

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 KHP 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.

If you want to run with long trains, you may want to start with 10 -15 cars already in the train if you pick the "Ozada to Field" path because there is no siding available as a source track. Start with as many cars in the train as you want, but 15 is a good number. As you get more familiar with the route, you will, no doubt, change how you set up your train.

You may also want to begin with a 10 - 15 car train if you pick " Canmore to Field " path. That gives you the feel that you are coming into Canmore from somewhere else with a load behind you.

All WB traffic uses the North main at Lake Louise because of the easier grades but when you switch Lake Louise MOW/HBD tracks you stop just before the turnout for the South main and use the South main for pickups and set outs and then continue on the North main WB.

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.

Gordon Kennedy has made an excellent 3 page map of the KHP which is available from Train-Sim which will help you work along the route in either direction. There is one error in the town of Field however. Siding 3 goes straight through from East to West to meet siding 1 and 2 in the West end. Yard 1 track goes straight through to the West and becomes the back lead and storage tracks in the West end and further on it joins Siding 3. There is another error, that being in Canmore. The Canmore Industrial track does not link up with the Canmore siding, it goes West until becoming the HBD/SO track. Later on it joins the Canmore siding. The third error that I found is in Exshaw. The Exshaw # 3 track does not join the Baymag/Lafarge lead but joins Exshaw # 2. The fourth error is also in Exshaw. Just East of mile 57.2 there is a crossover from Exshaw 1 to the main line. Exshaw 1 does not keep going to join the north siding, instead it becomes the long lead. The second crossover on the map is just a left hand switch for the north siding and then further East the long lead joins the siding. These errors make a difference when planning switching duties if you follow the maps.