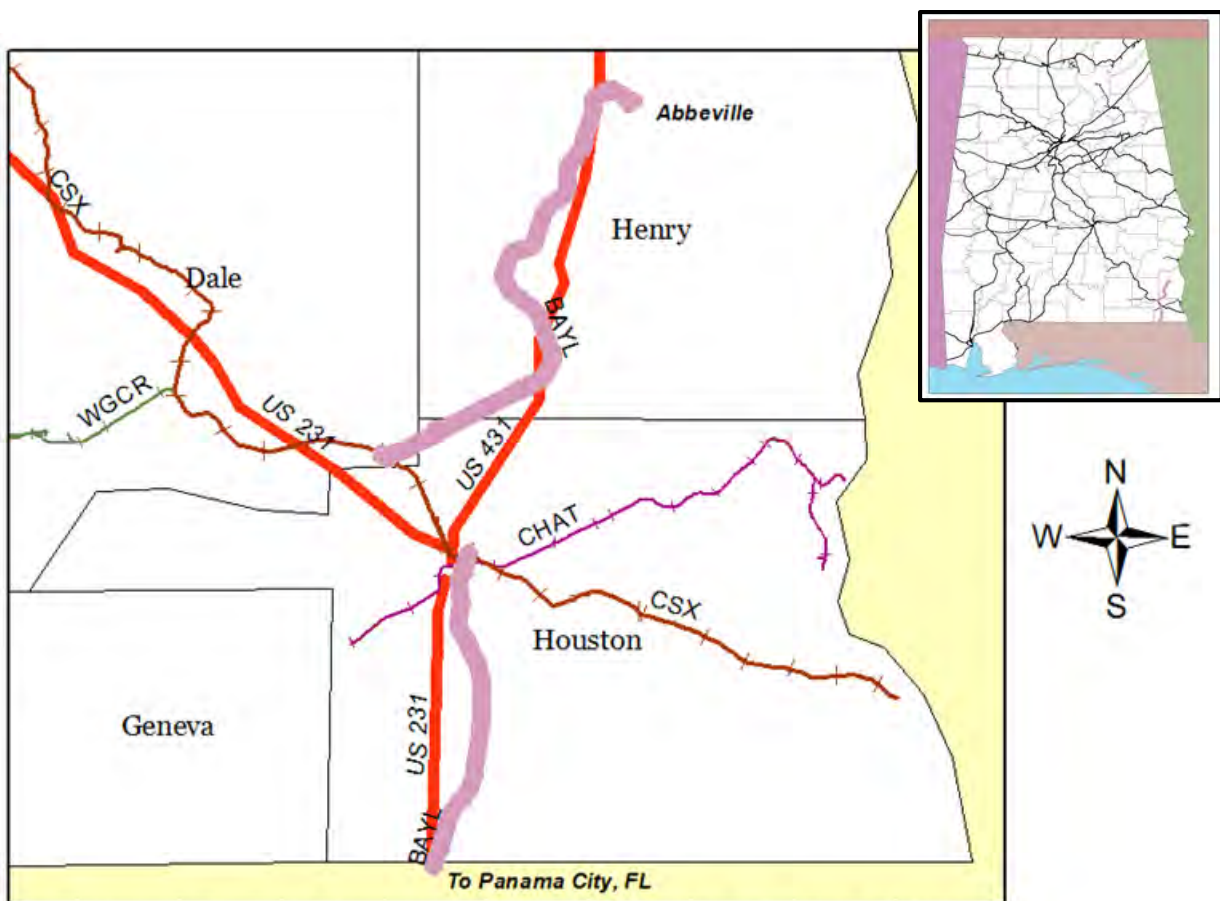
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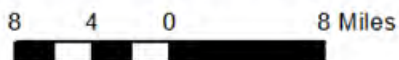
Jerry Vest

Vice President, Gov't & Industry Affairs
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The Bay Line Railroad, LLC (BAYL)



Data provided by ALDOT
Date: November 7, 2013

BIRMINGHAM TERMINAL RAILWAY (BHRR)



INTRODUCTION

Birmingham Terminal Railway (BHRR), a Class III terminal and switching carrier, serves the region's largest steel making and manufacturing center and is one of the busiest rail lines in the country. Linking up with three Class I railroads, the BHRR creates a "rail district" enabling customers to reach any industrial site quickly, easily and economically. BHRR also provides rail service to Port Birmingham, a rail-to-barge and barge-to-rail transfer facility strategically located on the Warrior-Tombigbee Waterway System, extending the network to mid-America and internationally through the Port of Mobile. In addition to providing freight service, the railroad also boasts a mechanical and locomotive shop.

HISTORY

Formerly known as the Birmingham Southern Railroad (BS), it was organized in 1899 primarily for the transportation of coal. Birmingham Southern was purchased by Watco Companies on February 1, 2012 and renamed Birmingham Terminal.



Source: BHRR

ALABAMA QUICK FACTS

State(s) of Operation

- Alabama

Miles of Track

- 76 Miles

Stations Served (north to south)

- Birmingham
- Ensley
- Port Birmingham
- Norrell Junction
- Fairfield
- Woodward
- Bessemer

Connecting Railroads

- BNSF (Birmingham)
- CSXT (Ensley, Woodward, Bessemer)
- NS (Ensley, Bessemer {out of service})

Major Commodities

- Pipe/steel
- Iron ore
- Coke
- Sulfur
- Roofing materials
- Scrap iron/steel

Principal Businesses Served

- N/A

Annual Volumes (Intrastate to AL)

- Scrap: 38,945 tons
- Coal: 322,467 tons

Equipment/Facilities/Capacities

- 19 diesels
- 450 freight cars (owned and leased)

CONTACT INFORMATION

David Tarwater

General Manager

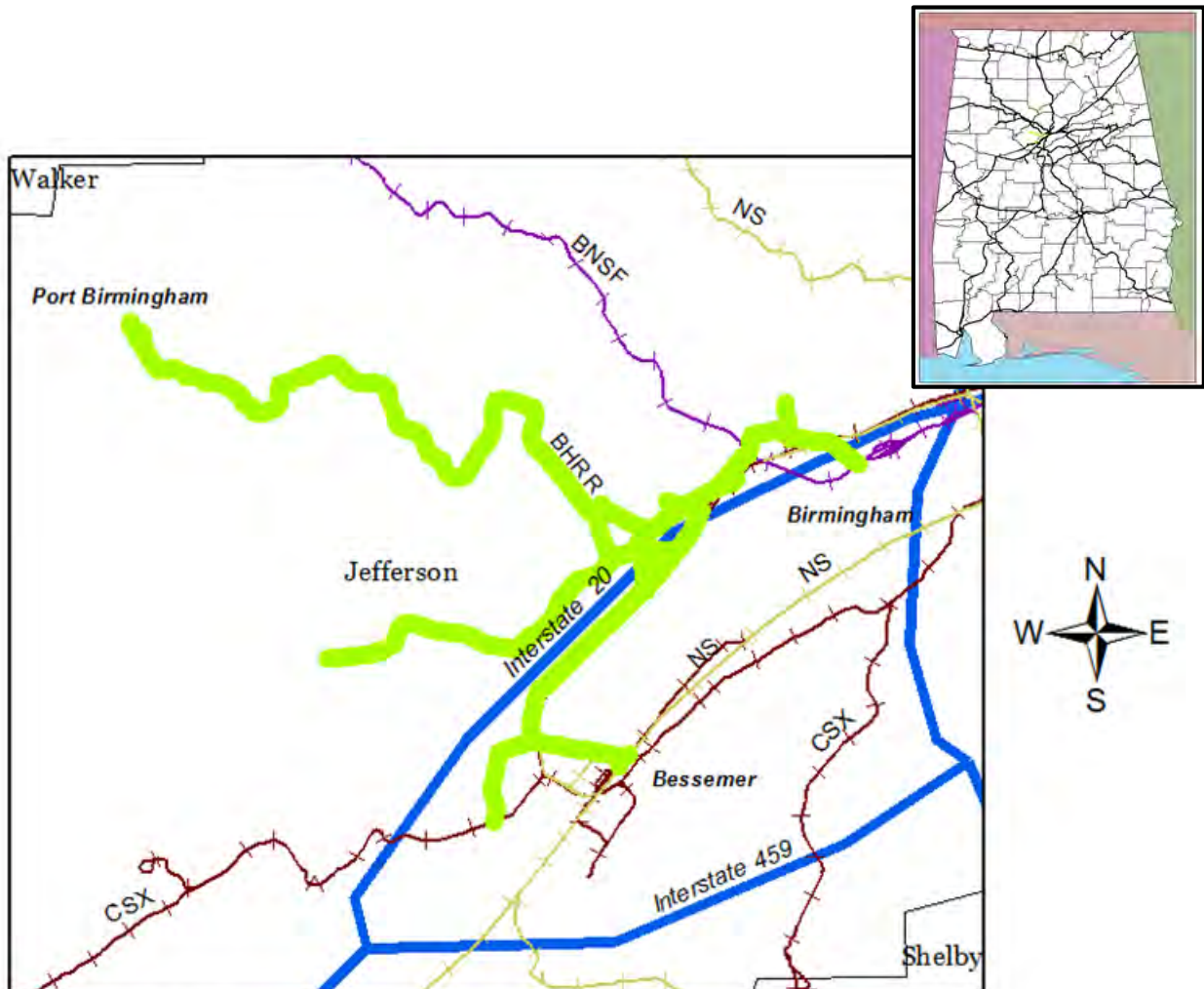
5700 Valley Rd

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205.781.5715

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Birmingham Terminal Railway (BHRR)

2 1 0 2 Miles



Data provided by ALDOT

Date: November 7, 2013

CG RAILWAY, INC. (CGR)

INTRODUCTION

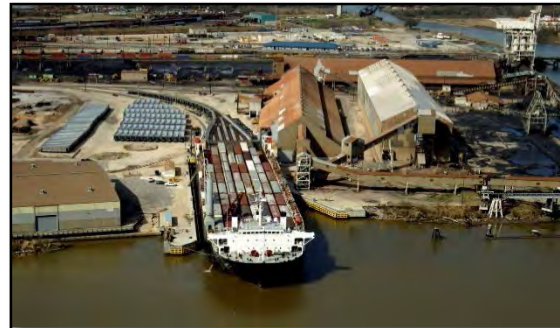
CG Railway, Inc. (CGR), a subsidiary of International Shipholding Corporation, is headquartered in Mobile, AL. CGR operates the only interline rail-ferry service between the United States and Mexico, providing a direct route from Mobile, AL to Coatzacoalcos, Mexico. CGR operates two double deck rail ferry vessels, each with a capacity of 115 railcars, and its Mobile rail facility is equipped with ramps that connect to the vessels to enable the quick and convenient discharge and loading of rail cars. With a sailing frequency of every fourth day and a voyage length of 3.5 days, CGR offers an efficient alternative for moving products between the eastern United States/Canada and southern Mexico. Direct interline connections are available with Class I and other railroads in Mobile. In addition to multi-vessel sailings every four days, CGR provides the ability to carry all types of railcars, a reduction in private fleet turnaround cycles, single bill of lading and invoicing, and a direct connection to Mexican Railroad (FSRR).



Source: CGR

HISTORY

CG Railway, Inc. was incorporated in 2000 and started operations in January 2001. Both vessels were converted into Rail Ferry vessels in 2000 with an initial capacity of 56 railcars. The construction of double deck terminals in each port and the addition of second decks on both vessels were completed in 2007. July 2007 was the first month with both vessels operating with double deck capacity.



Source: CGR

ALABAMA QUICK FACTS

State(s) of Operation

- Alabama

Miles of Track

- 3.15 miles

Stations Served

- Alabama State Docks, Mobile
- Coatzacoalcos, Mexico

Connecting Railroads

- BNSF (Mobile)
- CSXT (Mobile)

- IC/Kansas City Southern (KCS) (Mobile)
- NS (Mobile, via TASD)
- AGR (Mobile)
- TASD (Mobile)
- FerroSur (FSRR) (Coatzacoalcos, Mexico)

Major Commodities

- Consumer Products
- Industrial Products
- Agricultural Products
- Chemical Products

Principal Businesses Served

- N/A

Annual Volumes

- 20,000 railcars
- Originated in AL: 2,000 railcars
- Terminated in AL: 1,000 railcars

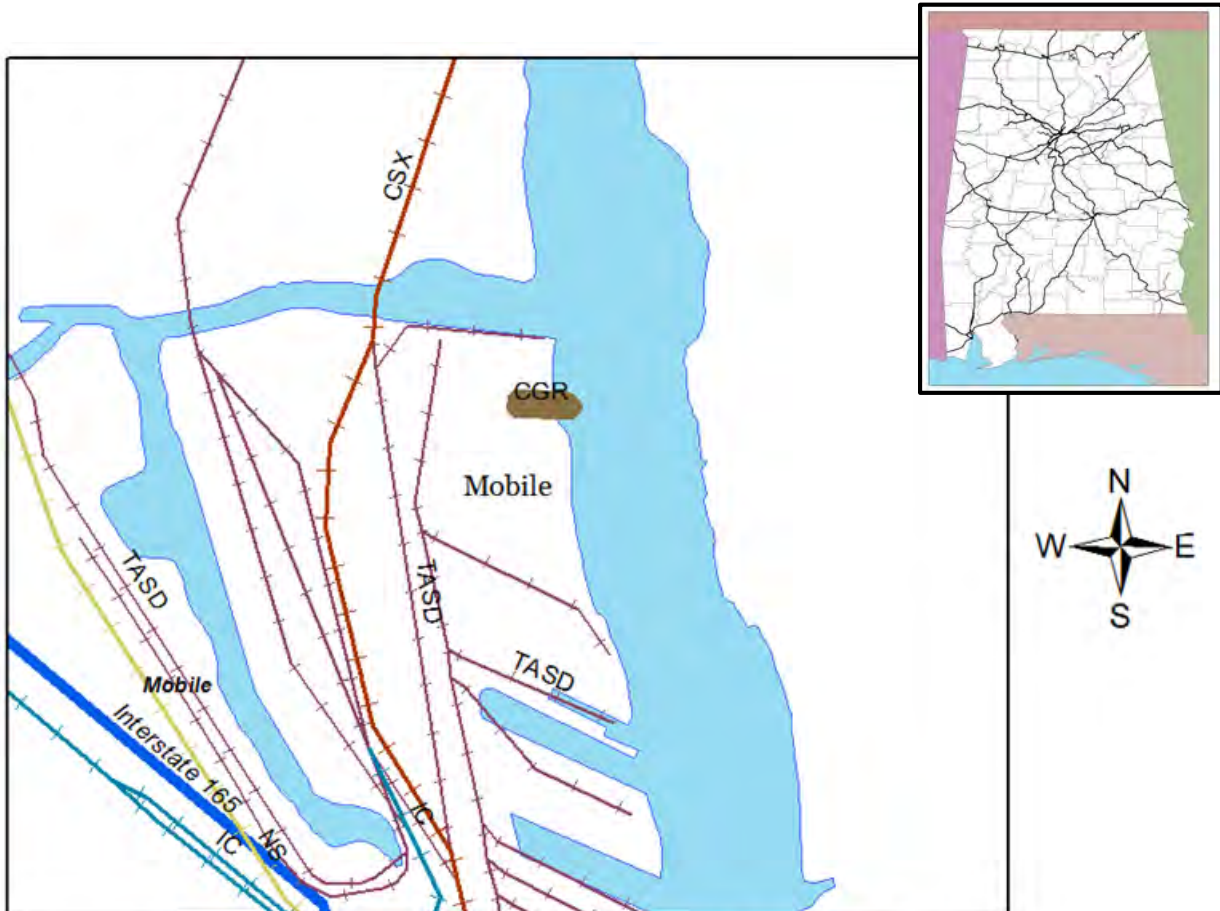
Equipment/Facilities/Capacities

- 2 double deck rail ferry vessels (115 railcar capacity)
- 2 custom built rail terminals (Mobile, AL and Coatzacoalcos, Mexico)
- Frascati Shops rail repair facility (sister company; Mobile, AL)

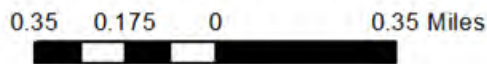
CONTACT INFORMATION

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Central Gulf Railway, Inc (CGR)



Data provided by ALDOT
Date: November 7, 2013

CHATTAHOOCHEE BAY RAILROAD, INC. (CHAT)



INTRODUCTION

Chattahoochee Bay Railroad, Inc. (CHAT) runs from Dothan, AL to Hilton, GA. Owned by Genesee & Wyoming, CHAT connects Bay Line Railroad (BAYL) in Dothan to Chattahoochee Industrial Railroad (CIRR) and Hilton & Albany Railroad (HAL) in Hilton, GA. Commodities transported include chemicals, forest products, and food and feed products.

HISTORY

Chattahoochee Bay Railroad began operating on August 18, 2006, when Genesee & Wyoming purchased the assets of the Chattahoochee & Gulf and Hartford & Slocomb railroads. The purchase of these two contiguous tracks enabled Genesee & Wyoming to connect its Bay Line Railroad to the Norfolk Southern line at Hilton, GA. The track in Houston County was previously owned by NS.

ALABAMA QUICK FACTS

State(s) of Operation

- Alabama
- Georgia

Miles of Track

- 27 miles (2 miles in GA)

Stations Served (west to east)

- Dothan
- Hilton, GA

Connecting Railroads

- NS (Hilton, GA)
- CSXT (Dothan, AL)
- BAYL (Dothan, AL)
- CIRR (Hilton, GA)

Major Commodities

- Chemicals
- Forest products
- Food and feed products

Principal Businesses Served

- N/A

Annual Volumes

- N/A

Equipment/Facilities/Capacities

- N/A

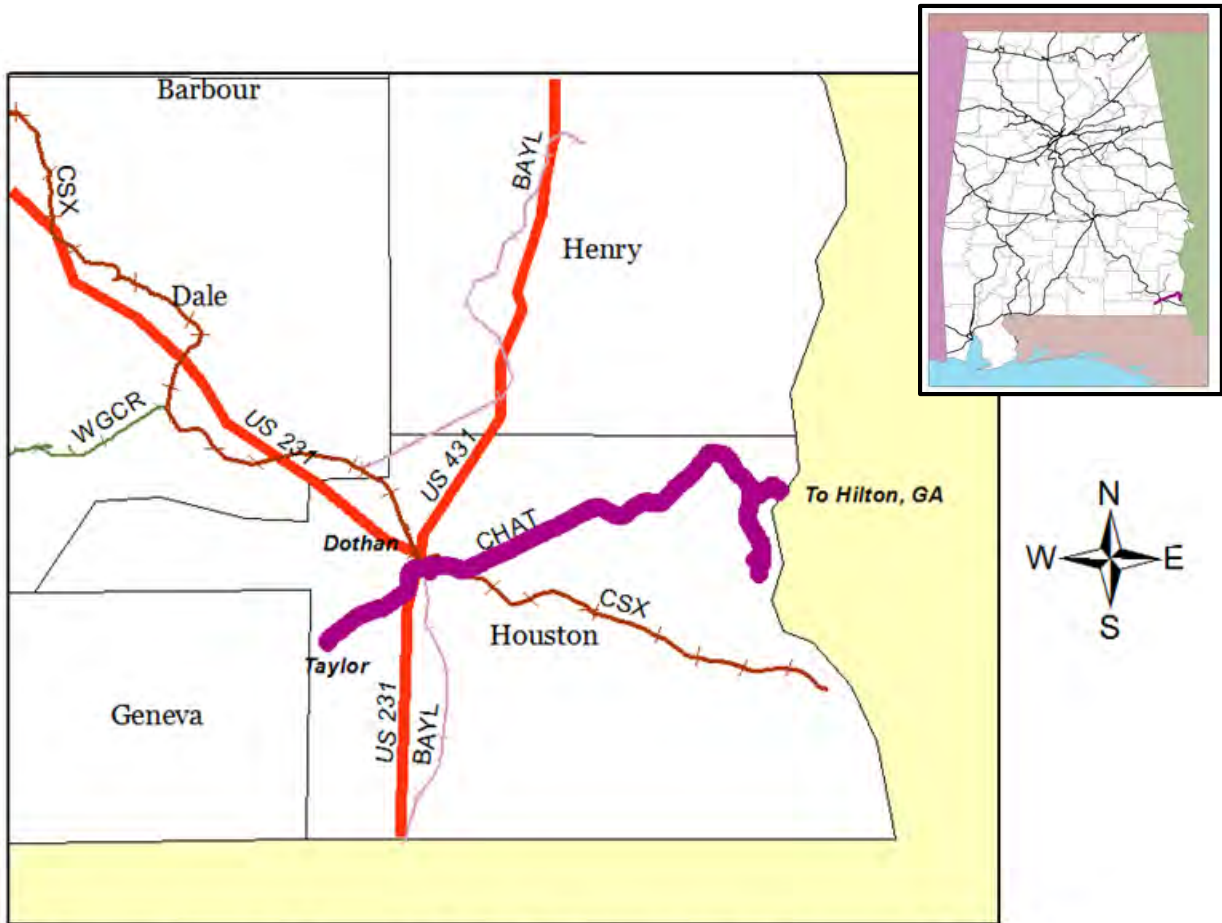
CONTACT INFORMATION

Ken Eziwulski

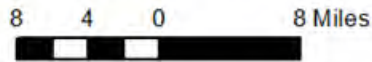
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Chattahoochee Bay Railroad, Inc (CHAT)



Data provided by ALDOT
Date: November 7, 2013

COLUMBUS & CHATTAHOOCHEE RAILROAD, INC. (CCHA)



INTRODUCTION

The Columbus & Chattahoochee Railroad, Inc. (CCHA) is a 26-mile shortline freight railroad that runs from Girard to Mahrt, across the Chattahoochee River from Columbus, GA. The line interchanges with NS in Columbus, GA, where it also connects indirectly with GSWR.

HISTORY

The CCHA was acquired by Genesee & Wyoming from NS in 2012.

ALABAMA QUICK FACTS

State(s) of Operation

- Alabama

Miles of Track

- 26 miles

Stations Served (north to south)

- Columbus, GA
- Nuckols
- Mahrt

Connecting Railroads

- NS (Columbus, GA)
- GSWR (Columbus, GA)

Major Commodities

- Coated paperboard

Principal Businesses Served

- MeadWestvaco paper mill

Annual Volumes

- 17,000 carloads (anticipated)

Equipment/Facilities/Capacities

- N/A

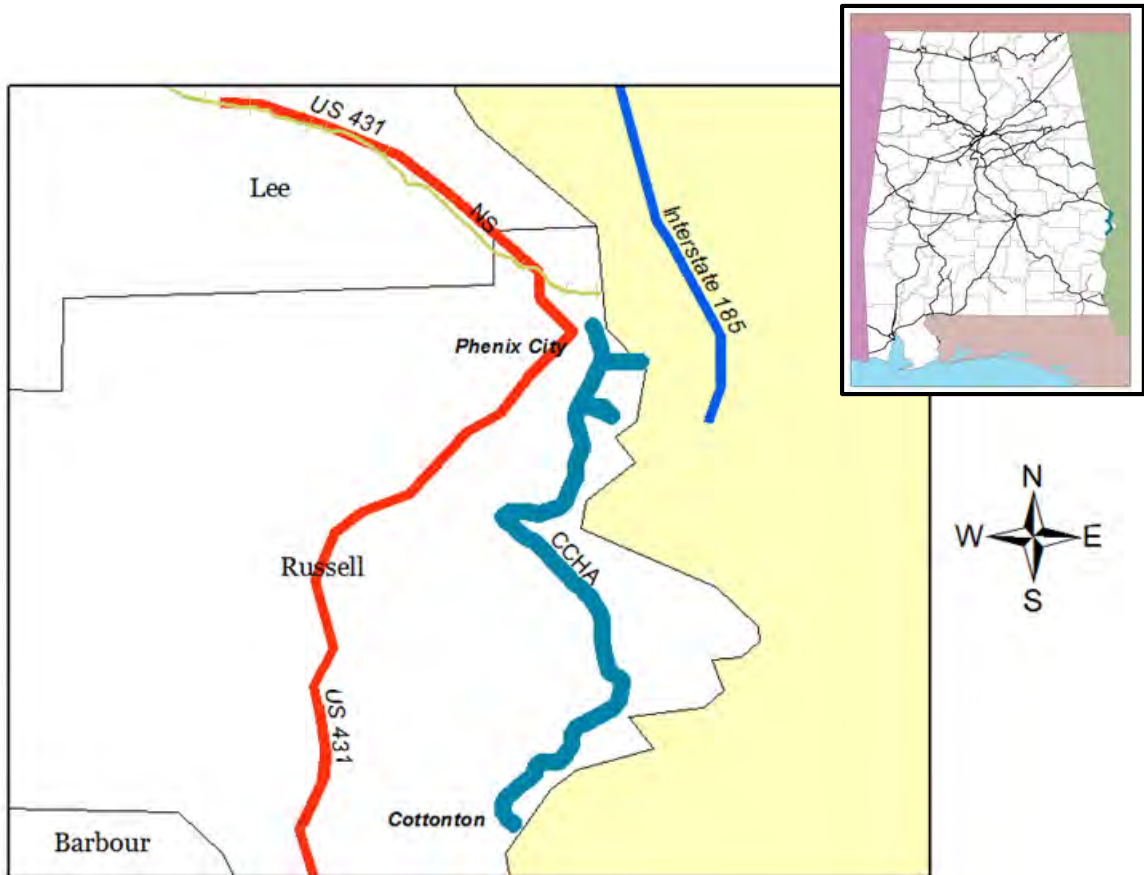
CONTACT INFORMATION

Ken Eziwulski

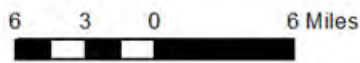
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Columbus & Chattahoochee Railroad, Inc. (CCHA)



Data provided by ALDOT
Date: November 7, 2013

CONECUH VALLEY RAILWAY, L.L.C. (COEH)



INTRODUCTION

The Conecuh Valley Railway, L.L.C. (COEH) operates over 12 miles of track southwest from Troy to Goshen. COEH interchanges with CSXT at Troy and handles approximately 3,000 carloads per year. It handles mainly food and feed products, plastic, lead and vegetable oil.

HISTORY

Originally part of the Central of Georgia Railroad, the line was intended to run from Columbus, GA to Mobile, AL, but only progressed as far as Andalusia. It was known as the Southern Alabama Railroad Company (SUAB) from 1988 until it began operating as Conecuh Valley Railroad in October 2001. Genesee & Wyoming purchased the Conecuh Valley Railroad from RailAmerica in December 2012, one of 11 railroads it now owns in Alabama.

ALABAMA QUICK FACTS

State(s) of Operation

- Alabama

Miles of Track

- 14 miles

Stations Served (west to east)

- Goshen
- Troy

Connecting Railroads

- CSXT (Troy)

Major Commodities

- Food and feed products
- Plastic
- Lead
- Vegetable oil

Principal Businesses Served

- Wayne Farms
- K&W Plastics
- Anderson Peanuts

Annual Volumes

- 3,000 carloads

Equipment/Facilities/Capacities

- 3 locomotives (SW 1500, GP 18, GP 7)
- 100-car storage yard

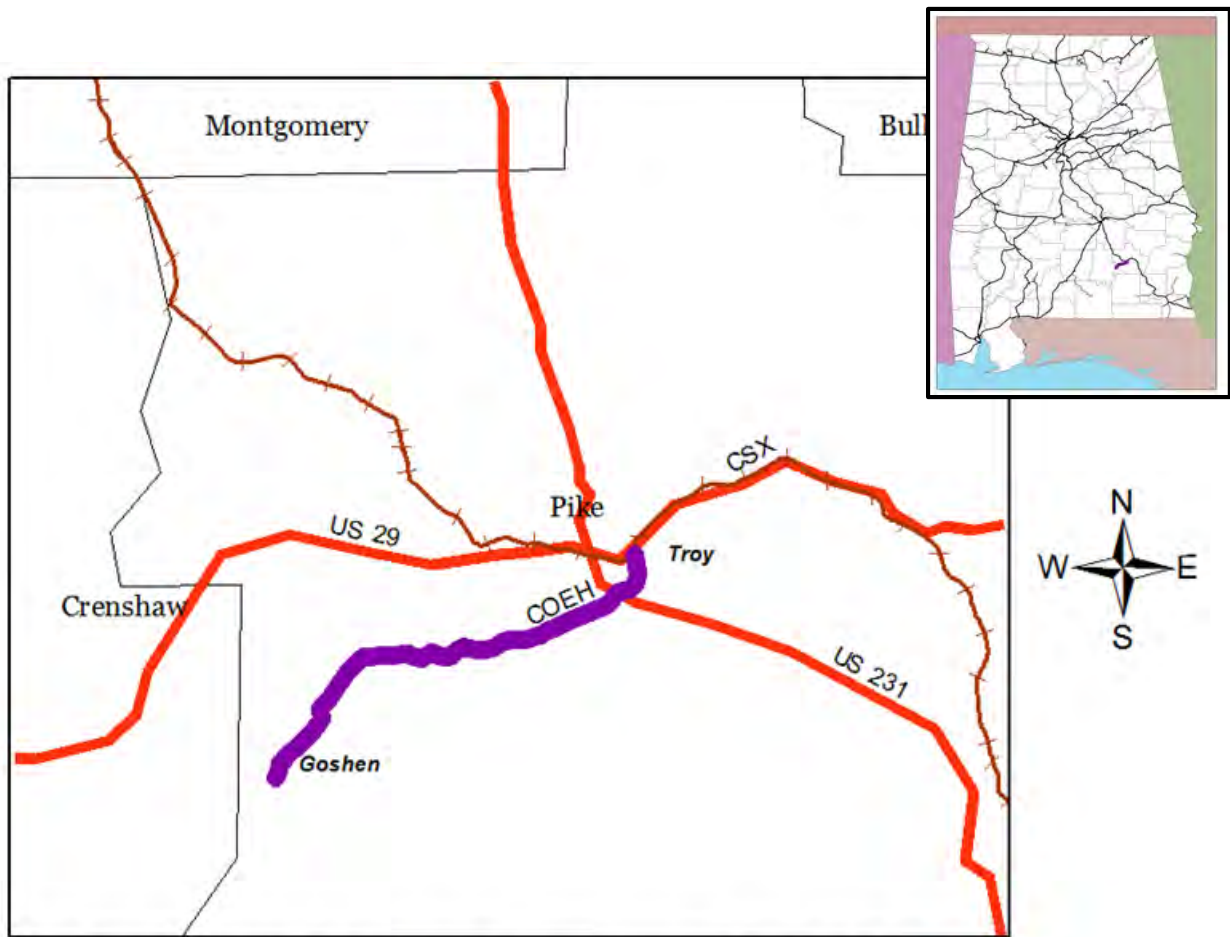
CONTACT INFORMATION

Ken Eziwulski

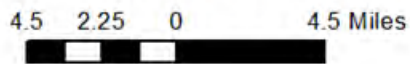
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Conecuh Valley Railway, LLC (COEH)



Data provided by ALDOT
Date: November 7, 2013

EASTERN ALABAMA RAILWAY, LLC (EARY)



INTRODUCTION

The Eastern Alabama Railway, LLC (EARY) operates 27 miles of track in eastern Alabama from Talladega to Sylacauga and Gantt's Quarry to the south. Major commodities hauled include paper, rock, limestone, and fertilizer.

HISTORY

Operation of the Eastern Alabama Railway began in November 1990 when CSXT sold a portion of its line to Kyle Railways. In December 2012, the Surface Transportation Board approved Genesee & Wyoming's purchase of EARY from RailAmerica, one of 11 railroads it now owns in Alabama. The original line, built in 1883, was known as the Anniston & Atlantic Railroad. In 1889, the Anniston & Atlantic became part of the Louisville & Nashville Railroad, which was later bought by Seaboard Systems. The L&N became part of CSXT when it purchased Seaboard System in 1986.

ALABAMA QUICK FACTS

State(s) of Operation

- Alabama

Miles of Track

- 27 miles

Stations Served (north to south)

- Talladega
- Bemiston
- Hill
- Sylacauga
- Brownson
- Gantt's Junction
- Gantt's Quarry

Connecting Railroads

- CSXT (Talladega)
- NS (Sylacauga)

Major Commodities

- Limestone
- Paper
- Rock
- Fertilizer

Principal Businesses Served

- Gantt's Quarry

Annual Volumes

- 46,569 carloads (2012)

Equipment/Facilities/Capacities

- N/A

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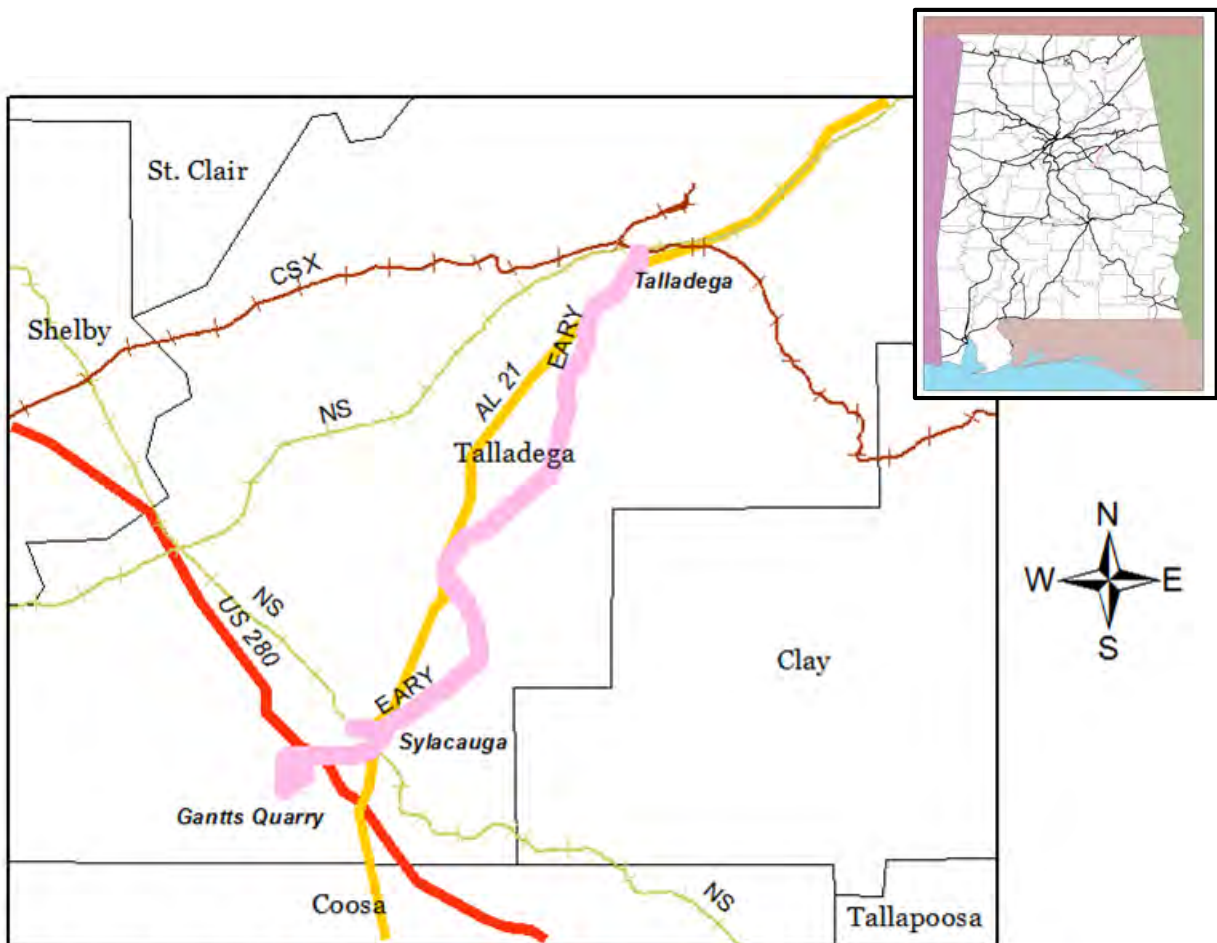
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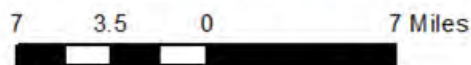
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Eastern Alabama Railway, LLC (EARLY)



Data provided by ALDOT
Date: November 7, 2013

GEORGIA SOUTHWESTERN RAILROAD, INC. (GSWR)



INTRODUCTION

Georgia Southwestern Railroad, Inc. (GSWR) operates 234 miles of rail line, including 16 miles in eastern Alabama. In Alabama, GSWR operates from the line's terminus at White Oak eastward to Eufaula at the Georgia state line. Commodities transported include aggregates, chemicals, ethanol, peanuts, food products, and scrap metal.

HISTORY

The portion of Georgia Southwestern Railroad located in Alabama is a former Central of Georgia Railway line. The original line extended from Clayton to Eufaula, where it connected to the main line between Montgomery and Albany, GA. Originally operated as the Georgia & Alabama Railroad in 1989, the operation was transferred to the Georgia Southwestern Railroad in 1995. Genesee & Wyoming acquired GSWR in 2008, making it one of 11 railroads they currently own in Alabama.

ALABAMA QUICK FACTS

State(s) of Operation

- Alabama
- Georgia

Miles of Track

- 234 miles (16 miles in AL)

Stations Served (west to east, AL only)

- White Oak
- Eufaula

Connecting Railroads

- CSXT (Bainbridge, GA)
- NS (Albany, GA; Columbus, GA; Americus, GA)

Major Commodities

- Chemicals
- Fertilizer
- Clay
- Concrete
- Glass
- Stone
- Lumber

Principal Businesses Served

- Alabama Inter-forest Products
- Carbo Ceramics
- Dixon Lumber
- Mineral Manufacturing
- Tessengerlo Kerley

Annual Volumes

- ~11,000 carloads
- 1,628 carloads in AL

Equipment/Facilities/Capacities

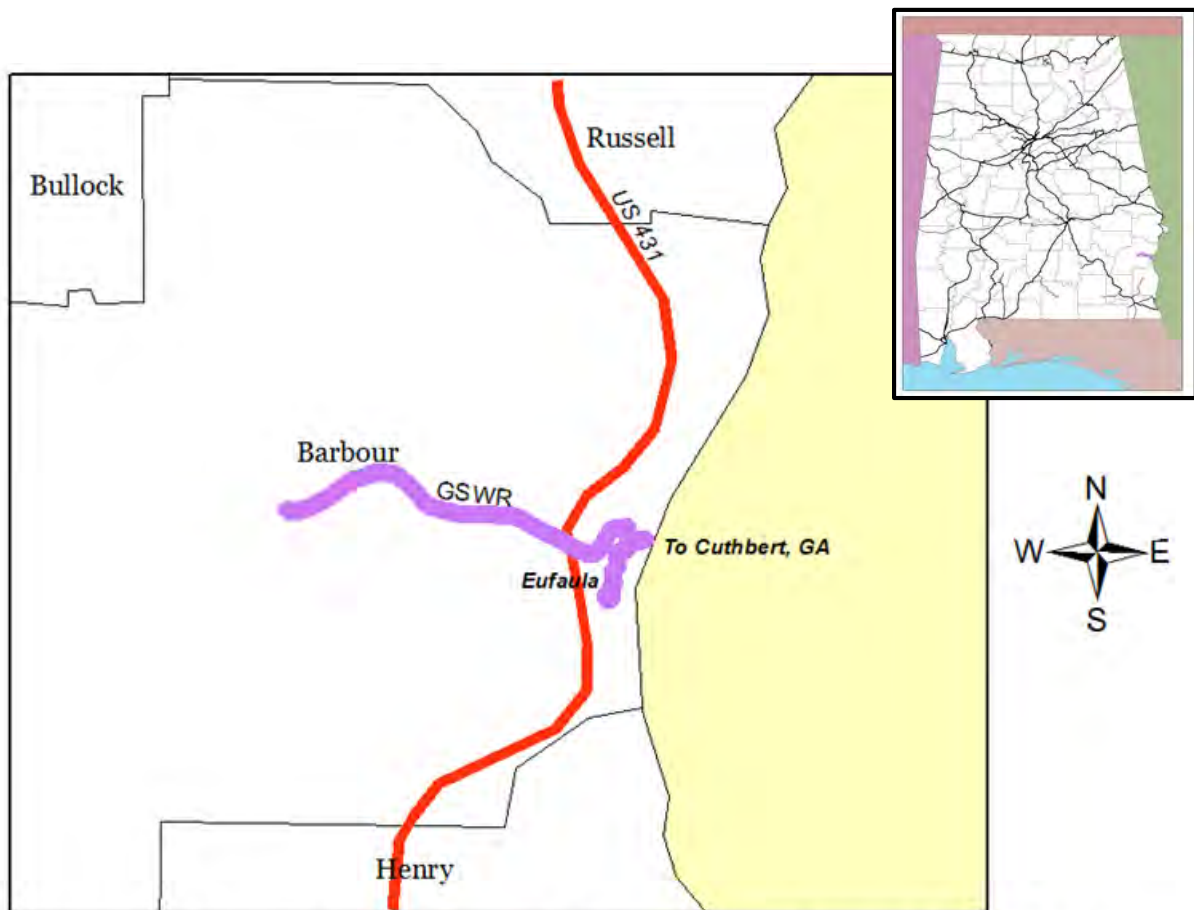
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CONTACT INFORMATION

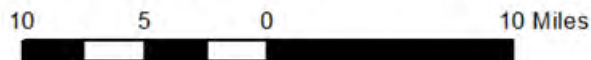
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Georgia Southwestern Railroad, Inc (GSR)



Data provided by ALDOT
Date: November 7, 2013

THE HUNTSVILLE & MADISON COUNTY RAILROAD AUTHORITY (HMCR)

INTRODUCTION

The Huntsville & Madison County Railroad Authority (HMCR) provides freight rail service in southern Madison County, with easy access to I-565 from two transloading facilities accessible by trucks. The HMCR originates in downtown Huntsville and travels south to its terminus at the Tennessee River in Norton. The HMCR has a total of 32 crossings.



Source: William Martin

HISTORY

The Huntsville & Madison County Railroad Authority was formed in 1984 to preserve 13.25 miles of track in Huntsville and Madison County. The Authority is governed by a seven-member Board of Directors.

ALABAMA QUICK FACTS

State(s) of Operation

- Alabama

Miles of Track

- 13 miles

Stations Served (north to south)

- Huntsville
- Rocket
- Norton

Connecting Railroad

- NS (Huntsville)

Major Commodities

- Alumina
- Plastics (PET)
- Zircon Sand

Principal Businesses Served

- Saint-Gobain
- Available Plastics (transloading)
- Sumika (transloading)
- AlphaPet (car storage)
- BP (car storage)

Annual Volumes (2012)

- Alumina: 3,800 tons
- Coke: 600 tons
- Plastics: 50,255 tons
- PTA: 15,525 tons
- Sand: 6,440 tons

Equipment/Facilities/Capacities

- 1 EMD SW9 locomotive
- 2 loading docks
- Provides track space for bulk transloading of non-hazardous materials

CONTACT INFORMATION

Karen Monroe

General Manager

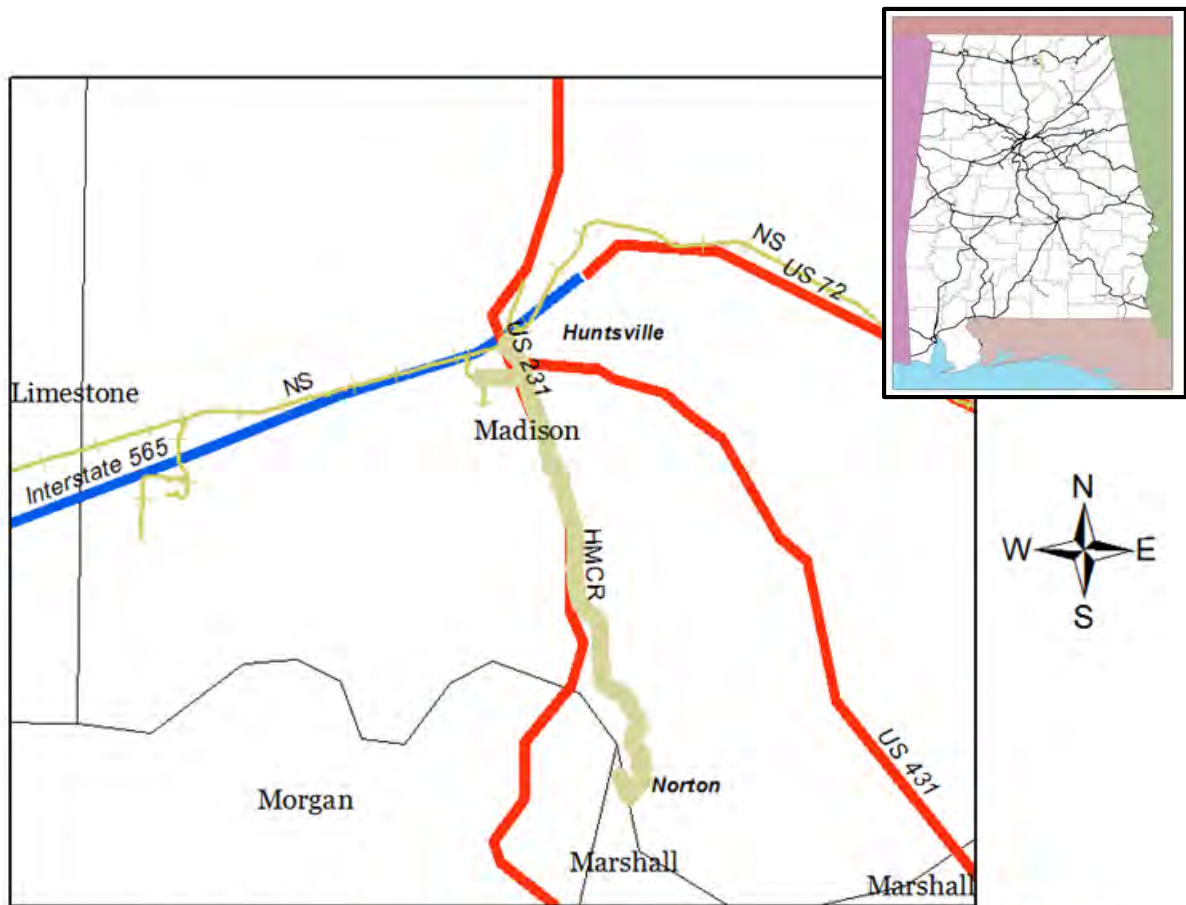
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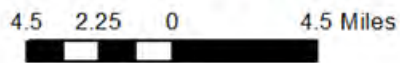
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Huntsville & Madison Co RR Authority (HMCR)



Data provided by ALDOT
Date: November 7, 2013

LUXAPALILA VALLEY RAILROAD, INC. (LXVR)



INTRODUCTION

The Luxapalila Valley Railroad, Inc. (LXVR) is a 38-mile shortline operating from Belk, AL to Columbus, MS. LXVR runs trains daily, five days per week. The main commodities moved on the Luxapalila Valley line are forest/wood products, waste products and gravel.

HISTORY

The Luxapalila Valley Railroad was incorporated in February 1996, with freight service beginning in June of that year. The segment of rail line from Columbus, MS to the Mississippi-Alabama state line was formerly owned by the Columbus & Greenville Railway Co. (CAGY), and the continuance to Belk by Norfolk Southern. LXVR was acquired by Genesee & Wyoming in 2008.

ALABAMA QUICK FACTS

State(s) of Operation

- Alabama
- Mississippi

Miles of Track

- 24 miles in AL (10 miles in MS)

Stations Served (west to east)

- Columbus, MS
- Steens, MS
- Fernbank
- Millport
- Weyerhaeuser
- Kennedy
- Belk

Connecting Railroads

- BNSF (Columbus, MS)
- NS (Columbus, MS, via AGR from Boligee)
- KCS (Columbus, MS)
- CAGY (Columbus, MS)

Major Commodities

- Forest products
- Waste products

Principal Businesses Served

- Brown Pole
- Georgia-Pacific
- Steel Dust Recycling LLC
- Weyerhaeuser

Annual Volumes

- N/A

Equipment/Facilities/Capacities

- 2 GP38 locomotives

CONTACT INFORMATION

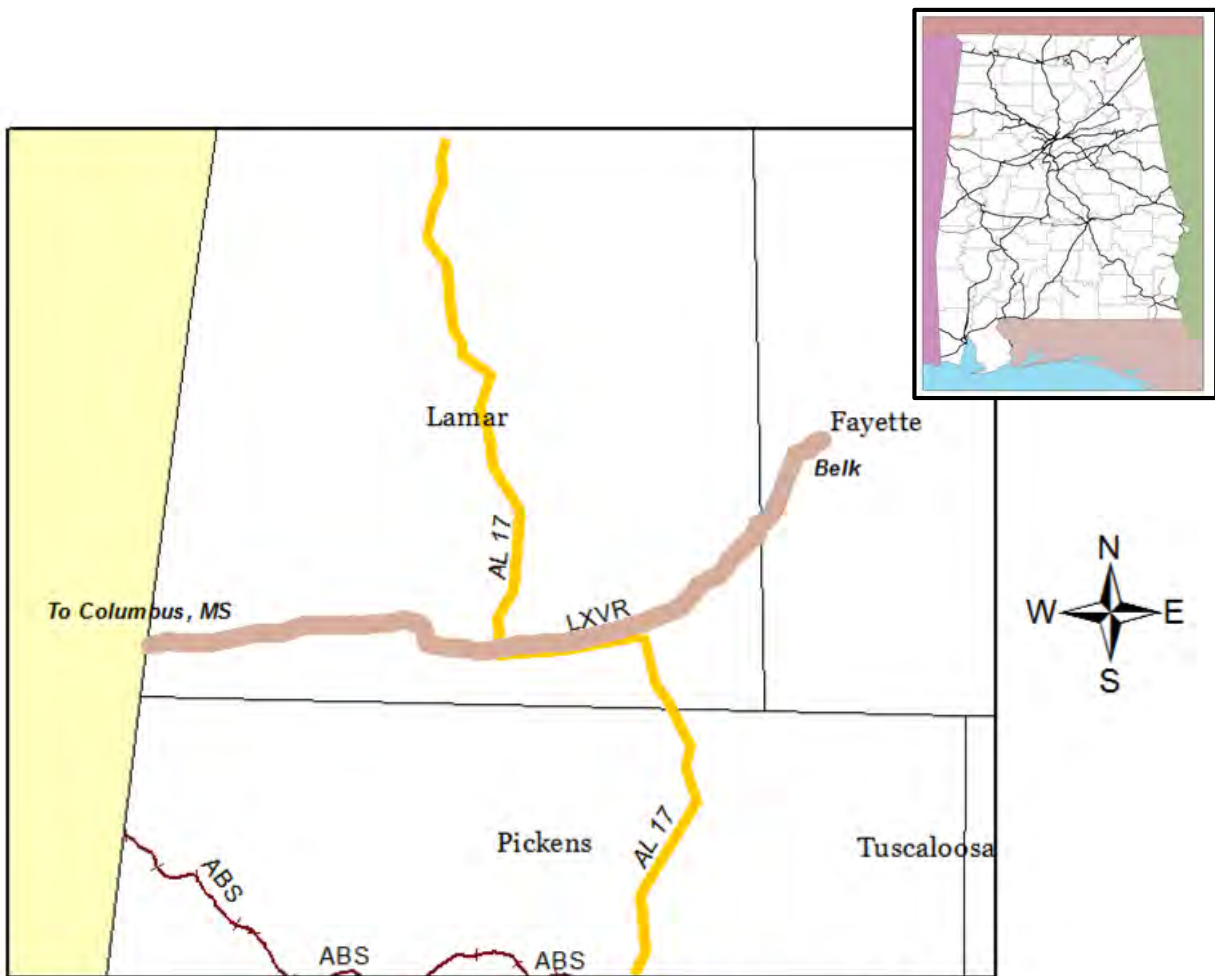
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Luxapalila Valley Railroad, Inc (LXVR)

5.5 2.75 0 5.5 Miles

Data provided by ALDOT
Date: November 7, 2013

MERIDIAN & BIGBEE RAILROAD, L.L.C. (MNBR)



INTRODUCTION

The Meridian & Bigbee Railroad, L.L.C. (MNBR) operates 189 miles of railroad from Meridian, MS eastward to Burkeville, AL, with trackage rights over CSXT from Burkeville to Montgomery. It interchanges with four Class I and one Class II railroad. Commodities transported include aggregates, brick and cement, chemicals, food and feed products, forest products, and metallic ores and minerals.

HISTORY

The Meridian & Bigbee began operations as the Meridian & Bigbee River Railway between Meridian, MS and Cromwell, AL in 1928. By 1935 the railroad was extended east to Myrtlewood, for a total of 51 miles. The railroad name was changed to the Meridian & Bigbee Railroad Company in 1942 when it was reorganized, and then to the M&B Railroad, LLC in August 1997 when sold again. MNBR was acquired by Genesee & Wyoming in 2005.

ALABAMA QUICK FACTS

State(s) of Operation

- Alabama
- Mississippi

Miles of Track

- 31 miles owned in AL
- 110 miles leased in AL (CSXT)
- 19 miles owned in MS

Stations Served (west to east)

- Meridian, MS
- Naheola (Pennington)
- Linden
- Selma
- Benton
- Burkville
- Montgomery

Connecting Railroads

- BNSF (Linden)
- CSXT (Montgomery)
- NS (Selma; Meridian, MS)
- KCS (Meridian, MS)
- AGR (Linden)

Major Commodities

- Aggregates

- Brick and cement
- Chemicals
- Food and feed products
- Forest products
- Metallic ores and minerals

Principal Businesses Served

- Georgia Pacific LLC
- Farley's Forest Products, Inc.
- Mississippi Railcar LLC
- Pennco Warehouse
- Warehouse Cotton Press 4

Annual Volumes

- N/A

Equipment/Facilities/Capacities

- Facilities: Montgomery, Selma and Naheola (Pennington), AL; Meridian, MS

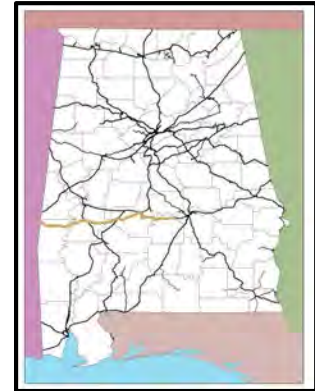
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Meridian & Bigbee Railroad, LLC (MNBR)

10 5 0 10 Miles



Data provided by ALDOT
Date: November 7, 2013

REDMONT RAILWAY COMPANY, INC. (RRC)

INTRODUCTION

The 41-mile Redmont Railway Company, Inc. (RRC) line provides north-south service between Corinth, MS and Red Bay, AL, with only 2 miles in Alabama. RRC is owned by Sunshine Mills, Inc., a producer of pet food headquartered in Red Bay. The line is presently a spur line connecting with other lines at Corinth, MS.

HISTORY

Redmont Railway began operation in 1995. Originally owned by Norfolk Southern, the Mississippi-Alabama Railroad Authority bought the line when Norfolk Southern chose to abandon it and hired RRC to operate freight service from Red Bay to Corinth. When the Mississippi-Alabama Railroad Authority no longer had interest in the railroad, Sunshine Mills was forced to buy RRC in order to maintain rail service for the commodities it needs to manufacture pet food.

ALABAMA QUICK FACTS

State(s) of Operation

- Alabama
- Mississippi

Miles of Track

- 41 miles (2 miles in AL)

Stations Served (north to south)

- Corinth, MS
- Red Bay

Connecting Railroad

- NS (Corinth, MS)
- KCS (Corinth, MS)

Major Commodities

- Grain
- Soybean meal
- Meat and bone meal

Principal Business Served

- Sunshine Mills, Inc.

Annual Volumes

- N/A

Equipment/Facilities/Capacities

- 1 locomotive

CONTACT INFORMATION

Dan Bostick

Sunshine Mills, Inc.

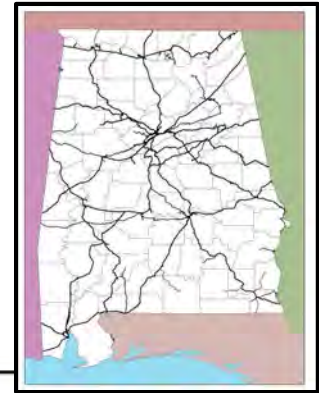
PO Box 676

Red Bay, AL 35582

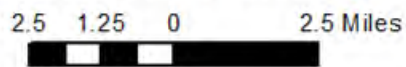
662.706.1444

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Redmont Railway Co, Inc (RRC)



Data provided by ALDOT
Date: November 7, 2013

SEQUATCHIE VALLEY RAILROAD (SQVR)

INTRODUCTION

The Sequatchie Valley Railroad (SQVR) is a Class III local line haul railroad. The railroad company operates 3 miles of track in northeast Alabama from Bridgeport to Kimball, TN.

HISTORY

The Sequatchie Valley Railroad was originally built in 1860 as the Jasper branch of the Nashville & Chattanooga Railroad. After the Civil War, the line was expanded and eventually served as transport for coal, iron ore, and coke. However, this operation closed when the mine production was depleted in the 1940s. Today, the SQVR hauls mostly raw material to manufacturers in Jasper and finished products back to be transferred to the CSXT in Bridgeport.

ALABAMA QUICK FACTS

State(s) of Operation

- Alabama
- Tennessee

Miles of Track

- 3 miles in AL
- 12 miles in TN

Stations Served (north to south)

- Kimball, TN
- South Pittsburg, TN
- Richard City
- Bridgeport

Connecting Railroads

- CSXT (Bridgeport)

Major Commodities

- Gypsum board
- Clay
- Plastic resin

Principal Businesses Served

- N/A

Annual Volumes

- 118,500 tons

Equipment/Facilities/Capacities

- N/A

CONTACT INFORMATION

Byron Clinton

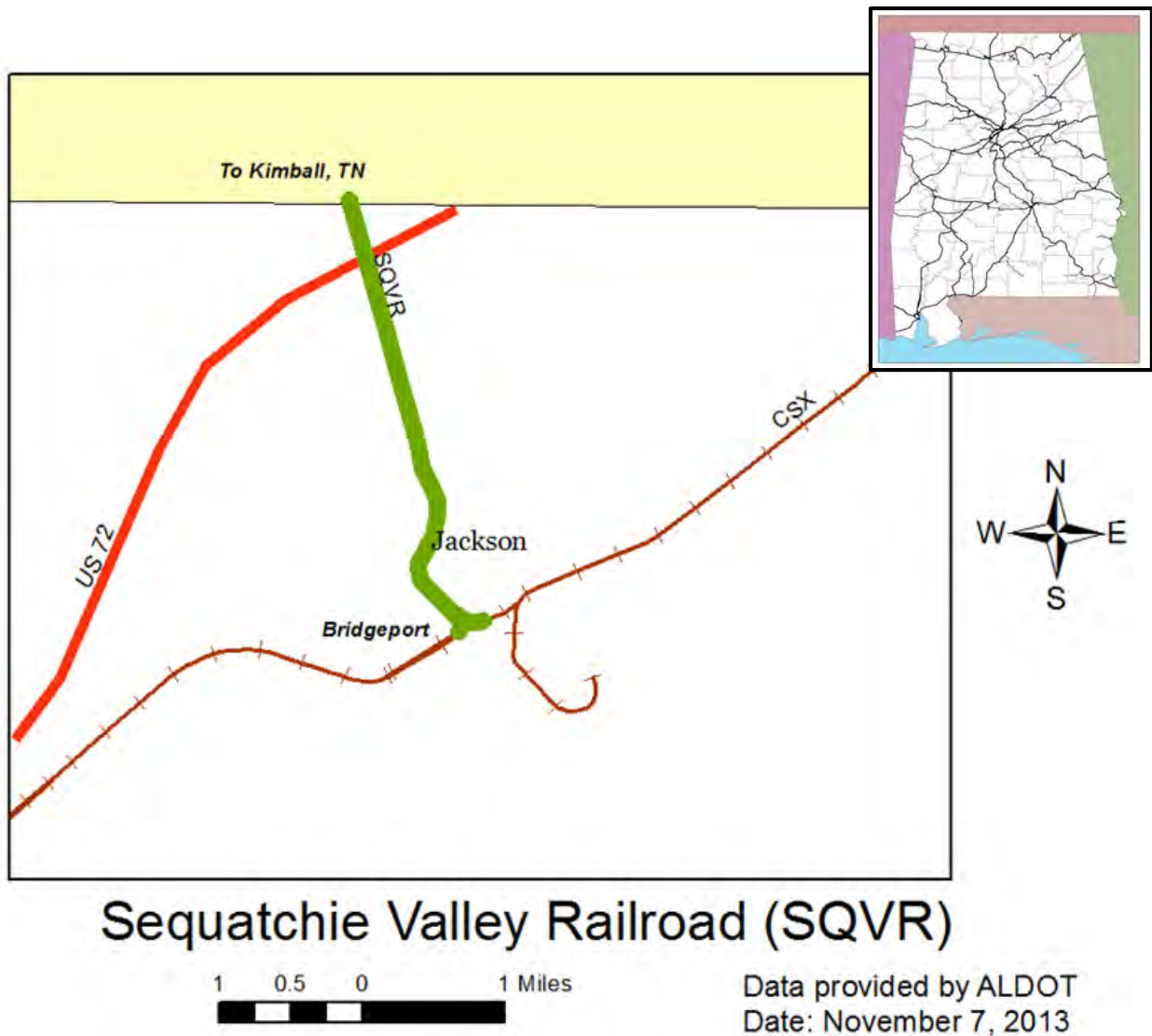
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Sequatchie Valley Railroad (SQVR)

Data provided by ALDOT
Date: November 7, 2013

SOUTHERN ELECTRIC RAILROAD COMPANY, INC. (SERX)



INTRODUCTION

The Southern Electric Railroad (SERX) is a Class III local railroad company operating two noncontiguous rail line segments in Jefferson County (near the City of West Jefferson) and Shelby County (near the City of Wilsonville). The railroad company is a wholly owned subsidiary of the Southern Company, an electric utility holding company. Approximately 8 miles of track interchanges with CSXT near Wilsonville, providing access to the Plant Gaston electric generating facility. Near West Jefferson, access to the Plant Miller electric generating facility is



Source: SERX

provided through interchanges with BNSF (1 mile of track) and NS (4 miles of track). Operations on SERX tracks are typically performed by other railroad companies through trackage rights agreements. Coal is SERX's main commodity. There are four public crossings along the lines: one at-grade, two railroad under, and one railroad over.

ALABAMA QUICK FACTS

State(s) of Operation

- Alabama

Miles of Track

- 13 miles

Stations Served (west to east)

- West Jefferson
- Wilsonville

Connecting Railroads

- BNSF (West Jefferson)
- CSXT (Wilsonville)
- NS (West Jefferson)

Major Commodities

- Coal

Principal Businesses Served

- Plant Gaston
- Plant Miller

Annual Volumes

- ~11.5 million tons

Equipment/Facilities/Capacities

- N/A

CONTACT INFORMATION

Jeremy Cole

Vice President & General Manager

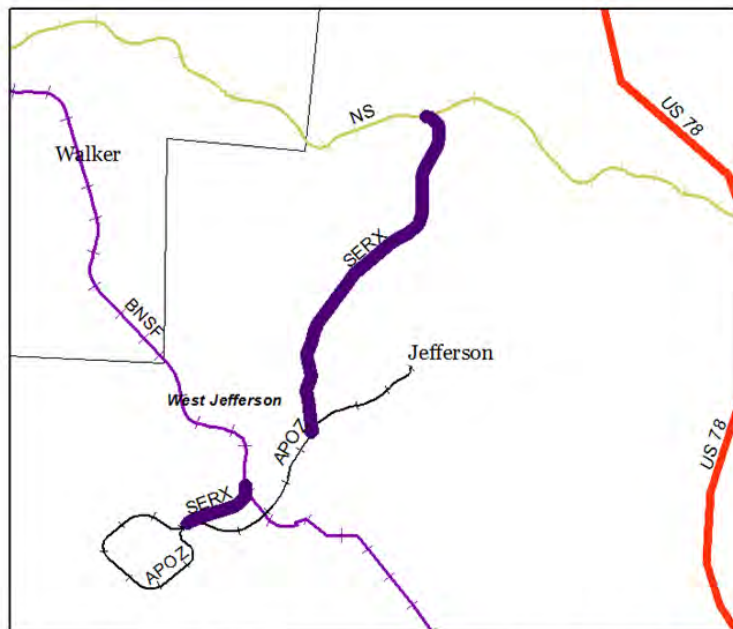
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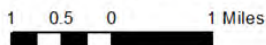
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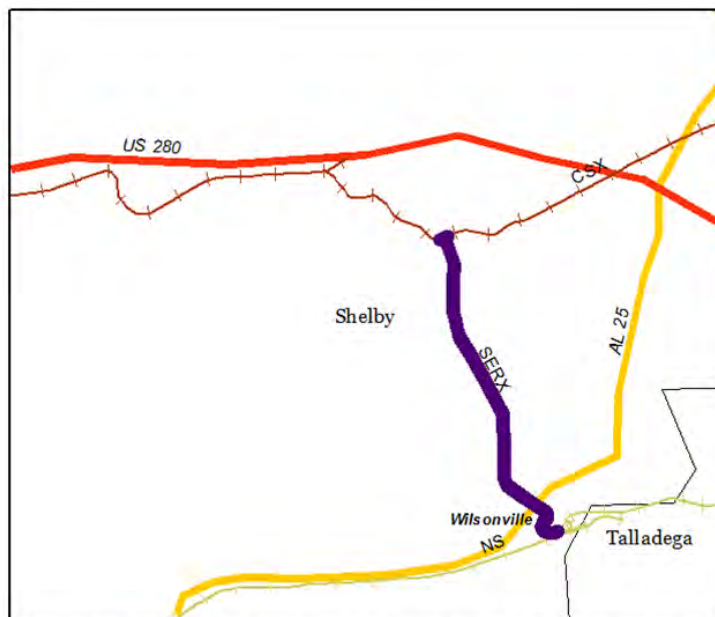
www.southernco.com



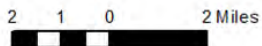
Southern Electric Railroad Co. Inc (SERX)



Data provided by ALDOT
Date: November 7, 2013



Southern Electric Railroad Co. Inc (SERX)



Data provided by ALDOT
Date: November 7, 2013

TENNESSEE SOUTHERN RAILROAD CO. (TSRR)



INTRODUCTION

The Tennessee Southern Railroad Co. (TSRR) operates 149 miles of rail line (including 118 main line miles) running from Columbia, TN (south of Nashville) to Florence, AL and to Pulaski, TN. Of the 118 main line miles, approximately 109 miles are located in Lawrence, Giles and Maury counties in middle Tennessee, while the remaining 9 miles are located in Lauderdale County in northwest Alabama.

TSRR is capable of providing intermodal exchange between river barge and railroad or truck at the Port of Florence, AL. By utilizing the Port's 40 ton overhead crane, commodities such as steel coils, sand, potash, sulphate, and aluminum can be unloaded from barges. The Port of Florence is located near MP 257 on the Tennessee River in Florence, Alabama. In addition, TSRR has the ability to transload products between rail cars and trucks at its cross-dock facility located in Lawrenceburg, TN.

HISTORY

The Tennessee Southern Railroad began operation on former Norfolk Southern track in Florence, AL in July 1988. In February 1989, TSRR commenced operation on the former CSXT track running from just north of Columbia to Pulaski, TN on the former Nashville & Decatur line, and from Columbia, TN to Florence, AL on the former Nashville, Florence & Sheffield line. Although the TSRR came into existence in 1988, its heritage dates back to 1879. Today, the TSRR is a part of the Patriot Rail Corporation, a shortline holding company based in Florida.

ALABAMA QUICK FACTS

State(s) of Operation

- Alabama
- Tennessee

Miles of Track

- 149 miles (9 miles in AL)

Stations Served (north to south)

- Columbia, TN
- Pulaski, TN
- Natco, TN
- Siglo, TN
- Mt. Pleasant, TN
- Loretto, TN
- Iron City, TN
- Florence, AL

Connecting Railroads

- CSXT (Natco, TN)

Major Commodities

- Aluminum
- Building materials
- Coil steel
- Crossties
- Fertilizer
- LP gas
- Plastics
- Potash
- Rolled paper
- Slag
- Soapstone

Principal Businesses Served

- N/A

Annual Volumes

- N/A

Equipment/Facilities/Capacities

- Equipment: 8 EMD GP9s
- Storage Yard Facilities: Florence, AL; Mount Pleasant and Columbia, TN

CONTACT INFORMATION

Mitch Cockrell

General Manager-East Region

Patriot Rail Company LLC

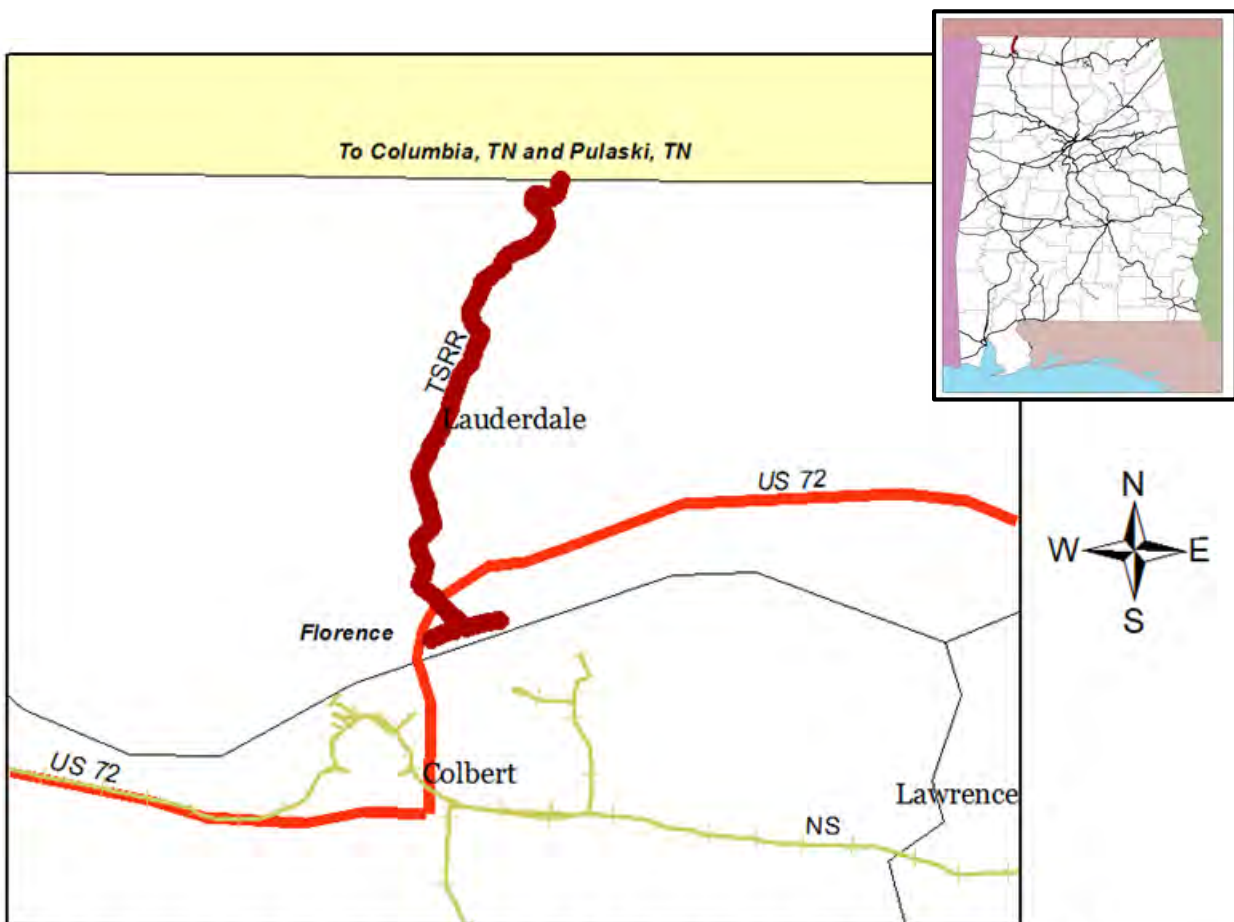
100 Railroad Street

Mt. Pleasant, TN 38474

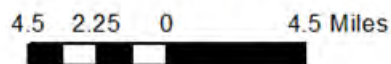
662.386.7098

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Tennessee Southern Railroad Co. (TSRR)



Data provided by ALDOT
Date: November 7, 2013

TERMINAL RAILWAY ALABAMA STATE DOCKS (TASD)



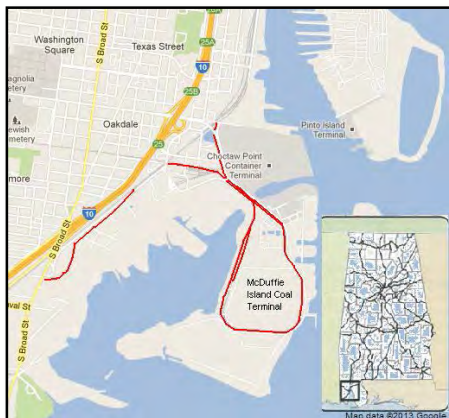
INTRODUCTION

The Terminal Railway Alabama State Docks (TASD) in Mobile has 10 locomotives, 40 freight cars, and 75 miles of track with a classification and interchange yard serving five Class I railroads. TASD also operates two on-terminal yards serving Port wharves and warehouses. The interchange has 29 tracks, and the two terminal yards inside the main docks compound have 29 tracks. All Port Authority public terminals are served by TASD. There are currently two gantry container cranes and one mobile harbor crane serving vessel and rail operations. Additionally, two of the four planned Post-Panamax container cranes are at the container terminal, which by 2015 will have a near dock intermodal rail facility served by TASD.

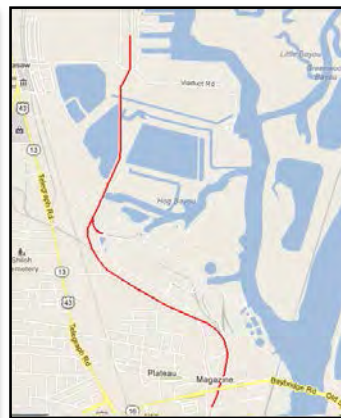


Source: TASD

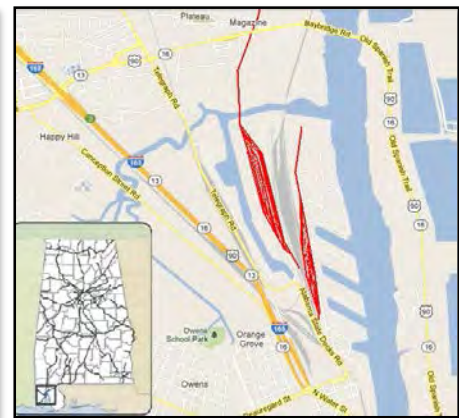
The Choctaw Point Complex is comprised of a marine container terminal, an Intermodal Container Transfer Facility (ICTF), and a planned logistics park. In September 2008, APM Terminals, in partnership with the Alabama State Port Authority, opened a state-of-the-art container terminal serving Post-Panamax carriers at the Port of Mobile. Since 2008, Mobile's annual container volumes have jumped from 103,718 TEUs to 200,929 TEUs in 2012. In 2012, the Authority authorized Phase I construction of the ICTF that will place into operation by early 2015 an intermodal rail ramp accessible to the Terminal Railway (TASD) and five Class I railroads. Rounding out the intermodal development is a planned logistics and value added industries park.



South of ASPA Interchange /
McDuffie Island Coal Terminal



North of ASPA Interchange /
Port of Chickasaw



Interchange / On-Terminal
Yards

Source: TASD

HISTORY

The Alabama State Port Authority (also known as Alabama State Docks) was dedicated in June 1928, with the public terminals discharging 750 tons of sugar from its first vessel on May 23, 1927. In December that same year, T ASD began operations servicing railroads and rail shippers. At present, the T ASD employs about 112 personnel comprised of yardmasters, engineers, trainmen, clerks, maintenance of way and shop employees. T ASD crews conduct operations 24 hours/7 days a week, and in Fiscal Year 2012, the railroad handled 136,024 revenue-producing rail moves.

ALABAMA QUICK FACTS

State(s) of Operation

- Alabama

Miles of Track

- 75 miles

Stations Served

- Alabama State Port Authority (Mobile)

Connecting Railroads

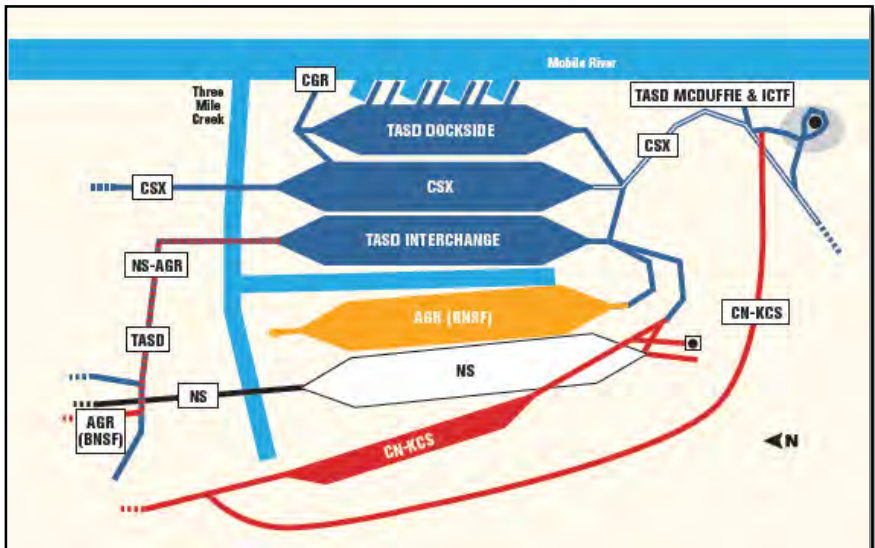
- AGR/BNSF (Mobile)
- CGR (Mobile)
- IC (CN)/KCS (Mobile)
- CSXT (Mobile)
- NS (Mobile)

Major Commodities

- Coal
- Grain
- Forest products
- Steel
- Heavy lift/oversized cargoes

Principal Businesses Served

- Kimberly-Clark
- Berg Spiral Pipe
- Merchants Transfer
- Kemira
- Frascati Shops Inc.
- Occidental
- ARC Terminals
- DPC Enterprises
- NuStar Energy
- Crimson Shipping
- Southern Ionics
- McDuffie Coal Terminal



Source: www.asdd.com

- Import/export and domestic containerized freight (through ICTF when completed in 2015)

Annual Volumes

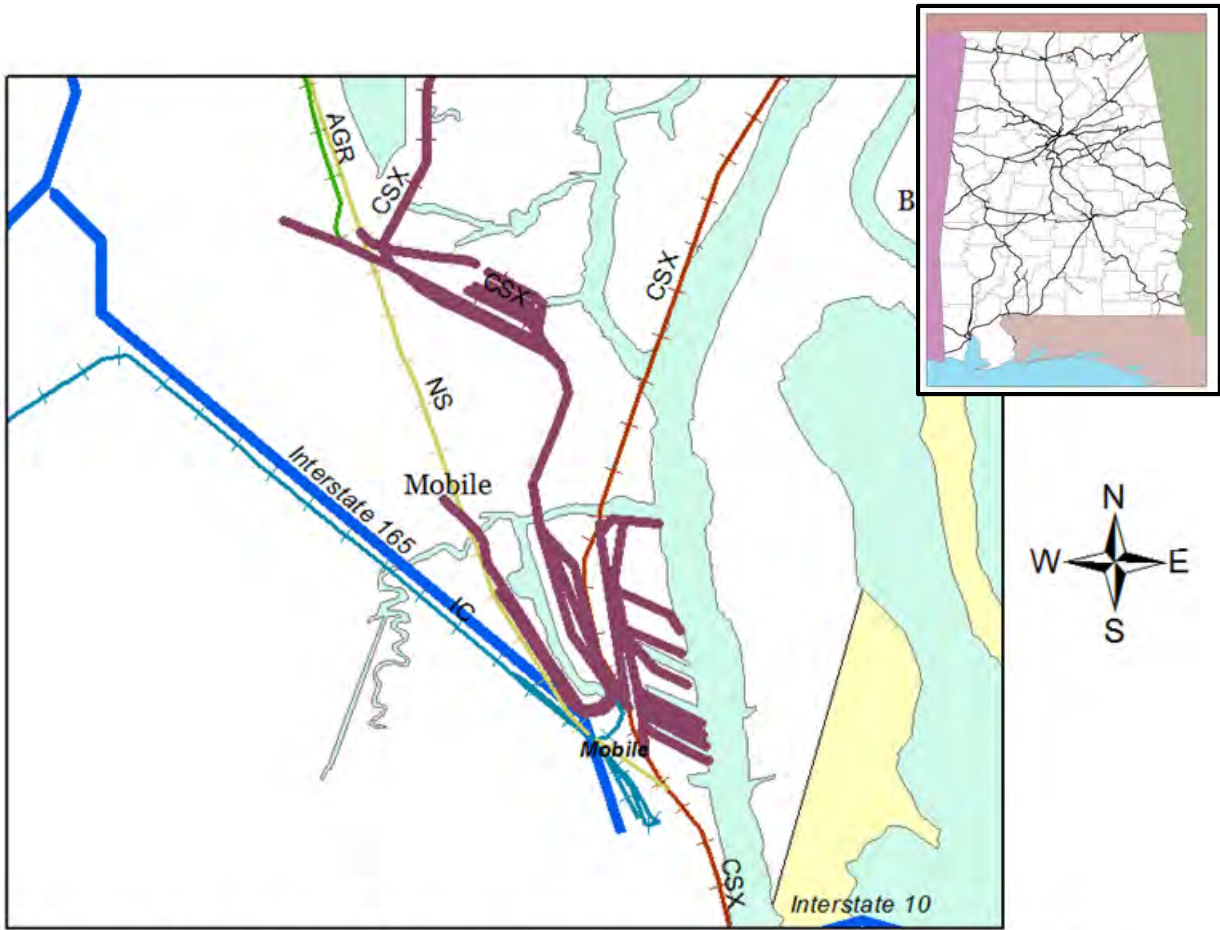
- ~12.3 million tons
- McDuffie Island Coal Terminal = 14.5 million tons of coal/year

Equipment/Facilities/Capacities

- 10 locomotives
- 40 freight cars

CONTACT INFORMATION

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Terminal Railway AL State Docks (TASD)

1 0.5 0 1 Miles

Data provided by ALDOT
Date: November 7, 2013

THREE NOTCH RAILWAY, L.L.C. (TNHR)



INTRODUCTION

The Three Notch Railway, L.L.C. (TNHR) operates over 34 miles of track southeast from Georgiana to Andalusia. TNHR interchanges with CSXT at Georgiana and handles approximately 1,050 carloads per year. Major commodities include chemicals, polypropylene, fertilizer and agricultural products.

HISTORY

Three Notch Railroad started service on June 8, 2001. Previously named the Alabama & Florida Railroad, it was originally a branch line of CSXT, Louisville & Nashville (L&N), Central of Georgia (C of GA), and Atlantic and East Carolina Railway (AEC) railroads. In April 2011, the line was acquired by RailAmerica and TNHR was assigned the agreement to continue to lease and operate the Andalusia and Conecuh Railroad Company's (ACRC's) remaining 2 miles of track in the City of Andalusia, which was classified as industrial. In December 2012, the Surface Transportation Board approved Genesee & Wyoming's purchase of TNHR, one of 11 railroads it now owns in Alabama.

ALABAMA QUICK FACTS

State(s) of Operation

- Alabama

Principal Businesses Served

- N/A

Miles of Track

- 34 miles

Annual Volumes

- 1,050 carloads

Stations Served (north to south)

- Georgiana
- McKenzie
- Red Level
- Andalusia

Equipment/Facilities/Capacities

- N/A

Connecting Railroads

- CSXT (Georgiana)

Major Commodities

- Chemicals
- Polypropylene
- Fertilizer and other agricultural products

CONTACT INFORMATION

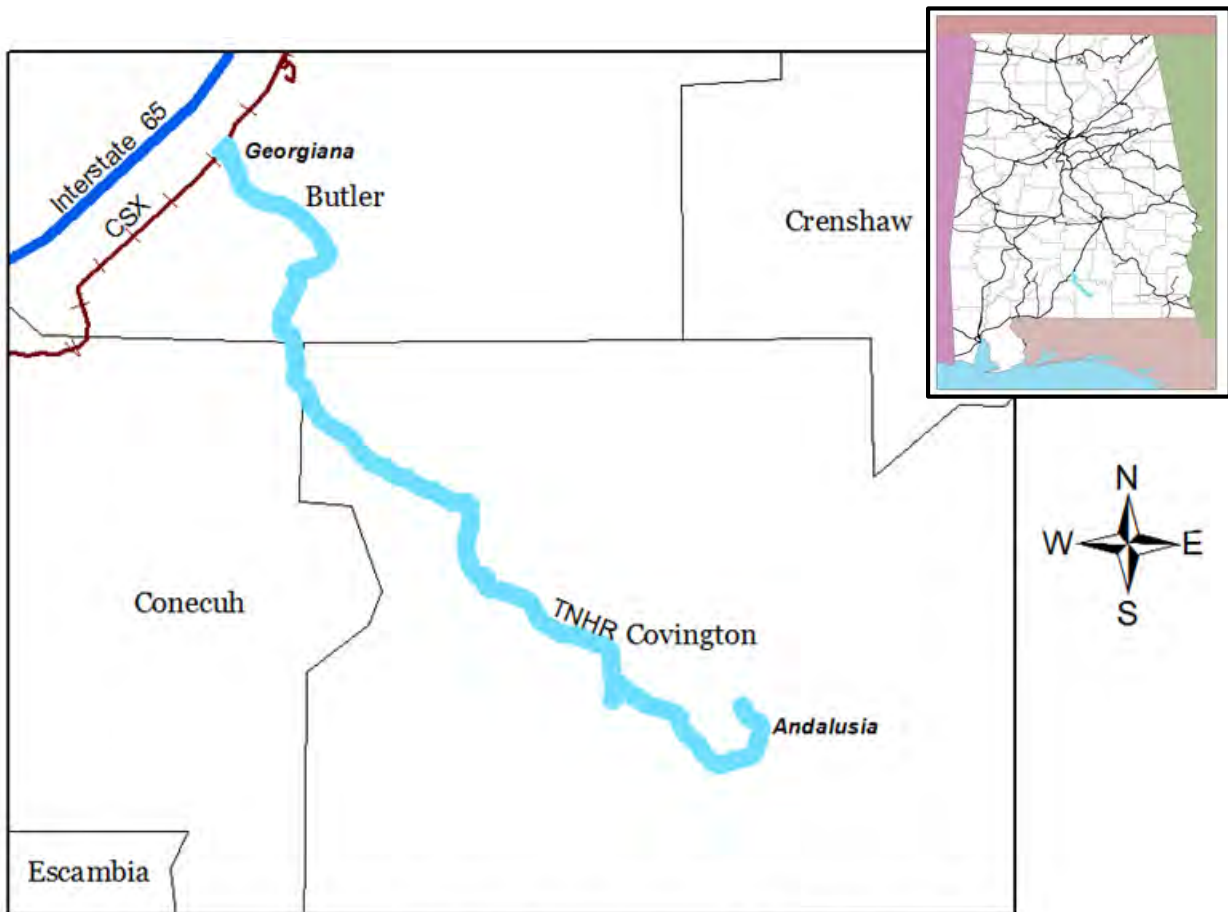
Mark Stephens

Operations Manager
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Enterprise, AL 36330
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mark.stephens@gwrr.com

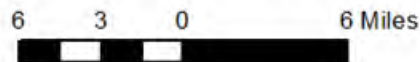
Jerry Vest

Vice President, Gov't & Industry Affairs
PO Box 38652
Pittsburgh, PA 15238
412.963.1805
jvest@gwrr.com

www.gwrr.com



Three Notch Railway, LLC (TNHR)



Data provided by ALDOT
Date: November 7, 2013

WIREGRASS CENTRAL RAILWAY, L.L.C. (WGCR)



INTRODUCTION

The Wiregrass Central Railway, L.L.C. (WGCR) operates 20 miles of track between Waterford and Enterprise, connecting with CSXT at Waterford. Primary traffic includes inbound grain for a major feed mill at Enterprise, shipments of peanut products in/out of the large peanut processors clustered around Enterprise, and seed.

HISTORY

The WGCR was formed in December 1886 from a spur of CSXT. Construction of the railroad began in 1897 in Waterford from the Savannah, Florida and Western Railway mail line. The line was built by Alabama Midland Railroad and completed in 1898. Southwest Alabama Company operated the line until it was consolidated in 1901. This company merged with Atlantic Coast Line Railroad in July 1902, which in turn merged with Seaboard Airline Railroad to form the Seaboard Coast Line Railroad. In December 1982, the Louisville & Nashville Railroad merged with Seaboard Coast Line to form the Seaboard System, which merged with the Chessie System in 1986 to become CSX Transportation. The line was acquired by Gulf and Ohio Railways in 1987 and by RailAmerica in April 2011. In December 2012, the Surface Transportation Board approved Genesee & Wyoming's purchase of WGCR, one of 11 railroads it now owns in Alabama.

ALABAMA QUICK FACTS

State(s) of Operation

- Alabama

Miles of Track

- 20 miles

Stations Served (west to east)

- Enterprise
- Gerald
- Daleville/Fort Rucker
- Kelly
- Newton
- Waterford

Connecting Railroads

- CSXT (Waterford)

Major Commodities

- Poultry feed ingredients
- Peanut products
- Seed

Principal Businesses Served

- Pilgrim's Pride
- Wayne Farms
- Sessions

Annual Volumes

- 8,200 carloads per year

Equipment/Facilities/Capacities

- 3 EMD GP-38 2000 HP locomotives
- 2 EMD GP-9E p3 1750 HP locomotives
- Boxcars of varying length
- 106 car yard and storage

CONTACT INFORMATION

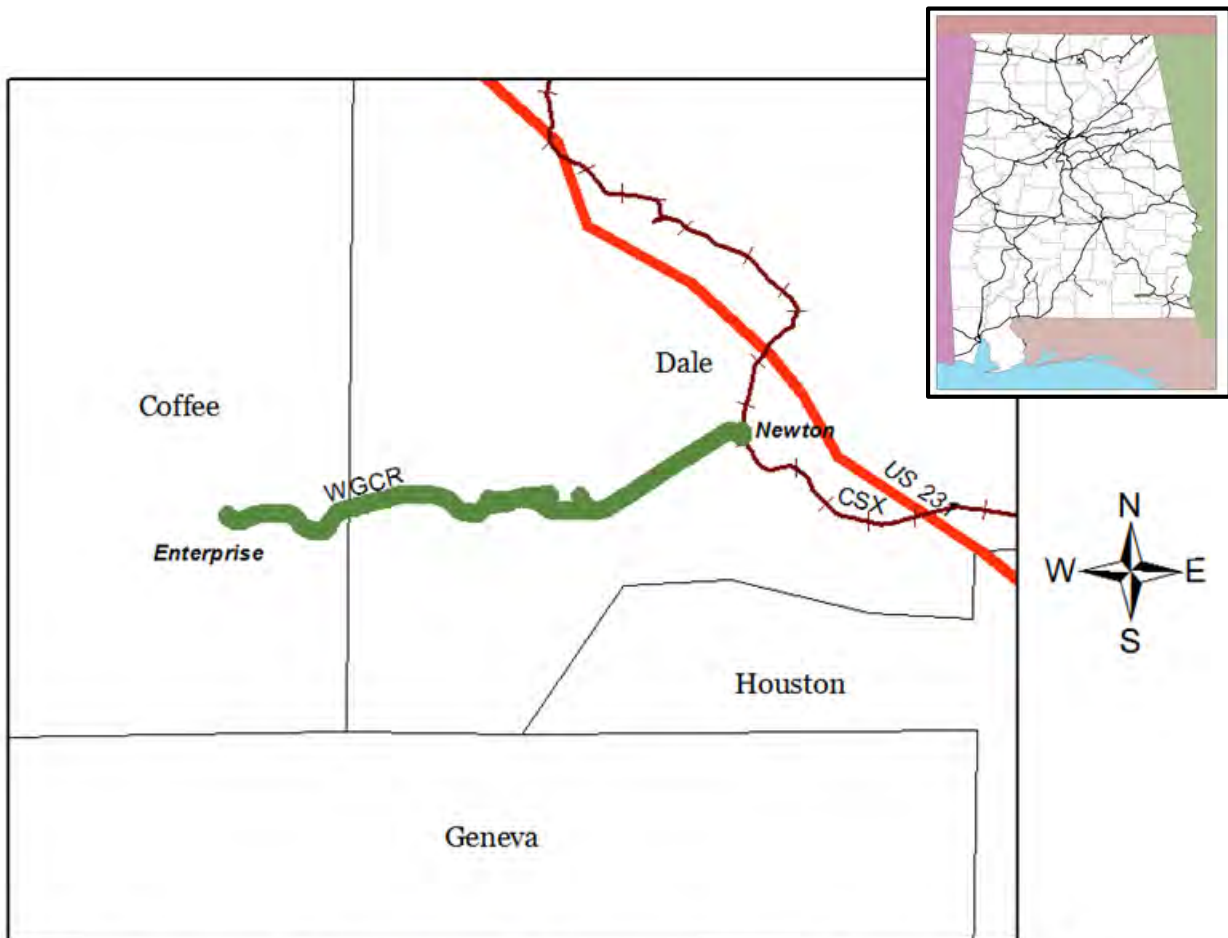
Mark Stephens

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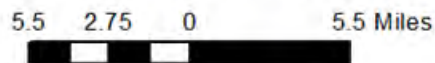
Jerry Vest

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jvest@gwrr.com

www.gwrr.com



Wiregrass Central Railway, LLC (WGCR)



Data provided by ALDOT
Date: November 7, 2013

TOURIST TRAINS

HEART OF DIXIE RAILROAD MUSEUM

Tourist Train: Calera & Shelby Railroad (CSMX)

Excursion: One-hour ride through forests of Shelby County

General Location: South of Birmingham

Address: 1919 Ninth Street, PO Box 727, Calera, AL 35040

Phone: 205.668.3435

Website: www.hodrrm.org

Hours: Tuesday 10:00-2:00, Thursday 10:00-2:00, Saturday 9:00-4:00 (March-December)



NORTH ALABAMA RAILROAD MUSEUM, INC.

Tourist Train: Mercury & Chase Railroad (NARZ)

Excursion: Ten-mile round-trip lasting approximately one hour (April-December)

General Location: East of Huntsville

Address: 694 Chase Road, P.O. Box 4163, Huntsville, AL 35815-4163

Phone: 256.469.1966 (For General Information), 256.851.6276 (For Ticket Information)

Website: www.northalabamarailroadmuseum.com

Hours: Monday-Sunday 9:00-4:00

