



Clinchfield Railroad U36C



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Whilst we do our utmost to reproduce sounds that are accurate and true-to-life, sometimes these sounds may not completely tally with the user's expectation. Due to the nature of the simulation, it is often not possible to reproduce a completely accurate soundscape for a variety of reasons such as limitations with our current technology and occasional inability to gain meaningful access to the locomotives being created. You should therefore regard the audio reproduction for our locomotives as authentic interpretations rather than perfect recreations.

1 Background

Clinchfield Railroad U36C

The General Electric U36C was part of the Universal fleet of locomotives – known commonly as “U-Boats”. It was the most powerful standard line Universal model they ever produced, boasting a 3,600 hp (2,700 kW) power output.

The GE U36C began production in October 1971 and was designed to serve as a competitor for the EMD SD40. However, due to the engineering and better technology within that competitor, it was somewhat of a mismatch and General Electric could truly compare with that rival. The U36C was also never truly considered as successful as either the older U33C or U30C, even though General Electric had become a more established locomotive builder after the success of those previous models.

GE only ended up selling around 238 U36Cs when they ended production in April 1975. Santa Fe were the main purchasers at around 100, but the example represented here is from one of the other three American Class I railroads who invested the U36C, the Clinchfield Railroad. In the 1990s, there remained only a small amount of U36Cs in service on some short lines, but as of today, it is believed none are either being preserved or in operations.

2 Rolling Stock

GE U36C in Clinchfield Railroad Livery



100t Coal Hopper in Clinchfield Railroad Livery

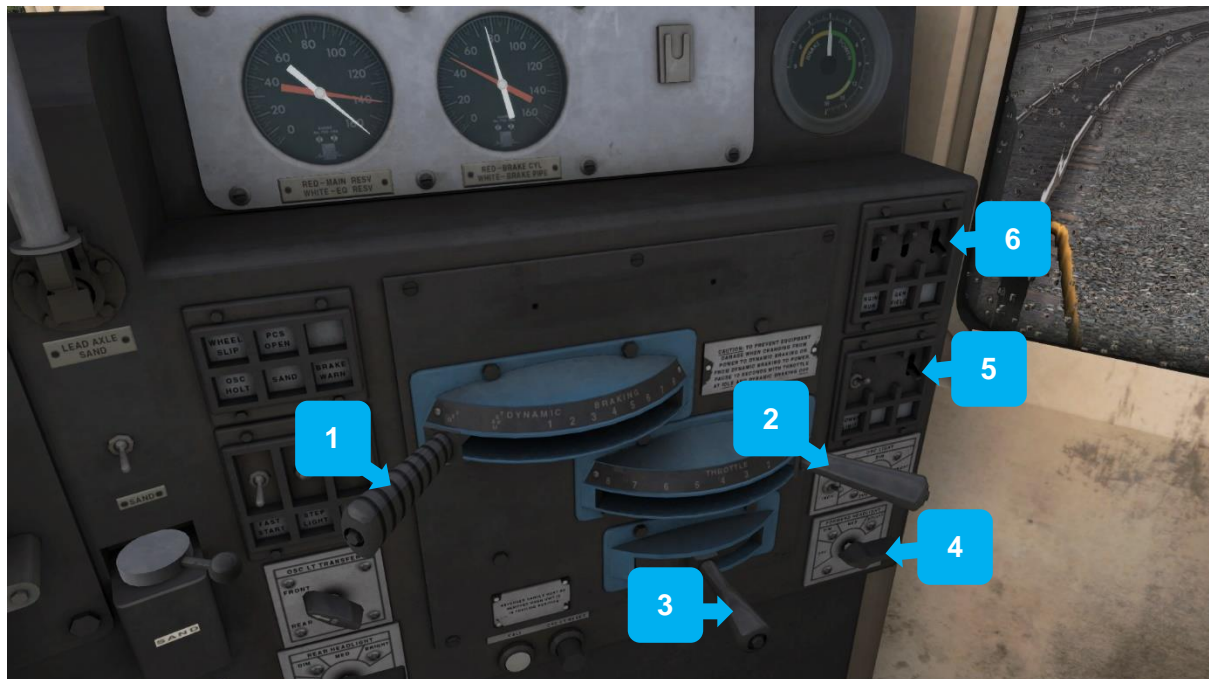


Caboose in Clinchfield Railroad Livery

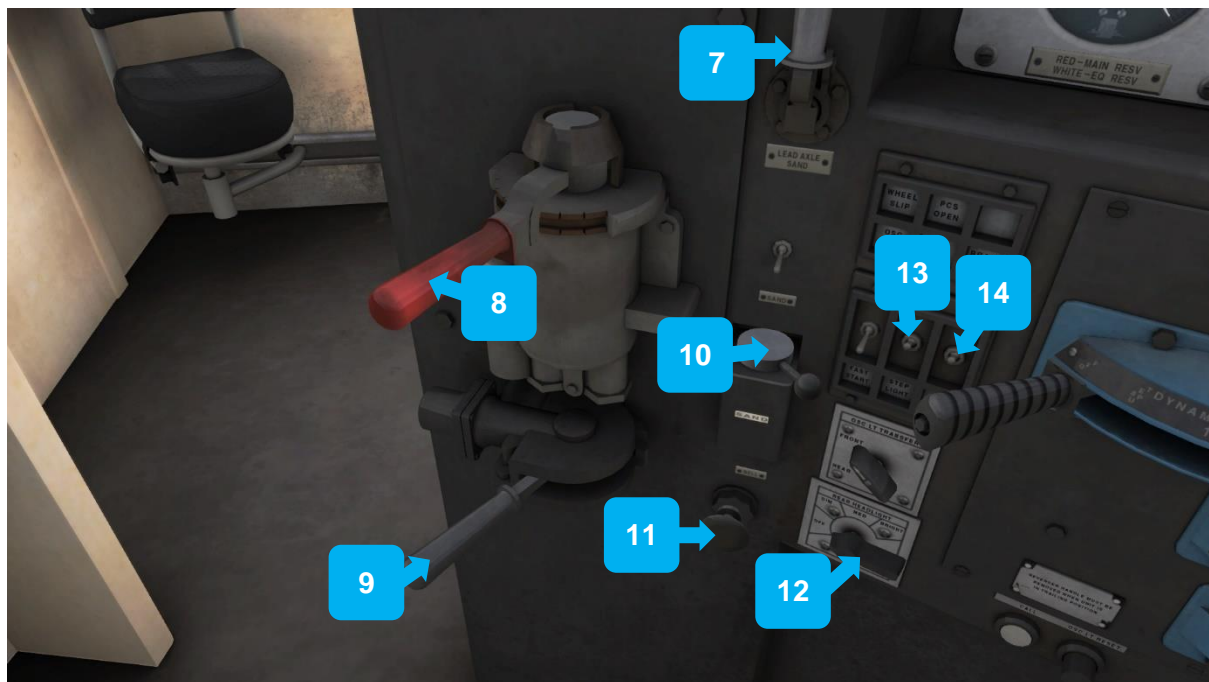


3 Driving the GE U36C

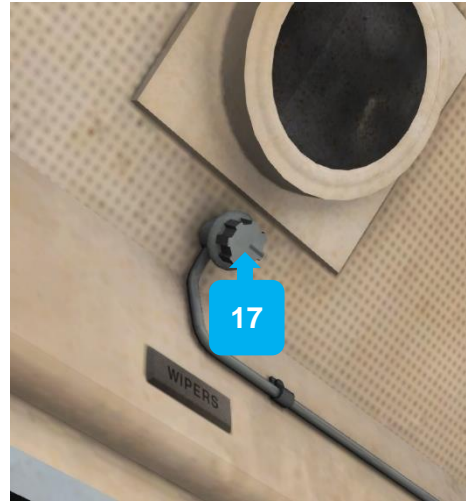
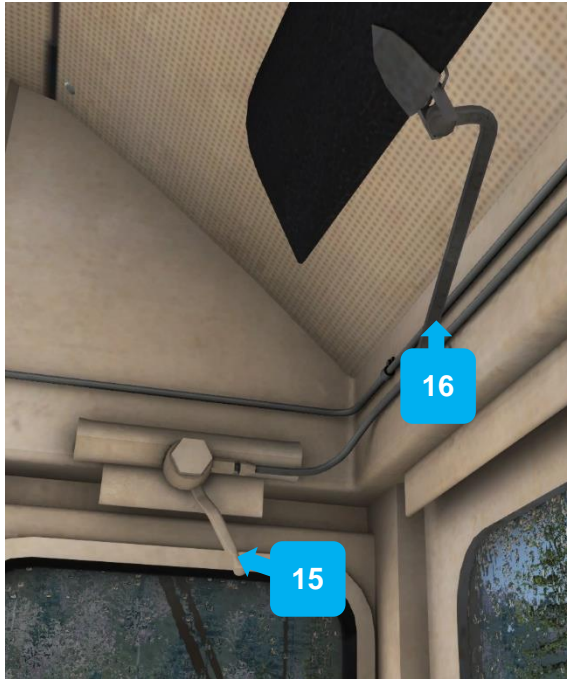
Cab Controls



1	Dynamic Brake	4	Front Headlight Switch
2	Power Handle	5	Numbers Light
3	Reverser	6	Instruments Light



7	Horn	11	Bell
8	Train Brake	12	Rear Headlight Switch
9	Locomotive Brake	13	Step Lights
10	Sander	14	Cab Light



15	Windscreen Wipers	17	Wiper Valve
16	Sun Visor		

Key Layout

Function	Key	Key
Increase or Decrease Power.	A	D
Move reverser control Forward or Backward.	W	S
Increase or Decrease Train Brake.	;	'
Increase or Decrease Locomotive Brake.	[]
Increase or Decrease Dynamic Brake.	,	.
(Expert) Engine Stop/Start. By default, engines will already be running at the start of a scenario. Press this button to stop and then again to restart the engine.		Z
(Expert) Sander. Causes sand to be laid on the rails next to the wheels to assist with adhesion. Press once to activate sander and press again to deactivate.		X
Load/Unload passengers or freight.		T
Headlights. Repeatedly pressing will cycle through headlight states where appropriate.	H	Shift + H
Windscreen Wipers. Press and hold to enable/disable wipers and increase/decrease speed of wipers.		V
Sun Visors. Toggle or raise and lower the sun visors.		U
Bell. Sound the bell.		B
Horn. Sound the horn.		Space
Step Lights. Toggle step lighting on and off.		K
Cab Lights. Toggle the Cab lights on and off.		L
Instrument Light. Toggle the Instrument Light on and off.		I
Couple manually.		Ctrl + Shift + C

4 Scenarios

Career Scenarios

- [U36C] Boody Coal Haul, Pt. 1
- [U36C] Boody Coal Haul, Pt. 2
- [U36C] Elkhorn City Coal Haul

5 Acknowledgements

Dovetail Games would like to thank the following people for their contribution to the development of Clinchfield Railroad U36C:

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U36C Artwork, Audio Implementation & Scripting

Cesar Pach

100t Hopper and Caboose Artwork, Audio Implementation & Scripting

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Scenarios

Dovetail Games Beta Testing Team

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