

H-EVESPO

Route: Stevens Pass

Duration: 110 min.

Requirements:

Payware-

- [Searchlight Simulations EMD SD40-2 - BNSF](#)
- [Train Simulator: Stevens Pass Route Add-On](#)
- [Train Simulator: BNSF Locomotive Pack Add-On](#)
- [Train Simulator: Marias Pass: Shelby - Whitefish Route Add-On](#)
- [Searchlight Simulations EMD 16-645E Enhancement Pack](#) (optional, for better flares)
- [Train Simulator: BNSF SD75 Loco Add-On](#) (static only)
- [Train Simulator: BNSF Dash 9 Loco Add-On](#)

Freeware-

- [ATSF Freight Pack #2](#) (yard filler)
- [Rolling Stock Pack – 02](#)
- [UTS Creations GP38](#) (optional, for better textures)
- [Rolling Stock Pack – 03](#)
- [BN 52' 6" Mill Gondola](#) (yard filler)
- [Trinity 5161 Covered Hopper Pack + G-TraX Covered Hoppers](#)
- [Backdated JR Tank Car](#)
- [TTX GWF10 \(Early\)](#)
- [Rolling Stock Pack - 01](#)
- [JR 4750 Covered Hopper – CSX, UP, BNSF](#) (yard filler)
- [JR 4750 Covered Hopper – Fallen Flags Pack](#) (yard filler)
- [Canadian National SD75I Repaint](#) (static only)
- [BNSF Maxi-Stack IV \(Early\) + Freight Car Pack Vol. 1 + 40ft Container Patch + LPM - ABStudios Gunderson MAXI IV Patch](#)
- [BN SD70MAC](#) (base requirement not needed)
- [BNSF C44-9W H1](#)
- [BNSF C44-9W H2](#)
- [GE 7FDL-16 Enhancement Pack](#)
- [BNSF Autorack Pack 1 + Pullman Standard Bi-Level Autorack](#)

Installation:

- Place the content and assets folder in your Railworks folder.
- The assets folder contains bin files the scenario will use so certain A.I trains will have their headlights displayed.

Background:

Amid the parade of intermodal trains, H-EVESPO and its counterpart M-SPOEVE are the only regular manifest trains over Stevens Pass. This scenario which takes place in the Summer of 2003 will have you take the eastbound H-EVESPO from Delta Yard in Everett to Skykomish. With a power lash-up harking back to the Cascade Green era, your consist represents one of the last hurrahs of the SD40-2 as the venerable locomotive gets gradually replaced.

It was not uncommon to find the SD40-2 still being extensively used as road power on the BNSF even after the turn of the century. This was especially true in the Pacific Northwest. In 2002, in response to rising fuel costs, BNSF issued a bulletin that all SD40-2s were restricted to a maximum speed of 55 mph. This in turn meant that many SD40-2s were transferred to the Northwest Division as the lower speeds here allowed for more efficient utilization of the locomotive fleet.

Notes:

- Be aware that this scenario is performance heavy.
- Scenario utilizes the optional [AP Sky & Weather Enhancement Pack 2.0](#).