



GE B36-7 / C36-7

NS Big 7's for Train Simulator Owner's Manual





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A Little Bit of History

GENERAL ELECTRIC B36-7

The GE B36-7 is a 4-axle diesel-electric locomotive built by GE Transportation Systems between 1980 and 1985. 222 examples of this locomotive were built for North American railroads and eight units were built for a Columbian coal mining operation. The units were designed as successors to GE's U36B's. Of the 230 locomotives built, 180 of them were built for two Eastern railroads - Seaboard System Railroad (which became part of CSX Transportation in 1986) and Conrail.

These 4-axle locomotives were powerful ones, creating 3,600 hp (2,700 kW). They were designed for fast and priority service, moving intermodal and container trains. Most of Seaboard's 120 units are still in service as of 2006. Conrail's units were all retired in 2000 and 2001. One notable exception among Conrail's units was CR 5045, which was destroyed in the infamous wreck of the Colonial at Chase, Maryland, on January 4, 1987.

One of the Cotton Belt Railroad's B36-7s was damaged in a wreck within a year of delivery and rebuilt as a B unit. This engine did not receive a special model designation to indicate its cabless status. Railfans sometimes term it a B36-7(B).

CSX was the last Class 1 railroad to roster B36-7s and GE Dash 7s in general. Though originally intended for high speed service, they spent much of their later life working on local trains in the Southeast and in the last years worked low priority MOW trains. In late 2009 CSX announced that it would retire all GE Dash 7s when they came due for their 90-day inspection. The last run of a B36-7 on the CSX system occurred in November 2009 and as of January 2010 all units are officially retired, bringing to an end the Dash 7 era on Class 1 railroads. However there are pictures as of March 2011 of CSX 5877 working in Wilmington NC.





GE B36-7 / C36-7

GENERAL ELECTRIC C36-7

The GE C36-7 is a 6-axle diesel-electric locomotive built by GE Transportation Systems, GE do Brazil and A Goninan & Co between 1978 and 1989. 599 examples of this locomotive were built, 422 of which were exported to the People's Republic of China, which designated it ND5. In 2003 58 ex MP / UP locos were exported to Estonia.

GE do Brazil built 15 C36-7 for Ferrocarriles Nacionales de México #9327-9341.

The Dash 7's predecessor, the Universal Series, had been introduced in the 1950s, and with its innovative body structure, it had initially been greeted favourably by the market. However, GM-EMD had then developed the GP30 model to compete with it; GP30 production had commenced in 1961. Over many years, the GP30's reliability had given it a sales advantage, and when EMD introduced its successor, the Dash 2, in 1972, the Universal Series became completely obsolete. The Dash 7 Series was intended to redress the ensuing imbalance between the two competing manufacturers.

GE commenced production of the Dash 7 Series in 1976. By the time Dash 7 production ceased in 1985, about 2,800 Dash 7 locomotives had been built.

Although the Dash 7 Series failed to surpass the Dash 2 in terms of market share, its 4-stroke engine returned better fuel consumption figures than the 2-stroke engine fitted to GM-EMD locomotives after the 1970s oil crisis. The Dash 7 Series was therefore positively received.

Taken from Wikipedia.

https://en.wikipedia.org/wiki/GE_C36-7

https://en.wikipedia.org/wiki/GE_B36-7





Cab Controls

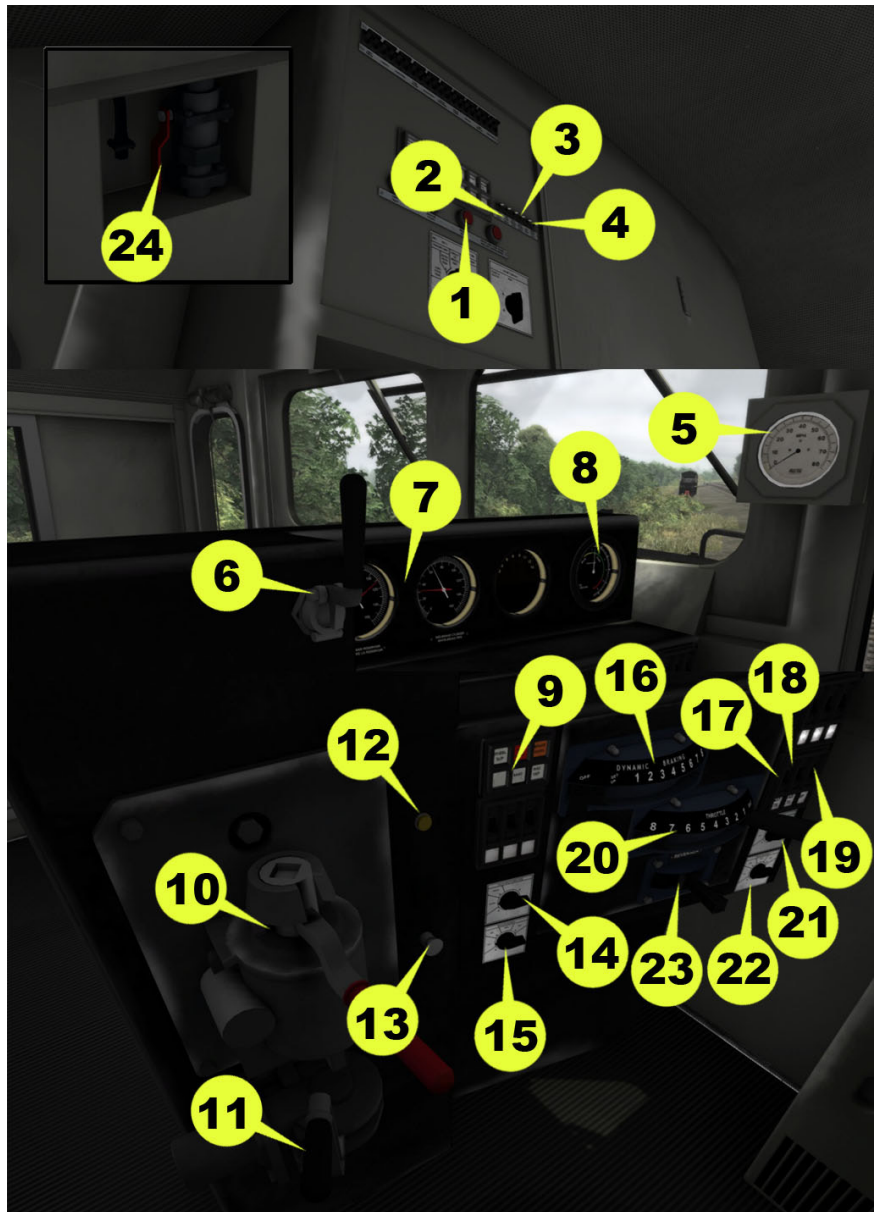
Cab doors and windows can be opened with the mouse.

- 1) Engine Start / Stop
- 2) Class Lights (B36-7 high nose only)
- 3) Numberboards Lights
- 4) Platform Lights
- 5) Speed Recorder
- 6) Horn
- 7) Air Gauges
- 8) Ammeter
- 9) Warning Lights
- 10) Train Brake
- 11) Independent Brake
- 12) Sander
- 13) Bell
- 14) Front/Rear Ditchlights
- 15) Rear Headlights
- 16) Dynamic Brake
- 17) Instrument Lights
- 18) Cab Lights
- 19) Wipers
- 20) Throttle
- 21) Ditch Lights
- 22) Front Headlights
- 23) Reverser
- 24) Emergency Brake Valve

L: Cab Lights

M: Front Mirrors

Shift + M: Rear Mirrors





Included Career Scenarios

1) At the NS's Beat Part 1

You start with a light B36-7, which you must couple with the others in the track aside. Then go to the mainline to couple with two groups of empty hoppers and get the train ready to depart to Emerald. It's dark and raining, so be gentle when coupling.

Tasks:

- Couple engines at Brownsville Siding 7.
- Stop at Glen Main 2 North.
- Couple wagons at Glen Main 3.
- Stop at Glen Main 2 North.
- Couple wagons at Glen Main 2.
- Go Via Glen Main 2 North, Brown Main 2, Redstone Creek East Lead South, Redstone Creek West Lead, Jimbo Main 1, Street Main 1, Gate Main 1, Mather Main 1, Wayne Main 1 and Pete Yard Lead.
- Stop at Pete Main 1.

2) At the NS's Beat Part 2

You must complete the trip with the same train of the previous part. Some hoppers were uncoupled because the train was too long to fit in the mine siding. You must drive your train to the Emerald Mine and load the hoppers with coal.

Tasks:

- Leave Pete Main 1.
- Go Via Waynesburg Helper.
- Go Via Emerald Mine Lead.
- Stop at Emerald Mine East Loading.
- Pick up freight bulk at Emerald Mine East Loading (X 35).
- Stop at Main Main 1 track lead.

3) Signal to signal

You have a short task to do this rainy morning: Unload a consist of hoppers at Alicia Yard. You have half an hour to complete the job because another train is coming to unload its coal here.

Tasks:

- Go Via Alicia Main 3.
- Unload wagons at Alicia Unloading (X 25).
- Go Via Alicia Main 2 South.
- Stop at Alicia Main 2 Spur.
- Uncouple wagons at Alicia Main 2 Spur.
- Go Via Alicia South Siding.
- Stop at Alicia North Siding.



4) The Horse Power

There is a traffic congestion due to this broken down train. Couple this train and go to Ark where you will be detoured to clear the track for other trains.

Tasks:

- Couple train at (S) Train Broken
- Go Via Mather Main 1.
- Go Via Gate Main 1.
- Stop at Ark Main 1.

5) Typical Work

Today you must drive two B36-7's and one C36-7 plus a helper at the back and take your train loaded with coal to the east. The timetable is tight and you must prevent wheel slipping. Good luck.

Tasks:

- Go Via Bailey Mine Outbound North.
- Go Via Bailey Mine Outbound.
- Go Via Bailey Mine Outbound South.
- Stop at Fork Main 1.
- Go Via Farm Main 1 North.
- Go Via Farm Main 1 South.
- Go Via Manor Branch Helper.
- Stop at Manor Branch Lead.

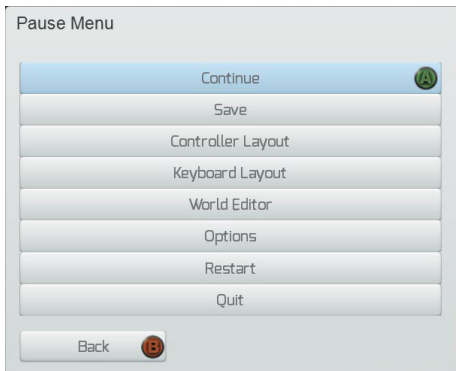


GE B36-7 / C36-7

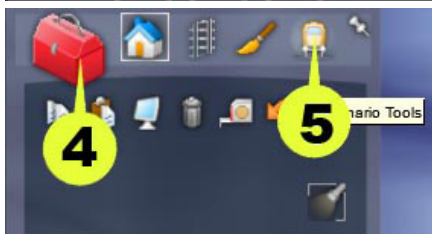




How to Use This in Your Own Scenario



- 1) Open your desired route.
- 2) Press Esc key.
- 3) Click on World Editor from the pop up menu.



- 4) Go to the Tool Box panel.
- 5) Click on the Scenario Tools icon.
- 6) Click yes from the warning pop up.



- 7) Go to the Browser panel.
- 8) Click on the Object Set Filter icon.



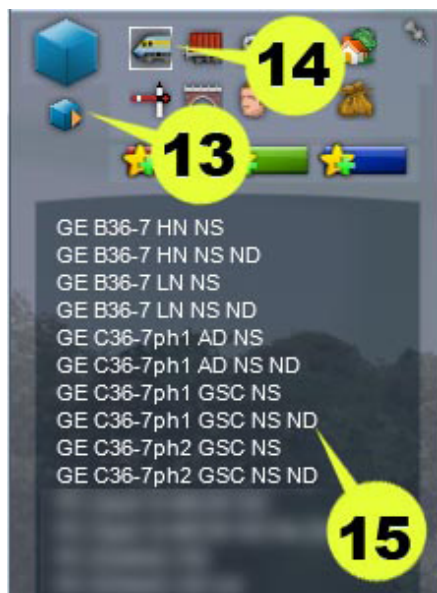
- 9) Go to the Browser Panel at the right of the screen.
- 10) Click the roll out menu.
- 11) From the roll out menu click on DTM.



- 12) Click the NS Big 7s checkbox.



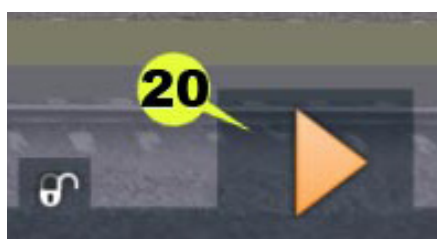
GE B36-7 / C36-7



- 13) Return to the Browser panel.
- 14) Click on Engines & Tenders icon.
- 15) Click the Engine of your desire.
- 16) Click on the track to place it.



- 17) Return to the Tool Box panel.
- 18) Click the Driver icon.
- 19) Click on the engine.



- 20) Click the Play icon.
- 21) Save the changes in your scenario.
- 22) Drive your Dash.



GE B36-7 / C36-7

Included Rolling Stock



GE B36-7 HN



GE B36-7 HN ND(No Drivers)



GE B36-7 / C36-7

Included Rolling Stock



GE B36-7 LN



GE B36-7 LN (No Drivers)



GE B36-7 / C36-7

Included Rolling Stock



GE C36-7 ph1 AD



GE C36-7 ph1 AD (No Drivers)



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Included Rolling Stock



GE C36-7 ph1 GSC



GE C36-7 ph1 GSC (No Drivers)



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Included Rolling Stock



GE C36-7 ph2 GSC



GE C36-7 ph2 GSC (No Drivers)



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Thanks to:

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