

One of the essentials in building commerce and industry in America is the railroad. Long ago the railroad was "King" run by "rail barons." Very few towns or businesses grew and prospered without the services of the "iron horse."

Did the steam really end in the United States when the Norfolk Western decided to dieselize or when the Grand Trunk Western fully closed down the last workday Class I steam operation? Some may conclude that it all ended at 3 p.m. on August 25, 1970 when No. 97 of the Mobile & Gulf Railroad, a mogul with holes in her tender and stack, finished the days switching at the wood-preserving plant in Brownville, Alabama and her fire was allowed to die.

In the 1950s and 1960s, the development of alternative modes of transportation became important. The expansion and improvement of interstate highways, air travel and inland waterways played a major role in dethroning "King" railroad.

THE ALABAMA RAILROAD SYSTEM

Railroad operations in Alabama historically have been oriented to the movement of goods between major population centers and Gulf Coast port cities. Through the years, those routes radiating out from the land-water transfer points have been integrated into a much more comprehensive rail network. Prior to 1865, the center of rail activity in Alabama coincided with its governmental center of Montgomery, while the industrial city of Birmingham was still relatively isolated from rail service. Since those early days, the increased production of large quantities of bulk commodities in the greater Birmingham area has resulted in the increasing importance of that city as the railroad hub of the state and the region. The Rail Network is categorized by classes as follows:

CLASS I RAILROADS

Four railroads in Alabama are classified by the Surface Transportation Board (STB) as being Class I railroads with base gross operating revenues in excess of \$346.79 million per year. Over the years, the \$346.79 million per year base revenue threshold has been revised to reflect inflation. These Class I railroads are as follows:

BNSF RAILWAY (BNSF)

The Burlington Northern and Santa Fe Railway company's operation in Alabama is the result of an end-to-end merger with the Saint Louis-San Francisco Railroad and Burlington Northern Railroad.

CANADIAN NATIONAL / ILLINOIS CENTRAL RAILROAD CO. (CNIC)

Canadian National and Illinois Central Railroads merged in 1999.

CSX TRANSPORTATION, INC. (CSXT)

In recent years the old Family Lines System has experienced several name changes and mergers of some companies. The Louisville and Nashville Railroad Company; the Seaboard Coast Line Railroad Company; the Seaboard System Railroad, Inc.; the Chessie System; the Western Railway of Alabama; the Woodstock and Blocton; and the Nashville and Decatur Railroads are all included in this change.

NORFOLK SOUTHERN CORPORATION (NS)

The Norfolk Southern Corporation is the result of mergers, receiverships, acquisitions and consolidation of the following:
 Norfolk Southern Railway Co. (SOU)
 Alabama Great Southern Railroad (AGS)
 Central of Georgia Railroad Co. (CoFG)
 Mobile and Birmingham Railroad Co. (MB)
 South Western Railroad Co. (SW)

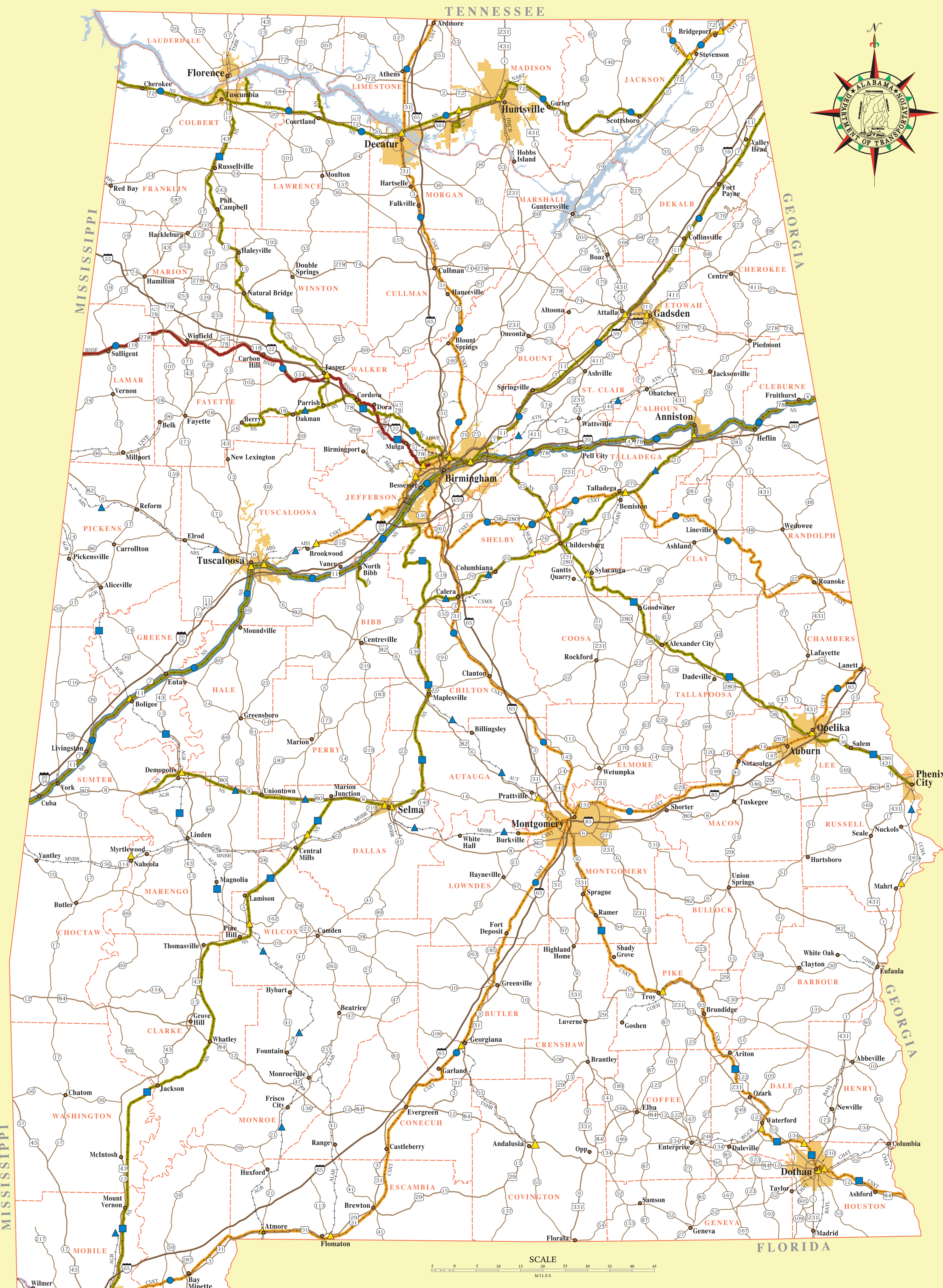
CLASS II RAILROADS

One railroad in Alabama is classified by the Surface Transportation Board (STB) as Class II. Class II railroads are defined by the STB as any railroad that has base gross operating revenues between \$27.74 million and \$346.79 million per year. The base revenue levels have been adjusted due to inflation.

ALABAMA & GULF COAST RAILWAY (AGR)

M A P L E G E N D

▲ 1 MILLION TO 5 MILLION	● CITY	— BNSF	— NS
■ 5 MILLION TO 20 MILLION	▲ RAILROAD INTERCHANGE	— CSXT	— OTHER
● GREATER THAN 20 MILLION	■ PORT WITH RAILROAD INTERCHANGE	— CNIC	— AMTRAK
▲ 1 MILLION TO 5 MILLION	— INTERSTATE		
■ 5 MILLION TO 20 MILLION	— U.S. ROUTE		
● GREATER THAN 20 MILLION	— STATE ROUTE		
	— COUNTY BORDER		



ALABAMA RAILROADS	
AGR.....	ALABAMA & GULF COAST RAILWAY
ALAB.....	ALABAMA RAILROAD COMPANY
ABS.....	ALABAMA SOUTHERN RAILROAD
ATN.....	ALABAMA & TENNESSEE RIVER RAILWAY, L.L.C.
ABWR.....	ALABAMA WARRIOR RAILWAY
AUT.....	AUTAUGA NORTHERN RAILROAD
BAYL.....	THE BAY LINE RAILROAD, L.L.C.
BNSF.....	BNSF RAILWAY
BHRR.....	BIRMINGHAM TERMINAL RAILWAY
CSMX.....	CALERA AND SHELBY RAILROAD & MUSEUM, INC.
CGR.....	CENTRAL GULF FERRY RAILROAD
CCHA.....	COLUMBUS & CHATTAHOOCHEE RAILROAD, INC.
CHAT.....	CHATTAHOOCHEE BAY RAILROAD
CN/IC.....	CANADIAN NATIONAL/ILLINOIS CENTRAL RAILROAD COMPANY
COEH.....	CONECUH VALLEY RAILROAD
CSXT.....	CSX TRANSPORTATION, INC.
EARY.....	EASTERN ALABAMA RAILWAY
GSWR.....	GEORGIA SOUTHWESTERN RAILROAD
HMCR.....	HUNTSVILLE AND MADISON COUNTY RR AUTHORITY
LXVR.....	LUXAPALLILA VALLEY RAILROAD
MNBR.....	MERIDIAN & BIGBEE RAILROAD, L.L.C.
NARZ.....	MERCURY & CHASE RAILROAD
NS.....	NORFOLK SOUTHERN CORPORATION
RR.....	REDMONT RAILWAY COMPANY
SERX.....	SOUTHERN ELECTRIC RAILROAD
SQVR.....	SEQUATCHIE VALLEY RAILROAD COMPANY
TASD.....	TERMINAL RAILWAY ALABAMA STATE DOCKS
TNHR.....	THREE NOTCH RAILROAD
TSRR.....	TENNESSEE SOUTHERN RAILROAD COMPANY, INC.
WGCR.....	WIREGRASS CENTRAL RAILROAD COMPANY

Humped Crossing =
Low Profile Vehicles Prohibited Due To Limited Ground Clearance

Crossbuck = Yield

Railroad Advance Warning =
Railroad Crossing Ahead

PASSENGER SERVICE — Amtrak passenger service is available via the "Crescent" between New York and New Orleans via Washington, D. C. Service is provided to over 221 route miles in Alabama on a daily basis with stops in Anniston, Birmingham and Tuscaloosa between mid-morning and mid-afternoon.

Note: Due to the scale of this map, some of the railroad spurs and side tracks are not identified and the Alabama Department of Transportation and its affiliates assume no responsibility for inaccuracies in road alignments, configuration of intersections and other related data.

Prepared by the
 Alabama Department of Transportation
 Bureau of Transportation Planning/Modal Programs
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CLASS III RAILROADS

Twenty-seven railroads in Alabama are classified by the Surface Transportation Board (STB) as being Class III companies. These operating companies, generally referred to as "Short Line Railroads," are distributed throughout the states and generally serve as feeder routes for the Class I railroads. These railroads each have base gross operating revenues of less than \$27.74 million per year. The base revenues have been adjusted due to inflation. These Class III railroads are as follows:

- ALABAMA RAILROAD CO. (ALAB)
- ALABAMA SOUTHERN RAILROAD (ABS)
- ALABAMA & TENNESSEE RIVER RAILWAY, L.L.C. (ATN)
- ALABAMA WARRIOR RAILWAY (ABWR)
- AUTAUGA NORTHERN RAILROAD (AUT)
- THE BAY LINE RAILROAD, L.L.C. (BAY L)
- BIRMINGHAM TERMINAL RAILWAY (BHRR)
- CALERA AND SHELBY RAILROAD & MUSEUM, INC. (CSMX)
- CENTRAL GULF FERRY (CGR)
- CHATTAHOOCHEE BAY RAILROAD (CHAT)
- COLUMBUS & CHATTAHOOCHEE RAILROAD, INC. (CCHA)
- CONECUH VALLEY RAILROAD (COEH)
- EASTERN ALABAMA RAILWAY (EARY)
- GEORGIA SOUTHWESTERN RAILROAD (GSWR)
- HUNTSVILLE AND MADISON COUNTY RAILROAD AUTHORITY (HMCR)
- LUXAPALLILA VALLEY RAILROAD (LXVR)
- MERCURY & CHASE RAILROAD (NARZ)
- MERIDIAN & BIGBEE RAILROAD, L.L.C. (MNBR)
- REDMONT RAILWAY CO. (RR)
- SOUTHERN ELECTRIC RAILROAD (SERX)
- SEQUATCHIE VALLEY RAILROAD CO. (SQVR)
- TERMINAL RAILWAY ALABAMA STATE DOCKS (TASD)
- THREE NOTCH RAILROAD (TNHR)
- TENNESSEE SOUTHERN RAILROAD CO. (TSRR)
- WIREGRASS CENTRAL RAILROAD CO. (WGCR)

