

Alabama Rail Directory 2001



Alabama Department of Transportation
Bureau of Multimodal Transportation

PREPARED BY
BURK-KLEINPETER, INC.
IN ASSOCIATION WITH
PARSONS TRANSPORTATION GROUP



ALABAMA DEPARTMENT OF TRANSPORTATION

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Don Siegelman
Governor

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Paul Bowlin
Transportation Director

To the Residents of the Great State of Alabama:

It is with great pleasure that I announce the publication of the State's first comprehensive Rail Directory. This document provides important information about the railroads operating in our state, including their locations, stations served, commodities handled, and local contacts. It will be useful to manufacturers and shippers, economic development agencies, local and regional governments, and citizens with an interest in railroads.

This Rail Directory underscores the vital role that railroads play in the overall transportation system of the State of Alabama. With over 4,700 miles of track, the five Class I railroads and the twenty-three shortline and terminal railroads move over 93.5 million tons of commodities that either originate or terminate in Alabama each year. Our modern industrial economy could not exist without the presence of this integrated rail system.

The railroads in Alabama have responded to the challenges put before them in the past and will continue to respond to the new challenges facing them today. The State of Alabama is proud of the men and women who serve in the rail industry and we look forward to working with them to continue to improve the safety and efficiency of the Alabama rail system.

Working for a better Alabama...

Yours truly,

Paul Bowlin
Transportation Director

PB/rjj/jw

Alabama Department of Transportation
Bureau of Multimodal Transportation
Rail Section

Alabama Rail Directory 2001

Produced by

BURK-KLEINPETER, INC.

Engineers, Architects, Planners, and
Environmental Scientists

600 Lurleen Wallace Boulevard, Suite 180
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In Association with

Parsons Transportation Group

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The
Railroads
of
Alabama

Burlington Northern Santa Fe Railway (BNSF)

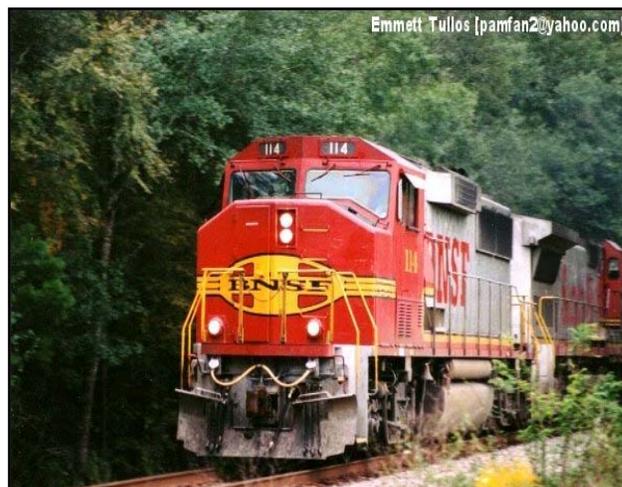


Introduction

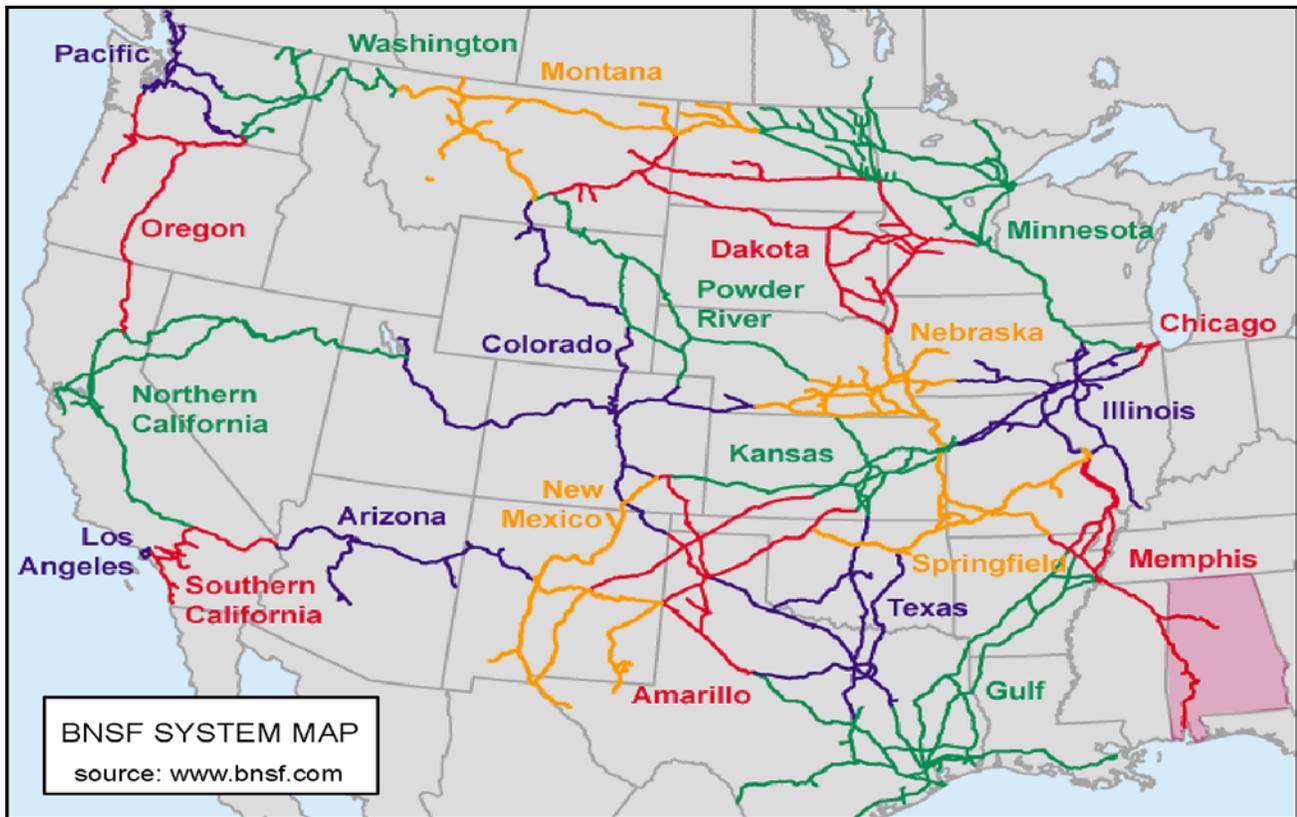
Headquartered in Fort Worth, Texas, Burlington Northern Santa Fe Corporation (BNSF), through its subsidiary The Burlington Northern and Santa Fe Railway Company, operates one of the largest railroad networks in North America, with 33,500 route miles covering 28 states and two Canadian provinces. This 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.

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 the 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). The company employs more than 40,000 people.

Miles of Track

510 miles

Stations Served

Amory Subdivision

Pickensville, Aliceville, W. Greene, Mt. Hebron, Crossroads of America Industrial Park, Boligee, Forkland, Centrala, Warrior Bridge, Demopolis, Green Tree, Stokely, Linden, Magnolia, Kimbrough, Gulf

Birmingham Subdivision

Gattman, Beaverton, Winfield, Eldridge, Carbon Hill, Townley, Jasper, Alma, Benoit, Adamsville, Oakwood, Pratt City, Birmingham

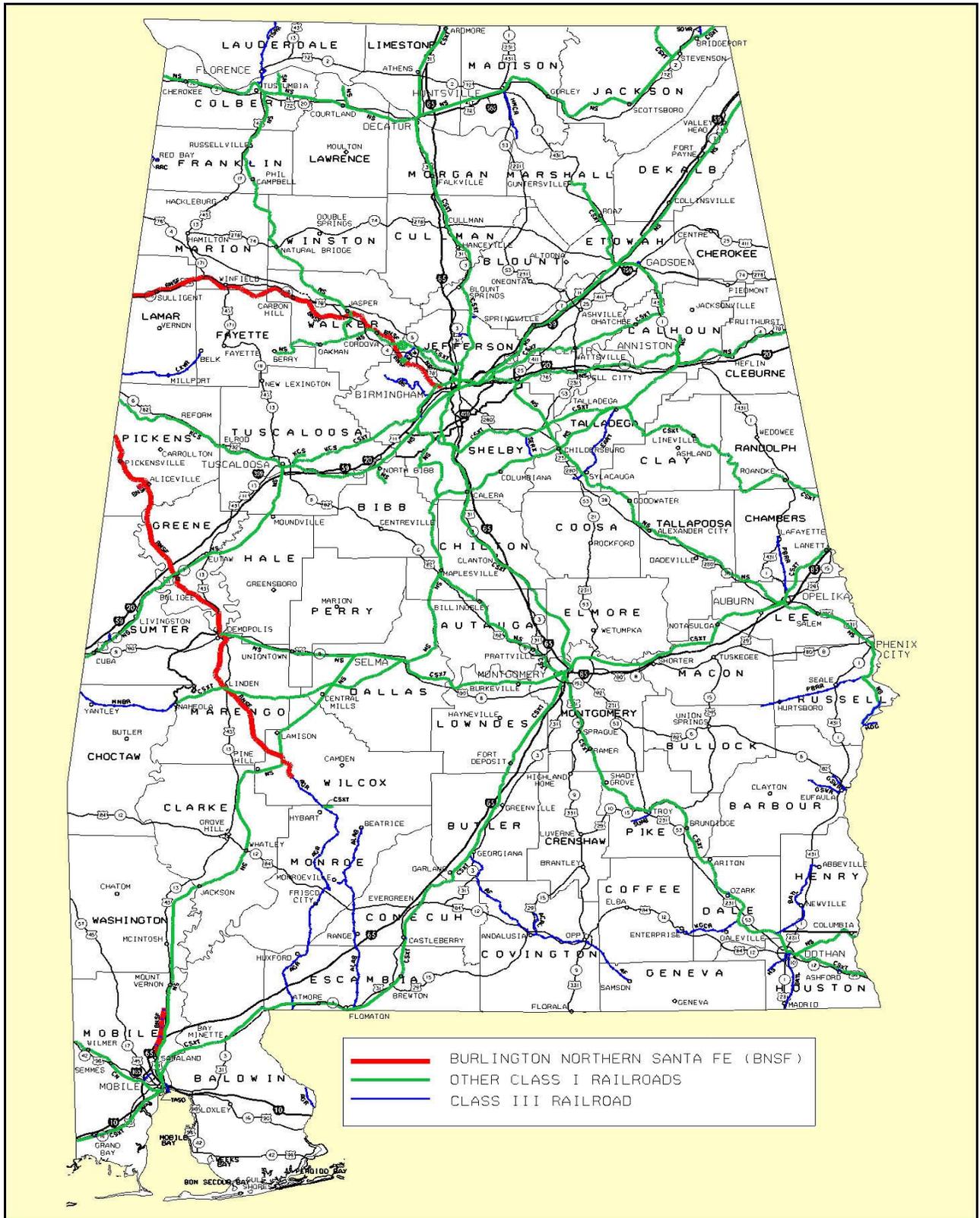
Mobile Subdivision

Atochem, Getty, Reed Minerals, Saraland, Chickasaw, Terminal Junction, Three Mile Creek, Mobile

Major Commodities (Intrastate)

- Chips – 458,924 tons
- Caustic Soda – 247,873 tons
- Pulpboard – 44,927 tons
- Wood Pulp – 114,463 tons
- Pulpwood Logs – 42,020 tons
- Sulfuric Acid – 101,213 tons
- Chlorine – 19,498 tons
- Scrap – 31,245 tons

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Volume

- Tonnage Intrastate to Alabama:
1,090,458 tons
- Tonnage Interstate to Alabama:
33,767,427 tons
- Tonnage Interstate from Alabama:
3,301,334 tons

Connecting Railroads

- CSXT (Linden, AL)
- NS (Kimbrough, Boligee, Demopolis, AL)
- AGR (Gulf, AL)

Train Speeds

Amory Subdivision

Main Line: 49 mph
Bridges: 25 mph
Sidings: 10 mph

Birmingham Subdivision

Main Line: 60 mph
Main Line Maximum: 40 mph
All tracks Terminal RR, ASD: 10 mph

Railroad Operated Intermodal Distribution Facilities

Birmingham Intermodal Facility

BNSF Transload Facilities

- Alabama Freight, Inc. (Birmingham)
- AmeriCold Logistics, Inc. (Birmingham)
- AT&N Lumber Industries (York)
- Direct Rail Head (Birmingham)
- Doc's Transfer & Warehouse (Birmingham)
- Glen Allen Rail, Inc. (Brilliant)
- Industrial Chemicals, Inc. (Birmingham)
- Industrial Distribution Service Warehouse, Inc. (Birmingham)
- Jefferson Warrior Railroad (Birmingham)
- Meador Warehousing and Distribution, Inc. (Mobile)
- Mobile Moving and Storage Co. (Mobile)
- The Finch Companies (Mobile)
- Trans Load Limited, Inc. (Birmingham)

Contact Information

Main: Allen Kuhn
Burlington Northern Santa Fe
3253 E. Chestnut Expressway
Springfield, MO 65802
Ph: (417) 864-2302

www.bnsf.com

CSX Transportation, Inc. (CSXT)



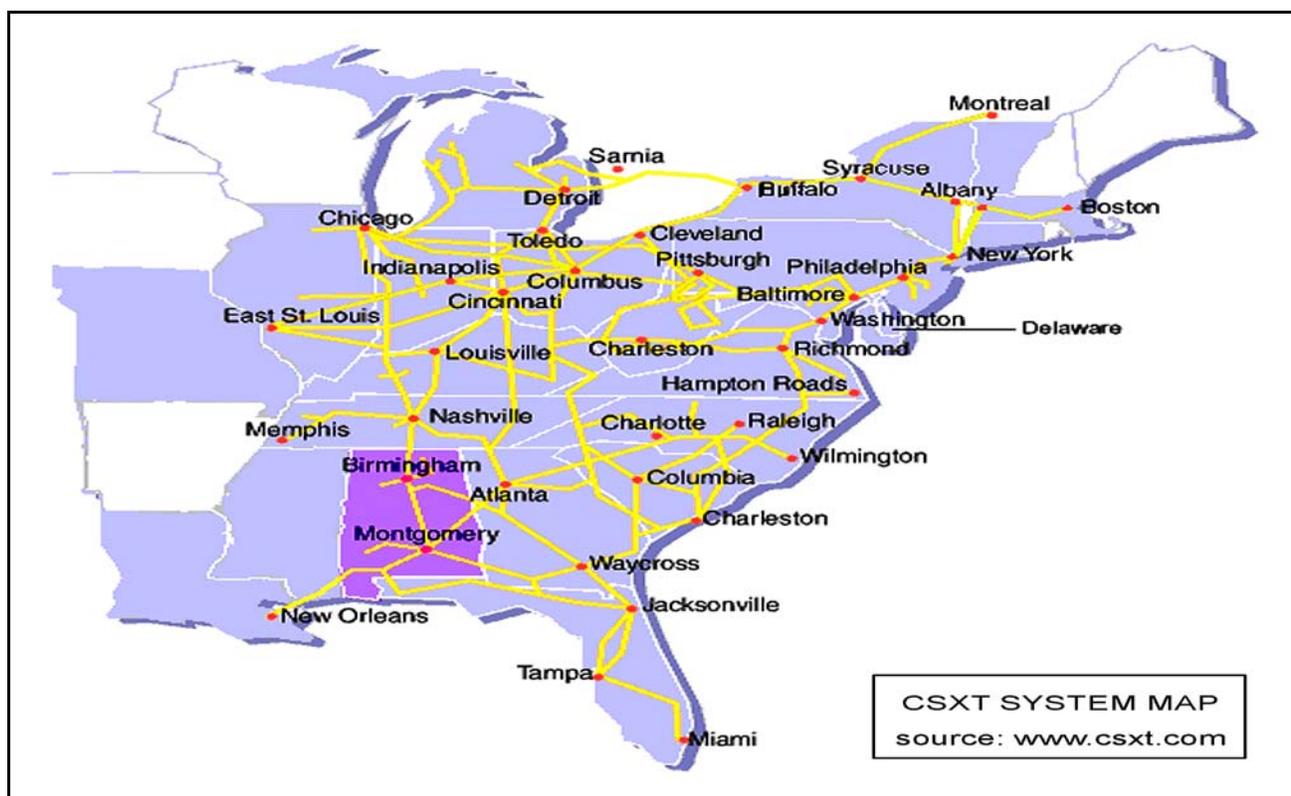
Introduction

CSX Transportation is a major eastern railroad, providing rail transportation and distribution services over a 22,700 route-mile network in 23 states, the District of Columbia and two Canadian provinces. CSX Transportation, a unit of CSX Corporation, is comprised of hundreds of predecessor railroads, the oldest of which dates back more than 170 years.

History

- 1827 - The Baltimore & Ohio Railroad (B&O), our nation's first common carrier railroad, was chartered in Baltimore. Construction of the B&O began in 1828.
- 1832 - The Portsmouth & Roanoke Railroad, Seaboard Air Line Railroad's oldest predecessor, was chartered and the line was completed in 1836.
- 1833 - The Georgia Railroad was chartered and construction began.
- 1836 - The Louisa Railroad Company, Chesapeake and Ohio Railway's (C&O) oldest predecessor, was chartered.
- 1850 - The Louisville & Nashville Railroad (L&N) was chartered and a 186-mile line was opened between its namesake cities in 1859.
- 1852 - The Baltimore, Carroll & Frederick Railroad, the Western Maryland's oldest predecessor, was chartered and completed in 1872.
- 1868 - Special acts of Virginia and West Virginia's legislatures provided for completion of rail lines from Chesapeake Bay to the Ohio River. Under these acts, the Virginia Central Railroad was renamed the Chesapeake and Ohio Railroad.
- 1878 - The Chesapeake and Ohio Railroad was reorganized between 1873 and 1878 during receivership and was renamed the Chesapeake and Ohio Railway (C&O).
- 1908 - Carolina, Clinchfield & Ohio Railroad (CC&O) was named and formed from several individual companies.





- 1947 - The Pere Marquette Railway, principally a Michigan line, was merged into the C&O.
- 1960 - C&O filed with the Interstate Commerce Commission for authority to acquire stock control of the B&O following the ICC's approval in 1963.
- 1964 - C&O/B&O filed with the ICC for permission to acquire control of the Western Maryland Railway.
- 1967 - Seaboard Coast Line (SCL) formed by merger of Atlantic Coast Line Railroad's (ACL) and Seaboard Air Line Railroad (SAL).
- 1967 - ICC approved control of the Western Maryland by C&O/B&O.
- 1968 - ICC hearing examiner recommended approval of proposed C&O/N&W merger; matter before full commission.
- 1969 - Seaboard Coast Line Industries Inc. was formed.
- 1973 - Chessie System Inc. was formed and Chessie System Railroads was adopted as the new corporate identity for the C&O, B&O and WM railroads.
- 1980 - CSX Corp. came into being resulting from the merger of Chessie System Inc. and Seaboard.
- 1986 - Seaboard System Railroad Inc. name was changed to CSX Transportation Inc.
- 1987 - The B&O was merged into the C&O.

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- 1987 - The C&O was merged into CSX Transportation.
- 1998 - Federal Surface Transportation Board announced approval of the joint acquisition of Conrail by CSX and NS.
- 1999 - Operations commenced on the New CSX, which included the acquired Conrail Territory.

Miles of Track

Approximately 1300 miles

Major Commodities

- Paper
- Minerals
- Agricultural Products

Volume

22,000,000 tons in Alabama

Contact Information

Main: Doug Halpin
CSX Transportation, Inc.
4901 Belfort Road
Jacksonville, FL 32256
Ph: (904) 245-1057

www.csxt.com

Canadian National/Illinois Central Railroad Company (CNIC)



Introduction

Canadian National is a leader in the North American rail industry. Following privatization in 1995 and integration with Illinois Central, Canadian National Illinois Central is now able to provide shippers with more options and greater reach in the rapidly expanding market for north-south trade.

History of Canadian National

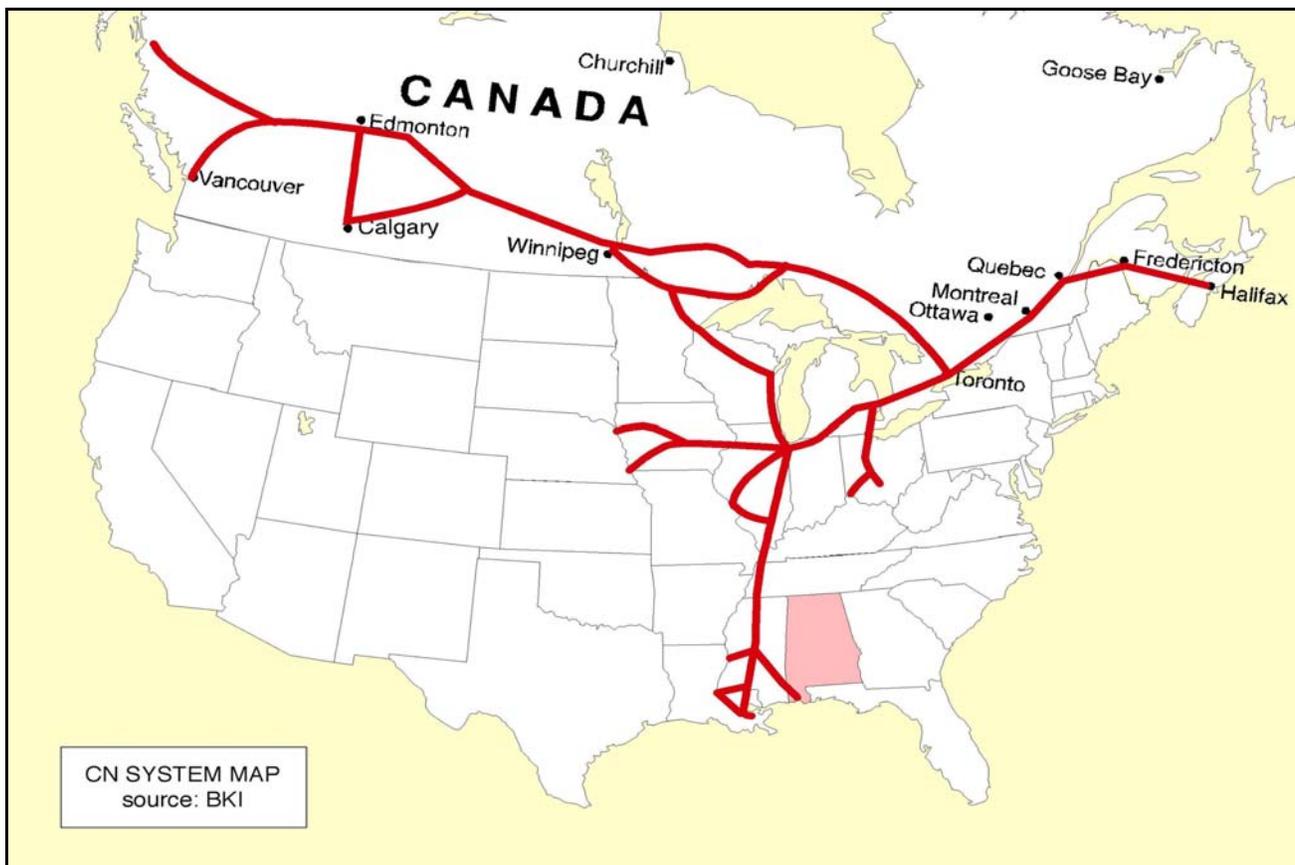
- 1906 - Work begins on the National Transcontinental Railway.
- 1915 - National Transcontinental joins Canadian Government Railways.
- 1917 - Canadian Northern joins Canadian Government Railways.
- 1919 - Canadian National Railway Company is created. Grand Trunk and Canadian Government Railways join newly incorporated Canadian National Railways.
- 1920 - Canadian National takes over the Grand Trunk Pacific.
- 1922 - Cabinet creates Canadian National Railway Company as a corporate entity.
- 1923 - Canadian National takes final form with the addition of Grand Trunk Railway.



- 1927 - Canadian National absorbs Central Vermont Railway.
- 1949 - Newfoundland Railway joins Canadian National.
- 1995 - Canadian National is privatized.

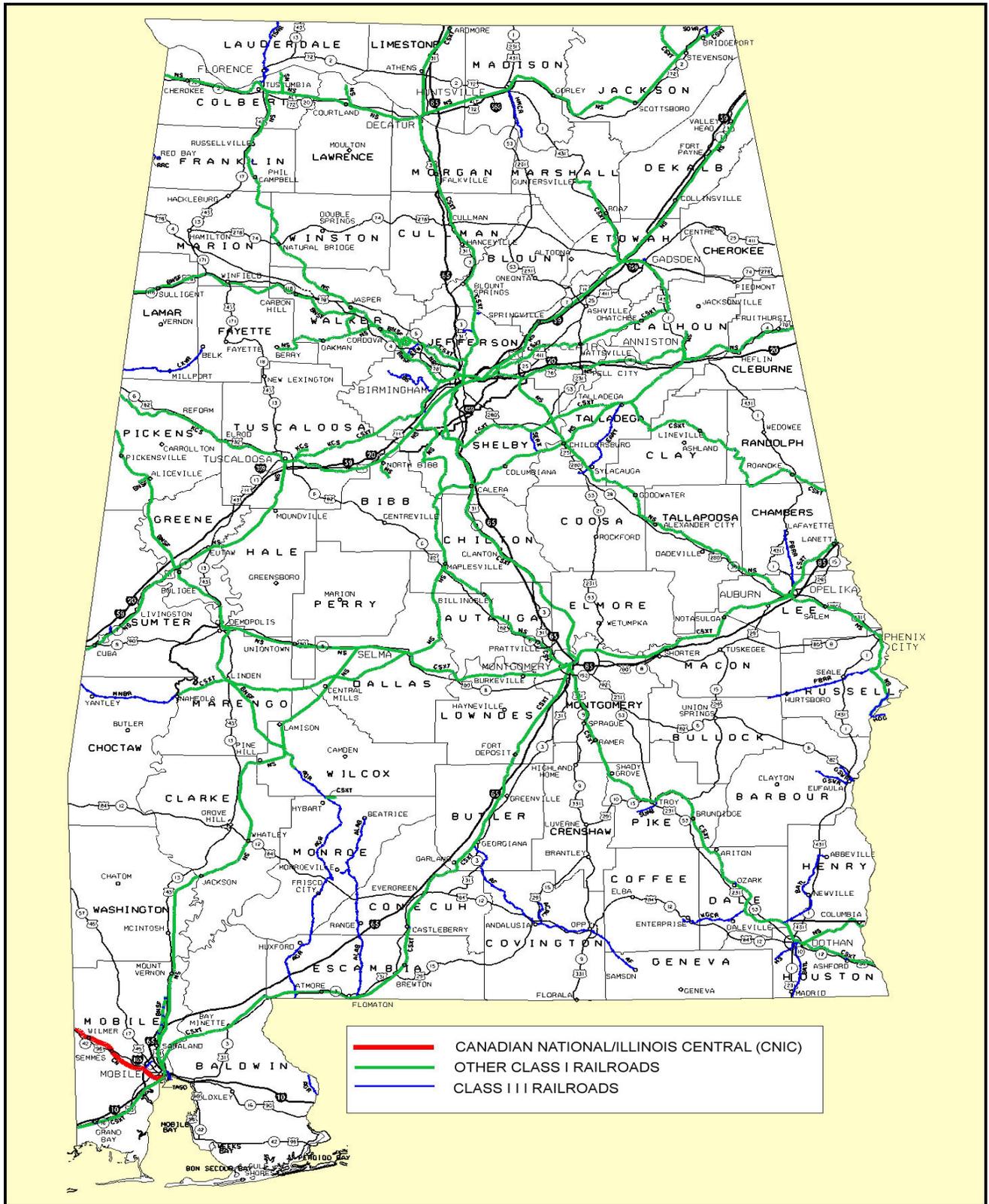
History of Illinois Central

- 1832 - The first proposal for a north-south railroad surfaces in the Illinois legislature. Construction begins on the West Feliciana Railroad acquired by IC 60 years later and its oldest single segment.
- 1851 - Illinois Central receives its charter and becomes America's first land-grant railroad.
- 1867 - Lease of the Dubuque & Sioux City Railroad extends IC service west across Iowa



- 1876 – By acquiring the New Orleans, Jackson & Great Northern and the Mississippi Central, Illinois Central reaches south as far as New Orleans.
- 1883 - Edward H. Harriman becomes a director and IC's dominant shareholder, essentially controlling the railroad for the next 26 years.
- 1892 - IC acquires several railroads controlled by C.P. Huntington of the Southern Pacific, thus expanding to Louisville and Memphis.
- 1899 - IC lines reach Omaha.
- 1901 - IC becomes an American owned company.
- 1938 - The board moves its base from New York to Chicago and increases the number of directors so that for the first time, most are midwesterners.
- 1962 - Diversification beyond railroading begins with the creation of Illinois Central Industries as the railroad's parent company.
- 1972 - IC merges with the Gulf, Mobile & Ohio and becomes the Illinois Central Gulf Railroad (ICG).
- 1984 - ICG begins pruning the network drastically, divesting more than 3500 miles of mainly east/west trackage while rebuilding the core system.

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- 1987 - Illinois Central Industries transfers ICG's stock to a new wholly owned subsidiary, the Illinois Central Transportation Company.
- 1988 - The railroad reverts to its original 1989 IC's parent company, Whitman Corporation (formerly Illinois Central Industries), which sells the railroad to the Prospect Group, which takes it public.
- 1996 - IC buys back its former Iowa Division (the Chicago Central & Pacific) and purchases the Cedar Rapids Railroad.
- 1999 - CN officially acquires the Illinois Central Railroad

Miles of Track

78 miles

Major Commodities

- Petroleum and Chemicals
- Grain
- Fertilizers
- Coal
- Metals & Minerals
- Forest Products
- Automotive Products

Contact Information

Main: John Dinning
Manager of Engineering Services
Canadian National / Illinois Central
800 Woodland Pkwy., Suite 105
Ridgeland, MS 39157
Ph: (601) 914-2658

www.cn.ca

Kansas City Southern Railway Company (KCS)



Introduction

The Kansas City Southern Railway Co. (KCS) is a Class I rail system which operates over 2,728 track miles in 11 central and southeastern states. Founded in 1887 with the vision of providing the most direct salt water access from the Midwest, KCS today has the shortest route between Kansas City and the Gulf of Mexico, serving the ports of Port Arthur, Texas, New Orleans and West Lake Charles, La., and Gulfport, Miss.



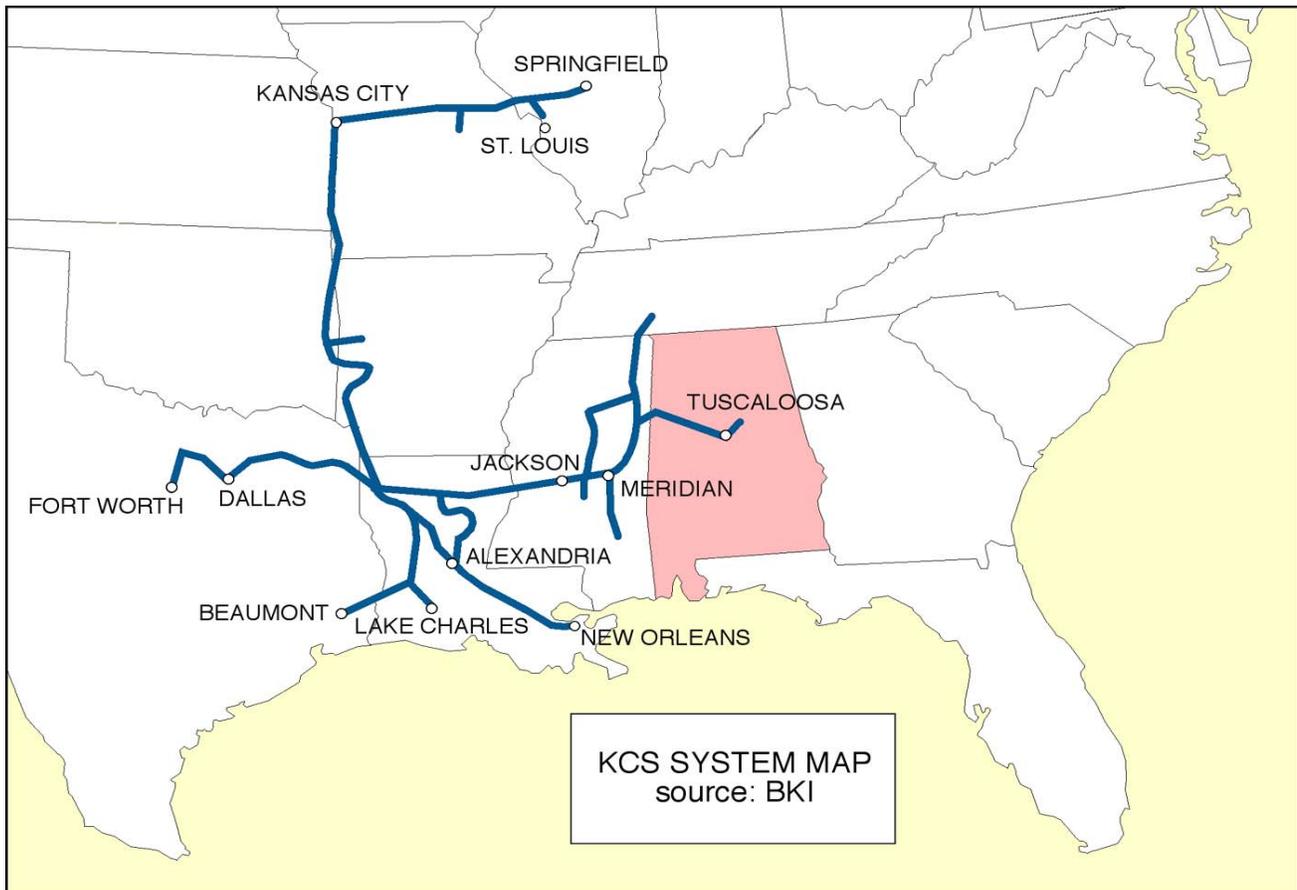
KCS transports a diverse mix of commodities with no one commodity group exceeding 25% of total carloads. With connections to all the other Class I rail carriers and coordinated operations with the other entities that comprise the NAFTA Railway, KCS is strategically positioned to serve the growing number of North American shippers requiring reliable, efficient rail transportation.

History

The Kansas City Southern Railway (KCS) story, spanning more than a century, is a significant chapter in the rich colorful saga of the birth of the nation's great railroads. Its origins date back to 1887 when Arthur E. Stilwell set out to build a railroad from the U.S. heartland directly south to the Gulf of Mexico. Once there ships would move the commodities transported on his railroad to Europe and other destinations.

Stilwell achieved his goal by linking Kansas City with Port Arthur, Texas. His vision has remained the core of Kansas City Southern's business philosophy for more than 100 years.

Over the next four decades, KCS developed an enviable reputation for its strong financial and operating philosophies. In the 1930s, KCS added a route through Louisiana but beyond that did little to extend its rail network. In 1940 and for the next 29 years, KCS provided luxury passenger service between Kansas City and the New Orleans-Gulf Coast regions with its Southern Belle train service. With the growing popularity of auto and air travel, the Belle was forced into retirement in 1969. By the 1990s, KCS was characterized as profitable and geographically well positioned but essentially a regional carrier. It wasn't until 1993, when it completed the acquisition of the MidSouth Railroad, that KCS began to expand the scope



of its operations. The Midsouth, along with a subsequent small acquisition in Texas, gave KCS its first east-west route, connecting Dallas and Meridian, Mississippi. In the last few years, in conjunction with Norfolk Southern Railway, KCS has operated the “Meridian Speedway,” serving the fast-growing southeast and southwest regions.

By 1995, the North American Free Trade Agreement had been signed and KCS management made the strategic decision to build upon Arthur Stilwell’s 19th century vision to become the principal carrier of North American traffic through the U.S. heartland. To that end, KCS and its parent company, KCS Industries, made a series of acquisitions,

investments and marketing alliances to take advantage of growing north-south trade. KCS is now the flagship “Meridian Speedway,” serving the fast-carrier for an extensive North American rail network now referred to as NAFTA railway.

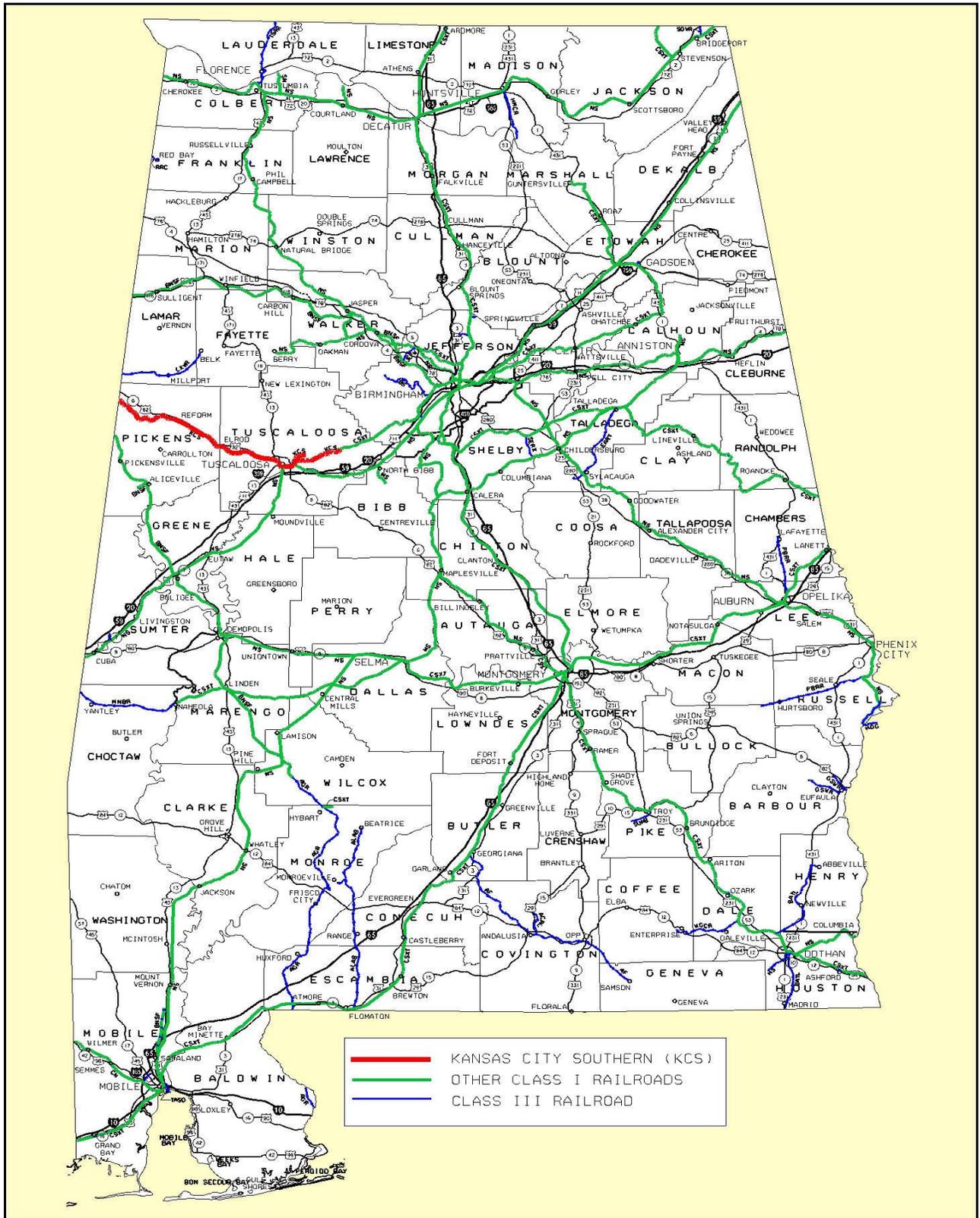
Miles of Track

79.09 miles

Stations Served in Alabama

- Reform
- Gordo
- Buhl
- Tuscaloosa

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Stations Served in Alabama (continued)

- Holt
- Brookwood

Major Commodities

- Coke – 104,834,000 tons
- Scrap Iron or Steel – 43,491,019 tons
- Synthetic Rubber – 38,347,562 tons
- Pulpboard & Fiberboard – 27,528,379 tons
- Soybean Cake, Meal, Screenings – 15,680,591 tons
- Sheet Steel – 9,239,088 tons
- Scrap Paper – 3,362,045 tons
- Sulphuric Acid – 818,250 tons
- Fuel Oil – 579,312 tons

Volume

Tonnage Intrastate to Alabama:
246,981,516

Equipment

434 Locomotives, 14,733 Freight Cars

Connecting Railroads

- NS (Tuscaloosa, AL)
- CSXT (Birmingham, AL)

Contact Information

Main: John S. Jacobsen
V.P. Engineering
Kansas City Southern Railroad
114 West 11th Street
Kansas City, MO 64105
Ph: (816) 983-1278

www.kcsi.com

Norfolk Southern Railway Company (NS)



Introduction

Norfolk Southern is a Virginia-based holding company with headquarters in Norfolk, Virginia. It owns the major freight railroad known as Norfolk Southern Railway Company. The rail operations form a single system of some 21,600 miles of road in 22 states located in the East, the District of Columbia and the Province of Ontario, Canada. Employees of Norfolk Southern have earned a long record of year-over-year improvement in safety and have been recognized repeatedly within the rail industry for their safety achievements.

History

Norfolk Southern was formed June 1, 1982, with the consolidation of Norfolk and Western Railway and Southern Railway. In 1998, Norfolk Southern received permission from the Surface Transportation Board to operate a large portion of the assets and routes of Conrail, expanding the railroad's reach into the Northeast.

Norfolk and Western Railway

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. The system has continued to grow and currently serves 14 states and a province of Canada on more than 7,000 miles of road.

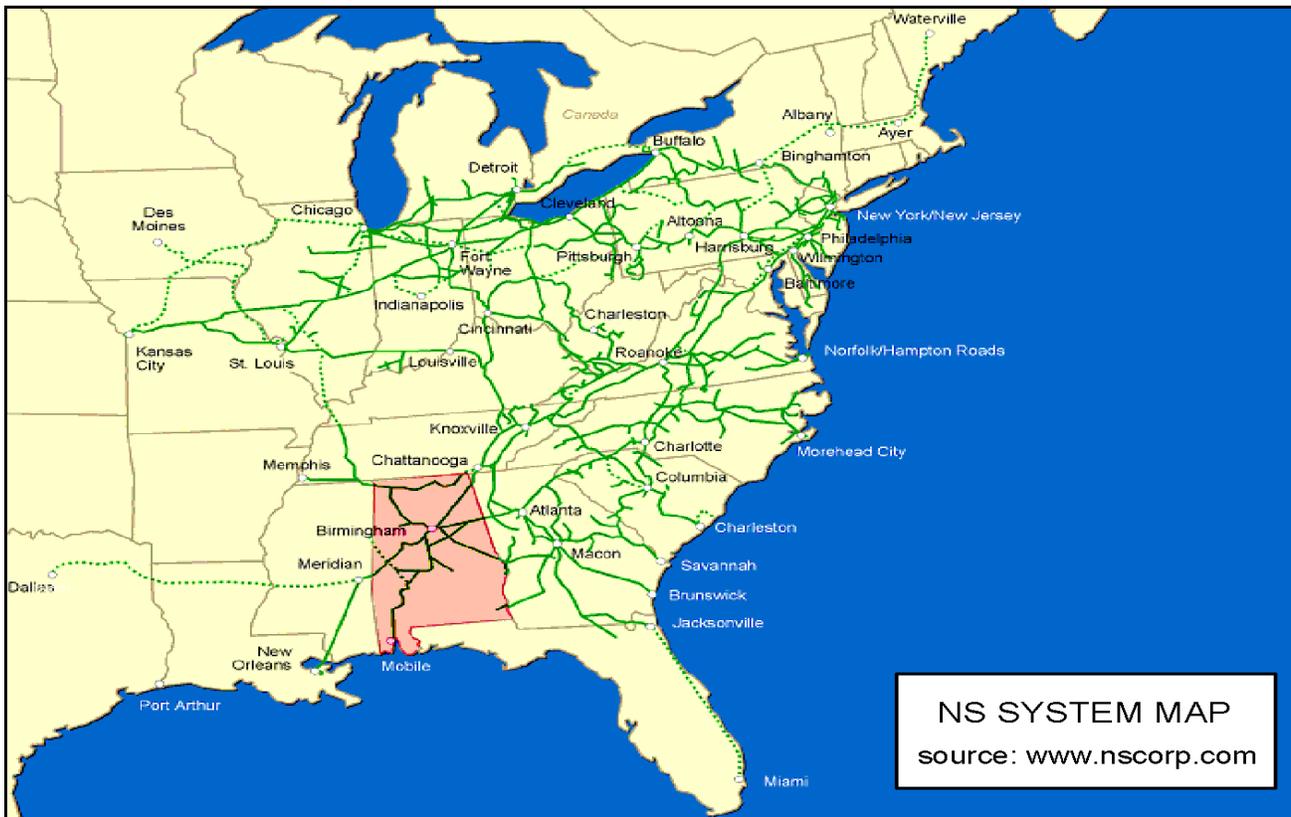


Southern Railway

Southern Railway is the product of nearly 150 predecessor lines that were combined, reorganized 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

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. After profitability was restored, Norfolk Southern and CSX Corp. requested and received approval to operate the routes and assets of Conrail.

Miles of Track

2,141 miles of track in Alabama

Stations Served in Alabama

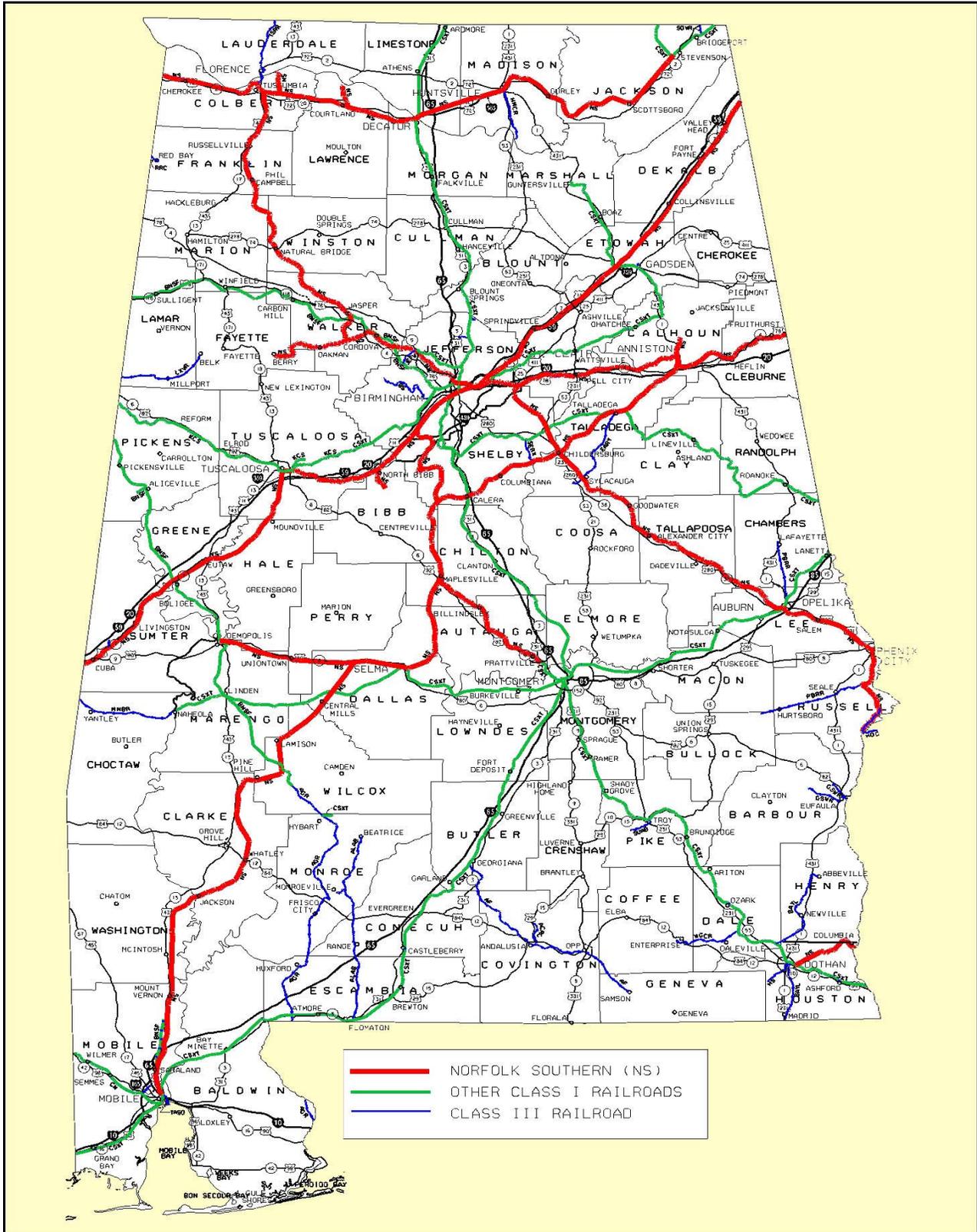
Some of the major stations by volume include:

- Alba City
- Berry
- Birmingham
- Brownson
- Cherokee

Stations Served in Alabama (continued)

- Colum Yell
- Coosa Pine
- Decatur
- Demopolis
- Evans City
- Fairfield
- Haleyville
- Holt
- Jackson Gap
- Jackson
- Jasper
- Kaolin
- Leeds
- Lemoyne
- Listerhill
- Livingston
- Macmillan

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Stations Served in Alabama (continued)

- Mahrt
- Maplesville
- McIntosh
- Millport
- Mobile
- N. Birmingham
- Norrell
- Prattville
- Pride
- Roberta
- Robertson
- Ryan
- Saraland
- Segco
- Selma
- Spocari
- Stevenson
- Vance
- Vertagreen
- Woodlawn

Major Commodities

- Agriculture
- Automotive
- Chemical
- Coal
- Construction
- Paper

Volume

Tonnage Intrastate to Alabama:
7,072,997

Contact Information

Main: S. D. Eisenach
Director of Corporate Development
Norfolk Southern Railway
Three Commercial Place
Norfolk, VA 23510-2191
Ph: (757) 629-2678

www.nscorp.com

Alabama and Florida Railroad Company (AF)



Introduction

The Alabama and Florida Railroad is an interline carrier which runs from Andalusia to Geneva, Alabama, a distance of 41 miles and interchanges with CSX Transportation at Georgiana. The AF typically operates Monday through Friday, 7:00 A.M. to 7:00 P.M. with other times as needed. The AF has standby switch engine service available as needed, public loading docks in Opp, Alabama and team track facilities at most stations. The portion of the rail line from Samson to Geneva is out of service as of August 1, 2001.



History

On November 23, 1992, the Alabama & Florida Railway Co. (AF), a wholly-owned subsidiary of Pioneer Railcorp, purchased the tangible assets of the A&F Inc., d.b.a. the Alabama & Florida Railroad Company.

Miles of Track

41 miles

Stations Served

Georgiana, McKenzie, Red Level, Andalusia, Opp, Duvall, Kinston, Samson, Geneva

Principal Business Served

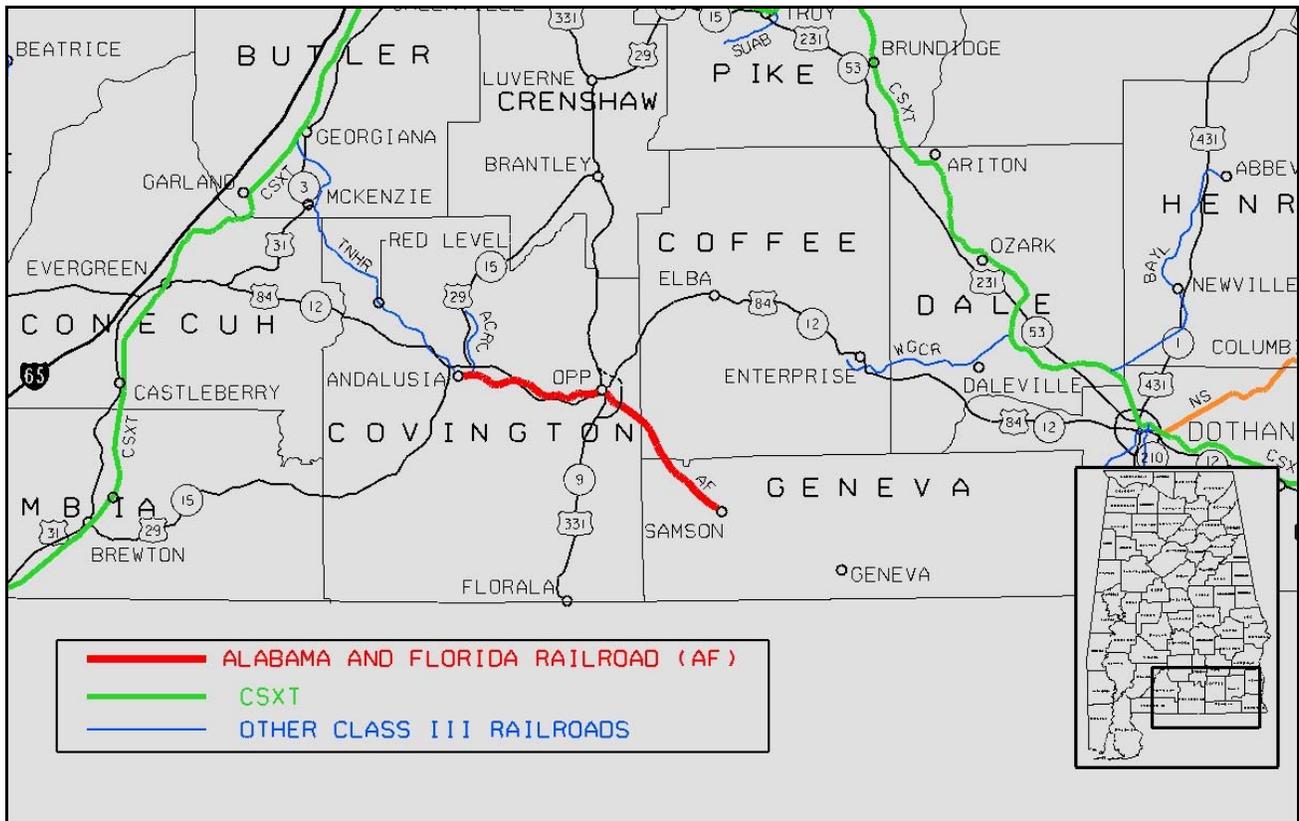
- GATX Car Storage
- Neste Resins (inbound phenol, urea, and sodium hydroxide)

Principal Business Served (continued)

- Opp & Micolos Mills (inbound starch)
- Powers & King Woodyard (outbound pulpwood)
- Rock Creek Land & Timber Co. (outbound pulpwood)
- Shaw Industries (inbound plastic)
- Sunstates Refrigeration (inbound peanuts)
- Brooks Grain Co. (outbound grain and cottonseed)
- Farmers Co-Op (inbound fertilizer)
- Long Timber & Pole (outbound pulpwood)
- Samson Plastic Pipe (inbound plastic, outbound PVC pipe)

Volume

Tonnage Intrastate to Alabama:
96,500 tons



Connecting Railroad

CSXT (Georgiana, AL)

Yard & Storage Track Capacity

300 Rail Cars

Train Volumes

One local train operates on an as needed basis.

Train Speeds (Maximum Speeds Permitted)

Main Line-Entire System: 10 MPH
 Yard Tracks, Bridges, Sidings: 5 MPH

Railroad Operated Intermodal Distribution Facilities

- Opp Reload Center (Opp, AL)
- Opp Freight House (Opp, AL)
- Georgiana Yard (Georgiana, AL)
- Sanford Facility (Sanford, AL)
- Babbie Property (Babbie, AL)

Contact Information

Local: Johnny Stapleton, General Manager
 Alabama & Florida Railroad Co.
 200 South Main Street
 Opp, AL 36467
 Ph: (334) 222-1220

Main: Guy H. Brinkman, President
 Pioneer Railcorp
 1318 South Johanson Rd.
 Peoria, IL 61607
 Ph: (309) 697-1400

www.pioneer-railcorp.com/subsidiaries/af/af.html

Alabama and Gulf Coast Railway (AGR)



Introduction

The Alabama and Gulf Coast Railway is one of eight freight and scenic short line railroads owned by State Rail, a short line railway holding company headquartered in Dallas, Texas. The home office of the AGR is located in Monroeville, Alabama with additional offices located at Cantonment, Florida. Cantonment is the point of contract for customers both in Cantonment and in Pensacola. Monroeville is the contact point for all other customers.



History

Alabama & Gulf Coast Railway (AGR) was formed by the acquisition of the 141 mile BNSF Pensacola branch line. AGR began operations in the late September of 1997, with a diversified commodity mix primarily consisting of paper, pulp, and paper products produced by three companies in the forest products industry.

Miles of Track

91 miles

Stations Served

- Gulf
- McMillan
- Hybart
- Pryor
- Fountain
- Frisco City

Stations Served (continued)

- Megargel
- Goodway
- Huxford
- McCullough
- Atmore

Principal Business Served

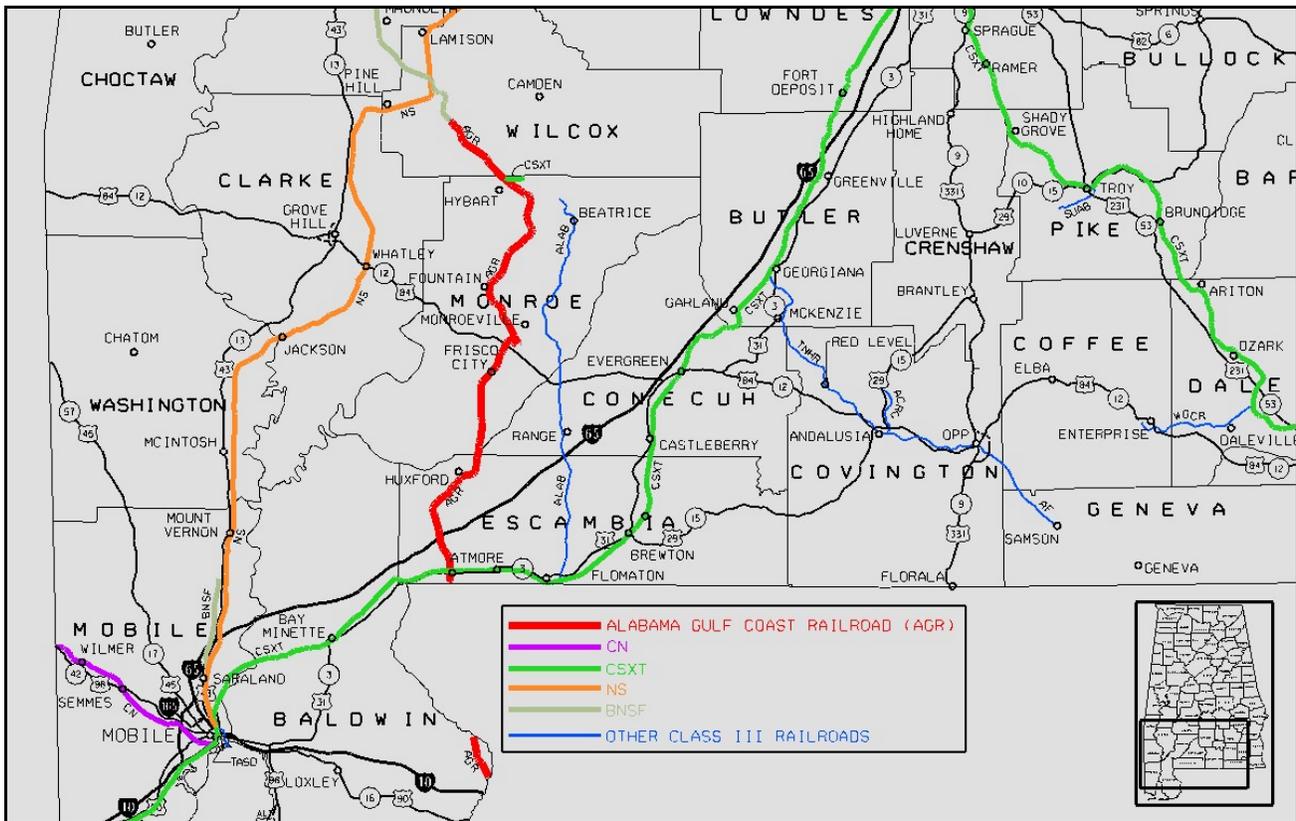
- Alabama River Pulp Company, Inc.
- Champion International Corporation
- Weyerhaeuser

Principal Cargo

- Paper, Pulp, and paper products
- Various chemicals, clay and food products

Volume

In excess of 40,000 carloads per year



Connecting Railroad

- CSXT (Interchange - Hybart, AL)
(Connection - Atmore, AL)
- BNSF (Interchange - Magnolia)

Train Volumes

- One train a day operating from Fountain, AL to Atmore, AL and return 6 days a week.
- One local job that makes up trains and switches local industries 6 days a week.

Train Speeds (Maximum Speeds Permitted)

Main Line-Entire System: 40 MPH
Sidings: 10 MPH
CSXT Connection (Atmore, AL): 10 MPH

Contact Information

Local: Mark Brigham, General Manager
Alabama and Gulf Coast Railway
P.O. Box 339
Monroeville, AL 36461
Ph: (334) 575-5008
Fax: (334) 575-1941

Main: Dan Lovelady, Vice President &
Chief Operating Officer
c/o States Rail
7557 Rambler Road, Suite 280
Dallas, TX 75231
Ph: (214) 691-2572

www.railamerica.com

Alabama Railroad Co. (ALAB)



Introduction

The Alabama Railroad Co. is an interline carrier operating Monday through Friday between 7:00 A.M. and 7:00 P.M. daily. Standby switch engine service is available as needed and team track facilities are available at all stations. Public loading docks and bulk transload facilities are available in Monroeville, Alabama.

History

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

Miles of Track

55 miles

Stations Served

- Flomaton
- Osaka
- Wallace
- Deer Range
- Repton
- Drewry
- M & R Junction
- Monroeville
- Peterman
- Beatrice



Principal Business Served

- Georgia – Pacific Corporation
- Gate Precast Company
- Harrigan Lumber Company
- Stallworth Timber Company, Inc.
- Temple Inland Forest Products Corporation

Major Commodities

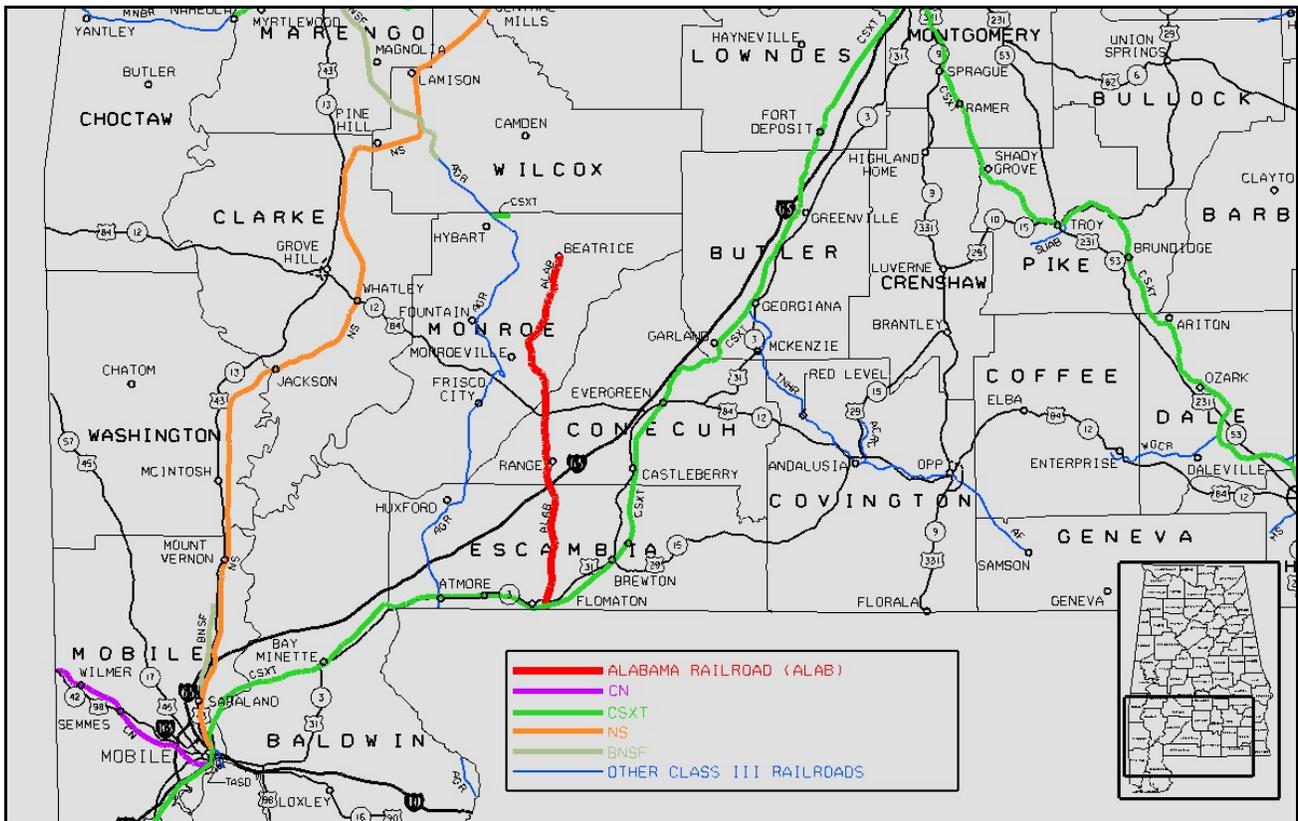
- Finished Lumber, Plywood, Particle Board
- Timber
- Cement
- Wood Chips

Volume

Tonnage Intrastate to Alabama:
4,799 tons

Connecting Railroad

CSXT (Flomaton, AL)



Train Volumes

A switch crew handles local work at Peterman & Monroeville while a road train is operated between Monroeville and the CSX interchange at Flomaton. All jobs operate on an as needed basis, generally five days a week.

Train Speeds (Maximum Speeds Permitted)

Main Line-Entire System: 10 MPH
 Yard Tracks, Bridges, Sidings: 5 MPH

Yard & Storage Track Capacity

350 Rail Cars

Industrial Sites

Monroeville and other stations

Contact Information

Local: B. Allen Brown
 Chief Operating Officer
 Alabama Railroad Co.
 1318 S. Johanson Rd.
 Peoria, IL 61607
 Ph: (309) 697-1400

Main: Guy L. Brenkman, President
 Pioneer Railcorp
 1318 South Johanson Rd.
 Peoria, IL 61607
 Ph: (309) 697-1400

The Bay Line Railroad, LLC (BAYL)



Introduction

The Bay Line provides the only rail service to industries in the Panama City area including a paper mill, a large chemical company, one major steel pipe producer, one major steel fabricating company and a deep-water port operated by the City of Panama City. Numerous other smaller industries are located on the Bay Line. In Alabama, there are 43.45 miles of main line track located in Houston, Dale and Henry counties.

History

Bay Line was purchased by Rail Management Corporation (RMC) from Stone Container Corporation in January, 1994. The line from Panama City, Florida to Dothan, Alabama was consolidated with A&G Railroad to expand operations from Dothan to Abbeville, Alabama. Bay Line operates over trackage rights on CSXT between Dothan and Grimes, Alabama to access the Abbeville Line.

Miles of Track

43.45 miles

Stations Served

Dothan, Mullins, Hodgesville, North and South Madrid, Talley, Grimes, Headland, Newville, Abbeville



Principal Business Served

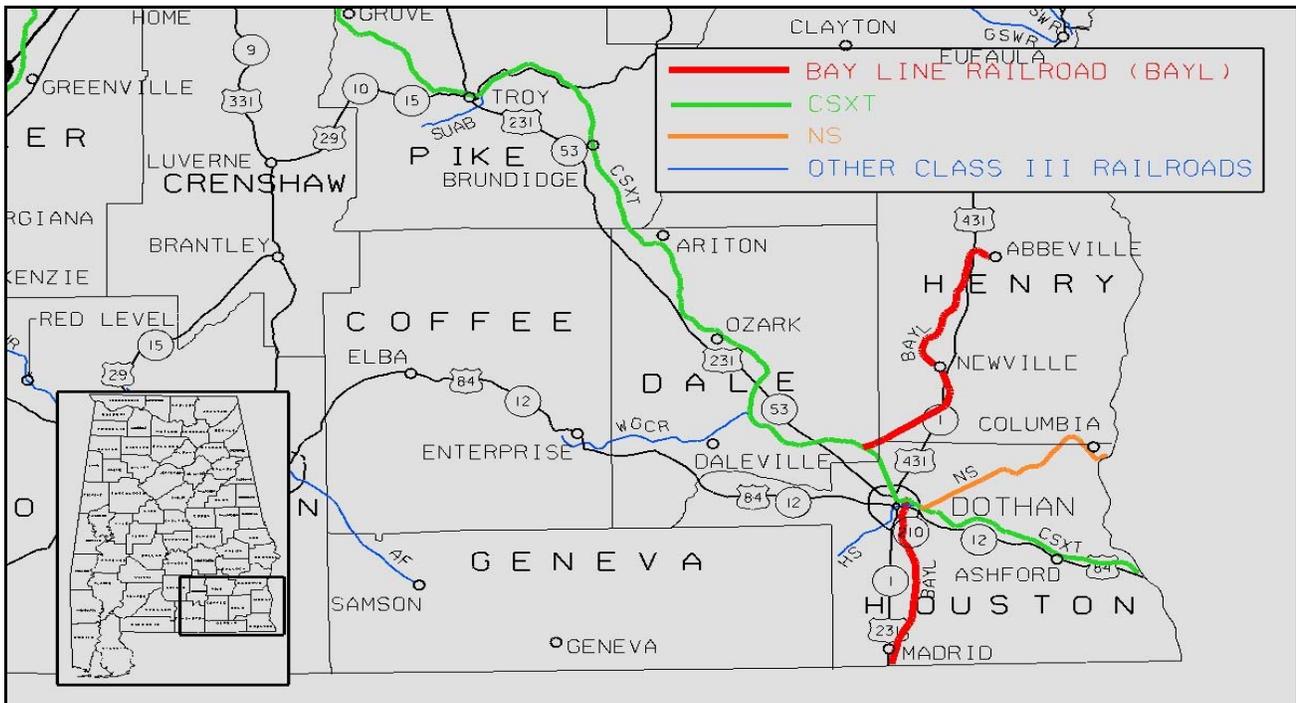
US Chips, Franklin Hardwoods, La Saffee Yeast Corporation, Golden Peanut, Headland Peanut Co-op, Alabama Farmers Mutual (Red Fox Fertilizer), Great Southern Wood

Major Commodities

- Paper Products 28%
- Forest Products 30%
- Steel / Pipe 14%
- Aggregates 13%
- Chemicals 8%
- Other 7%

Volume

Carloads: 27,187
Tonnage: 2,454,473



Connecting Railroads

- CSXT (Dothan, AL)
- NS (Dothan, AL)
- HS (Dothan, AL)

Train Volumes

35 Trains per week; The Bay Line operates trains between Panama City, Florida and Dothan, Alabama, Sunday through Thursday. Local service is provided from Dothan to Abbeville, Monday through Friday.

Train Speeds (Maximum Speeds Permitted)

Dothan – Panama City	39 MPH
Grimes – Abbeville	10 MPH

Industrial Sites

- Madrid - 126 Acres
- Dothan - 120 Acres
- Abbeville - 60 Acres

Equipment

- 12 Diesels
- 1 EMD GP9 - 1750 HP
- 9 EMD GP38 - 2000 HP
- 3 EMD GP38-2 - 2000 HP
- Box cars- 617, Woodchip Hoppers- 30, Woodracks- 26

Contact Information

Local: Joan Thompson
 Dothan Alabama Office
 P.O. Box 2261
 Dothan, AL 36302-2261
 Ph: (334) 575-5008
 Fax: (334) 575-1941

Main: Doug Davis, General Manager
 The Bay Line Railroad, LLC
 P.O. Box 35098
 Panama City, FL 32412-5098
 Ph: (850) 769-6661

Birmingham Southern Railroad Company (BS)



Introduction

The region's largest steel making and manufacturing center is well served by the Birmingham Southern Railroad, one of the busiest rail lines in the country. Linking up with other major rail lines, the BSRR creates a "rail district" enabling customers to reach any industrial site quickly, easily and economically. Birmingham Southern also provides rail service to Port Birmingham, a rail-to-barge and barge-to-rail transfer facility, operated by the Warrior and Gulf Navigation Company, strategically located on the Warrior-Tombigbee Waterway System, extending the network to mid-America and internationally through the Port of Mobile.

History

The Birmingham Southern Railroad Company, a Class III terminal and switching carrier, is one of the transportation systems serving the Birmingham, Alabama district. It was organized on March 3, 1899. The stock of the Birmingham Southern was conveyed to United States Steel Corporation (USX Corp) in 1906. The railroad was operated as a wholly owned subsidiary of United States Steel until 1988, when it became a subsidiary of a newly created holiday company. The company, Transtar, Inc., was owned partly by United States Steel and partly by Blackstone Capitol Partners. Today United States Steel owns 100% of the stock of Transtar.



Miles of Track

82 miles

Stations Served

Port Birmingham, Mulga, Ensley, Thomas, East Thomas, Fairfield, Woodward, Norrell Junction, Concord

Principal Business Served

- USS Fairfield Works, Fairfield, AL
- American Cast Iron Pipe Co. Thomas, AL
- Choctaw Pipe, Fairfield, AL
- Western Pipe Services, Woodward, AL
- Griffin Wheel, Bessemer, AL
- A&K Railroad Materials, Woodward, AL
- USS Mining, Concord, AL
- Honeywell, Ensley, AL
- American Firelog, Fairfield, AL
- Ergon, Pt. Birmingham, AL
- Koppers Tar, Woodward, AL

Principal Business Served (continued)

- AP Green Refractories, Bessemer, AL
- Celotex, Ensley, AL
- DeCarlo Warehouse, Ensley, AL
- Performance Minerals, Ensley, AL
- Vulcan Materials, Ensley, AL
- Wade Sand & Gravel, Thomas, AL
- WJ Bullock, Fairfield, AL
- Fritz Enterprises, Fairfield, AL
- Tube City Iron and Metal, Fairfield, AL
- Hanna Steel, Fairfield, AL
- Hubbel Steel, Fairfield, AL
- Intsel, Ensley, AL
- New Process Steel, Fairfield, AL
- Polymer Coil Coaters, Fairfield, AL
- Southern Coil Process, Fairfield, AL
- Southline Steel, Bessemer, AL

Major Commodities

Pipe/Steel, Iron Ore, Coke, Coal, Coal Tar & Chemicals, Roofing Materials, Scrap Iron or Steel

Volume

Tonnage Intrastate to Alabama:

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

Connecting Railroads

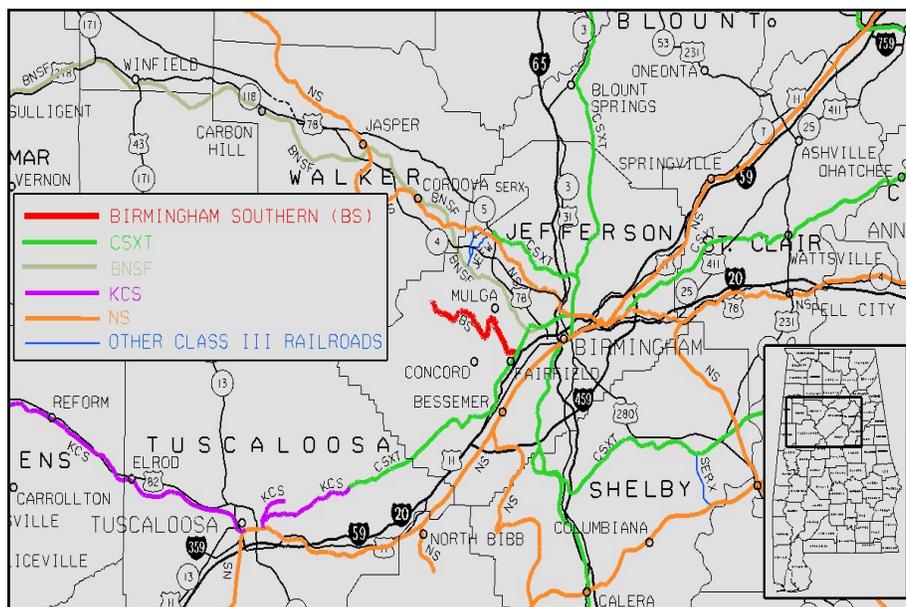
- CSXT (Ensley & Bessemer)
- NS (Ensley & Bessemer)
- BNSF (East Thomas)

Equipment

33 diesels & one slug unit
1,000 freight cars (owned & leased)

Industrial Sites Available

- Ensley, AL
- Woodward, AL
- Bessemer, AL
- Port Birmingham, AL



Contact Information

Local: David Gevaudan
Superintendent
Birmingham
Southern
Railroad
P.O. Box 579
Fairfield, AL
35064
Ph: (205) 783-2821

www.tstarinc.com

Eastern Alabama Railway (EARY)



Introduction

Eastern Alabama Railway, Inc. (EARY) is a wholly owned subsidiary of States Rail, Inc. It interchanges with both CSX and Norfolk Southern. EARY operates Sunday through Friday.

Brief History

Operation started in November of 1990 with 5,500 annual carloads, but increased in 2000 to nearly 12,000 carloads. The Company has made extensive use of the state and federal rehabilitation funds to maintain its property and is one of the best railroads in the STATESRAIL group in terms of carload density, track condition and profitability. The EARY is a 25 mile railroad branch line that was leased from CSX until July 2000, when States Rail purchased it.

Miles of Track

25 miles

Stations Served

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



Principal Business Served

Gantt's Quarry

Major Commodities

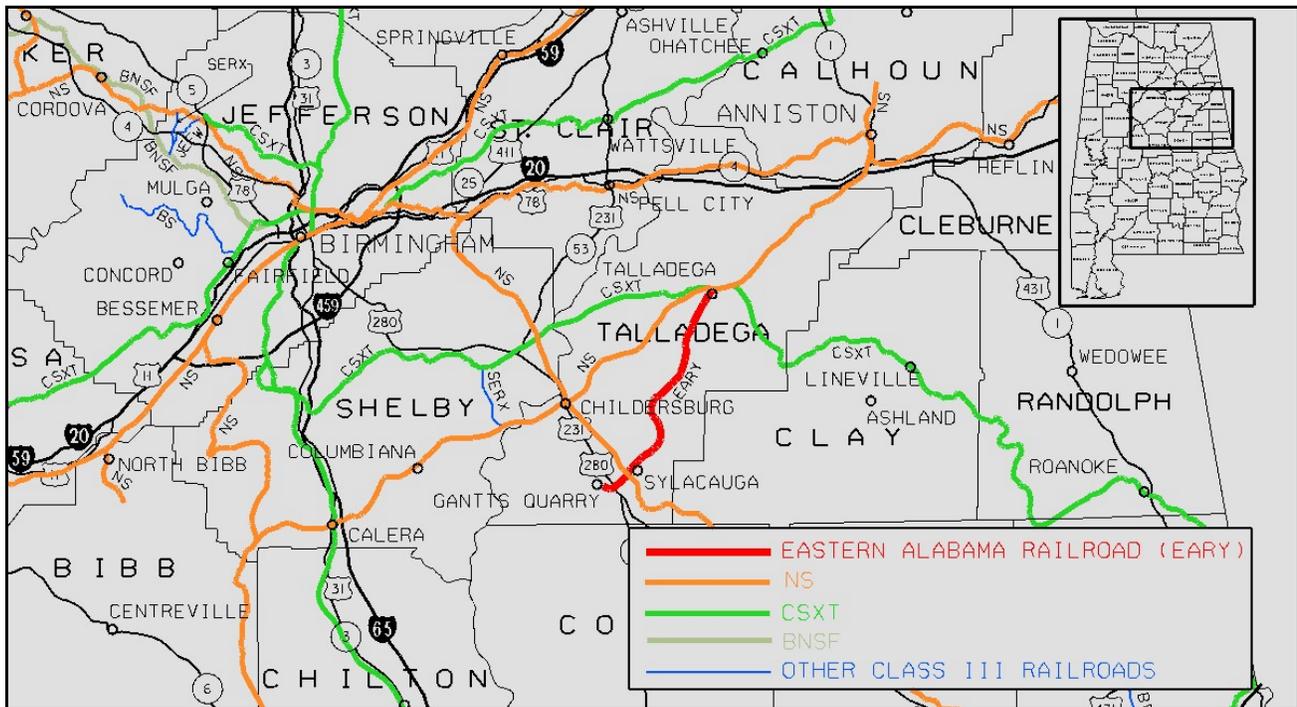
- | | |
|-------------------|-----|
| • Limestone | 56% |
| • Calcium | 31% |
| • Urea | 9% |
| • Paper/Newsprint | 3% |
| • Other | 1% |

Volume

12,000 car loads in 2000

Connecting Railroads

- CSXT (Bemiston, AL)
- NS (Sylacauga, AL)



Train Volumes

Monday through Friday EARY operates two train crews. First shift starts at 7:00 A.M. at Gantt's Quarry. Taking an interchange to Norfolk Southern at Sylacauga, AL and returning to Gantt's Quarry to switch rails for EARY customers. Second shift starts at 6:00 P.M. and does local switching in Sylacauga and interchanges both in and outbound cars with CSXT at Bemiston, AL. Upon returning to Sylacauga, AL second shift picks up the Norfolk Southern inbound interchange before returning to Gantt's Quarry. Sundays, EARY operates one train crew starting at 7:00 A.M. taking both CSXT and NS outbound and picking up inbound interchanges.

Train Speeds

Maximum Speeds Permitted 20 MPH

Contact Information

Local: Larry Nordquist, General Manager
 Eastern Alabama Railway, Inc.
 P.O. Box 658
 Sylacauga, AL 35150
 Ph: (256) 249-1196
 Fax: (256) 249-1198

Main: Dan Lovelady, Vice President &
 Chief Operating Officer
 c/o States Rail
 7557 Rambler Road, Suite 280
 Dallas, TX 75231
 Ph: (214) 691-2572

www.railamerica.com

Georgia Southwestern Railroad, Inc. (GSR)



Introduction

Georgia Southwestern Railroad, Inc. is a Class III railroad company operating over 200 miles of rail line in Georgia, but also owns 16 miles of track in southeast Alabama. The company is a wholly owned subsidiary of Railamerica. The rail line runs from White Oak to Eufaula (at the Georgia state line).

History

The railroad is a former Central of Georgia line. The Norfolk Southern Railroad purchased the Central of Georgia, then in 1989 the NS leased the line to Railtex. Railtex operated it as the Georgia and Alabama, a division of the South Carolina Central Railroad, until 1995. At which time, Railtex transferred the operation to the Georgia Southwestern Railroad, Inc., another wholly owned subsidiary of Railtex. In February 2000, Railamerica purchased Railtex including the Georgia Southwestern Railroad, Inc. and that is the way it stands today.

Miles of Track

21 miles

Stations Served

- Buena Vista, GA
- Ellaville, GA
- Edison, GA
- Arlington, GA
- Damascus, GA

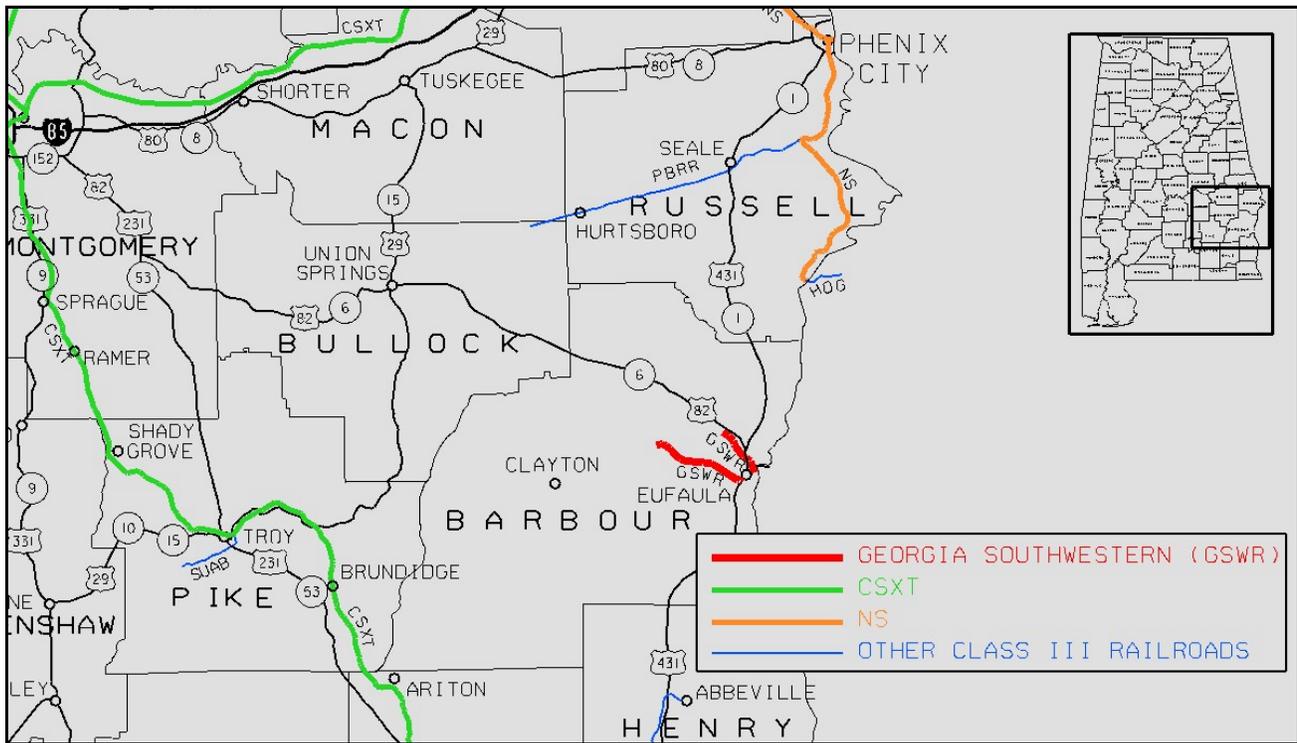


Stations Served (continued)

- Colquitt, GA
- Lynn, GA
- Bainbridge, GA
- Eufaula, AL
- Georgetown, GA
- Cuthbert, GA
- Shellman, GA
- Dawson, GA
- Smithville, GA
- Columbus, GA
- Ft. Benning, GA
- Cusetta, GA
- Americus, GA
- Clayton, AL
- Morris, GA
- Bronwood, GA

Principal Business Served

Carbo Ceramics, Tessengerlo Kerley, London International, Mississippi Chemical



Major Commodities

- Ceramic Pellets – 50,000 tons
- Fertilizer – 27,000 tons

Volume

Approximate Annual Carloads: 12,000

Train Volumes

Daily local freight service, Monday - Friday.

Train Speeds

Ellaville Subdivision

30 MPH maximum, 5 MPH All switches and turnouts in Columbus Yard

Lynn Subdivision:

25 MPH max. (with restrictions)

Smithville Subdivision

25 MPH max (with restrictions)

Equipment

- 3 GP-40
- 2 GP-38
- 2 SD-9
- 2 SW-1200

Industrial Sites

- Eufaula – 185 Acres
- White Oak – 355 Acres

Contact Information

Local: Terry Small, General Manager
 Georgia Southwestern Railroad, Inc.
 P.O. Box 69
 Smithville, GA 31787
 Ph: (229) 846-4021

www.railamerica.com

Jefferson Warrior Railroad Company (JEFW)

Introduction

The Jefferson Warrior Railroad is a shortline in the Birmingham area which is connected to three major railroads.

History

The Jefferson Warrior Railroad Company was founded in 1985. The railroad was originally 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.

Miles of Track

15 miles in Alabama

Stations Served

North Birmingham

Principal Business Served

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

Major Commodities

- | | |
|---------------------|-----|
| • Coal | 47% |
| • Coke | 22% |
| • Mineral Fiber | 15% |
| • Aggregates | 12% |
| • Iron Pipe & Scrap | 3% |
| • Chemicals | 1% |



Volume

9000 carloads per year

Connecting Railroads

- BNSF
- CSXT
- NS

Train Volume

Approximately 3 crews per day

Train Speeds

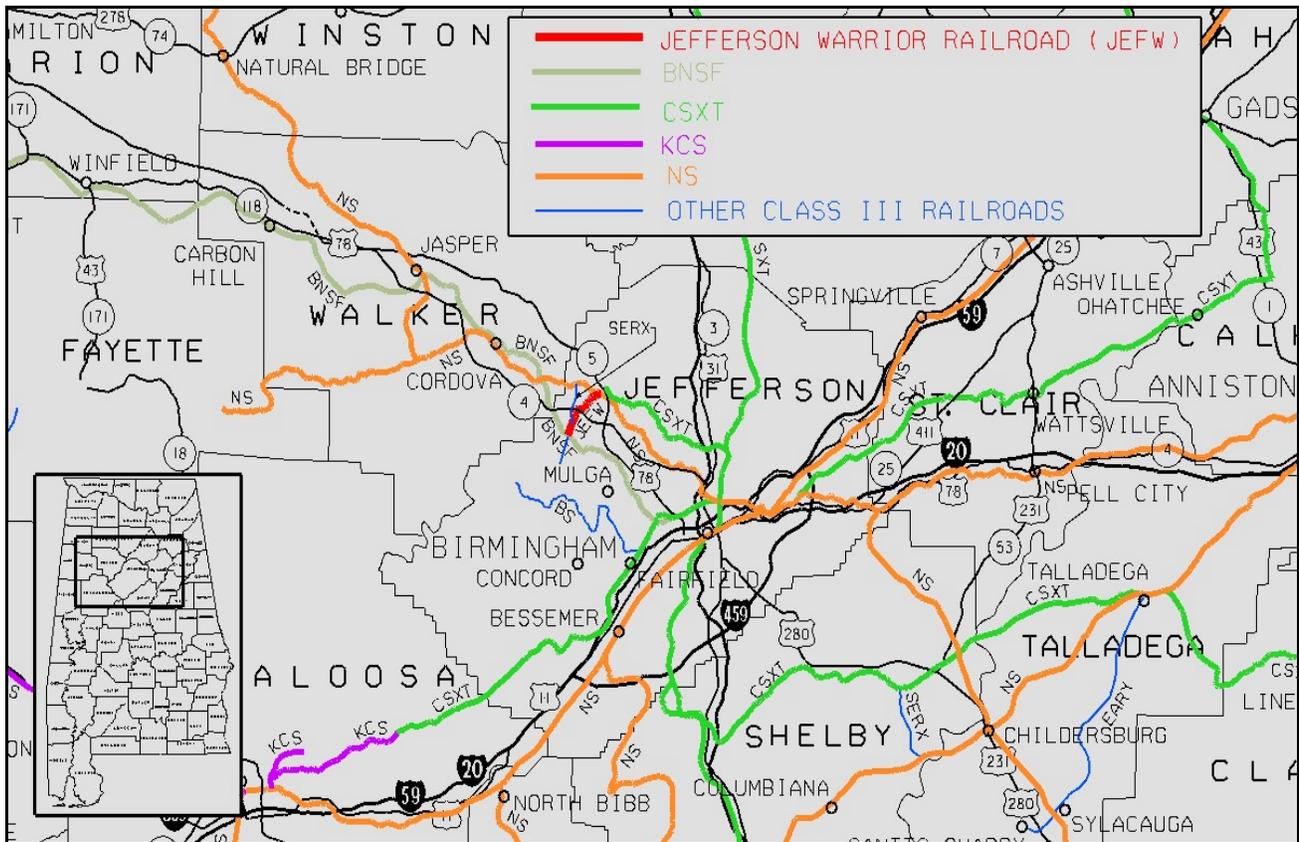
15 mph

Equipment

- 6 engines
- 4 EMD SW- 1500
 - 2 EMD SW - 1200

Intermodal Distribution Facilities

Birmingham



Yard Storage Facilities

Birmingham (approximately 300 cars)

Contact Information

Local: Mike Campbell, General Manager
Jefferson Warrior Railroad Company
P.O. Box 5346
Birmingham, AL 35207
Ph: (205) 808-7942

Luxapalila Valley Railroad Company (LXVR)



Introduction

The Luxapalila Valley Railroad Company is a Class III railroad company that owns 24.5 miles of track in Alabama. The rail line is 34 miles long and connects from Belk to Columbus, Mississippi. The main commodities moved on the Luxapalila Valley line are wood products and gravel.

History

The Luxapalila Valley Railroad Company was incorporated in February 1996. The company acquired the rail line owned by the C&G from Columbus, Mississippi to the Mississippi/Alabama state line and the continuance of that rail line to Belk, AL, owned by the Norfolk Southern Railroad Company. The Luxapalila Valley Railroad Company commenced operation of this thirty-four mile long freight railroad between Columbus, Mississippi, and Belk.

Miles of Track

24.5 in Alabama

Stations Served

- Belk
- Kennedy
- Weyerhaeuser



Stations Served (continued)

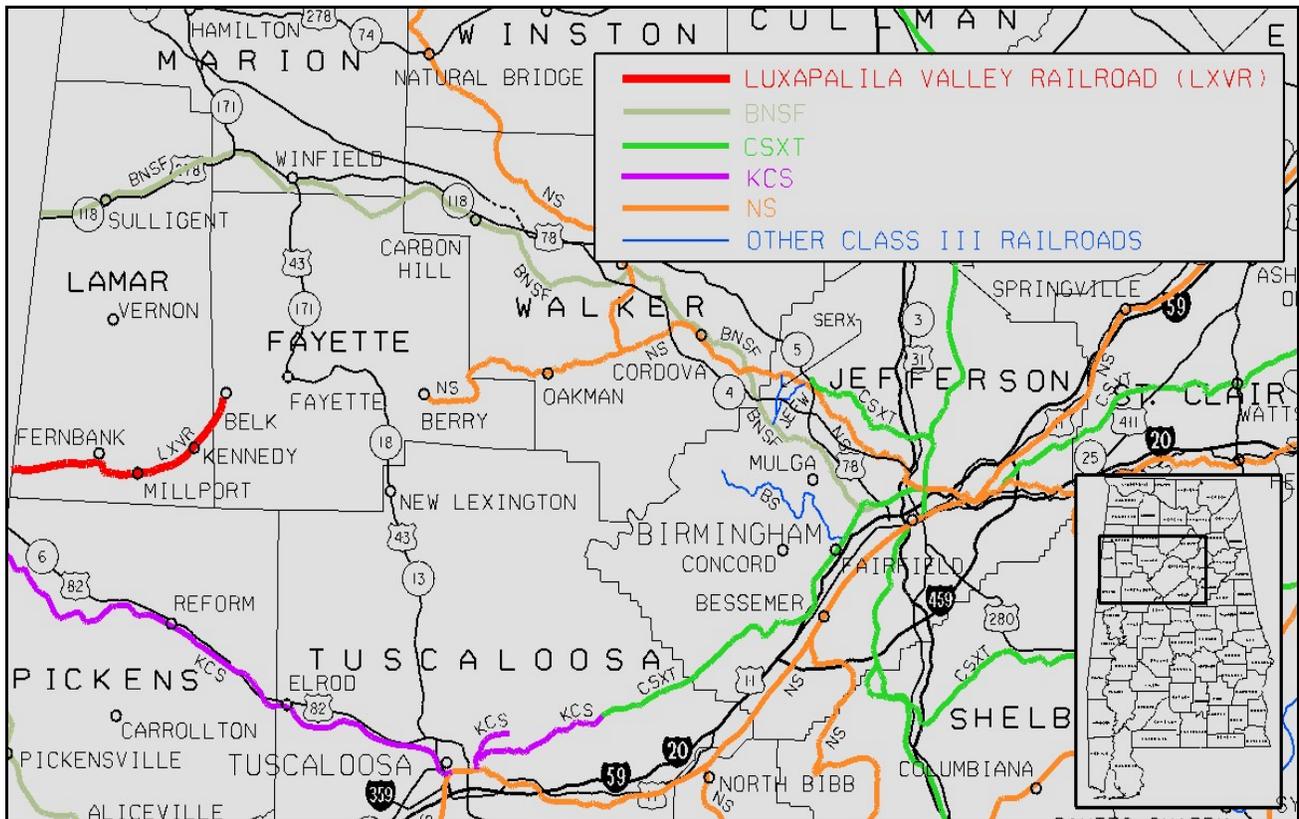
- Millport
- Fernbank
- State Line Steens
- Columbus

Major Commodities

- Wood Products
- Gravel

Train Volumes

Monday Through Friday-
Local Service, Daily Between Columbus, MS,
and Belk, AL.



Train Speeds (Maximum Speeds Permitted)

Main Track	20 MPH
Siding	10 MPH
Turnouts	5 MPH

Contact Information

Local: H. Lynn Gibson
 Executive Vice President & CFO
 Luxapalila Valley Railroad
 P.O. Box 1109
 Columbus, MS 39703-1109
 Ph: (662) 329-7734
 Fax: (662) 329-7729

M & B Railroad, LLC (MNBR)



Introduction

The M&B Railroad, LLC (MNBR) is a single track 50.36 miles length operating between Meridian, Mississippi and Myrtlewood, Alabama. M&B Railroad operates 19.66 miles within the State of Mississippi and 30.7 miles within Alabama. M&B primary traffic is paper, chemicals and primary forest products. Fort James Corporation is the main customer.



History

The M&B Railroad began operations as the Meridian & Bigbee River Railway between Meridian, Mississippi and Cromwell, Alabama in 1928. By 1935 the railroad was extended east to Myrtlewood, Alabama a total of 51 miles. The railroad name was changed to the Meridian & Bigbee Railroad Company in 1942 when it was reorganized. The railroad was owned by the primary customer, a paper mill at Naheola, Alabama. In August 1997, James River, the owner sold the railroad to Rail Partner's L.P. and the name was changed to the M&B Railroad, LLC.

Miles of Track

31 miles

Stations Served

- Meridian, MS
- Crews Spur, MS
- Whynot, AL
- Yantley, AL
- Cromwell, AL

Stations Served (continued)

- Jachin, AL
- Choctaw City, AL
- Pennington, AL
- Myrtlewood, AL
- Naheola, AL

Principal Business Served

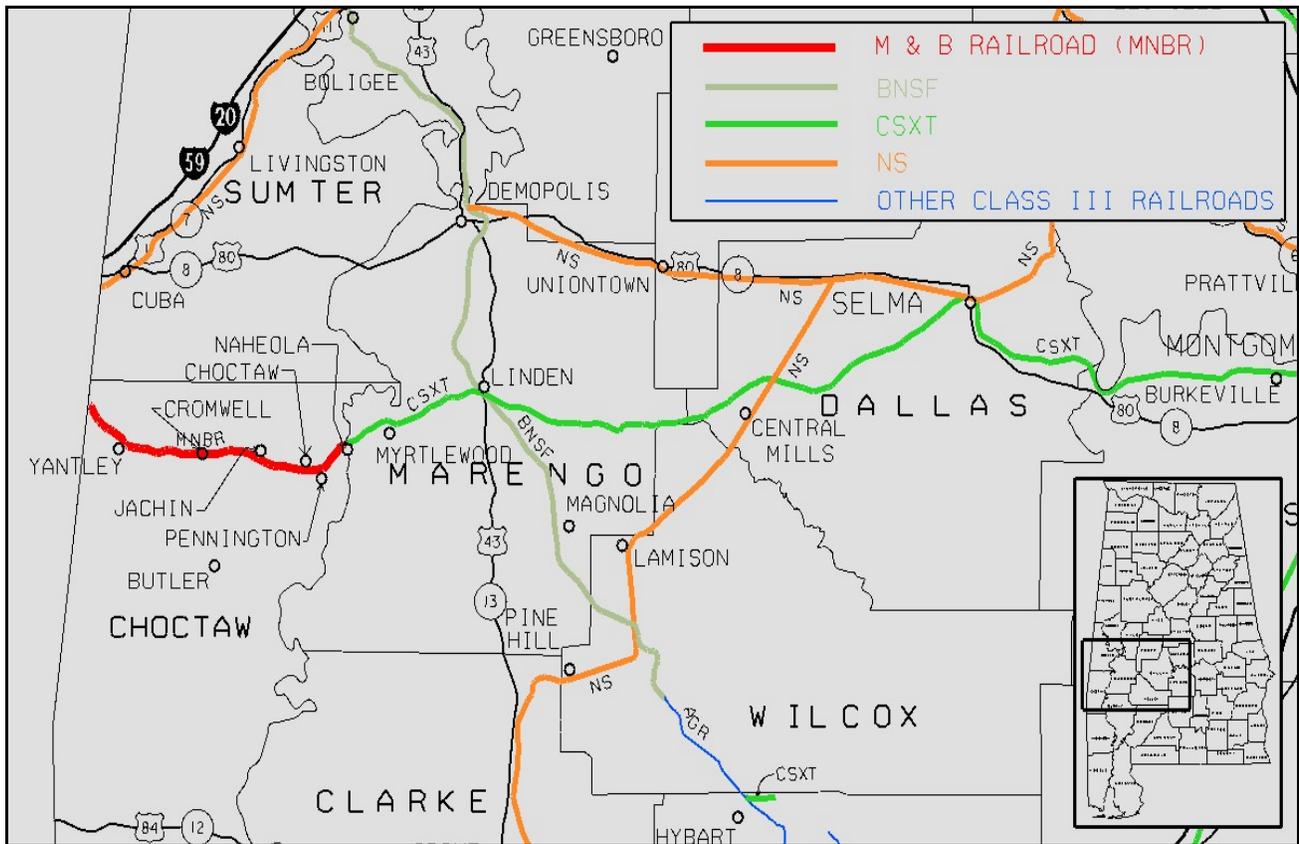
- Georgia Pacific Corporation
- Jachin Lumber
- Marco Warehouse
- Penno Warehouse
- GEO Special Chemical
- MidSouth Lumber

Major Commodities

- Wood chips 24%
- Paper products 49%
- Chemicals 10%
- Overhead 12%

Volume

Ton miles for year 2000	31,390,066
Annual carloads	25,700



Connecting Railroads

- CSXT (Myrtlewood, AL)
- BNSF (Meridian, MS)
- NS (Meridian, MS)
- KCS (Meridian, MS)

Train Volumes

One train daily, Sunday through Saturday.
 Extra East and West daily runs when needed.

Train Speeds

Operating Speed 30MPH

Equipment

Locomotives-
 4 EMD GP10 – 1850 HP

Equipment (continued)

Freight cars owned or leased-
 Woodchip hoppers 91
 Box cars 727

Contact Information

Local: Naheola Alabama Office
 8410 Highway 114
 Pennington, AL 36916
 Ph: (205) 459-5861
 Fax: (205) 459-5864

Main: Herb Strange, General Manager
 M&B Railroad, LLC
 P.O. Box 551
 Meridian, MS 39301
 Ph: (601) 693-4351

Pine Belt Southern Railroad Company (PBRR)

Introduction

The Pine Belt Southern Railroad is a Class III railroad company that operated 18 miles of track in the eastern part of central Alabama. The rail line operated from Lafayette to Opelika and from Hurtsboro and Nuckols. It primarily transported wood products. The rail line is out of service as of November 1, 2001.

History

Originally part of the Central of Georgia Railroad, The Pine Belt Southern Railroad started in November 1994.

Miles of Track

18 miles

Stations Served

- Lafayette
- Roanoke Jct.
- Opelika
- Nuckols
- Hurtsboro

Principal Business Served

- East Alabama Lumber Co.
- Langley Pulpwood Co.

Major Commodities

- Wood Chips – 40,000 tons
- Pulpwood – 18,750 tons



Volume

Approx. 900 cars per year

Connecting Railroads

- CSXT (Opelika)
- NS (Opelika)

Train Volumes

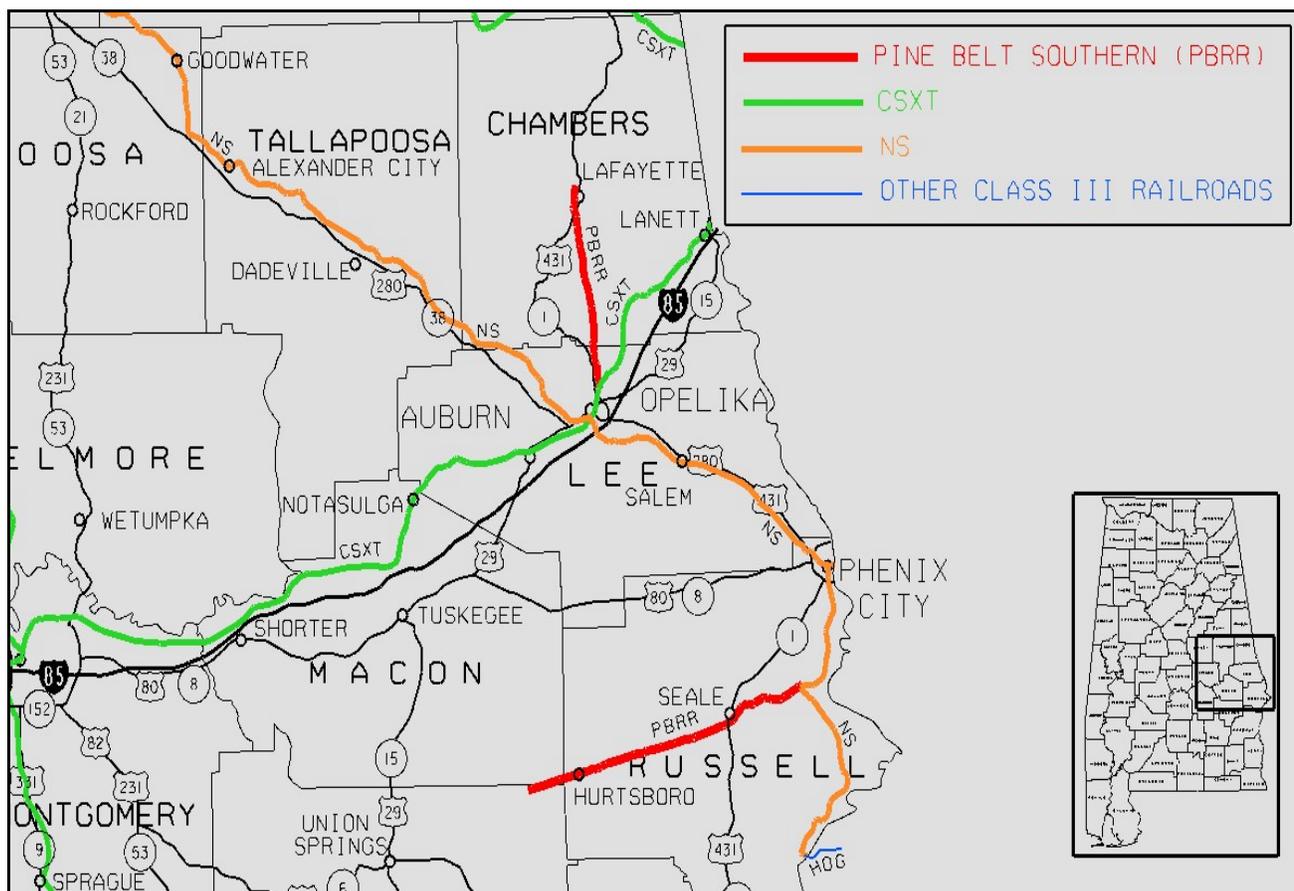
1 Crew 3 days/week

Train Speeds

Freight Trains	10 MPH
Diesel Units Through Water	3 MPH

Equipment

1 B23-7 Locomotive



Industrial Sites

- Opelika - approx. 200 Acres
- Lafayette- approx. 125 Acres

Contact Information

Local: G.R. Abernathy, President
Pine Belt Southern Railroad
P.O. Box 1317
Shelbyville, TN 37160
Ph: (931) 684-7376

Redmont Railroad Company, Inc. (RRC)

Introduction

The 37.6 mile line provides north to south service between Corinth, Mississippi and Red Bay, Alabama, having 35.85 miles in Mississippi and 1.75 miles in Alabama. The Redmont Railway is owned by Sunshine Mills Inc. The line is presently a through line which connects with other lines at Corinth, Mississippi.

History

The Redmont Railway was originally owned by Norfolk Southern Corp. Norfolk Southern chose to abandon the railroad and the Mississippi-Alabama Railroad Authority bought the line from Norfolk Southern. The Mississippi-Alabama Railroad Authority hired the Redmont Railway Company to run from Red Bay Alabama to Corinth Mississippi. When the Mississippi-Alabama Railroad Authority no longer had interest in the railroad, Sunshine Mills Corporation was forced to buy the Redmont Railway Company in order to transport the commodities it needed to produce the pet food that it manufactures.

Miles of Track

1.75 Miles in Alabama

Stations Served

- Red Bay
- Corinth



Principal Business Served

Sunshine Mills Inc.

Major Commodities

- Grain
- Soybean Meal
- Meat & Bone Meal

Connecting Railroad

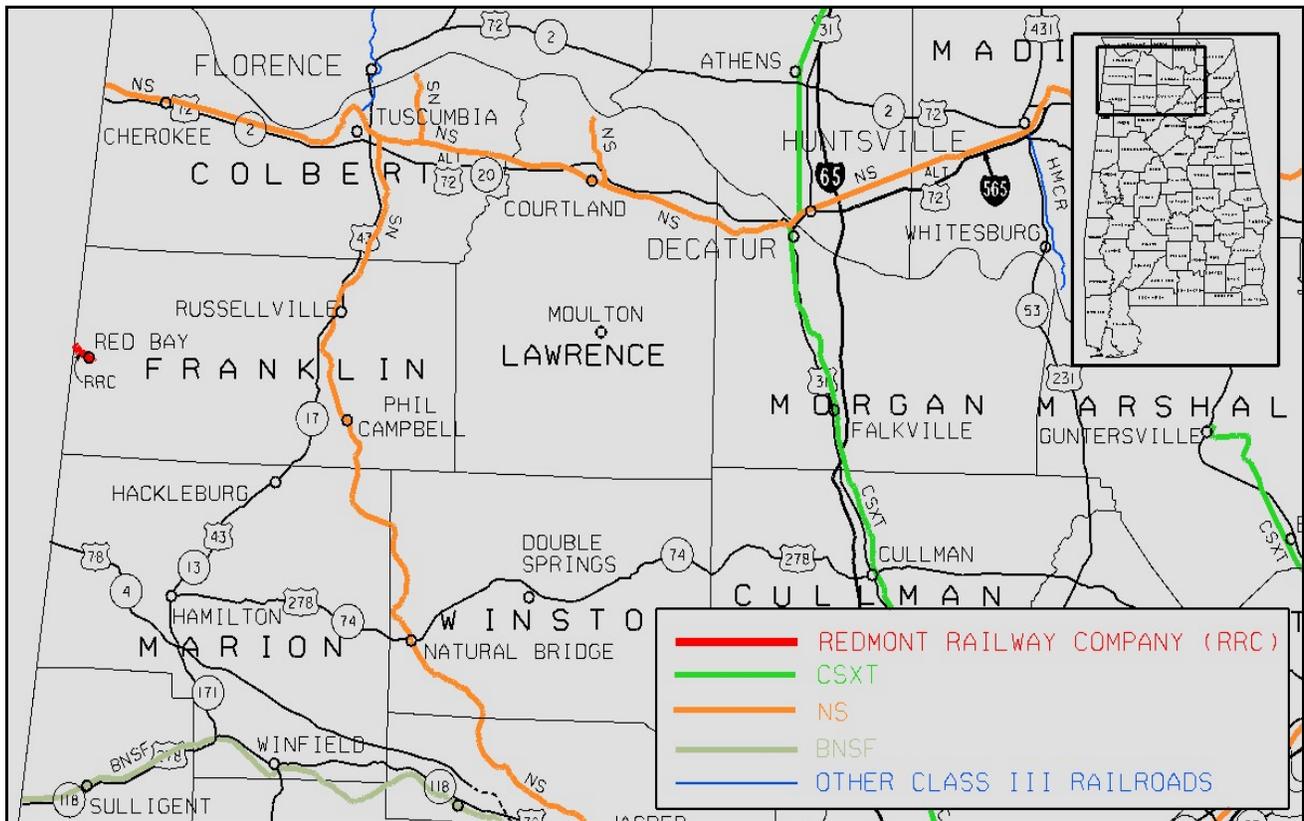
NS (Corinth)

Train Volumes

Approx. 2 Trains Per Week

Equipment

1 - Locomotive



Contact Information

Local: Loyd Ozbirn, President
Sunshine Mills, Inc.
P.O. Box 676
Red Bay, AL 35582
Ph: (256) 356-9541 Ext. 232

Conecuh Valley Railroad (COEH) *formerly the Southern Alabama Railroad (SUAB)*



Introduction

The Conecuh Valley Railroad is a Class III railroad company owned by Gulf and Ohio Railroads. The company operates a 16-mile rail line from Troy to Goshen. The major commodities transported on the Conecuh Valley line are plastics, vegetable oil, and peanuts. An interchange with Class I operator CSXT is located in Troy.

History

The Conecuh Valley Railroad began operation on October 8, 2001. It was formerly known as the Southern Alabama Railroad Company (SUAB). The Southern Alabama Railroad Company started in 1988 and was originally part of the Central of Georgia Railroad, which was intended to run from Columbus, Georgia to Mobile, Alabama. The Central of Georgia line progressed as far as Andalusia, but never reached Mobile as originally planned.

Miles of Track

16 miles

Stations Served

- Troy
- Goshen

Principal Business Served

- Wayne Farms
- Hudson Industries
- K&W Plastics
- Anderson Peanut

Major Commodities

- Plastics
- Vegetable Oil
- Peanuts

Connecting Railroad

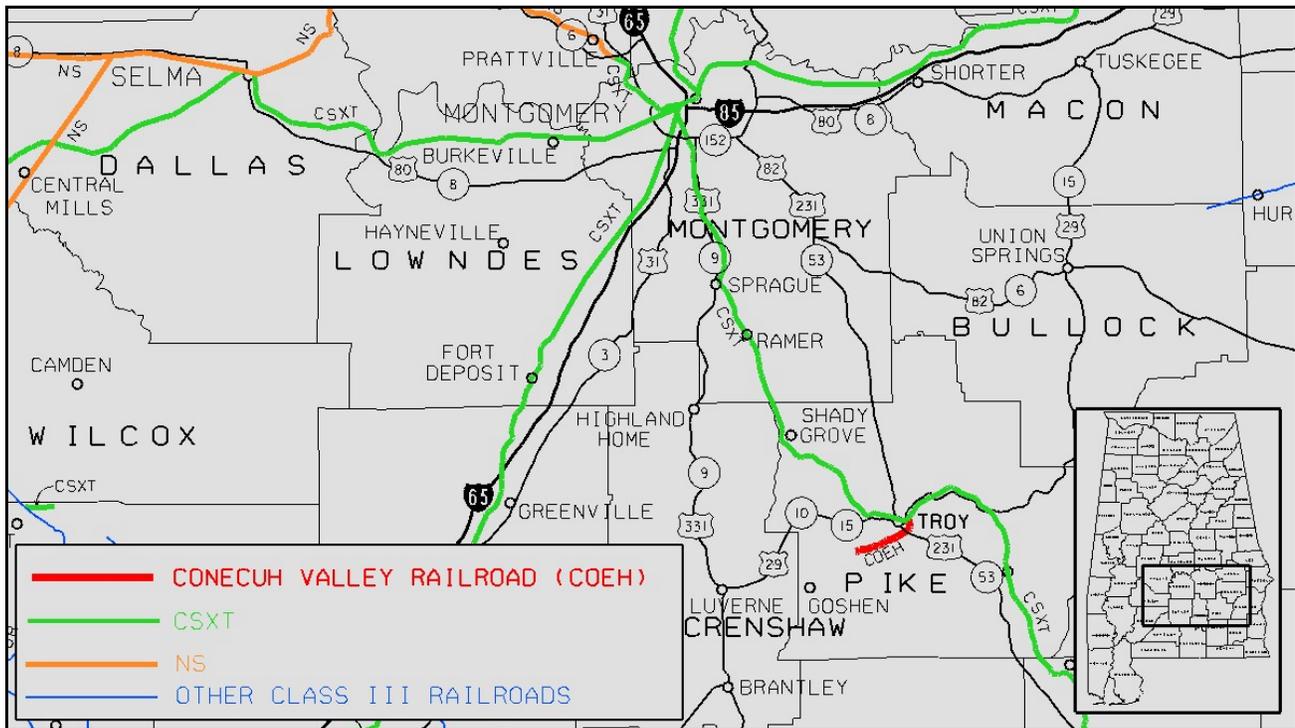
CSXT (Troy, AL)

Train Volume

One train per day Monday through Friday

Train Speed (Maximum Speeds Permitted)

Main Line (Entire System)	10 MPH
Yard Tracks, Bridges, Sidings	5 MPH



Equipment

- SW 1500
- GP 18
- GP 7

Yard & Storage Capacity

100 cars

Contact Information

Local: Neil Ethridge, Regional Vice President
Gulf and Ohio Railways
812 N. Main Street
Enterprise, AL 36330
Ph: (334) 347-6067
Fax: (334) 393-6149

Tennessee Southern Railroad Company (TSRR)



Introduction

The Tennessee Southern Railroad is a multi-modal transportation company ready to serve industry needs. The Tennessee Southern Railroad is convenient to Birmingham and Nashville via Interstate 65. Also, US Hwy 43 parallels the TSRR from Columbia, TN to Florence, AL, where it has access to the Tennessee River at the Port of Florence, AL. The Tennessee Southern Railroad is a major distributor for river sand to the asphalt and concrete producers in the area. The sand is barged to Florence, AL then loaded into rail cars and delivered to Columbia, TN.

History

The Tennessee Southern Railroad began operation in July 1988 on former Norfolk Southern track in Florence, AL. On February 1, 1989, the TSRR commenced operation on the former CSX Transportation track running from just north of Columbia, Tennessee to Pulaski, Tennessee on the old N & D (Nashville & Decatur) Main and from Columbia, TN to Florence, AL on the old Nashville, Florence, & Sheffield Main.

Miles of Track

Over 18 miles in Alabama

Stations Served in Alabama

Jacksonburg, Stylon, Florence



Stations Served in Tennessee

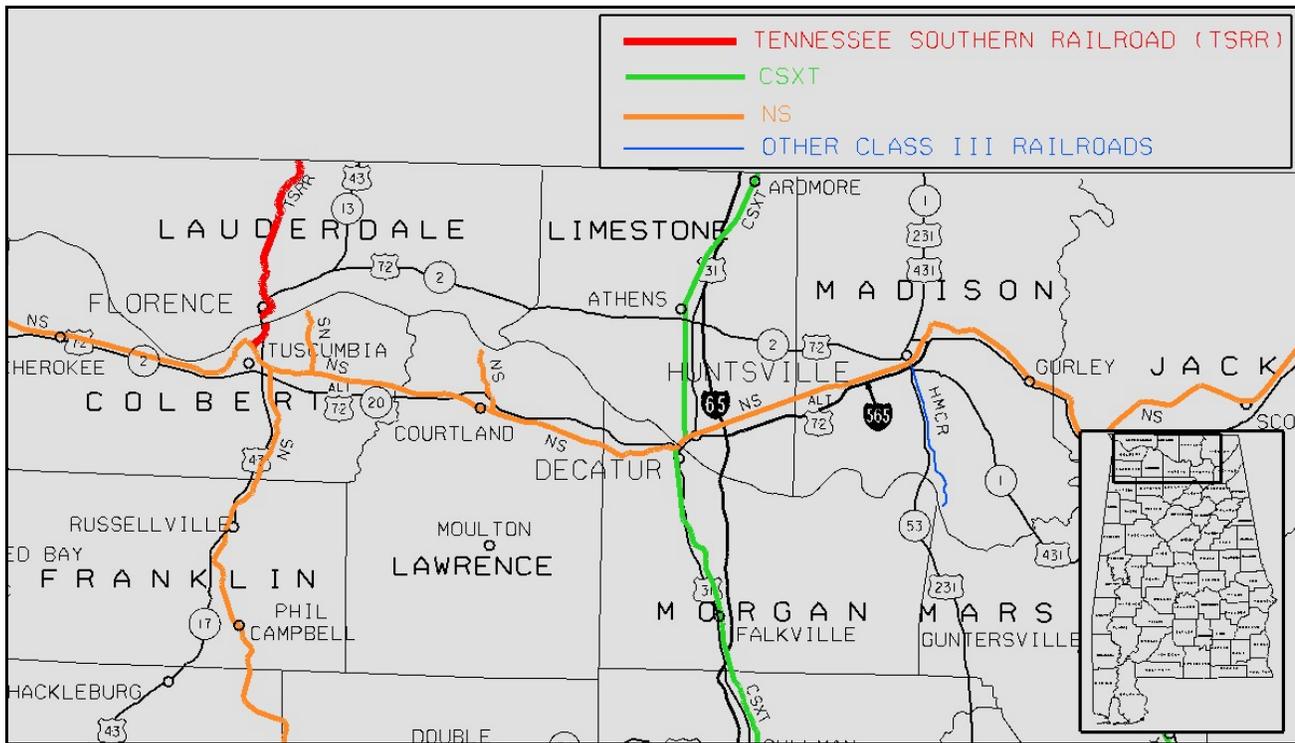
Godwin, Natco, Columbia, Culleoka, Lynnville, Bufords Station, Wales, Pulaski, Siglo, Ashwood, Mount Pleasant, Summertown, Ethridge, Lawrenceburg, Dunn, Loretto, Iron City

Major Commodities

- Plasticizer - 2064 tons
- Plastic - 5762 tons
- Minerals - 258 tons
- Phosphates - 40285 tons
- Chemicals - 12040 tons
- Fertilizer - 1634 tons

Volume

3 Crews, 5 days/week



Connecting Railroad

CSXT (Natco, TN)

Train Speeds (Maximum Speeds Permitted)

Main Line-Entire System- 20 MPH
 Yard Tracks- 11 MPH

Equipment

Eight Diesel-Electric Locomotives
 Including: 2 GP-30's; 2 GP-7's; & 4 GP-9's
 Caboose, Office Car, Modern Period Freight
 Cars

Intermodal Distribution Facilities

The Tennessee Southern Railroad Co. Inc. is capable of providing intermodal exchange between river barge and railroad or truck transportation at the Port of Florence, AL. By utilizing the 40-ton overhead crane at the port, commodities such as steel coils and aluminum

can be unloaded from barges. Bulk commodities such as sand, potash, and sulphate can be unloaded from barges. The Port of Florence, Alabama is located near MP 257 on the Tennessee River.

Storage Yard Facilities

- Florence, Alabama
- Mount Pleasant, Tennessee
- Columbia, Tennessee

Contact Information

Local: Dennis T. Prince, President
 Tennessee Southern Railroad Co.
 P.O. Box 32
 Mt. Pleasant, TN 38474
 Ph: (931) 379-5824

www.tnsou.com

Terminal Railway Alabama State Docks (TASD)



Introduction

The Terminal Railroad has 8 locomotives and 75 miles of track with a classification yard that is an interchange with four class one railroads. There are two yards inside the docks compound with about 20 tracks each for storing and classifying railcars coming and going from the port. At present there is one intermodal container crane on the docks at Pier 2 and a second mobile harbor crane that works Pier 2 and Pier 5. By the year 2004, plans call for 4 to 6 more container cranes at the new Choctaw Point Intermodal Terminal.

History

The Alabama State Docks was dedicated in June, 1928. Terminal Railway has been in existence for more than 70 years. At present the railroad employs about 100 people. They are comprised of yardmasters, engineers, trainmen, clerks, maintenance of way and shop personnel. There are crews on duty 24 hrs/day, 7 days a week.

Miles of Track

75 miles

Major Commodities

- Coal
- Wood Pulp



Major Commodities (continued)

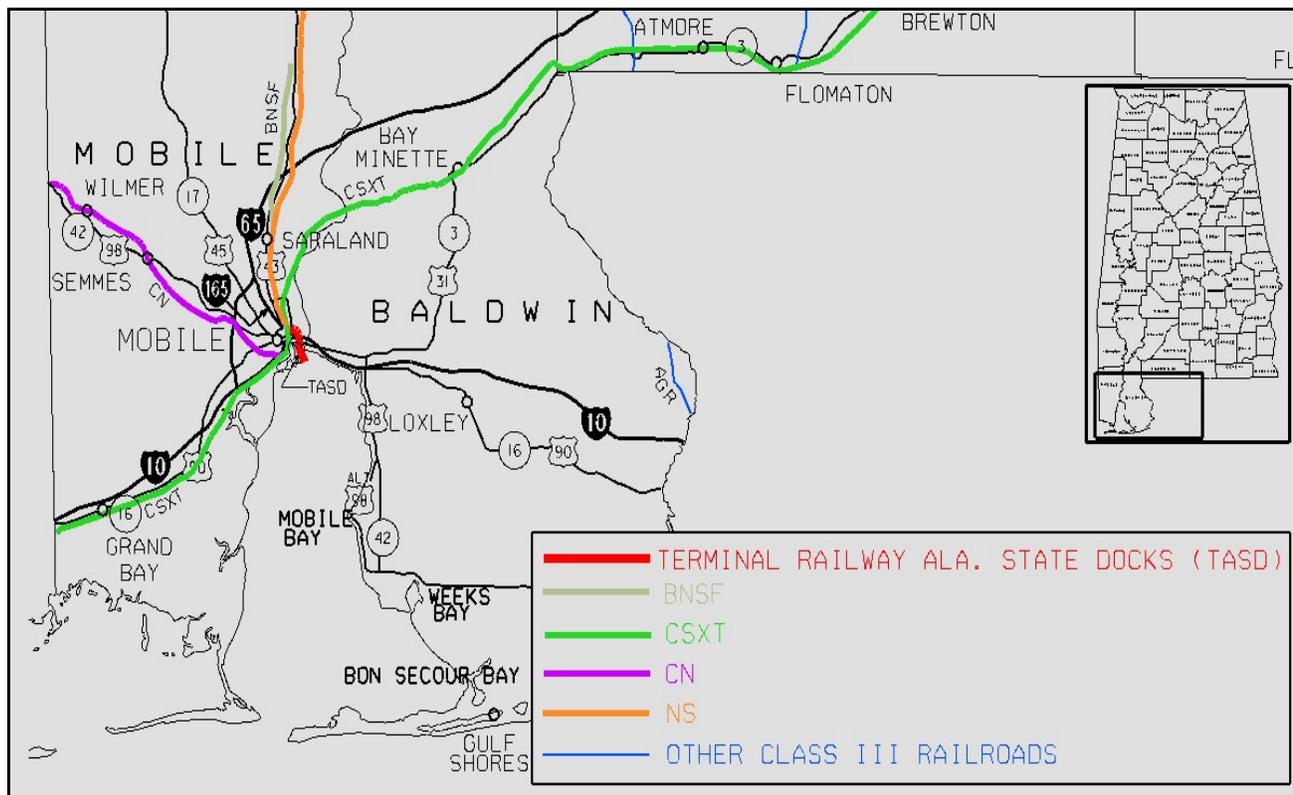
- Linerboard
- Paper
- Lumber
- Iron Ore
- Aluminum
- Iron & Steel
- Grain

Volume

112,000 cars per year

Connecting Railroad

- CSXT
- NS
- CN
- BNSF



Equipment

8 Locomotives

Contact Information

Local: J.W. White, Manager
Terminal Railway / Alabama State
Docks
P.O. Box 1588
Mobile, AL 36633
Ph: (334) 441-7301

www.asdd.com

Wiregrass Central Railroad



Introduction

The Wiregrass Central Railroad is one of nine shortline railroads owned by Gulf & Ohio Railways, which is located in Knoxville, TN. The track rolls through the small hills and the river bottoms of southeast Alabama. The railroad also travels through Daleville/Fort Rucker, Level Plains and Enterprise, AL., ending just west of Enterprise.

History

The Wiregrass Central Railroad was formed on December 11, 1886 from a spur of the CSXT. Construction of the railroad began in 1897, in Waterford from the Savannah, Florida and Western Railway (Plant System) mail line. The line was built by Alabama Midland Railroad and completed in 1898. Southwest Alabama Company operated the line until it consolidated with the Savannah, Florida and Western Railway (Plant System) September 2, 1901. This company merged with Atlantic Coast line July 1, 1902. The Atlantic Coast Line Railroad merged with the Seaboard Airline Railroad to form the Seaboard Coast Line Railroad. In December 1982, the Louisville & Nashville Railroad merged with the Seaboard Coast Line Railroad to form the Seaboard System. In 1986, the Chessie System and the Seaboard System merged to become CSX Transportation.

Miles of Track

20 miles



Stations Served

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

Principal Business Served

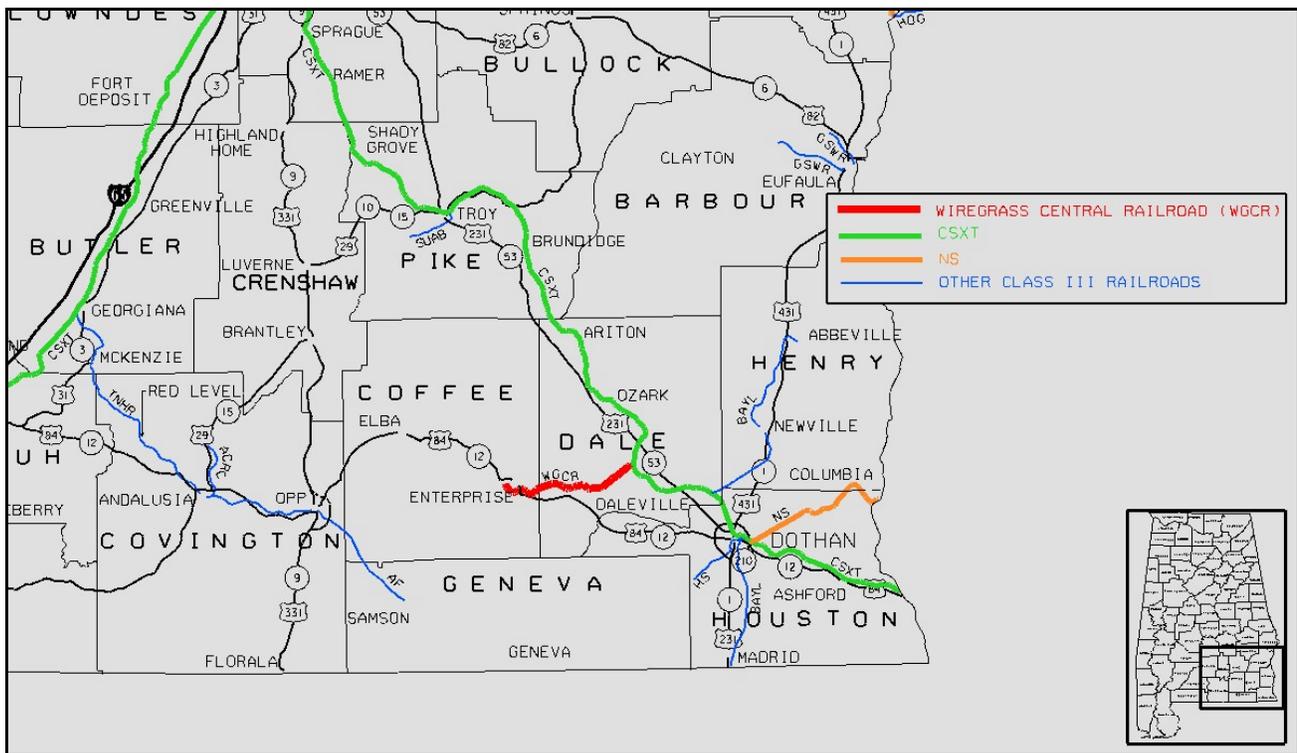
- Conagra
- Wayne Poultry
- Sessions Company
- U.S. Government
- Kelly Seeds

Major Commodities

Peanut Oil, Peanut Meal, Corn, Soymeal, Military Equipment, Grass Seeds, Blood Meal, Peanuts

Volume

4200 Carloads Per Year



Major Commodities

Peanut Oil, Peanut Meal, Corn, Soymeal,
Military Equipment, Grass Seeds, Blood Meal,
Peanuts

Volume

4200 Carloads Per Year

Connecting Railroad

CSXT (Waterford, AL)

Train Volumes

One train per day Monday thru Friday.

Train Speeds (Maximum Speeds Permitted)

Main Line (Entire System)	10 MPH
Yard Tracks, Bridges, Sidings	5 MPH

Equipment

Locomotives:
3 EMD GP-38 2000 HP
1 EMD GP-9R 1750 HP
25 railcars

Yard & Storage Track Capacity

106 Railcars

Contact Information

Local: Neil Ethridge
Regional Vice President
Gulf and Ohio Railways
812 N. Main Street
Enterprise, AL 36330
Ph: (334) 347-6067
Fax: (334) 393-6149

www.gorailways.net

Andalusia and Conecuh Railroad Company (ACRC)

Introduction

Andalusia and Conecuh Railroad Company is a Class III railroad company that owns 2 miles of track in the City of Andalusia, which is classified as industrial. Service on the line is provided by the Three Notch Railroad Company, Inc. The Andalusia & Conecuh Railroad Company is owned by Alabama Electric Cooperative, Inc.

History

The Andalusia & Conecuh Railroad Company, a wholly owned subsidiary of Alabama Electric Cooperative, Inc. (AEC), acquired the line in 1983 from Central of Georgia Railroad Company. The purchase was undertaken to preserve service to the Amoco Fabrics Plant (now Shaw Industries, Inc.) in Andalusia and AEC's McWilliams Power Plant in Gantt. Andalusia & Conecuh Railroad Company's tracks are leased by Three Notch Railroad Company, Inc., a subsidiary of Gulf and Ohio Railways.

Miles of Track

2 miles

Stations Served

Andalusia

Principal Business Served

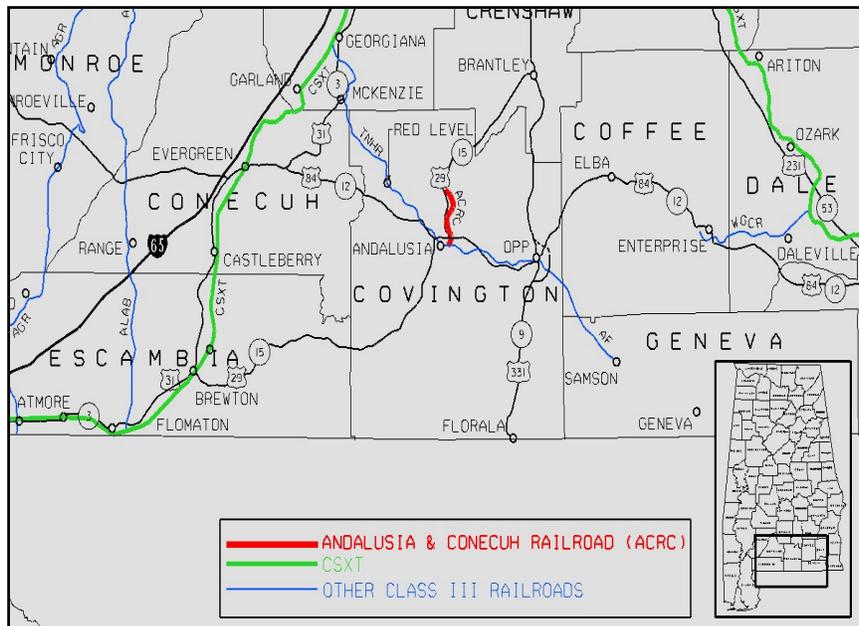
Shaw Industries (inbound plastic)

Major Commodities

Plastic Resin

Volume

See Three Notch Railroad.



Contact Information

Local: Elizabeth Woodard
Andalusia & Conecuh
Railroad Company
P.O. Box 550
Andalusia, AL 36420
Ph: (334) 427-3000

Main: Edward L Stone
Supervisor of Lands
Alabama Electric
Cooperative, Inc.
2027 E. Three Notch
Andalusia, AL 36420
Ph: (334) 427-3306
Fax: (334) 222-2090

H & S Railroad Company, Inc. (HS)



Introduction

The H & S Railroad Company operates limited freight service from a connection with CSX, NS and the Bay Line at Dothan, Alabama, to Taylor. The 4 mile mainline is 100 pound rail. Traffic consists of different types of railcars moving to the GE railcar repair shop.

History

The H & S is one of nine shortline railroads owned by Gulf & Ohio Railways, which is located in Knoxville, TN. The interchange point is the Norfolk Southern yard in Dothan.

Miles of Track

4 miles

Stations Served

- Dothan
- Taylor

Principal Business Served

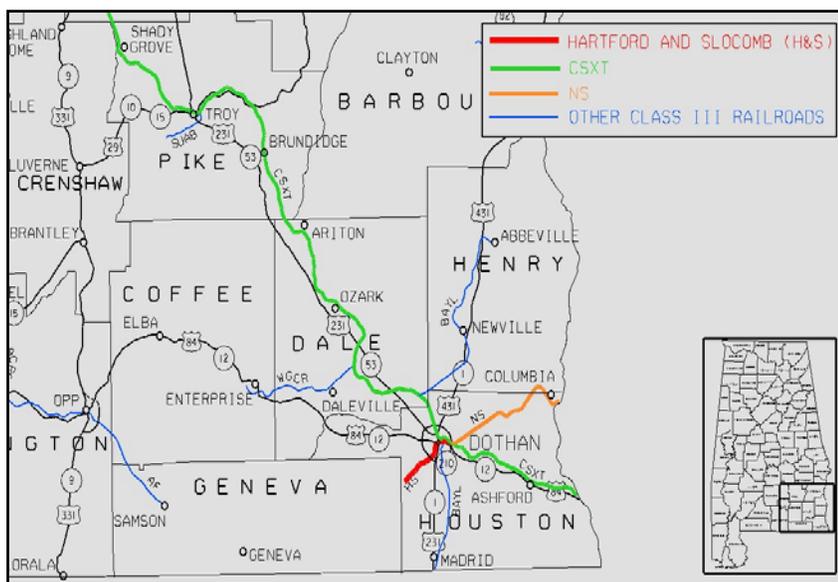
GE Railcar Services (Dothan, AL)

Connecting Railroad

- CSXT
- NS
- BAYL

Train Volumes

One Train Daily Monday through Friday.



Contact Information

Local: Neil Ethridge
Regional Vice President
Gulf and Ohio Railways
812 N. Main Street
Enterprise, AL 36330
Ph: (334) 347-6067
Fax: (334) 393-6149

www.gorailways.net

Heart of Georgia Railroad, Inc. (HOG)



Introduction

The Heart of Georgia Railroad Inc. leases a total of 1.2 miles of track in the state of Alabama from the Georgia Department of Transportation. The line crosses the Chattahoochee River at Omaha, Georgia, and ends at a wye track at the south end of the Mead Paper Mill track.



History

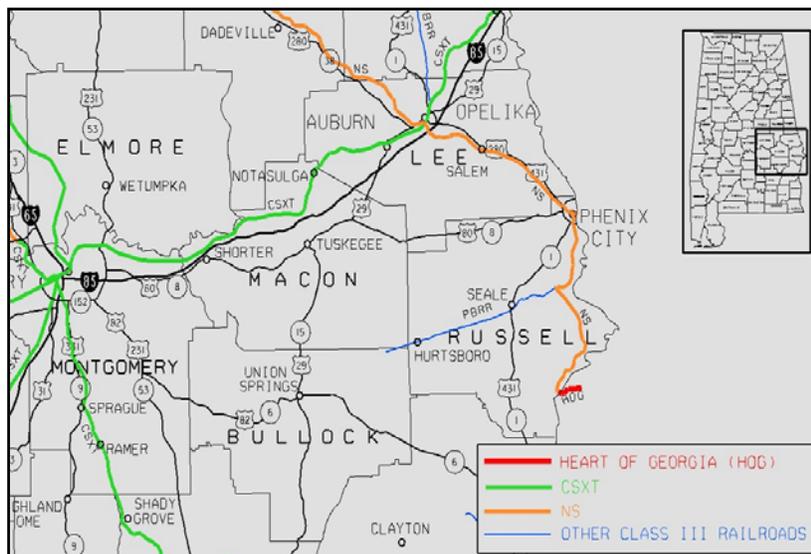
The line is currently out of service and has had no traffic on it since 1994. Although the rail remains in tact, there is a total of 42 miles out of service from the Mead Paper Mill east to Preston, Georgia. It is the intent of the ownership to seek funding from the Georgia legislature to rehabilitate the line segment in 2002.

Major Commodities

Crushed Stone, OSB, Grain Products, Chemicals, Lumber, Plywood, Pinewood

Connecting Railroad

- CSXT (East Cordele, GA)
- NS (Americus & Helena, AL)
- GC (Vidalia, GA)



Contact Information

Main: Brad Lafavers
Heart of Georgia Railroad
908 Elm Ave.
Americus, GA 31709
Ph: (912) 924-7662

www.hograil.com

Huntsville and Madison County Railroad Authority (HMCR)

Introduction

The Huntsville & Madison County Railroad Authority provides freight rail service in Southern Madison County. The Huntsville & Madison County Railroad provides easy access to I-565 from two transloading facilities accessible by trucks. The Huntsville & Madison County Railroad allows space for transloading of bulk commodities, enabling rail shippers to serve customers who are not rail served.

History

The Huntsville & Madison County Railroad was formed in 1984 to preserve 13.25 miles of track in Huntsville and Madison County. It is a Class III railroad company whose track extends from Huntsville to St. Gobain (Norton Co.) and delivers freight to all shippers located on its line.

Miles of Track

13.25 miles



Stations Served

Norton Station, Rocket Station

Volume of Major Commodities

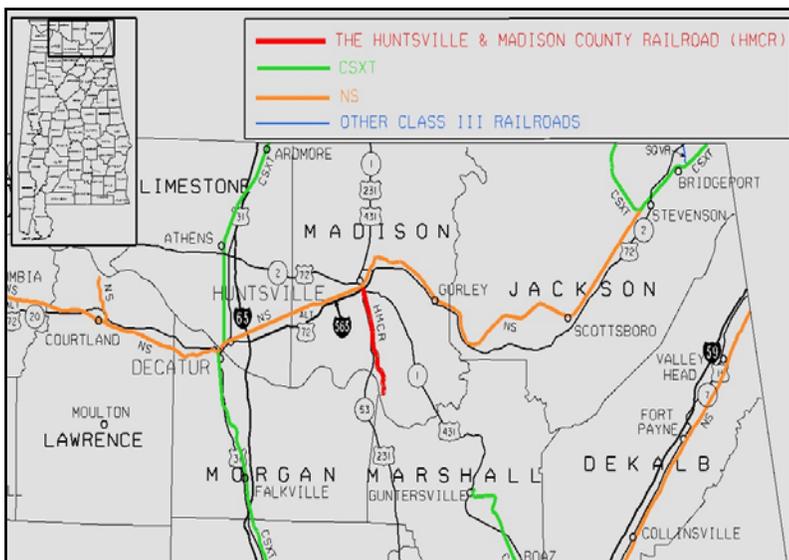
Zircon Sand: 23,000 tons
Brick: 8,400 tons

Connecting Railroad

NS (Huntsville, AL)

Equipment

2 EMD SW9 – 1200 HP



Contact Information

Main: Laurali B. Hollister
General Manager
The Huntsville & Madison
County Railroad Authority
P.O. Box 18925
Huntsville, AL 35804
Ph: (256) 535-6515

www.hmcrr.com

Sequatchie Valley Railroad (SQVR)

Introduction

The Sequatchie Valley Railroad is a Class III railroad company owned by the Tennessee Corporation. The railroad company operates 2.75 miles of track in northeast Alabama from Bridgeport to Patti Rich (at the state line) and continues on to Kimball, Tennessee. The rail line interchanges with Class I operator CSXT in Bridgeport.



Miles of Track

2.75 Operated in Alabama

Stations Served

Bridgeport, Richard City, So. Pittsburg,
Kimball, Tennol

Major Commodities

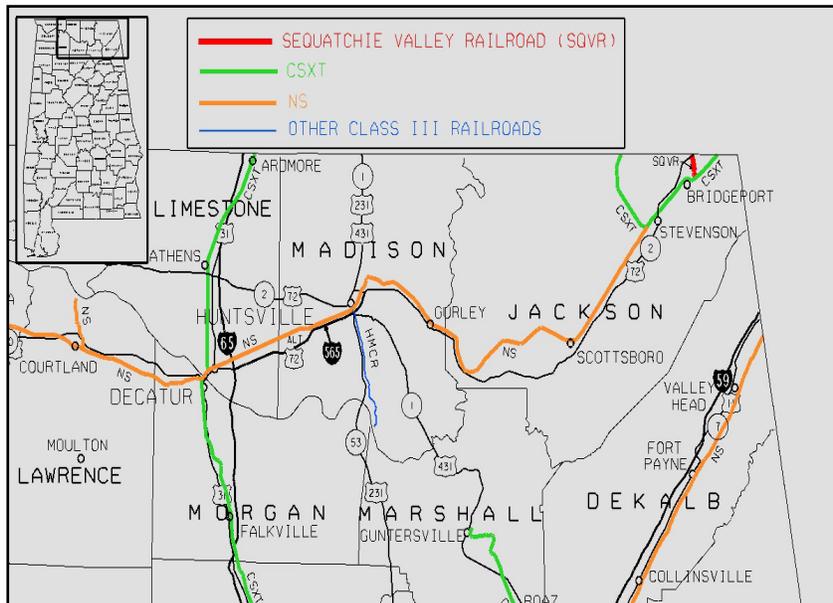
Gypsum Board, Clay Product, Plastic Resin

Major Commodities

Gypsum Board, Clay Product, Plastic Resin

Volume

118,500 Tons



Contact Information

Local: G.R. Abernathy
President
Sequatchie Valley
Railroad
P.O. Box 1317
Shelbyville, TN 37160
Ph: (931) 684-7376

Southern Electric Railroad Company, Inc. (SERX)



Introduction

The Southern Electric Railroad is a Class III railroad company operating in Jefferson County (near the City of West Jefferson) and in 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 Class I operator CSXT near Wilsonville to provide access to the Plant Gaston electric generating facility. Approximately 1 mile of track interchanges with Class I operator BNSF near West Jefferson to provide access to the Plant Miller electric generating facility. Approximately 4 miles of track interchanges with Class I operator NS near West Jefferson to provide access to the Plant Miller electric generating facility. The main commodity over the rail lines is coal.

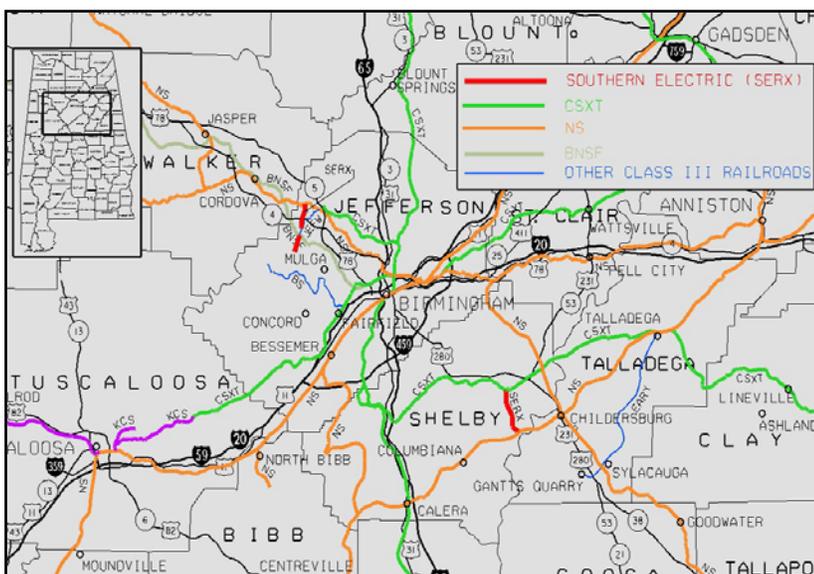


Miles of Track

13 miles in Alabama
2.5 miles in Georgia

Major Commodities

Coal - Approximately 13,500,000 tons/yr.



Contact Information

Local: T. Roy Harrell
Vice President
& General Manager
Southern Electric
Railroad Company
P.O. Box 10266
Birmingham, AL 35202
Ph: (205) 257-6644
Fax: (205) 257-0334

Three Notch Railroad Company, Inc. (TNHR)

Introduction

The Three Notch Railroad provides rail service to the Georgiana-Andalusia area. Shaw Industries, Dynea and Sunstates are customers served by the railroad. The Three Notch Railroad has won back the confidence of customers and local officials by refurbishing the main line, providing adequate locomotive power and on time service.

History

The Three Notch Railroad started service on June 8, 2001. Previously the railroad was named the Alabama & Florida Railroad and was originally a branch line of the CSXT, L&N, G of GA, and the AEC Railroad.

Miles of Track

35 miles of track

Stations Served

Andalusia, Red Level, McKenzie, Georgiana

Major Commodities

Plastic, Urea, Formaldehyde, Sodium Hydroxide, Phenol, Peanuts

Volume

1600 Carloads per year

Connecting Railroad

CSXT (Georgiana)

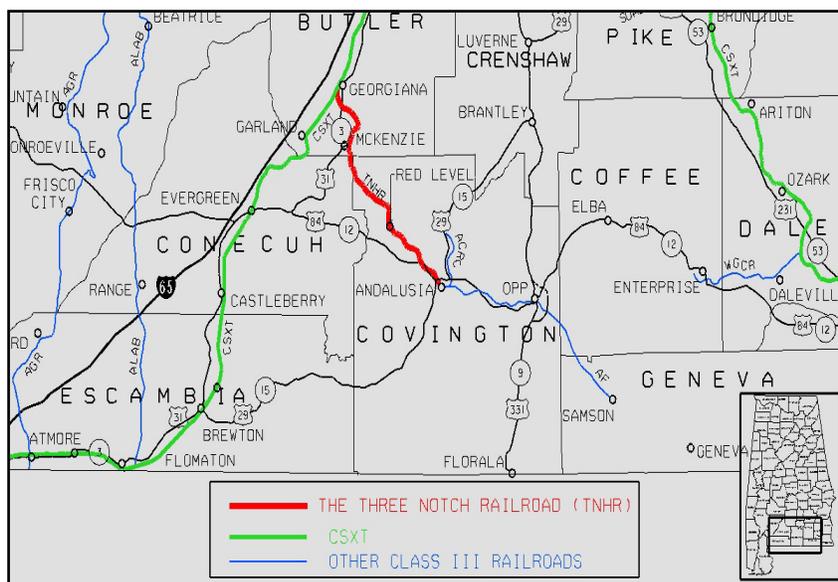
Train Volumes

Daily except Sat & Sun

Train Speeds

Mainline - 10 MPH

All other tracks - 5 MPH



Contact Information

Manager: Neil Ethridge

Regional Vice President
Gulf and Ohio Railways
812 N. Main Street
Enterprise, AL 36330
Ph: (334) 347-6067
Fax: (334) 393-6149

Main: K.V. Douglas
Ph: (334) 693-5446
Fax: (334) 618-5742

Local: Andalusia
Ph: (334) 222-1220

Railroad Museums in Alabama

Listed below are railroad museums located in Alabama. For a more extensive list of railroad attractions in Alabama, visit the Alabama Railfan website (www.alabamarailfan.com) on the Internet.

- **Heart of Dixie Railroad Museum (Calera, Alabama)**
P.O. Box 727
Calera, AL 35040
(205) 668-3435
- **Huntsville Depot Museum (Huntsville, Alabama)**
320 Church Street
Huntsville, AL 35801
(256) 539-1860
- **North Alabama Railroad Museum (Chase/Huntsville, Alabama)**
P.O. Box 4163
Chase, AL 35815-4163
(256) 851-6276
- **Stevenson Depot Museum (Stevenson, Alabama)**
P.O. Box 894
Stevenson, AL 35772
(256) 437-3012

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Kenrjr@webtv.net

Southern Alabama Railroad – Top right
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Kenrjr@webtv.net

Bay Line Railroad – Middle Left
Justin May

Alabama Florida Railroad – Middle Right
2000

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www.alabamarailfan.com

Alabama Railroad – Bottom Left
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Kenrjr@webtv.net

Alabama Railroad – Bottom Right
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Pamfan2@yahoo.com

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Pamfan2@yahoo.com

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CSX Transportation
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Dburns@lakemartin.net

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Hms20@mindspring.com

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Rock4350@aol.com

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Derrick Davis

www.geocities.com/nashville/rodeo/4694

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Kenrjr@webtv.net

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Southern Electric Railroad Company

T. Roy Harell



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