

Kicking Horse Pass II SLG Template Guidelines

The Regions and Tracks

Listed from East to West.

<i>RegName</i>	<i>Track Name</i>	<i>CARTYPE</i>	<i>TrkType</i>	<i>Access</i>
Exshaw	Baymag 1 North	CMT	I	EB
Exshaw	Baymag 1 South	CMT	I	EB
Exshaw	Baymag 2 North	CMT	I	WB
Exshaw	Baymag 2 South	CMT	I	WB
Exshaw	Continental Lime Plant 1	CMT	I	WB
Exshaw	Continental Lime Plant 2	CMT	I	WB
Exshaw	Exshaw 2	BX	I	B
Exshaw	Exshaw 2 West	G	Y	B
Exshaw	Exshaw 3	CMT	I	B
Exshaw	Exshaw 4 West	CMT	Y	EB
Exshaw	Exshaw 5 West	CMT	Y	B
Exshaw	Exshaw Back Lead	T	I	B
Exshaw	LaFarge 1	CMT	I	EB
Exshaw	LaFarge 2	CMT	I	EB
Exshaw	LaFarge Shop	BX	I	EB
Canmore	Canmore HBD/SO	HP	I	B
Canmore	Canmore Industrial	L	I	B
Canmore	Gap East	T	I	B
Canmore	Gap West	BX	I	B
Banff	Banff HBD/SO	L	I	B
Banff	Banff Yard 1	T	Y	B
Banff	Banff Yard 2	G	Y	B
Castle Mtn	Massive HBD/SO	F	I	B
Castle Mtn	MOW 1	BX	I	WB
Castle Mtn	MOW 2	G	I	WB
Eldon	Eldon 1	T	Y	B
Eldon	Eldon Back Lead	A	I	B
W Slope	Cathedral HBD/SO	F	I	B
W Slope	Lake Louise HBD/SO	HP	I	WB
W Slope	Lake Louise MOW	G	I	WB
W Slope	Stephen Siding 1	BX	I	B
W Slope	Stephen Siding 2	T	I	B
W Slope	YohoMOW1	G	I	WB
Field Yard	Field Yard 1	LG	Y	B
Field Yard	Field Yard 2	L	Y	B
Field Yard	Field Yard 3	A	Y	B
Field Yard	Field Yard 4	A	Y	B
Field Yard	Yoho MOW2	BX	I	EB
Field Yard	Field Siding 3	CMT	Y	B
Field	Field Siding 1	A	I	B
Field	Field Siding 2	A	I	B
Field	Storage	BX	I	B

General Notes

“Allow setouts to come from Yard Tracks in Different Regions” box.

In general, you SHOULD check this box when generating activities using this template. There are a lot of spurs which aren't in a region with yard tracks, so if you don't check it, you will get a lot more pickups than setouts. The best approach to use is, check all the Yard tracks (tracks in the list at the beginning of this document with “Y” in the “TrkType” column) in the region where the path starts, but DON'T check yard tracks in the other regions. If you want to haul your cars some distance first, don't check any industry spurs in the region your path starts in.

If you want a job with some local switching first, of course then go ahead and check industry tracks (tracks in the list at the beginning of this document with “I” in the “TrkType” column). Many of the paths in this template are “turns”, meaning they'll run out to a destination, and return. In the chart above, you can see whether a given spur can be serviced in the west-bound direction (WB in Access column), the east-bound direction (EB in Access column) or in either direction (B in Access column). Generally, with the turns, you will want to set out your cars as soon as you come to the spurs, but wait to do your pickups until the last opportunity (provided the spur can be accessed in the direction you'll be traveling!), so you're not needlessly dragging cars to the end and back. You can successfully complete the activity either way though.

Cabooses.

There are some CP cabooses sitting in spurs at the various start points. These can be added to the rear of your train at your discretion ... picking these up, although not specifically called for in the work order, won't prevent you from successfully completing the activity. Generally, for greatest realism these should be added to the rear of your train for the switch jobs represented here.

Route Map.

Gordon Kennedy has created a fantastic map of this region which he has kindly released to the Public Domain (this template also is freeware and is public domain). We've attached this map to this distribution, it should be extremely helpful in figuring out where your work is to be done and getting “the lay of the land.” No owner of the KHP2 route should be without this great map! Thanks, Gordon!

Hand Brakes.

There are steep grades along this portion of the Laggan Sub. Before uncoupling from a cut of cars, it is a good idea to set a number of the hand brakes (use F8 and double click on the car symbols) on several cars. I'd recommend a minimum of 4 cars have handbrakes set in a cut of cars w/ 8 or more cars. Otherwise, when you uncouple from the engine and the air is dumped, you may see the cars (realistically!) roll away, perhaps even colliding with you.

AI Traffic.

There isn't much in this template. It has to do with the signal scripts on this route. Although they work well if an activity designer carefully times the meets, with a freeform activity generator like this, that's not really possible. So, to avoid standoffs, cornfield meets, and red signals, AI traffic was kept to a minimum. Sorry.

MOW Tracks.

There are empty flat cars and gondolas sitting on some of these, which is fairly typical. What isn't truly realistic is, the yard tracks also have empty flat cars and gondolas sitting in them, which SLG may schedule to be set out at some of the MOW tracks. So you may be picking up an empty flat car, and setting out another empty flat car. This is because we wanted to limit the rolling stock to the default stock for this route, and there are no loaded gondolas or flat cars in the default set. If you want to improve this, use the activity editor to find the flat cars and gondolas on yard tracks (the tracks with a "Y" in "Trk Type" in the chart in these docs), and replace them with appropriate loads, such as, ties, switch stands, rails, track sections, switch frogs, etc.

HBD/SO Tracks.

Given that this is a heavy mountain grade area, there are numerous spurs where trains which are "hit by the detector" can set out any cars with hot journals (generally, overheated brakes). We have placed various cars, such as grain hoppers, that have presumably been set out by through freights, in these spurs. SwitchList Generator will often call for these cars to be picked up, and will very rarely call for cars to be set out at these HBD/SO tracks. This is prototypical: the switch job, which will have far fewer cars on the train and generally a higher horsepower-trailing ton ratio, will usually pick up cars sitting in these spurs, to take to the main yard to be repaired. Sometimes (rarely), SwitchList Generator may call for a setout at one of these spurs. Where this happens it can be assumed that the spur is temporarily being used as a team track or MOW setout track for a work gang.

Specific Path Guidelines

Exshaw - Field Local

This can be the longest run. It's a one way (Westbound) run the entire length of the division. Of course, you don't HAVE to run the whole length of the division. How far you run will depend upon which regions and/or spurs you choose to service. When running this path, you can do it one of two ways. If you check the "Allow setouts to come from yard tracks in different regions" box, you'll have a long distance local (or "way freight") which will pick up cars at the beginning of the path, and set them out all along the way. If you check this box, you should check ALL the "yard" tracks in Exshaw to work, and not check any other yard tracks in any other regions.

The other way to run this is as a switch job. To do this, don't check the "allow setouts to come from yard tracks in different regions" box, but, DO check yard tracks in every

region to work, so you'll have some "shuffling" (pick ups and set outs) within each region. The choice is yours! There are two cabooses sitting in Exshaw, you can pick one up if you'd like.

For notes on working the Continental Lime plant (in the Exshaw region) please see the next section, "Exshaw/Banff Turn".

Exshaw - Banff Turn

If you check the "allow setouts to come from yard tracks in different regions" box, then you're probably best off checking yard tracks to work in Exshaw, but not in Banff. However, since the spurs at Canmore and Gap (which are between Exshaw and Banff and are passed in both directions) can be serviced in either direction, and there are run-around tracks at Exshaw, you COULD also check one or more yard tracks in Banff. If you do this, be prepared: you might get a very challenging work order that requires runarounds, etc. OR, you could NOT check that box, and check yard tracks in both Exshaw and Banff, in which case you'll have local work in Exshaw and Banff, with pickups (only) possibly at Canmore and Gap.

When you get to Banff, after completing your work there's a wye, you can turn and head back.

Baymag 2 (N and S) can really only be serviced when running in the Westbound direction (as per the chart at the start of this document). However if you end up with a pickup at Banff (because you checked a yard track there) that needs to go to Baymag 2, you can drag it to Exshaw first, then run around it. You may have to pass a red signal at MP 59.3, but it's a permissive signal, you can proceed after stopping.

Continental Lime is set up to be worked when running in the Westbound direction. Use the Exshaw yard tracks to run around any cars you need to set out at Continental Lime, then shove them East. Use the "long lead" to get from Exshaw to the siding next to Continental without having to pass any absolute signals on the main line. When shoving, for the most realism you should put a caboose at the end of your train (which will be the front of your train when backing!) to protect the train and any crossings.

Since LaFarge 1 and 2, LaFarge Shop, and Baymag 1 N and 1 S, all are designed to be worked by an Eastbound train, if you're running the full "turn" to Banff and back, you might want to wait and service those tracks after returning, since then you'll be heading East and won't have to use your front coupler. Or you can service these tracks immediately using the front coupler, your choice.

Switching puzzle enthusiasts should find this turn, and the "Exshaw Plant Switcher", really enjoyable.

Exshaw Plant Switcher

This starts with the locomotives facing Eastward. This helps in switching the LaFarge spurs, and Baymag 1 N and S, since those will be trailing point and can be worked with the rear coupler. However to service Continental Lime or Baymag 2 N or S, you'll need to use the front coupler.

Exshaw - Eldon Turn

Very similar to the Exshaw – Banff turn, except it's a longer run, all the way to Eldon or back (of course, how far you work will actually be determined by which spurs you choose to service). There's a wye at Eldon where you can turn. Be sure to turn only your engines on the wye, there's no room for any cars (and only two engines). Leave cars on one of the sidings at Eldon while turning. It's best to check the "allow setouts to come from yard tracks in different regions" when running this. You should definitely check all the Yard tracks at Exshaw to work so you'll have a train to start with. If you don't want to work Exshaw but would like to do some mainline running first, don't check any of the "Industry" tracks in the Exshaw region.

You should have good luck (but a possibly more challenging work order) if you also check yard tracks in Banff. This will often require you to run the turn all the way out and back, depending on which regions/spurs you checked to work. You could even check the yard track at Eldon. However, if you do this, note that MOW 1 and MOW 2 at Castle Mtn can only be worked when running in the Westbound direction, so you won't be able to set out any cars picked up at Eldon on that spur if SLG's workorder calls for that. So, if you DO check all the yard tracks (at Exshaw, Banff and Eldon) or, basically, if you check the Eldon yard track to work, you probably shouldn't check the Castle Mtn. MOW 1 or MOW 2 spurs to work.

For specifics on working the Exshaw area, see the preceding section on the "Exshaw – Banff Turn".

Banff – Eldon Turn

Very similar to the Exshaw-Eldon turn, with the same caveats. See that section. Basically, it's recommended to check the "allow setouts to come from yard tracks in different regions" box, but to check yard tracks only in Banff to work and not Eldon, unless you are mindful of the considerations discussed in the previous section.

Banff – Field Local

The same as the Exshaw – Field local, except the job starts at Banff (further West, so not as far a run). There is no wye at Field so this is a one-way job, not a "turn". Best bet is to check the "allow setouts to come from yard tracks in different regions" and then check ONLY yard tracks in Banff. See the section on the "Exshaw – Field Local" for more specifics and ideas.

Eldon – Field Local.

This is a mountain local, it'll run you through the spiral tunnels and Morant's Curve, as well as the steepest grades on the region. Of course you don't have to run the whole distance, the length of your run will depend upon which regions and/or spurs you choose to work. There's only one way to set this up: check the "Allow setouts to come from yard tracks in different regions" box, and check the yard track in Eldon to work. If you want to shuffle some cars at Eldon, check the "Eldon Back Lead" (an industry track) to work. Don't check it if what you want to do is pick up cars at Eldon and head on (west) down the line. Note that you can work "Field" but that's only Industry tracks, so no danger of work orders you can't complete. Basically you may have setouts in Eldon at the end of the line.

Field – Eldon Turn

The "mountain turn". This job traverses the steepest grades and most scenic portions of this stunning route, in both directions. This is the only route that uses the yard tracks in the "Field Yard" region. There isn't much industry along this path, mostly just HBD/SO and MOW spurs. Stephen (at the Summit) has a couple of fairly large interchange tracks that you'll often work, these can be worked in either direction. If you'll run the full turn, you can set out cars at Stephen when heading West, and do your pickups on the way back East (so you don't have to drag them to Eldon and back).

You should check the "allow setouts to come from yard tracks in different regions" box, and some or all the Yard Tracks in the Field Yard region. You probably shouldn't check the yard track at Eldon. If you DO, you might want to make sure NOT to check those spurs between Field and Eldon that can only be worked in the Eastbound direction (since you'll be headed west after turning on the wye at Eldon). So spurs to avoid if you're going to include the Yard track at Eldon in your work order, include Lake Louise (HBD/SO and MOW), and Yoho MOW 2 since these can only be worked when running in the Eastbound direction.

Leaving Stephen heading East, you'll most likely have to press the "tab" key to ask the dispatcher for permission to pass the red signal at MP 121.6.

When turning on the wye at Eldon, leave your cars on a siding since the wye only has room to turn two engines.

Another way you could work this job, is if you want to do some heavy duty yard switching. In that case, check all the tracks in Field and Field Yard and you'll basically be working the Field Yard Job. The Field Yard region includes one distant spur, MOW 2 at Yoho. For a true yard job, you should be careful to uncheck the box for this spur. *(Design note: this was included in the Field Yard region because it can only be worked in the Eastbound direction, and the only path that can service this spur is this path, the*

Field – Eldon turn If we'd included this in the "W Slope" region then you could have work there when running any of the Westbound paths that run as far as Eldon, and you wouldn't be able to service this spur. The other alternative would be to include this as it's own region, we opted not to do that since it's only one spur.).