



BNSF Livery & Snoot Nose SD40-2

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1 Introduction

Thank you for installing the BNSF add-on for RailWorks! Supplied in this add-on are four BNSF engines with variants of liveries including a "snoot nosed" SD40-2 plus five scenarios allowing you to experience these new engine variants straight away. An overview of these scenarios is provided at the end of this document.

To use the BNSF liveries in your own scenarios you may need to check the appropriate box in the object set filters within the World or Scenario Editor. To do this, when editing a scenario click the "Object Set Filter" button on the Browser Tab (which resembles a small blue cube).



A pop-out tab will appear on the right of the screen with a number of add-on names. Select Kuju from the drop down list and check the box next to RailSimulatorUS. The BNSF engines will then be displayed in the main browser window.



2 BNSF Liveries and the SD40-2 “Snoot Nose”

BNSF today is a product of around 390 different railroads which have merged or been acquired over the past 150 years. The BNSF Railway as we know it was formed in 1996 as the Burlington Northern and Santa Fe Railway following the merger of the Atchison, Topeka and Santa Fe Railway. It is one of the four remaining transcontinental railroads and reputedly moves more intermodal freight than any other rail system globally.

In January 2005 the railroad was renamed to BNSF with the livery and logo getting a slight overhaul.

BNSF use an assortment of colours across its fleet making it one of the more colourful railroads of North America. Most locomotives heavily feature the distinctive orange paintwork harking back to the “heritage” livery of the Great Northern Railway which was orange and dark green.

The “snoot nosed” variant of the SD40-2 is so called due to the elongated front of the engine which was used to house equipment for radio-control experiments. However, these experiments are over and “snoot nosed” engines are becoming a rare sight on the networks.

More information can be found by visiting the official BNF website:
<http://www.bnsf.com/>

2.1 BNSF SD40-2

The modern version of the SD40-2, displayed as “SD40-2 BNSF” in the browser list shows the post 2005 scheme.



2.2 BNSF SD40-2 “Snoot Nose”

The “snoot nose” SD40-2 engine is provided in the “Heritage I” livery. In the browser list it is displayed as “SD40-2 BNSF Snoot”.



2.3 BNSF Heritage SD40-2

An older version of the SD40-2 is provided in the pre-2005 "Heritage I" livery. This engine can be placed from the browser list as "SD40-2 Heritage".



2.4 BNSF ES44AC

The ES44AC is supplied in the new scheme. In the browser list this engine is displayed as "ES44AC Heritage".



3 Scenarios

3.1 Free Roam: San Bernardino

An assortment of engines are located at San Bernadino on the Cajon Pass route. Click an engine to start driving; as you explore the route you can jump into any other available engine in the vicinity. Other available engines, and assorted freight cars, are scattered throughout the route.

- **Date** November 2009
- **Rating** N/A
- **Duration** N/A
- **Start Time** 15.00
- **Season** Fall
- **Start Location** San Bernardino

3.2 Free Roam: Monument

An assortment of engines are located at Monument on the Castle Rock Railroad. Click an engine to start driving; as you explore the route you can jump into any other available engine in the vicinity. Other available engines, and assorted freight cars, are scattered throughout the route.

- **Date** May 2009
- **Rating** N/A
- **Duration** N/A
- **Start Time** 19.00
- **Season** Summer
- **Start Location** Monument

3.3 Cement Snoot

Drive a cement train out of Victorville to Barstow using a Snoot Nose SD40-2 engine.

- **Date** February 2009
- **Rating** Easy
- **Duration** 45 minutes
- **Start Time** 17.00
- **Season** Spring
- **Start Location** Victorville
- **Engine:** BNSF Snoot Nose SD40-2

Running Notes: You will need to set the switches to Barstow Yard 10. Do this before you reach the Barstow Yard Gate 01 marker to ensure a smooth transfer into the yard. Similarly, check the switches leading out to Barstow East Yard 1 are set after you have dropped off your freight cars.

3.4 Against the Grain

You are moving hoppers along the line starting with a set of full grain hoppers at Monument. Bring these to Castle Rock where new empties must be taken to Larkspur.

- **Date** April 2009
- **Rating** Medium
- **Duration** 50 Minutes
- **Start Time** 09.00
- **Season** Spring
- **Start Location** Monument
- **Engine:** BNSF ES44AC / BNSF SD40-2

Running Notes: After you have dropped off the hoppers at the Castle Rock Cement Plant you need to pass back through the yard to couple to the waiting empties. The best path through the yard is through Castle Rock Cement Arrival 2 then couple to the empties with your engines pointing towards Larkspur.

3.5 Don't Stop Moving

Take a long, heavy train up the Cajon Pass on a winter morning. There are higher priority trains on the line so stop at signals when needed. However, coming to a stop on the steep up grades of the pass may cause problems.

- **Date** January 2009
- **Rating** Hard
- **Duration** 1 hour 20 minutes
- **Start Time** 08:25
- **Season** Winter
- **Start Location** Cajon
- **Engine:** BNSF ES44AC x4

Running Notes: Ensure the train on the North track reaches Summit before you. This may involve a slower climb up the Pass. After Summit, both you and the other train will be travelling North on different tracks until Lugo where you will end up on the same track. Allow the other train to pass the junction at Lugo first so you can follow in the next signal occupation block.