



In 1929, the Modoc Northern Railroad, a non-operating subsidiary of the Southern Pacific, built 160 miles of track from the SP's C&NE (1912) at Klamath Falls, Oregon, southeastward through this location near Tulelake to Alturas, California, where it connected to the SP's recently standard-gauged Nevada-California-Oregon Railroad (1912n) at Alturas, California. In the 1970's, SP abandoned the N-C-O line south of Alturas, after which the MN existed only to access perlite traffic at the north end of the N-C-O (1912n) at Lakeview, Oregon, and local lumber traffic along the route.

The Great Northern Railway made its first and only foray into the Southwest map area when, in 1931, it completed a line southeast from Klamath Falls through this location near Tulelake to Bieber, California, where it met the northward-building Western Pacific Railroad to complete the "Inside Gateway" route. The route provided the GN access to California via the WP (1909) and provided revenue for the WP (GN payments to the WP for trackage rights).

The GN began building its Inside Gateway route from a junction on the C&NE (1912) just one mile north of the junction for the MN (1929), so the GN Inside Gateway (1931) was on the northeast side of the parallel MN (1929) from Klamath Falls southeast into California. However, the GN would need to cross the MN at some point to connect with the WP Inside Gateway (1931). The crossing occurred here in agricultural and marsh flatland around Tule Lake (two words) at a location 3.5 miles southeast of the town of Tulelake (one word) on the MN (1929). In this southward view of the crossing, the track in the foreground that runs past the grain silos and disappears in the distance is the GN (1931). The track that crosses it is the MN (1929).



Southeastward view of the same crossing. This time the track in the foreground that disappears in the distance is the MN (1929) and the track that crosses it is the GN (1931).