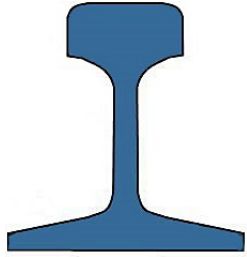


High Iron Simulations

Realistic Routes and Packs for Train Simulator Classic

Stevens Pass Scenario Pack 01





About High Iron Simulations

As a Partner Programme member, we collaborate with Dovetail Games to produce a variety of realistic North American content for Train Simulator Classic. Our products include Train Simulator Classic routes, retro and locomotive packs, and scenario packs, all of which are available at the Steam Store.

Stevens Pass Scenario Pack 01

Stevens Pass Scenario Pack 01 features BNSF Railway operations on the Train Simulator Classic Stevens Pass route.

The scenario pack's ten career scenarios are closely based upon actual railroad operations and train symbols. The era of scenarios included in this pack range from circa 2000 through present day.

Career scenario scoring for freight operations in this scenario pack is based upon a starting score of 1,000 with deductions made for errors.

Requirements: This scenario pack requires Train Simulator Classic and the following Train Simulator Classic routes and DLC for full use:

- Stevens Pass Route Add-On
- BNSF Locomotive Pack Add-On
- BNSF Dash 9 Loco Add-On
- SD70 V2 Volume 2 Loco Add-On
- Amtrak P42 DC Empire Builder Loco Add-On

Contacts

Train Simulator Classic and all required products are available at the Steam Store: <http://store.steampowered.com>

All High Iron Simulations products are also available at the Steam Store: <http://store.steampowered.com>

For Train Simulator Classic and scenario product support, visit: <https://dovetailgames.freshdesk.com/support/home>

For the latest news and information on High Iron Simulations and our scenario products, visit our Facebook page at: <https://www.facebook.com/HighIronSimulations/>

The BNSF Stevens Pass Route

The Train Simulator Classic Stevens Pass route, developed by G-Trax, re-creates the historic railroad crossing of the rugged and remote Cascade Mountains as originally set down by the Great Northern Railway.

Today known as the Scenic Subdivision of rail giant BNSF, the route crosses the spine of the Cascades as it extends 154 route miles from Wenatchee, via Everett, to Seattle, Washington.

Surveyed by the Great Northern's legendary John Frank Stevens, the line opened in 1892 and in original, temporary form was burdened with multiple switchbacks and grades of 4 percent in reaching an elevation of more than 4,000 feet. The first Cascade Tunnel — 2.6 miles in length — was opened in 1900 and reduced the ruling grade to 2.2 percent and summit elevation to 3,347 feet. Beginning in 1909 and throughout the steam era, the tunnel was electrified and host to massive Great Northern boxcab electrics.

The Great Northern continued to improve the line and in 1925-1929 constructed and opened its new 7.8-mile long Cascade Tunnel which further lowered the line's summit by 500 feet in elevation and shortened the length of the line. Like its predecessor, the new Cascade Tunnel was originally electrified (and remained so until 1956). Cascade Tunnel is the longest railroad tunnel in the United States.

While Cascade Tunnel may represent the keystone of the Great Northern's crossing of the Cascades, the line is a remarkable engineering achievement across its length. Traditionally the Second Subdivision of GN's Cascade Division, the route features a rugged climb over the 50 miles westward from Wenatchee to the east portal of Cascade Tunnel at Berne (elevation 2,883 feet). Eastward from Seattle, the line is relatively flat until reaching Gold Bar and at Skykomish begins a daunting ascent to the west portal of Cascade Tunnel. The ruling grade on both the east and west slope of the line is 2.2 percent, with the steepest portions of the grade standing from Merritt to Berne on the east slope and from Skykomish to Scenic on the west slope.

The Stevens Pass route connects with a number of connecting and secondary lines. The Scenic Subdivision connects with BNSF's Columbia River Subdivision at Wenatchee, with the railroad's Bellingham Subdivision at Everett, and with the BNSF Seattle Subdivision at Seattle. One of the route's distinctive features is its branch extending from Multikeo to serve The Boeing Company's sprawling Everett Production Facility. BNSF also serves Boeing Renton plant and massive aircraft fuselages in transit are a regular site on the Scenic Subdivision.

The Stevens Pass route became part of Burlington Northern in 1970 and BNSF in 1995. The line is BNSF's preferred route for priority intermodal traffic moving between Chicago and the Pacific Northwest and also regularly hosts manifest freight and Amtrak's Superliner-equipped *Empire Builder*. BNSF most typically moves its heaviest westbound tonnage—loaded coal, grain, and oil trains — via ex-Northern Pacific and ex-Spokane, Portland & Seattle routes, but such trains are routed on occasion via Stevens Pass when traffic flow dictates and empty unit trains also often move via the Stevens Pass route.

The Scenarios



[STP 1.01] BNSF S-TACCHC

In contemporary form, BNSF's Scenic Subdivision – the famed crossing of the Cascades set down by the Great Northern – is first and foremost a steel artery for priority intermodal traffic moving between the Pacific Northwest and BNSF's Chicago-area terminals. You are the engineer of intermodal S-TACCHC, bound from Tacoma to BNSF's Cicero (Illinois) Yard. As the scenario begins, you are at Everett awaiting a meet with a westbound intermodal.

Duration: ~ 60 minutes.

Featured: BNSF Electro-Motive SD70ACe.



[STP 1.02] BNSF EAST SLOPE LOCAL

It is a pleasant spring morning in the Cascades and you are the engineer of a local turn working the east slope of Stevens Pass and operating as symbol RNWE897. As the scenario begins, you have arrived eastbound at Merritt where you have switching work, then you will continue down the east slope toward Leavenworth. Your power is a veteran set of EMD SD40-2s.

Duration: ~ 50 minutes.

Featured: BNSF Electro-Motive SD40-2.

The Scenarios



[STP 1.03] BNSF V-CHCTAC

On a spring morning, rain squalls are rolling down the east slope of Stevens Pass as you, the engineer of BNSF vehicle train V-CHCTAC operating between Cicero, Illinois, and Tacoma, prepare to depart Wenatchee westbound. The east end of the subdivision is busy this morning, and your power on the point is a veteran BNSF General Electric Dash 9-44CW.

Duration: ~ 55 minutes.

Featured: BNSF General Electric Dash 9-44CW.



[STP 1.04] BNSF SKYKOMISH HELPER

In the times before distributed power (DPU) operations became widely used on the BNSF, trains had to be assisted up Stevens Pass by manned helper engines. The helper base on the west slope is Skykomish and today you are in charge of one of the SD40-2 helper sets operating out of Sky.

Duration: ~ 45 minutes.

Featured: BNSF Electro-Motive SD40-2

The Scenarios



[STP 1.05] BNSF H-SPOEVE, Pt. 1

You are the engineer of BNSF symbol H-SPOEVE, a regular Spokane-to-Everett manifest freight on BNSF's Scenic Subdivision. On a winter afternoon, you are ready to depart Wenatchee's Appleyard and begin the climb of the rugged east slope of Stevens Pass. For power, you have a pair of BNSF General Electric ES44DC diesels on the point with a second ES44DC set operating as DPUs on the rear. This is the first of a multi-part scenario.

Duration: ~ 75 minutes.

Featured: BNSF General Electric ES44DC.



[STP 1.06] BNSF H-SPOEVE, Pt. 2

In this multi-part scenario, you are the engineer of BNSF manifest freight H-SPOEVE operating from Spokane to Everett via BNSF's Scenic Subdivision. In the first installment of the series, you proceeded from Wenatchee to Winton, where you are about to meet an eastbound BNSF intermodal. Ahead await tough 2.2 percent grades, the climb to the summit of the Cascades, and passage through historic Cascade Tunnel.

Duration: ~ 60 minutes.

Featured: BNSF General Electric ES44DC.

The Scenarios



[STP 1.07] BNSF H-SPOEVE, Pt. 3

In this multi-part scenario, you are the engineer of BNSF manifest freight H-SPOEVE operating from Spokane to Everett via BNSF's Scenic Subdivision. In the second installment of the series, you reached the summit of the Cascades and are stopped at Scenic where you will be overtaken by priority intermodal Z-CHCSSE. You will then follow the intermodal down the steep west slope of Stevens Pass to Skykomish and beyond. Duration: ~ 60 minutes.

Featured: BNSF General Electric ES44DC.



[STP 1.08] BNSF H-SPOEVE, Pt. 4

In this multi-part scenario, you are the engineer of BNSF manifest freight H-SPOEVE operating from Spokane to Everett via BNSF's Scenic Subdivision. In the third installment of the series, you reached Baring and are awaiting a meet with an eastbound vehicle train, then, as darkness descends on the Pacific Northwest, you'll make the final lap of your journey to Delta Yard in Everett, Washington.

Duration: ~ 80 minutes.

Featured: BNSF General Electric ES44DC.

The Scenarios



[STP 1.09] BNSF WOODINVILLE LOCAL

Back in the 2000s, before the line was handed over to a short line and later became a bicycle path, BNSF still operated trains over the Woodinville Subdivision. You are in charge of a local on its return run and have just arrived at Snohomish, where you have work at the saw mill before you proceed to Delta Yard.

Duration: ~ 50 minutes.

Featured: BNSF Electro-Motive GP38-2.



[STP 1.10] BNSF SPUD LOCAL

The Spud Local is the BNSF's Wenatchee to Quincy and Ephrata local freight turn. You are the engineer of the Spud and have been held at Malaga to allow an eastbound train to pass. Continue your run to Appleyard and Wenatchee and break up your train.

Duration: ~ 45 minutes.

Featured: BNSF Electro-Motive GP38-2.

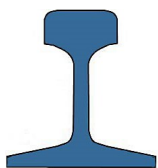
Acknowledgements and Credits

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Gary Dolzall and Michael Stephan authored the scenarios included in this pack.

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