

Maple Leaf Tracks Canadian Pacific Railway Shuswap Subdivision

As part of the original CPR transcontinental route, the Shuswap Sub crosses part of the interior of British Columbia, Canada. The Shuswap route is 138 miles long beginning at Revelstoke, the crew change point with the Mountain Sub. From Revelstoke, heading West, the route crosses the Columbia River and climbs Eagle Pass through the Monashee Mountains with its lush Cedar and Fir forest. The Last Spike Historic Site for the CPR line is at Craigellachie near the top of the pass. The route drops down to the Shuswap Lake at Sicamous, a popular resort area for boating. Then follows along the lake past Salmon Arm to Tappen where the route leaves the lake for a shortcut over Notch Hill, an agricultural area. It then drops back down to the lake and at Chase begins the run down the North Thompson River into near desert area. Canadian National Railway also has trackage rights for the last 20 miles into Kamloops.

There are numerous spurs and industries along the line and two grade diversions for the heavy Westbound trains. The signaling is the most advanced installed on any MLT route to date and should prove to be less problematic on the single track mainline portions. The locomotives are all new including CNR SD40, CPR FP7A/B (freight model), GP9 (standard and torpedo), GP35, SD40. All have two numbers and some have Block or Script versions of the Tuscan and Grey paint where applicable. There are also two new cabooses, a CPR steel rear cupola and a CNR Hawker Sidley.



The Shuswap was authored by Jim Stotesbury who lives on Shuswap Lake and began this route as a personal project over two years ago. For his first MSTs route, he did an excellent job capturing the look and feel of the area. He also built many of the specific buildings and other shapes needed for the route.

The two super detailed FP7A/B sets were built for MLT by Marc Nelson of 3Dtrains and include a fabulous cab and sound set with glazing, optional crews and animated fans.

The EMD locos were built by Ed Sketcher of Ed's Trains. These also include full glazing with dark or light window options and animated fans. These locos are very well detailed but performance in the sim was also considered.

One more feature of the Shuswap is a set of plows. A Russell Snow Plow and a Jordan Spreader authored by Ian Dodd.

This is the first route released in over 14 months by MLT and we are very appreciative of Jim, Marc, Ed, and others for making the Shuswap come alive for all of us to enjoy.

Andy Hockin
Maple Leaf Tracks



Final Note:



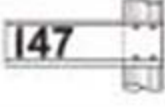
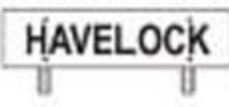



The included information is specific and does not necessarily match the actual route as built.






Haulage Factors — 20%		Miles from Revelstoke	WESTWARD	SHUSWAP SUBDIVISION (Subdivision No 6101)	EASTWARD	Main Track(s)	Method of Train Control	DOB Limits	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 20%
			↵	STATIONS	↶						
North Track	South Track	0.0		REVELSTOKE	BWXY				Yard	9533	
		1.5		1.5 FARWELL	W	1		1.9			
1.4	1.95	2.0		0.5 BEGBIE							Down-grade
		6.1		4.1 TUMTUM		2				9567	
		8.2		2.1 CLANWILLIAM					7351	9568	
	Down-grade	15.5		7.3 THREE VALLEY					7969	9569	1.76
		23.4		7.9 TAFT	Y				9485	9570	
		27.8		4.4 CRAIGELLACHIE						9571	
		31.9		4.1 MALAKWA					9082	9572	
		38.0		6.1 CAMBIE					7253	9574	
		44.2		6.2 Interlocked Drawbridge		1					
		45.0		0.8 SICAMOUS Connection to OVR					7290	9578	
	3.2	49.6		4.6 ANNIS					7308	9579	3.2
		56.2		6.6 CANOE					7670	9582	
		63.2		7.0 SALMON ARM					7330	9583	
		69.0		5.8 SHUSWAP			CTC				
		70.5		1.5 TAPPEN	XY					9584	
North Track	South Track	74.6		4.1 CARLIN		2			7233	9586	
2.03	1.4	80.2		5.6 NOTCH HILL						9587	
		87.6		7.4 SQUILAX					7645	9589	1.58
	2.03	94.8		7.2 CHASE		1			12083	9591	
		104.3		9.5 PRITCHARD						9596	
		111.3		7.0 DUCKS						9597	
		114.2		2.9 BROMLEY	X						
		117.0		2.8 CAMPBELL CREEK Jct CN						9598	3.2
	3.2	121.7		4.7 McCRACKEN	WX	2					
		127.0		5.3 KAMLOOPS EAST Jct CN	WX						
		128.5		1.5 KAMLOOPS	BWX				Yard	9600	



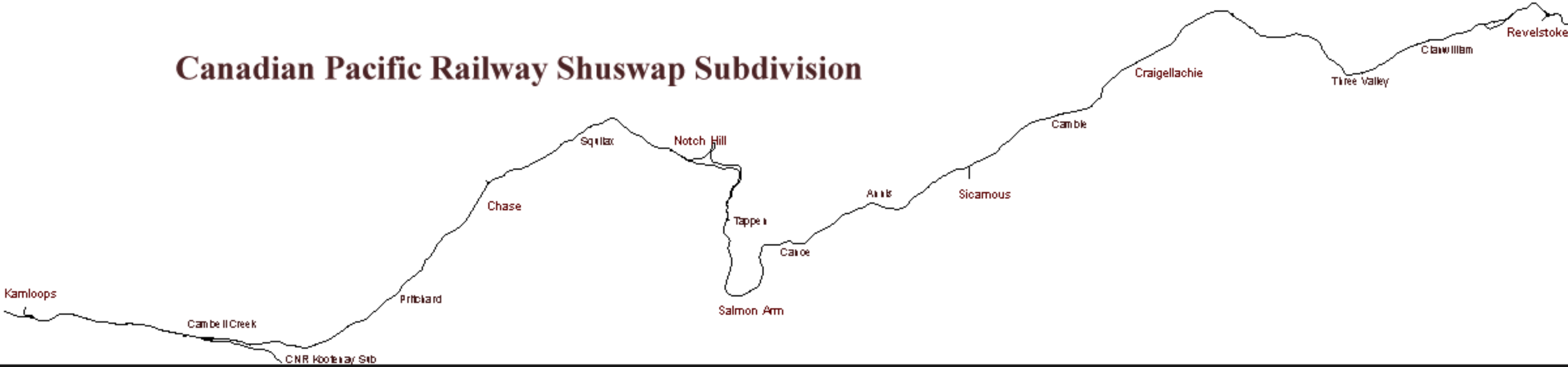
Rule	Aspects	Name	Indication
405		Clear	Proceed
407		Clear to Medium	Proceed, approach next signal at medium speed.
408		Clear to Slow	Proceed, approach next signal at slow speed.
409		Advance Clear to Stop	Proceed, next signal is displaying clear to stop.
410		Clear to Stop	Proceed, prepare to stop at next signal.
416		Medium to Clear	Proceed, medium speed passing signals and through turnouts.
420		Medium to Stop	Proceed, medium speed passing signals and through turnouts, prepare to stop at next signal.
421		Slow to Clear	Proceed, slow speed passing signals and through turnouts.
425		Slow to Stop	Proceed, slow speed passing signals and through turnouts. Prepare to stop at next signal.
426		Restricting Signal	Proceed at restricted speed.
428		Stop and Proceed	Stop, then proceed at restricted speed.
429		Stop	Stop.

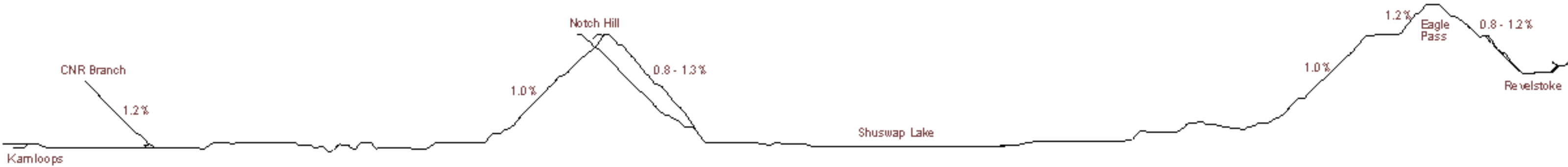
Trackside Signs

<p>WHISTLE POST</p> 	<p>Located at least one-quarter (1/4) mile from the edge of all public crossings at grade, blind curves and tunnels.</p>
<p>PROHIBITED WHISTLE POST</p> 	<p>Located at least one-quarter (1/4) mile from the edge of every public crossing at grade, where engine whistle signal Rule 14 (f) is prohibited by special instruction.</p>
<p>MILE POST</p> 	<p>Located at one mile intervals to designate subdivision mileage.</p>
<p>STATION MILE BOARD</p> 	<p>Located one mile from station, siding switch, first main track switch where trains can enter or leave yard tracks, designated switch, or junction switch, whichever is the most outlying in each direction.</p>
<p>PLOW / FLANGER WARNING</p> 	<p>To call attention of snow plow and flanger operators to an obstruction to the operation of their snow removal equipment.</p>
<p>END OF TRACK WARNING</p> 	<p>Located at the actual termination point of track, to indicate end of track.</p>
<p>BEGIN / END HEAVY GRADE</p> 	<p>Placed at locations indicated in special instructions or in time table footnotes to mark the beginning and end of a downgrade which exceeds 0.8%, but does not exceed 1.8%, for a distance of 2 miles or more.</p>

<p>BEGIN / END MOUNTAIN GRADE</p> 	<p>Placed at locations indicated in time table footnotes or special instructions to mark the beginning and end of a downgrade which exceeds 1.8%.</p>
<p>REDUCE SPEED WARNING</p> 	<p>Located one mile in advance of a permissible speed sign marking the beginning of a zone of lower speed.</p>
<p>PERMISSIBLE SPEED SIGN</p> 	<p>To mark the beginning of a speed zone specified in special instructions. When two speeds are shown on the sign, the upper speed applies to passenger trains and the lower speed to other trains and engines. When one speed is shown, it applies to all trains and engines.</p>
<p>ADVANCE YARD LIMIT SIGN</p> 	<p>Placed at least one mile in advance of a yard limit sign.</p>
<p>YARD LIMIT SIGN</p> 	<p>Defines yard limits.</p>

Canadian Pacific Railway Shuswap Subdivision



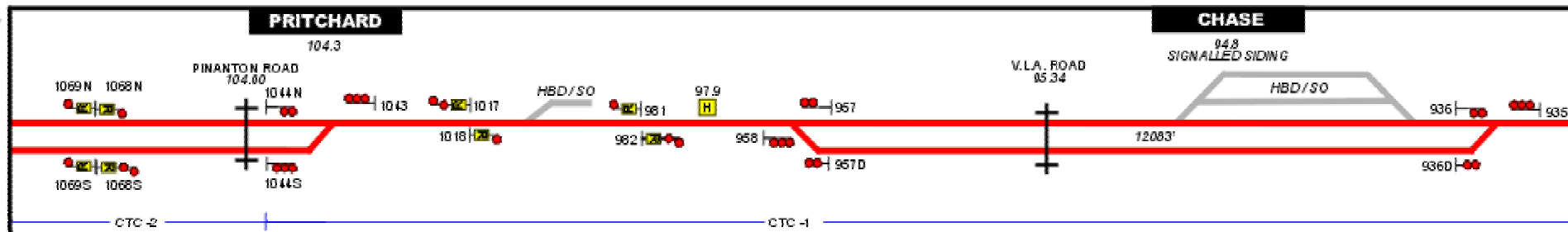


Canadian Pacific Railway Shuswap Subdivision

← To Thompson Sub



1

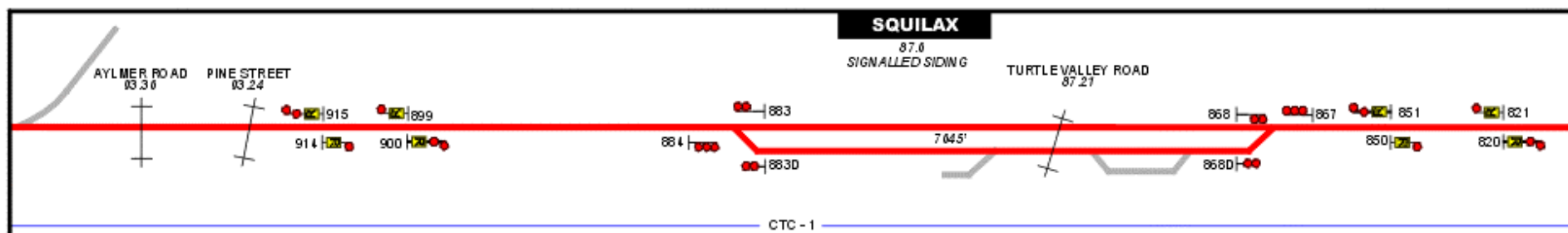


SHUSWAP SUBDIVISION

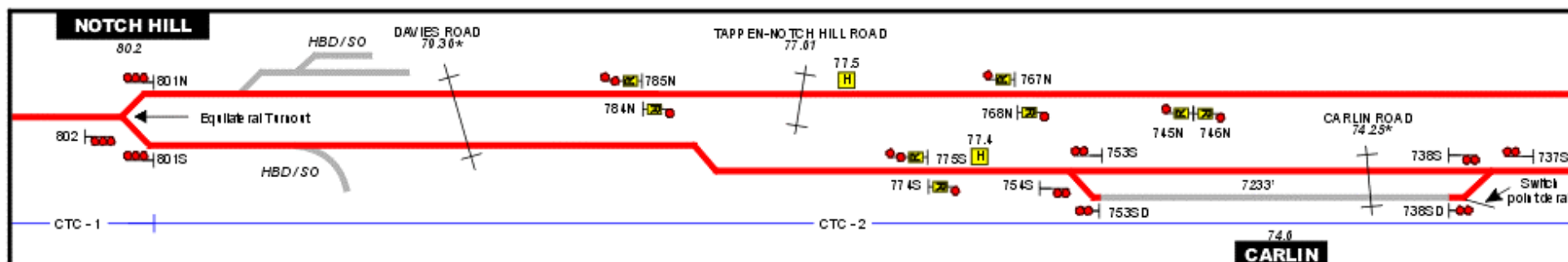
2.07	126.3	117.0	106.9	93.3	80.2	72.3	63.6	57.0	47.3	40.5	29.4	20.6	6.2	123.4
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
KAMLOOPS														WHITE

EAST →

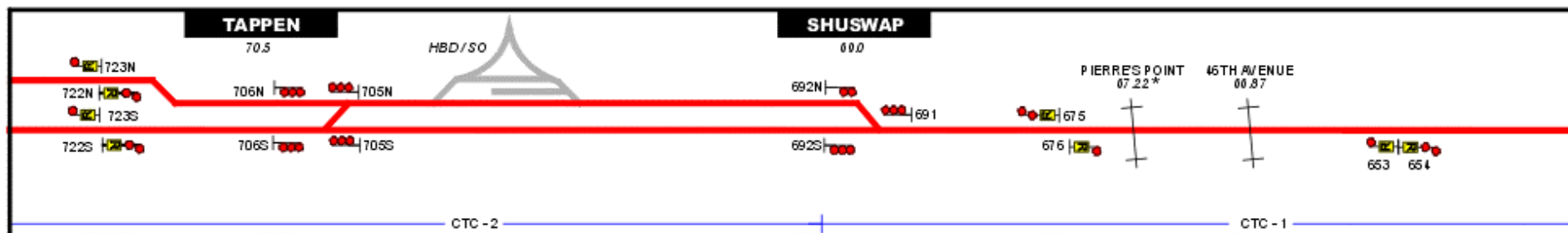
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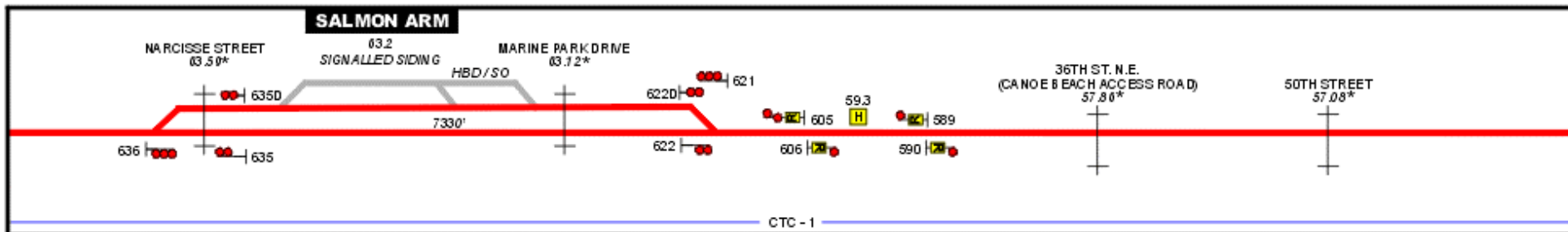
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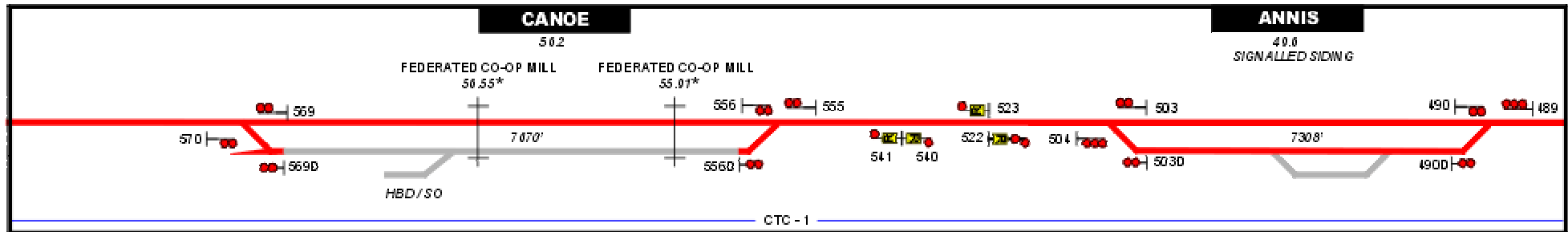


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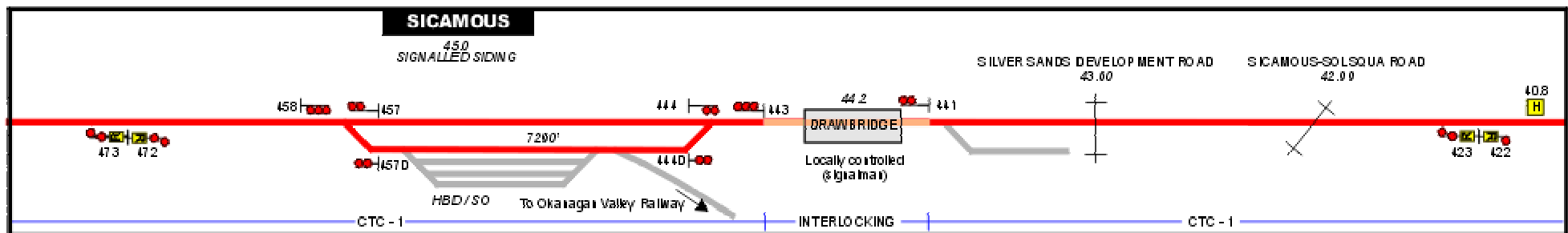
2.07	1	126.3	2	117.0	3	106.9	4	93.3	5	80.2	6	72.3	7	63.6	8	57.0	9	47.3	10	40.5	11	29.4	12	20.6	13	6.2	14	123.4	15	WHITE
KAMLOOPS																														

EAST →

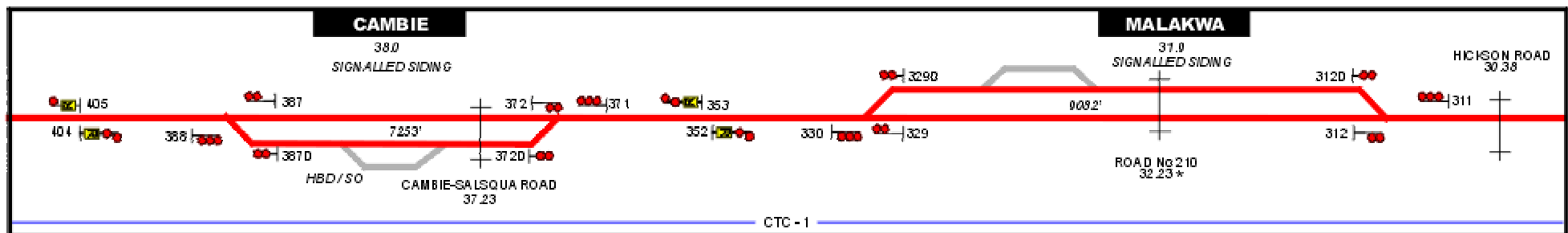
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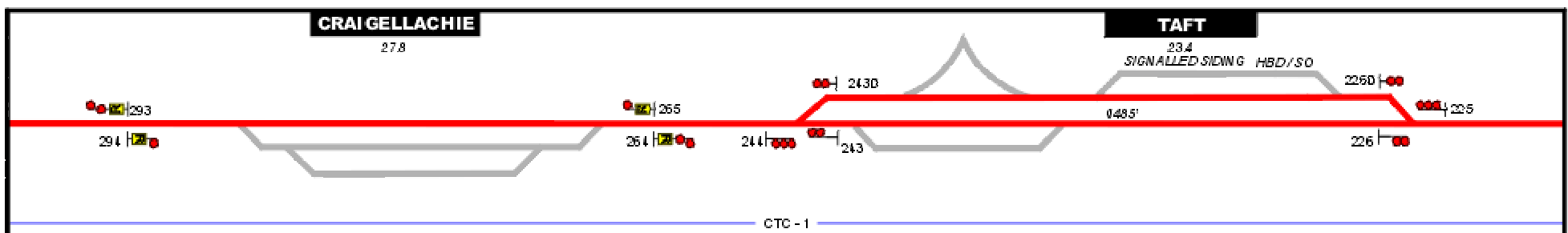
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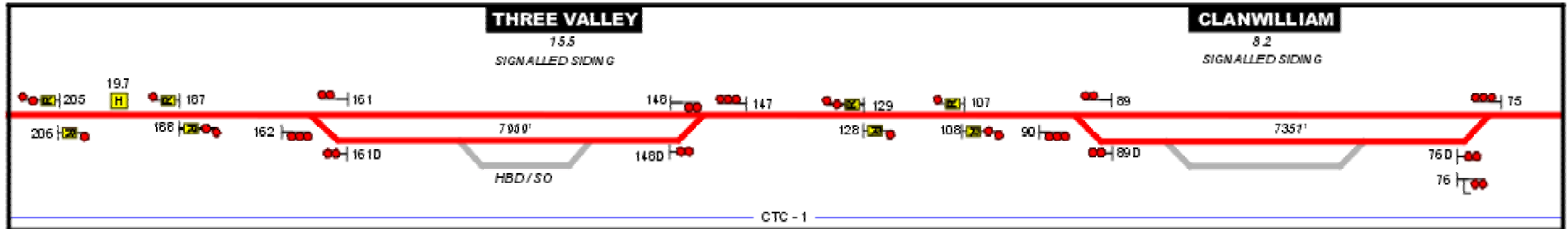


SHUSWAP SUBDIVISION

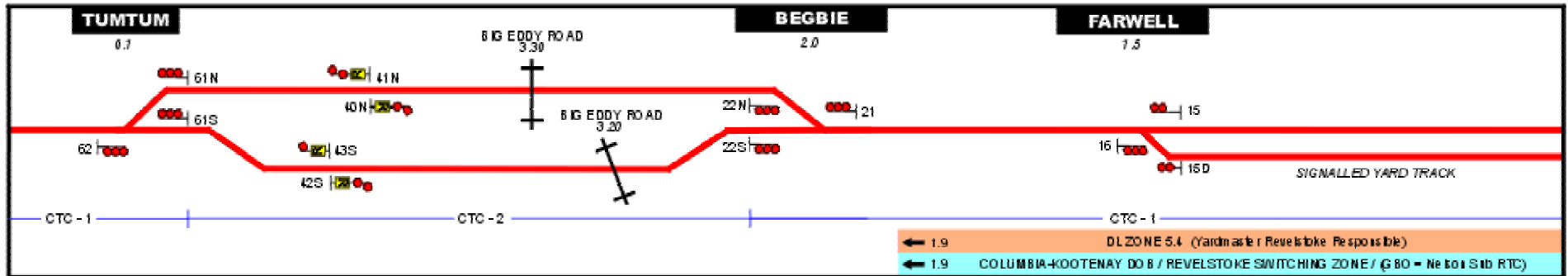
2.07	126.3	117.0	106.9	93.3	80.2	72.3	63.6	57.0	47.3	40.5	29.4	20.6	6.2	123.4
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
KAMLOOPS														WHITE

EAST →

13



14



15

