

The only true way to run this route is WB from Field to Revelstoke or EB from Revelstoke to Field. That is the way it is done by the prototype. In Western Canada the regions are all around 125 to 135 miles in length. For example, the first division, the KHP, from Calgary, Alberta, is 137 miles to Field where the second division, the Rogers Pass, which is 125 miles, carries on to Revelstoke. The third leg from Revelstoke to Kamloops, the Shuswap, is 138 miles. Each of these divisions is operated the same. On the KHP, A crew in Calgary will run their shift to Field and stop. If they get there in the allotted time, they will then turn around and do the EB the next day. So, if there is facing point turnouts on the WB leg, they ignore them until they do the EB. The same thing happens with the Rogers Pass. The crew will leave from Field and return from Revelstoke EB the next day. There is no go half way and back on the same day. The "Y"s that are placed along the routes are to turn MOW equipment around such as snow ploughs, if they need to go the opposite way to work, not turn the locos so they could do an out and back. The same routine applies to the Shuswap route as well. Out one day and back the next.

Everyone does not want to have an 8 hour run each time they are out so in this template you will see both WB & EB paths of various lengths varying from 1/2 hour up to 8 hours. In the WB section, there is a short Golden to Windermere run to give a player a feel of how large the Windermere yard is and also to learn how to build long trains of one car type. This subject has been well covered in the forum section of the Skyline Computing site.

For those that like AI trains, there are 10 AI trains in each part of the template. The one thing I have found to be predictable about these trains is that they are unpredictable. My trains have had their times scheduled accordingly. If, when scheduling an AI train, you do nothing with the speed, it will default to 75 mph. I have made all trains to maintain the speed of 30mph which is a good overall speed considering the speeds of the player trains vary from 20 to 45 and some 50mph. You do not want an AI train going past you at 90mph when the speed limit is 25mph for your player train. I had all trains leave from one end of the route at exactly 1 1/2 hours apart. At the other end I had 3 AI trains passing me within a space of 1 1/4 hours which is still within the realm of possibility on the prototype. This is a busy line and Dispatch will bunch these trains up, sometimes 3 or 4 per hour..

The Rogers Pass route was a nightmare for the hoppers to run until they put in the 5 mile Connaught tunnel to ease the grades WB. The tunnel was very busy until the new 9 mile long MacDonald tunnel was just recently bored. The Connaught tunnel became the EB tunnel with the sharp downgrade while the new MacDonald tunnel became the new WB reduced grade tunnel. On occasion, dispatch will send a train EB down each tunnel if WB traffic is light but for the purpose of this template, the tunnels will be used as they were intended, the Connaught will be EB and the MacDonald tunnel will be WB only. The opening picture of this route shows a Cofc train on the Stoney Creek bridge. That train is EB. You will not see that bridge going West. If you decide to change directions using the Connaught tunnel as a WB, you will have disastrous results at Glacier. The passing tracks at both ends of the Connaught are left over from when the tunnel was bidirectional.

The default consist used for all runs is a bare bones two loco consist. For runs of few cars this is enough but if you are going to run 75 car trains, you had better add a loco or two onto your head end before getting underway.