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 OKLAHOMA DEPARTMENT OF TRANSPORTATION
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The State of Oklahoma through its Rail Programs Division has recognized the inherent right of railroads to conduct their business as a public utility. The State has a long history of supporting the railroads and has made significant investments in the rail infrastructure. The State's support for the railroads is a key component of its transportation policy. The State's support for the railroads is a key component of its transportation policy. The State's support for the railroads is a key component of its transportation policy.



THE FRONT COVER: The WT&J (Wichita, Tillman & Jackson) Railway Company crossing the Red River south of Devo, Oklahoma during the 2003 floods in southern Oklahoma. Beginning rail freight operations in Oklahoma in 1891, the WT&J connected with the Union Pacific Railroad Company in Wauwata and with both the BNSF Railway Company and Union Pacific in Wichita Falls, Texas. One of Oklahoma's shortline (Class III) freight operators, the WT&J operates two State-owned track segments: Altus to Devo, a distance of 62 miles, and Wauwata to Walters, another 24 mile segment.



The Union Pacific Railroad with the merger of the Southern Pacific links the South and the Gulf of Mexico to the Great Lakes, Rocky Mountains, Pacific Coast and the Northwest. The UP also runs on 335 miles of state owned trackage.



The Kansas City Southern Railway winds south following the Pacific links the South and the Gulf of Mexico to the Great Lakes, Rocky Mountains, Pacific Coast and the Northwest. The UP also runs on 335 miles of state owned trackage.



The Kiamichi Railroad, out of Hugo, Oklahoma provides rail service for the eastern Red River Valley. It links the area to major carriers going west in Oklahoma, east to Arkansas and south towards Dallas/Fort Worth and northeastern Texas.



Farmrail, as Oklahoma's original shortline operator on State owned rail lines since 1981, has provided a valuable rail freight service for over 25 years. Farmrail also operates 185 miles of former Burlington Northern track as Grainbelt Corporation.



The Stillwater Central Railroad began operation on State of Oklahoma trackage; Stillwater to Pomeroy and from Sapulpa to Oklahoma City. They have recently purchased additional tracks from Mustang to west of Snyder, all from former BNSF lines.



The Hollis & Eastern Railroad, a short line running west from Altus, Oklahoma was built in 1910 by the Fort Worth & Northwestern branch of the Katy (Missouri, Kansas & Texas Railroad) that ran through both the Oklahoma and Texas panhandles.



The Wichita, Tillman & Jackson Railway derived its name from two Oklahoma counties and southernmost destination of Wichita Falls. This route was once MKT's western Oklahoma branch line. Also operating out of Walters, it connects with the UP in Wauwata.



The South Kansas & Oklahoma Railroad, with its trackage in Kansas, provides a main link to Tulsa for freight connecting to their tracks operated by the Stillwater Central Railroad through Oklahoma City, Chickasha, Lawton and Altus.



The Austin, Todd & Ladd Railroad operates over their own trackage between Watonga and Geary. Between Geary and El Reno it is operated under a lease purchase agreement with the State of Oklahoma. Tracks are from the former C.R. 147.



The Texas, Oklahoma & Eastern Railroad of southeastern Oklahoma serves forestry and timber related industry around McClurtin County before linking up with its sister railroad, the De Queen & Eastern Railroad east from the Arkansas border.



The Arkansas Oklahoma Railroad operates the east to west rail line from McAlester to Howe, once part of the Chicago Rock Island and Pacific. They also provide the freight service along the Union Pacific's Oklahoma City to Shawnee line.



The Tulsa Port of Catoosa began operation on the headwaters of the Arkansas River Navigation System in 1971. Switching engine move cars to the loading platforms where large cranes work the barges. The BNSF and the SK&O provide access.



The Heartland Flyer paralling the Verdugo River on a spring day in the Arbuckle Mountains in southern Oklahoma on its daily round-trip to Fort Worth, Texas. The Flyer experienced its record highest ridership this past contractual year with over 61,000 people taking advantage of and enjoying the convenience and comfort of this alternate transportation mode. The Heartland Flyer will be celebrating the 10th anniversary of the return of full-time Amtrak passenger rail service to Oklahoma on June 14, 2009.



The Sand Springs Railroad was built by philanthropist Charles Page, who endowed its passenger profile to the Sand Springs Home for Orphans & Widowed Mothers. It now serves as a freight line to and from Tulsa and Sand Springs Industrial parks.



The Tulsa Sapulpa Union Railway is a commercial route that connects Sapulpa's light and heavy industry. First built as an interurban commuter track, it runs on a route that parallels what was once America's most famous highway, U.S. Route 66.



The Southwestern Railroad Company is one of several modern short lines in Oklahoma that were once branch lines of major carriers. Heading west from Shattuck in Ellis County it links Texas panhandle's wheat and cattle country to the BNSF.



The Northwestern Oklahoma Railroad is an industrial spur and railroad that services the inland port and barges traveling along the Arkansas River Navigation System. The vital shipping link allows Oklahoma better access to the world market.



The Port of Muskogee Railroad works the loading docks and barges along the Arkansas River Navigation System. The vital shipping link allows Oklahoma better access to the world market.

