



dovetail  
GAMES

# CSX AC6000CW



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# 1 Background

## 1.1 Loco

The General Electric AC6000CW diesel-electric was born from the mid-1990's horsepower race between GE and Electro-Motive which resulted in both the GE AC6000CW and the EMD SD90MAC. Between 1995 and 2001, a total of 314 AC6000CW's (in two variations) were constructed for two U.S. railroads, CSX and the Union Pacific, and for BHP Billiton of Australia. Also included in that production total are GE pre-production test bed units built and assigned to General Electric's test fleet.

To achieve 6,000 horsepower in a single-power-plant unit, GE, in cooperation with Deutz MWM of Germany, developed a new engine called the 7HDL16 to be mated with AC traction. Due to an eventual lack of demand for units of this size and the subsequent development of the more efficient GEVO power plant, the AC6000CW was the only significant rail application of the 7HDL-series power plant. Just as was the case with the EMD SD90MAC, GE was in such a rush to bring this model to market that it was initially offered in an AC6000CW "Convertible" model, which used an existing 7FDL16 4,400-horsepower engine. The idea was that these units could later be "converted" to HDL power. Between 1995 and 1998, Union Pacific received 107 of the "convertible" model.

The AC6000CW was/is a massive locomotive, measuring 76 feet long and weighing 425 tons. It is noted for its use of the North American wide-nose cab styling, massive 5,500-gallon fuel tank, and huge rear "flared" radiators. There are minor external differences in the AC6000CW and AC6000CW "convertible" models, most notably the AC6000CW has two exhaust stacks while the "convertible" has one stack. Union Pacific owned all 107 "convertible" versions and 80 full AC6000CW's. All Union Pacific units of both models rode on GE's three-axle HiAd bolsterless truck.

CSX owned 117 AC6000CW's all of which rode on the optional steerable truck. Preproduction test bed units, of which 14 were constructed, operated in the liveries of the eventual owner roads, plus several different General Electric "demonstrator" liveries.

## 1.2 Design & Specification

<b>Power Type</b>	Diesel-Electric
<b>Locomotive Weight</b>	432,000 lb
<b>Vehicle Length</b>	76ft (23.16m)
<b>Build Date</b>	1995-2001
<b>Total Produced</b>	313 (117 CSX owned)
<b>Fuel Capacity</b>	6,200 US gal
<b>Top Speed</b>	75mph (121km/h)

## 2 Rolling Stock

### 2.1 CSX AC6000CW



### 2.2 CSX Freight Wagons



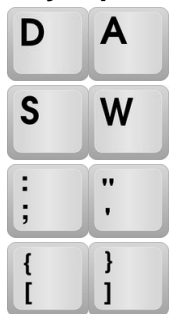
## 2.3 Cab Controls



1	Number Board Lights	11	Lead Axle Sand
2	Step Lights	12	Screen Brightness
3	Cab Light	13	Reverser
4	Ditch Lights	14	Power Handle
5	Wipers	15	Handbrake
6	Front Headlights	16	Train Brake
7	Rear lights	17	Emergency Brake
8	Horn	18	Independent Brake
9	Bell	19	Alert Reset
10	Rear Axle Sand		

## 2.4 Locomotive Keyboard Controls

### Key Equivalent



### Action























Decrease or Increase combined Power Handle/Dynamic Brake.

Move Reverser control Forward or Backward.

Decrease or Increase the Train Brake.

Decrease or Increase the Independent Brake.

## 2.5 General Keyboard Controls

Key	Action
	<b>Load/Unload.</b> Press once to load/unload passengers or freight.
	<b>Lights</b> - Repeatedly pressing will cycle through headlight states where appropriate.
	<b>Windscreen Wipers</b> - Press once to switch on and again to switch off.
	<b>(Expert) Engine Stop/Start</b> - 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.
	<b>(Expert) Alerter Reset</b> - The Alerter Reset is a system used on some trains to ensure that the driver has seen a signal. If the alert sounds (a black/yellow striped symbol is shown on the Driver's display), this must be acknowledged by pressing the Alerter Reset button or the emergency brakes will be applied.
	<b>(Expert) Sander</b> - Causes sand to be laid on the rails next to the wheels to assist with adhesion. Press once to apply sand and again to stop.
	<b>Horn</b> - Sound the horn.
	<b>Bell.</b>
	<b>Cab Light</b> - Toggle the Cab light on and off.
	<b>Screen Brightness</b> - Toggle the Screen brightness on and off.
	<b>Step Lights</b> - Toggle the Step Lights on and off.
 	<b>Number Lights</b> - Activate or de-activate the Number Lights.
	<b>Ditch Lights</b> - Toggle the Ditch Lights on and off.
	<b>Handbrake On/Off</b> - This icon is displayed in the Coupling view.
 	<b>ACES Alert</b> - Activate the driver safety Alerter.
 	<b>ATC Cab Signalling</b> - Activate the in cab signalling system.
  	<b>Couple manually.</b>

## 3 Scenarios

***\*\*For driving tutorials, please visit the Academy from the main TS2015 menu screen\*\****

### **3.1 [AC6000] Empties to Hialeah**

On a warm summer evening, take control of a southbound train of empty rock cars bound for Hialeah.

Hi Engineer, today you've got to take these empty rock cars to Hialeah yard.

**Duration:** 40 minutes

### **3.2 [AC6000] Hialeah Hustle**

Starting at Hialeah Yard, you are tasked with assembling a gravel unit train which will be transported north.

Follow your conductor's instructions to assemble a gravel unit train.

**Duration:** 30 minutes

### **3.3 [AC6000] Last Minute Order**

You have been requested to move a rake of rock hoppers further north. Last minute orders have arrived which require you to take an additional rake of 3-Bay hoppers with you.

Start by coupling to the rake of rock hoppers behind you, then head to Hialeah Yard 10 and attach the last minute order of 3-Bay hoppers to the back. All of this needs to be moved further north. Expect delays as you will be following Amtrak 88 Silver Star.

**Duration:** 40 minutes

## 4 Acknowledgements

Dovetail Games would like to thank the Beta Testing Team and QA Department for their contribution to the development of the CSX AC6000CW.

