Canada Spokane & Pacific

Drew James

The Canada Spokane and Pacific Railroad (CS&P) is a freelanced bridge line jointly owned by the Burlington Northern and Canadian Pacific set in June, 1978. CN maintains trackage rights over a portion of the mainline. This point-to-point layout features a long mountainous single track mainline connecting Spokane, Washington with Calgary, Alberta. Operating sessions include running a mix of through and local freights, streamlined passenger trains, and switching the classification yard as well as the 20 on-line industries. The railroad is fully signaled and a replica US&S CTC machine is utilized for dispatching. Switch lists are used for car routing. The layout is operated by wireless NCE DCC and all trains are headed by sound equipped diesels. The scenery is 100% complete. The CS&P was featured in the June, 2024 issue of *Model Railroader*.

Contact Info

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Layout at a Glance

Name: Canada Spokane & Pacific
Scale: HO
Size: 40 X35
Prototype: Burlington Northern, Canadian Pacific, CN
Locale: Pacific Northwest
Era: 1978
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): Utilizes replica US&S CTC machine to set routes and authorize train movements. 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 (8-12): 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* as well as local RDC runs. 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:

Twenty trains will be run during an operating session. A 4:1 fast clock is utilized, but freight trains are not run to a timetable. Communication between the dispatcher and crews is via FRF radios. A comfortable crew lounge is available to crews between runs.