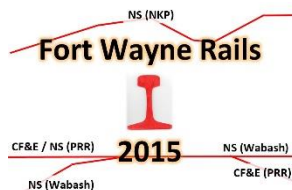


Operations on the Layouts of NCR Division 3



The Burlington Southern



The Burlington Southern is a proto-freelanced railroad based on the operations of the Great Northern and Southern Pacific Railroads in northern California, Oregon, and southern Washington. Bridge traffic from Southern California is routed through to Seattle. East-west traffic is transferred through Portland to Spokane through a sub-district of the Union Pacific over the Wishram Bridge, which has a switch right in the middle of the Columbia River. The layout also features numerous local switching runs.

The layout keeps 14 to 16 people busy for 4+ hours with a lunch break. Operating sessions are held on Sundays, usually every two months or so. There is a dispatcher and assistant. A timetable and station checklists keep the trains in order and we use a 2 to 1 fast clock. JMRI computer dispatch panels are used, and the layout uses wireless NCE DCC for control.

Welcome to this operations description of The BS Line. For further information, check out the layout website <http://div3.ncr-nmra.org/layouts/burlington-southern>.

Dunsmuir Operations:

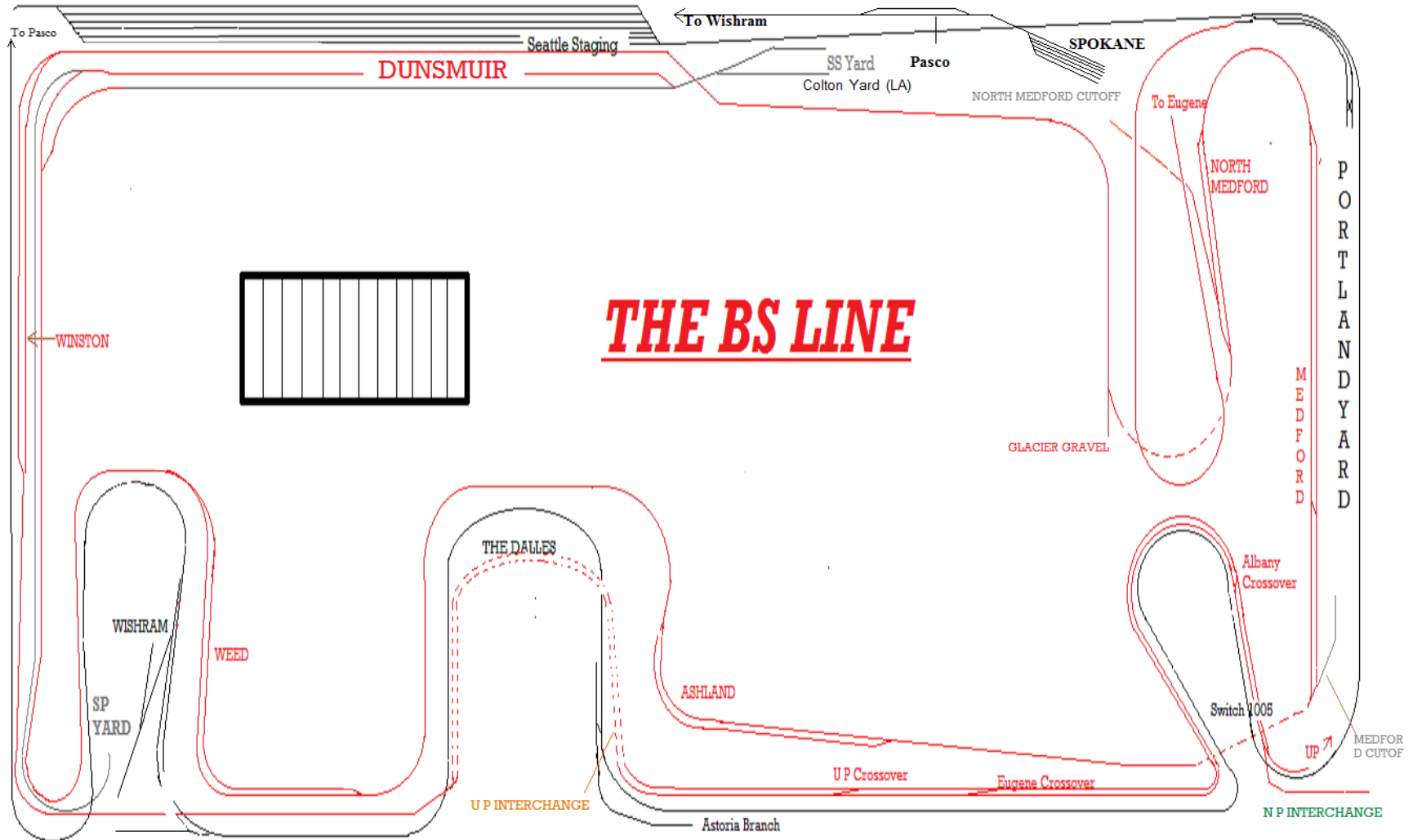
Through freight is moved on transfer runs to Los Angeles and Sacramento via Dunsmuir. There are three manifest freight runs from Dunsmuir to Portland and three from Portland to Dunsmuir. Local trains for Weed, Ashland, Medford, and Winston are assembled here. These locals are operated as Turns. Dunsmuir is normally crewed by two to three people: a Yardmaster (and assistant) and a Hostler. It can be worked either standing or sitting.

Portland Operations:

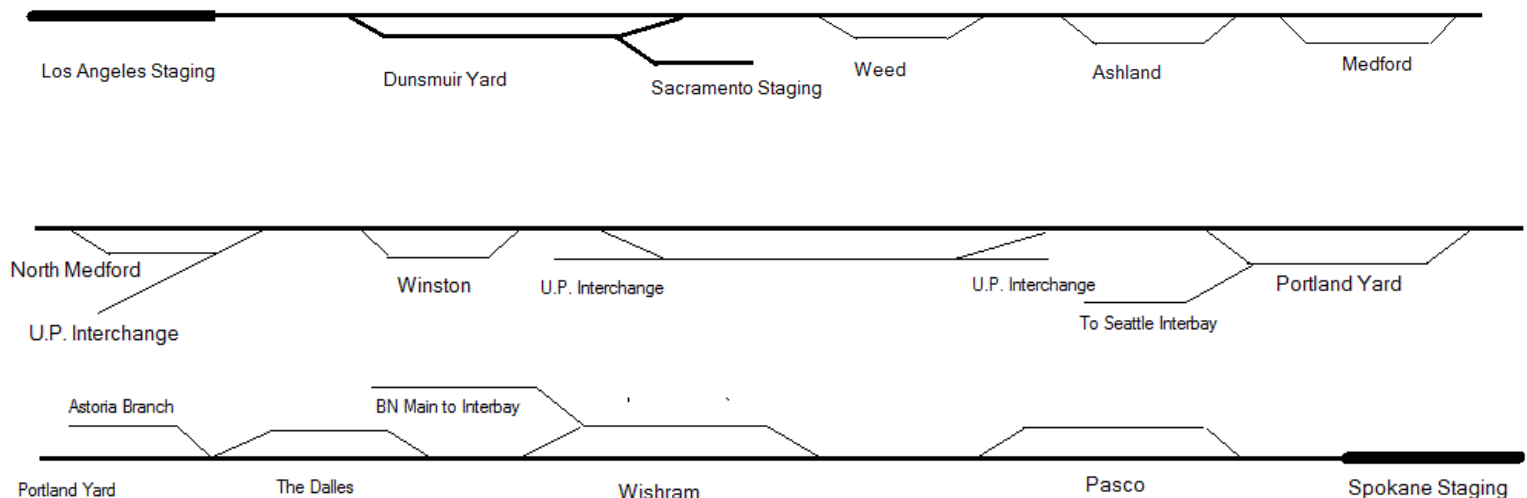
Trains arrive and depart here from and to Seattle, Spokane, and Dunsmuir. Local turns for Astoria, The Dalles, Wishram, and Pasco are assembled here. All through trains change power here. There are transfer runs for the Union Pacific in and out of Portland. The yard is normally crewed by two people.

Schematic Track Plan

The schematic plan represents the physical arrangement of the layout in the room; it is not to scale.



The Track Plan Unfolded



The Burlington Southern is a large layout but the operating scheme is simple -- Move freight and passengers on a railroad that serves two equal owners, the Southern Pacific and the Burlington Northern. The "history" behind the railroad is outlined elsewhere on the website.

Proto freelancing was chosen to combine different aspects of my two favorite railroads while also including influences of other roads. Lower-quadrant semaphores are planned following the Siskiyou line practice. These will be used on the Burlington Southern main while Burlington Northern track will get standard triple head signals. Great Northern diesels are run long hood forward for the most part, and most former Southern Pacific units have extra lights installed. A color scheme for Burlington Southern is being developed that includes Omaha Orange and S.P. Lark Grey.