

**Layout Design and Operation Design Challenge  
At the Bay Area Layout Design & Operations Weekend  
January 25-27, 2019 – This Year in Petaluma**

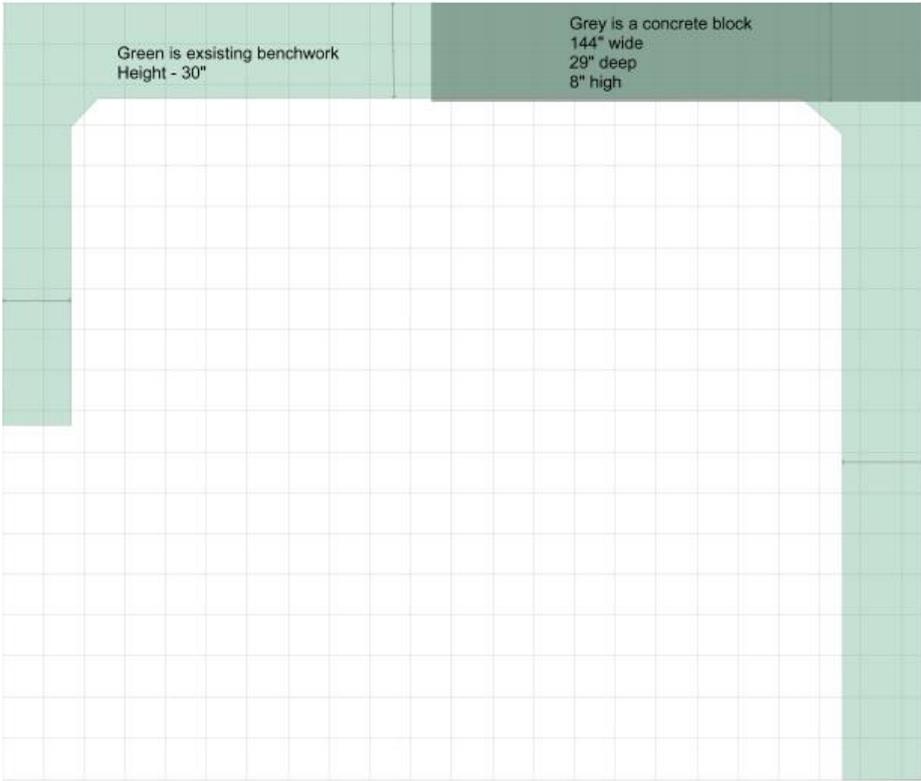


*BNSF local crossing the Klamath River*

You are receiving this email because you have attended past Bay Area SIG meets. Information about the meet is available at <http://www.pcrnmra.org/sigs/>

This year's meet will be in Petaluma and will include several clinics focusing on railroads far from the Bay Area. Hopefully we will also have some discussions of railroads closer to home as well. This year's challenge is based on the Klamath Falls, OR area over 300 miles north of Petaluma. It is a meeting place for UP and BNSF as in the past when Southern Pacific and the Great Northern shared trackage. There were also many logging railroad feeders most of which have been abandoned.

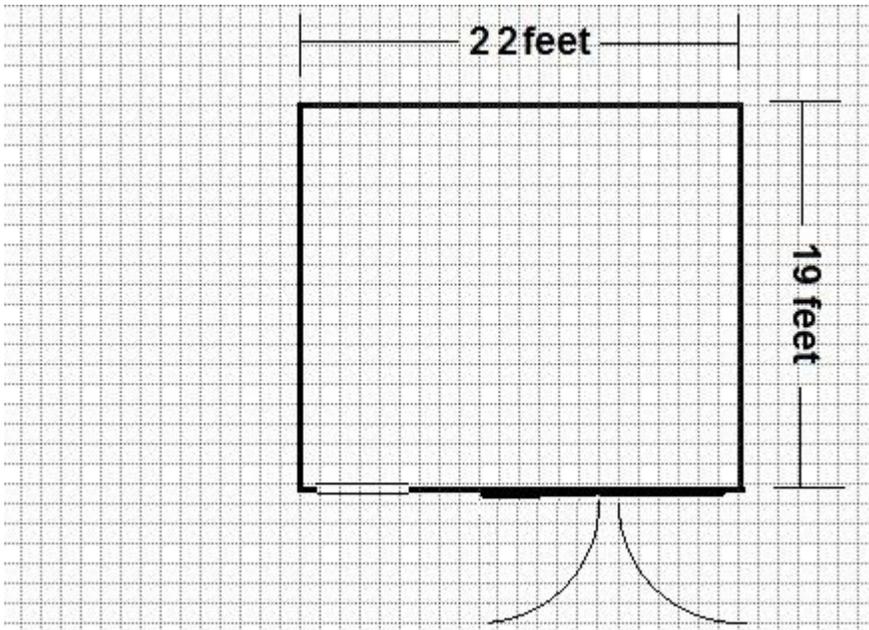
This year the challenge is to design a layout and/or an operation plan for the Klamath Falls area. The owner of the space is modeling in HO scale and has chosen 2006 as his era. For the challenge you can choose any scale and era. The space for the layout is a garage space of approximately 19 ft by 22 ft. There is a window and a door on the long side. The window will not be blocked by the layout. There is a design limitation along the back wall that is displayed in the following diagram. There is a concrete block that is 12ft wide 29in deep and 8 inches high. The bench work along the back wall should be at minimum 28"-30" deep on the lowest level at least so that the concrete block is not jutting out into the aisle for people to kick/ trip on. [Your design does not have to follow the existing benchwork but should protect the operators from the concrete block.]



*Existing benchwork and concrete block*



Here is a drawing of the space:



Givens	Druthers
Loop to Loop Running	Interchange with McCloud RR
Multi Level	Interchange with KNRR in Gilchrist
Mid 2000's	Setup track going to workbench
SP Never Died	Lumber mill scene
Crew size of 4-6 for Ops	
Based SP Northern California into Oregon	
BNSF trackage rights	
Minumim 1 clasification yard	
Interchange with CORP	
Entrance Standing area	
Room for toolbox in entrance area	
Workbench in Layout room	
Some kind of peninsula	
6-8 track staging on either end	
32" Minimum Radius	

While information about the prototypes is being provided, the owner has a soft spot for the Southern Pacific Railroad and is still running SP in 2006 as if there was no UP merger. BNSF is active as through trains.

Era – 2006. This means mostly 50 ft cars and longer.

Prefer at least 32" minimum radius in HO scale.

Mainline starts in the north at Chemult and continues south to Black Butte. The main focus is on the Klamath Falls yard. There will need to be quite a bit of selective compression or selective elimination to fit all this in the space.

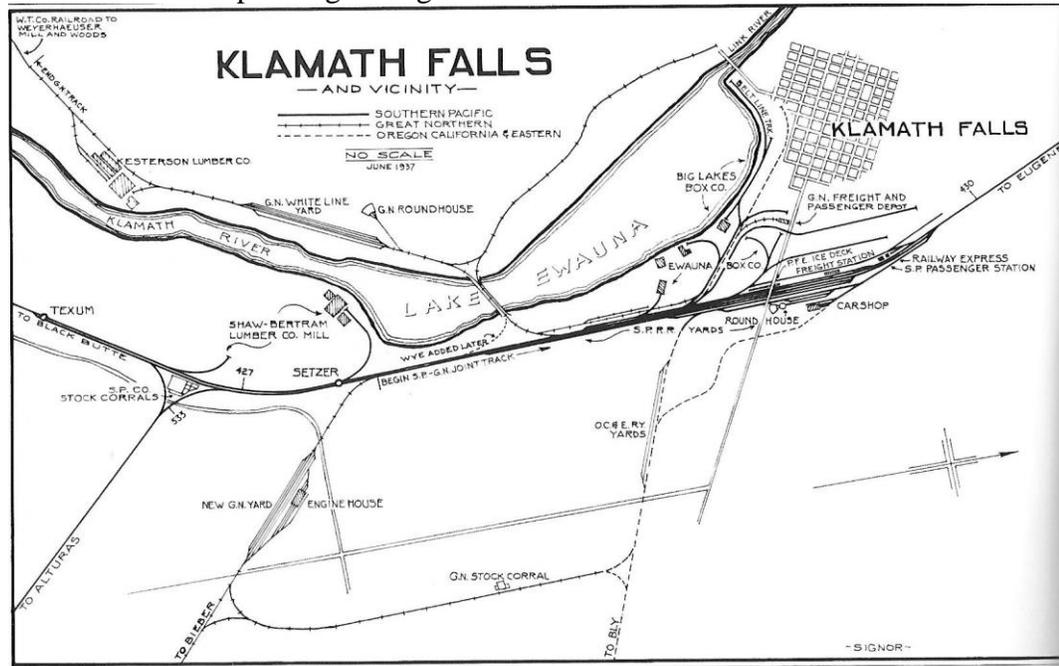
## History

Klamath Falls was first reached by rail in 1909 when the Southern Pacific extended the tracks of the Weed Lumber Co. west from the Siskiyou Main Line. The Natron Cutoff was completed August 7, 1926 connecting Klamath Falls to Eugene via Chemult, Crescent Lake, and Oakridge. This eliminated the heavy grades and sharper curves of the Siskiyou Line. Also in 1926, the Great Northern petitioned to push the Oregon Trunk south from Bend. They were granted joint use of the Natron Cutoff from Chemult to Klamath Falls and in 1930-31 pushed south to a meet with Western Pacific at Beiber, CA.

At the same time the Southern Pacific sought to purchase the Oregon California & Eastern, a logging shortline running east from Klamath Falls. The ICC approved with the proviso that SP sell half of the OC&E to Great Northern and they operate it jointly. This continued to 1975 when Weyerhaeuser purchased the line. It was abandoned in 1993 and has been turned into a hiking and biking trail.

The Southern Pacific also pushed southeast from Klamath Falls with the Modoc Line in 1928-29 which connected at Alturas to the standard gauged former Nevada California Oregon – now owned by Southern Pacific – and on to Wendel on the Overland Route giving Southern Pacific a more direct line from Portland to the east than the main to Sacramento.

All these lines still exist although the Modoc Line is now out of service. With the merger of Great Northern into the Burlington Northern in 1970 and the BN merger with Santa Fe into the BNSF in 1995 as well as the merger of the Southern Pacific and the Union Pacific in 1996, there are now just two class 1 railroads operating through Klamath Falls.



The largest industry in the Klamath Falls area was lumber with over 30 logging railroads in the Klamath Basin feeding 12 lumber mills in Klamath Falls itself. Much of this business has now gone.

The GN-WP-ATSF "Inside Gateway" was never the main artery hoped for so most of the traffic through Klamath Falls was SP and remains UP. Traffic includes through traffic from the Pacific Northwest to California. Amtrak runs the Coast Starlight through Klamath Falls and operates out of the 1909 era depot.



*Southbound Amtrak Train 11 making station stop at Klamath Falls [scheduled arrival 9:50pm]*

© Robert Morris Photography



*BNSF Manifest train leaving south out of Klamath Falls*



*UP Northbound at Chiloquin*

It's easy to participate: simply develop a layout design or a general operations plan or both for the area around Klamath Falls along with a page or two of supporting information. The organizers will pull submissions together into a computer presentation for discussion with the group. Each challenger will have five to ten minutes to present his or her design to the meeting on Saturday, January 27<sup>th</sup>. After the presentations of the designs, a panel of modelers will discuss the various approaches. If you are not able to attend the meet but still want to enter the challenge, we can present your entry *in absentia*. The good news is that there is no winning or losing ... the bad news is you will not receive any lovely gifts for participating.

If you are interested in participating in the challenge or have questions regarding the challenge, please let Bruce Morden [ [bdmorden@sbceo.org](mailto:bdmorden@sbceo.org) ] know by return email as soon as possible. A list of resources along with some maps and photos are available to serious challengers. Most will be part of the presentations on the Saturday of the meet. If you have questions, e-mail Bruce.

Your submissions for the Design Challenge are due no later than January 24, 2015. This is not a lot of time and so we are looking at rough sketches and design thoughts and operational concepts not a finished ready to build design or operating scheme. Our goal is four or five participants.

So pull out your design tools and operations resources and let's have some fun!

Thanks,

Bruce Morden

Just for fun, are some photos of an HO scale models of locomotives produced after the SP/UP merger in September 1996 but painted in Southern Pacific's late paint scheme in keeping with the owners desire to model 2006 but as if the Southern Pacific still existed.



*SD70ACe. Introduced in 2004.*



*ES44AC (Evolution Series, 4400 HP, AC traction) Sometimes referred to as a GEVO*