

**THE FRONT COVER:** A Farmrail locomotive is pictured hauling loads of sand for development of oilfield shale formations. "Western Oklahoma's Regional Railroad" has provided reliable freight service since 1981, when it became leasee-operator of an 80-mile rail route purchased by Oklahoma Department of Transportation to forestall abandonment. Subsequent company acquisition of two connecting lines has increased the Farmrail network to 276 miles serving 56 customer locations in 12 rural counties dependent on agriculture and natural resources.



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



The Wichita, Tillman & Jackson Railway derived its name from two Oklahoma counties and its southernmost destination of Wichita Falls, Texas. This route was part of MKT's western OK branch line of the Katy (Missouri, Kansas & Texas Railroad) that once ran through both the Oklahoma and Texas panhandles.



The South Kansas & Oklahoma Railroad, with trackage in much of two Oklahoma counties and its southernmost destination of Wichita Falls, Texas. This route was part of MKT's western OK branch line of the Katy (Missouri, Kansas & Texas Railroad) that once ran through both the Oklahoma and Texas panhandles.



The Austin, Todd & Ladd Railroad operates over former Chicago, Rock Island & Pacific line primarily on their trackage from Watonga to El Reno. They took full ownership of the Geary to El Reno portion in 2014 ending the state lease-purchase successfully.



The Queen & Eastern Railroad of southeastern Oklahoma serves forest and timber related industries around McCurtain County linking up with its sister railroad, the De Queen & Eastern, connecting to the KCS just east of the Arkansas border.



Farmrail Corporation was the first operator over state owned rail lines providing freight service to western Oklahoma since 1981. Farmrail also operates the 186 miles of the GrainBelt Corporation in 2013 they purchased the Sunbelt Line they'd leased for decades.



The Tulsa Port of Catoosa began operation on the Verdigris River, the headwaters of the Arkansas River Navigation System, in 1971. Switching engines move cars to the loading platforms where large cranes work the barges. The BNSF and SKOL provide rail access.



The Oklahoma Railway Museum in OKC has working train engines, passenger cars and cabooses. Their rail memorabilia collection is kept in a 1905 train station. Open free to the public, they offer rides for a fee on alternate Saturdays in April thru August.



The Arkansas Oklahoma Railroad runs on part of an old Chicago, Rock Island & Pacific line, from McAlester to Howe, Oklahoma. They also provide freight service to the UP east along Shawnee to Oklahoma City trackage.



The Sand Springs Railway was built by philanthropist Charles Page, who endowed its passenger profits to the Sand Springs Home for Orphan & Widowed Mothers. It now serves as a freight line from downtown Tulsa to Sand Springs industrial parks.



The Tulsa Sapulpa Union Railway is a commercial route that connects Sapulpa and eastern Tulsa communities light and heavy industry. First built as an interurban commuter train, its tracks run parallel to one of America's most famous highways - U.S. Route 66.



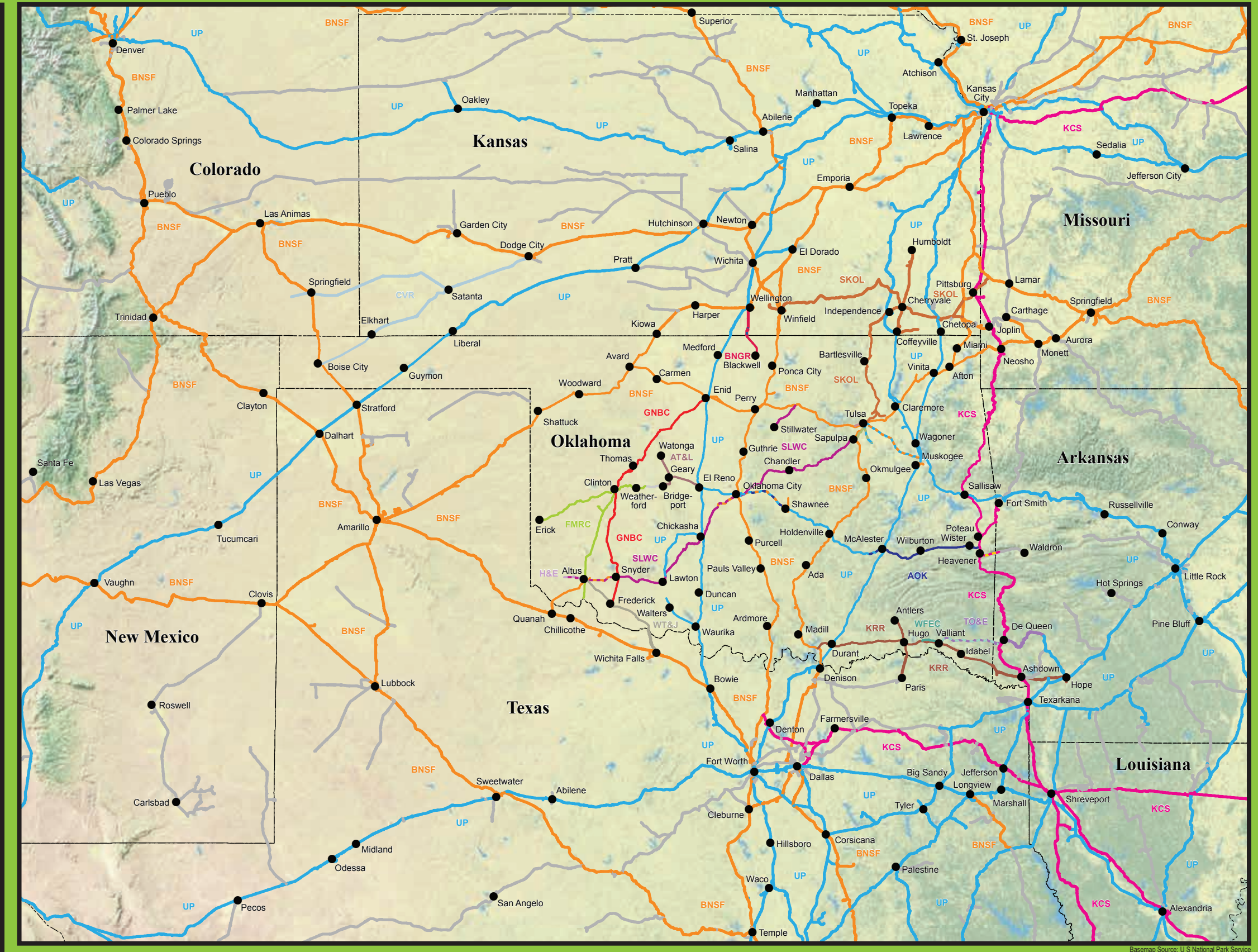
The Kiamichi Railroad, out of Hugo, Oklahoma provides rail service along the eastern Red River Valley. It links the area to other major carriers going north in Oklahoma, east in Arkansas, south into the Dallas-Fort Worth area and cities in northeastern Texas.



The Northwestern Oklahoma Railroad is a Woodward industrial spur providing oil field suppliers rail shipping across northwestern Oklahoma. The NWO is one of the last sections of MKT tracks that ran from Texas across the Red River to the tip of the panhandle.



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



A BNSF Railway Company engine pulling an intermodal train north of Guthrie, Oklahoma. The BNSF is one of the largest railroads in the U.S., crossing more than half the counties in our state and serves as the host railroad to Amtrak's Heartland Flyer.



The Union Pacific Railroad connects Oklahoma's shortlines and major carriers to US markets west of the Mississippi. 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 its way south along the borders of Oklahoma and Arkansas out of Missouri and Kansas. Continuing into Texas and Louisiana, it links major ports along the Gulf of Mexico with Oklahoma's eastern cities and forest industry.



The Stillwater Central Railroad began operations on state owned tracks from Pawnee to Stillwater and Kansas. Continuing into Texas and Louisiana, it links major ports along the Gulf of Mexico with Oklahoma's eastern cities and forest industry.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION  
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For more information go to www.ols.org  
7. Keep going once you start.  
8. Even if lights start to flash or gates come down.  
9. Cross tracks with care.  
10. Look again.  
11. Do not enter a crossing unless you can drive completely through without stopping!  
12. If it won't fit, don't commit.  
13. Look and listen both ways carefully.  
14. Prepare to stop. Stop - at least 15 feet away.  
15. Approach with care.

"The 7 Steps for Highway Rail Grade Crossing Safety"  
Oklahoma's Operation Lifesaver would like to share with you  
"Train Crossing" - Photo taken by Jedd Limcocko

