

If you check the route map in the AE, you will see the towns listed on the list of sidings page are in the order they appear on the map travelling in either direction. The towns with no switching have been deleted. With Rogers Pass being a natural for Peddler or Way Freight activities in either direction, it makes sense for the source track to show first on the work order and then work your way along the route setting out and picking up as you go which should show on the work order accordingly. To accomplish this order, the towns in each region have been numbered in succession beginning with a "0" for the source track. The program runs by alphabet and if you do not force it to put the source track first on the list by numbering, more often than not you will see the source track low on the listing. This all works fine for Westbound traffic but if you work Eastbound, the computer sees region 1 first and it shows region 1 on the workorder first so you will have the source track on or near the bottom of the work order. To get around this problem one has to rename the regions opposite to Westbound. That way the source track will stay first on the workorder. Keep in mind to just pick one town for the source tracks in the upper box and then you can pick other towns in the same region in the lower box that shows regions for work, providing the town number is higher than the source track in the upper box, otherwise you will have the source track not showing at the top of the workorder.

One important thing to keep in mind is the fact that there is some steep grades in this part of Canada and they are reflected in this route. Always make sure you set the brakes on set outs or they may chase you down the track. Set the brakes on the train before you cut from it to do any pickups. Also, your speeds, if not watched closely, will sneak up on you and you will not be able to recover. This is not flat land.

If you are using Craig Kawahara's maps for KHP and Rogers Pass routes, they are excellent. One thing to watch however. If you use Craig's map of KHP for the town of Field, fine and you use Craig's map of Rogers Pass for the town of Field, also fine, they are both correct but there is 8 tracks in the Rogers Pass map of Field and 7 in the KHP map of Field. That is how the two route authors depicted the town. Bottom line, If you are planning an activity for Rogers Pass that uses the town of Field, make sure you use the Rogers Pass map. If you are planning an activity for KHP, use the KHP map. To further confuse you, as of today, there are only 6 tracks in the real town Of Field. During the steam era, there was countless buildings, tracks, etc, even a turntable, all gone now.

I ran the entire route in both directions and did not have any standoffs or problems with the AI trains. I did, however, have a 15 minute wait for one to pass but that is the price you pay for operating close to prototype speeds. If the signal does not reset to green after a meet, just reverse your train a foot or two and it will clear. That happened just once to me in testing. It was impossible to test all possible scenarios but there should be no problems.

On occasion, you will see the famous passenger train, "The Canadian", that used to run until the early 70's. It has been resurrected as an excursion train that frequently runs between Vancouver B.C. to Calgary, Alta.

I have tried to show how a Canadian Railway operates, I hope you enjoy the twist.  
Have fun

Moe Smith