

Canada Spokane & Pacific

Drew James

Drew James' HO Canada Spokane and Pacific Railroad (CS&P) is freelanced bridge line jointly owned by BN and CP set in the early 80's time frame. CN maintains trackage rights over a portion of the mainline. This is the second incarnation of the CS&P and construction was started in 2015, but with rapid progress scenery is approaching completion. This large point-to-point layout features a mountainous single track mainline connecting Spokane, Washington with Calgary, Alberta. A 2.5 hour session includes running a mix of through and local freights, passenger trains, and switching at the classification yard as well as at the 20 on-line industries. Switch lists, generated from a spreadsheet, are utilized for car routing. The layout is operated by wireless NCE DCC and an LCC signaling and dispatching control system. All trains are headed by sound equipped diesels. A comfortable crew lounge is available for off duty crews.

Contact Info

Drew James
4762 Lynnville Way
Clay, NY 13041
(315) 652-1956
kjames01@twcnny.rr.com



Layout at a glance

Name: Canada Spokane & Pacific
Scale: HO
Size: 40 X35
Prototype: Burlington Northern, Canadian Pacific, CN
Locale: Pacific Northwest
Era: Early 80s
Style: Point to point walk around
Mainline run: 230 feet, single track
Minimum radius: 36"
Minimum turnout: #6 Main, #4 spurs
Maximum grade: 2.0%
Benchwork: L-girder
Height: 40" to 47"; No duck-unders
Roadbed: Homabed
Track: Code 83 Atlas flex
Scenery: Hardshell, foam board, rock castings
Backdrops: Custom photo shop – LARC Projects
Control: Wireless NCE DCC

Operating positions:

Dispatcher (1): Issues verbal track warrants and sets up meets utilizing JMRI PanelPro in an adjacent office. Position is filled by a CS&P regular.

Nelson Yardmaster & Assistant (2): Classifies cars in a 7 track yard. Picks up and sets out cars onto appropriate arriving freights. Builds local turns. Switches 1 industry.

Road Crews (10-12): Operate an assortment of freight and passenger trains. Crews run mix of through trains and trains requiring switching typically with two-person crews. Passenger trains consist of the streamliners *Northwest Ltd* and the *Mountain International*. Most trains originate and terminate in double ended staging yard.

Kettle Falls Local Crew (1-2): Switches Kettle Falls industries. Sets out and picks up cars from two mainline freights.

Comments:

Eighteen trains will be run during an operating session. A 6:1 fast clock is utilized, but trains are not run to a timetable. JMRI dispatching and an ABS signaling system are utilized. Communication between the dispatcher and crews is via FRF radios. Scenery is 70% complete.