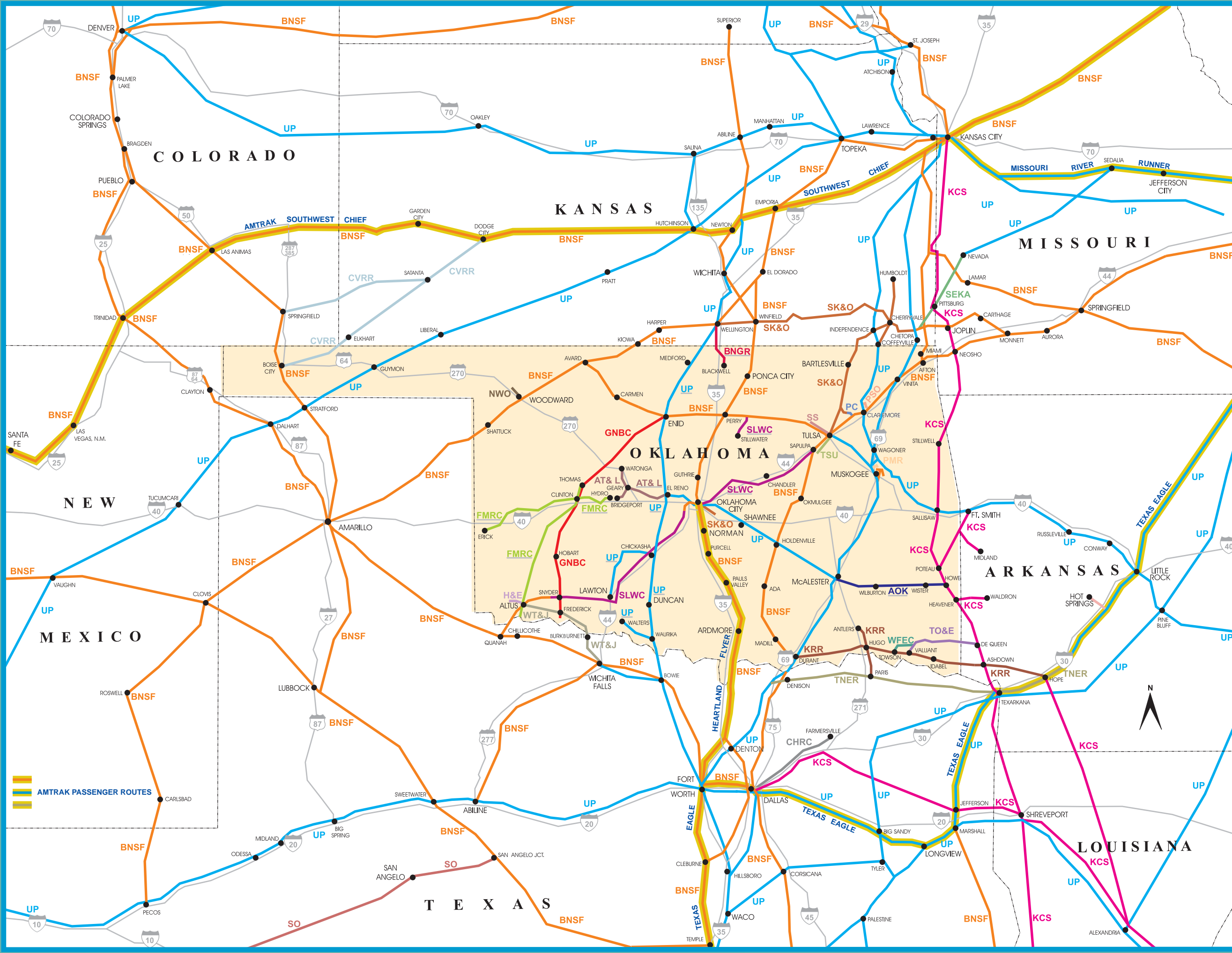


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**FOR FREE DISTRIBUTION**  
 OKLAHOMA DEPARTMENT OF TRANSPORTATION  
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# 100th Year Celebration of ODOT



A BNSF Railway Company engine pulls one of many "container" trains north of Guthrie, Oklahoma. The BNSF crosses more than half the countries in Oklahoma and is one of the largest railways in the U.S. serving as host railroad to Amtrak's Heartland Flyer.



The Union Pacific Railroad Company connects several Oklahoma shortline railroads to major markets. Its "unit train" approach uses 100+ cars to optimize fuel, car usage and destination options for the most economic means of transporting freight.



The Kansas City Southern Railway winds south following the border states of Missouri and Kansas, Oklahoma and Arkansas, branching into Texas and Louisiana and is one of the largest railroads in the U.S. serving as host railroad to Amtrak's Heartland Flyer.



The Stillwater Central Railroad began operation on State of Oklahoma trackages. Stillwater to Pawnee and from Sapulpa to Oklahoma City. They later purchased additional tracks from Mustang to west of Snyder, all from former BNSF lines.



Farmrail, as Oklahoma's original shortline operator on State owned rail lines since 1981, has provided a valuable rail freight service now for 30 years. Farmrail also operates 168 miles of former Burlington Northern track as the Grainbelt Corporation.



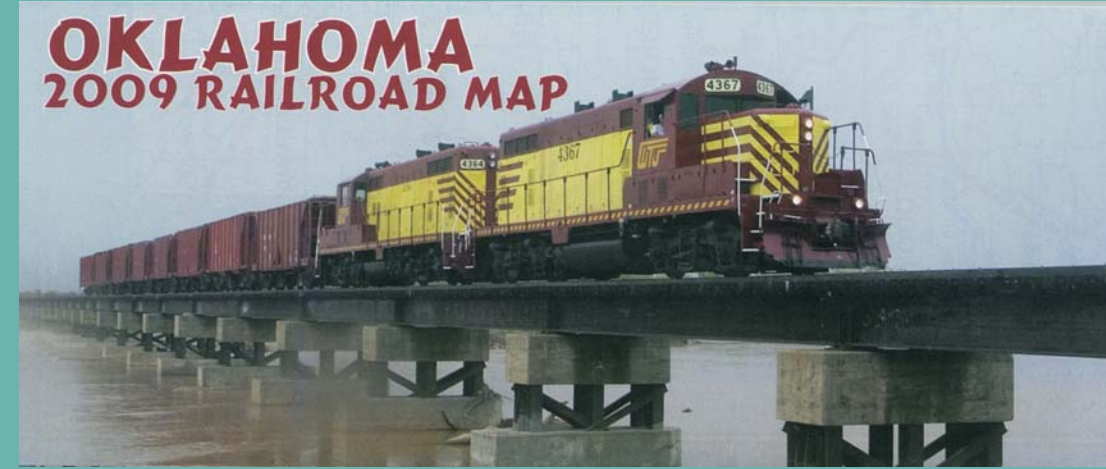
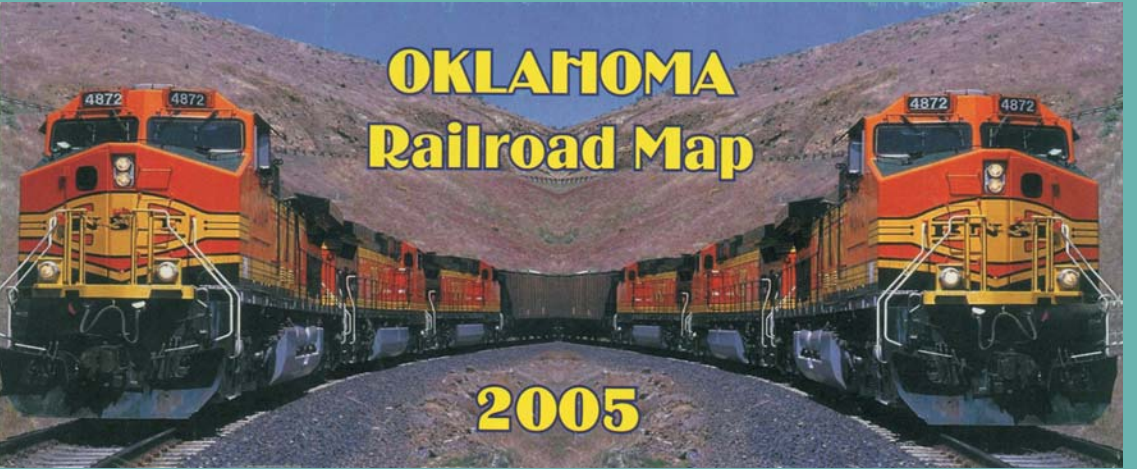
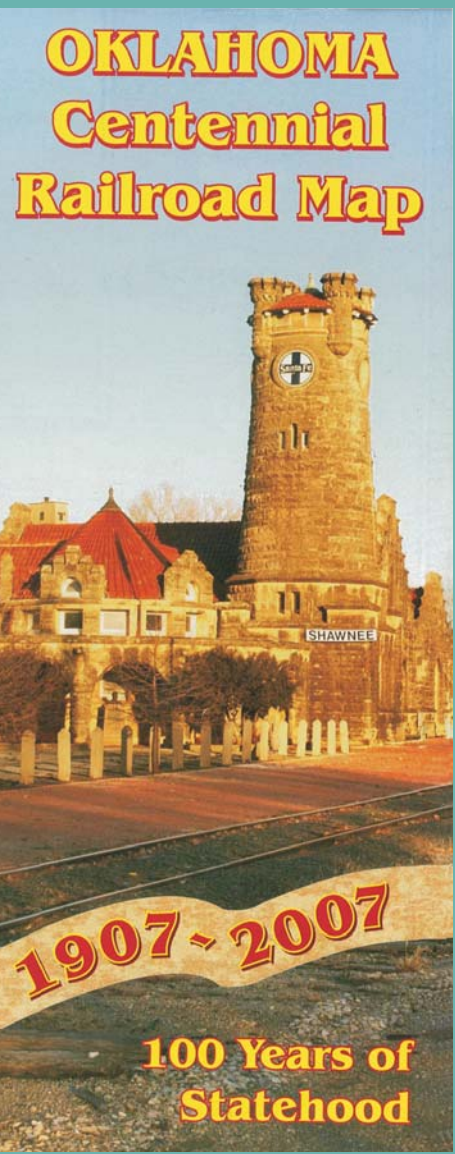
The Austin, Todd & Ladd Railroad operates over their own trackage between their headquarters in Watonga to Geary and also from Geary to El Reno under a lease purchase agreement with the State of Oklahoma on tracks built by the former CR&P.



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



The Wichita, Tillman & Jackson Railway derived its name from Wichita Falls, TX and two Oklahoma counties. The WT&J is now the sole owner of the Stillwater Central Railroad line which was originally purchased in 1982 by the State of Oklahoma.



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



The Northwestern Oklahoma Railroad is an industrial spur that funnels trains through Woodward, Oklahoma's business and warehouse district. The NWO is a section of tracks that once ran north from the Red River all the way to the tip of the panhandle.



The Sand Springs Railroad was built by philanthropist Charles Page, who endowed its passenger profits 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 train between the two cities, it runs parallel to America's most famous U.S. highway, Route 66.



The Texas, Oklahoma & Eastern Railroad of southeastern Oklahoma serves the forestry and timber related industries around McCurtain County while 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 Railway, they also provide the freight service east along the Union Pacific's Oklahoma City to Shawnee line.



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



The Port of Muskogee Railroad works the loading docks and railyard that services this inland port and barges traveling along the Arkansas River Navigation System. This vital shipping link allows Oklahoma better access to the world markets.

#1 rated train in customer satisfaction.  
 Heartland Flyer passenger service continues to grow and is Amtrak's  
 reestablished and midwest crossing gateway. Also the state is expected  
 to be recognized as a national leader in freight rail purchase, rail  
 short line operators with track maintenance. The State of Oklahoma  
 state developed an eight year maintenance plan which assists the  
 operators on thirteen segments of state owned track. The State has  
 these lines are currently in rail freight operations with seven different  
 now the State currently owns 764 miles of rail lines. The majority of  
 enter rail line purchases the state made additional acquisitions from  
 network to Oklahoma communities. As revenues developed from  
 resulted in the state acquiring over 600 miles of rail lines with access  
 abandoned lines as well as economically possible. With  
 1960s, the state recognized the need to preserve as many of these  
 1970s and early 1980s, the state recognized the need to preserve as many of these  
 can to promote a reliable and extensive rail transportation system for  
 program which is also contingent that state government should do all it  
 their business activities free from nonproductive government intrusion. A  
 is a program that connects the inland right of trucks to conduct  
 developed a modern passenger service and freight rail program. It  
 the State of Oklahoma through its Rail Programs Division has  
 Christensen, Brittain, Alex, Adam and Blake Christensen  
 Price and Christina Fallin, Governor Mary Fallin, Wade  
 [Clockwise from Top Left]



## Railroad Map