

CANADIAN RAILWAY OBSERVATIONS

C.R.O. SPECIAL REPORT



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Very far from home, these photos and indepth article explain the rebuilding process of several former CP and UP SD40-2's, first sold to NREX that now are running on FCA, a meter gauge (1,000 mm) railroad in southeast Brazil. The locomotives were rebuilt to a "BB40-2" model following a project developed by Vale for the FCA. Vale is one of the largest mining companies in the world, and also control some railroads in Brazil, including EFVM – Estrada de Ferro Vitória a Minas (meter gauge) and EFC – Estrada de Ferro Carajás (broad gauge). The work was done by MGE at Tubarão shops of EFVM in Vitória ES. The first locomotive rebuilding process made by MGE to Vale was the conversion of 76 GE B36 and C36 to BB36-7. The locomotives were bought in US leasing market and worked first on EFVM system and then were sent to FCA system to help the grain project (soybean and corn). Many of these engines are still wearing their original painting schemes from US railroads such as NW, NS, Conrail and CSX.

The BB+BB truck system was developed by GE Brazil to EFVM first dash 8 And dash 9 in the 1990's. They were made in Brazil by Cruzaço . These trucks also are made in Canada to EFVM new BB40-9W export model made in Eire plant.

FCA also received some ex D&RGW and SP SD40T-2's. These were converted to BB40T-2 models and are currently the biggest locomotives in Brazil, measuring 26 meters long!

The "ALL" (América Latina Logística) has also purchased many locomotives from the US leasing market, and received ex-Canadian locomotives too. But ALL preferred not to rebuilt them to BB+BB trucks. The GM locomotives were converted to meter gauge (1,000 mm) and the GE's to broad gauge (1,600 mm). The reason is the fact of ALL has two system in Brazil, one meter gauge and another broad gauge. Just one GE was converted to BB33M model, but the project was abandoned after the first conversion.

MRSL – MRS Logística also bought many locomotives in US leasing market and received some C36-7 with BC Rail painting scheme. Many other arrived here with UP, Conrail, CSX and TFM painting scheme.

Other small companies bought locomotives in the US leasing market, but they do not received any former Canadians. Most of them are ex TFM and NdeM units.

Here is Ex-CP SD40-2 5706 now repainted as ALL #9452.

<http://www.flickr.com/photos/vagner66-trens/2449749187/>

Former North Americans unit's now way down south:

http://www.canadianrailwayobservations.com/2010/03/LocUsada_20081230.pdf

FCA BB40-2 4801 is former CP SD40-2 5653. Note the huge porch and modified CP cab.

FCA 4806 is former CP 5810. Note the electronic equipment inside the nose. I think it is the old locotrol system used there by CP. Here we use another model.

<http://www.canadianrailwayobservations.com/2010/03/bbr.htm>

FCA 4804 is former CP 5861. Also, note the filter of the electronic brakes add by Vale on them.

<http://www.canadianrailwayobservations.com/2010/03/southamerica.htm>

<http://www.canadianrailwayobservations.com/2010/03/b.htm>

Enclosed are almost all second hand locomotives sold to Brazilian railroads including CP and CN tabs. We also received some BCR C30'7, but they are not in this list yet.

<http://www.canadianrailwayobservations.com/2010/03/sa.htm>

Unique "Big Feet" B+B Trucks:

<http://www.canadianrailwayobservations.com/2010/03/br1.jpg>

<http://www.canadianrailwayobservations.com/2010/03/br2.jpg>

http://www.canadianrailwayobservations.com/2010/03/ADAPTACAO_DE_LOCOMOTIVAS_SD_40_PARA_BITOLA_METRICA.pdf

http://www.canadianrailwayobservations.com/2010/03/Aranha_truque_BB.pdf

http://www.canadianrailwayobservations.com/2010/03/Bolster_truque_BB.pdf

Photos contributors: Pedro Rezende (FCA), José Rodrigues (MRSL), Milton Ribeiro and Davi Boçon (ALL).

The list of second hand locomotives in Brazil

http://www.canadianrailwayobservations.com/2010/03/LocUsada_20081230.pdf

was done by railroad historian João Bosco Setti <http://www.trem.org.br> The article about the conversion of SD into BB was done by Vale engineer Amélio Luiz Mandelli . The BB trucks drawings are courtesy of Cruzaço.

The South American Railroads:

FCA - Ferrovia Centro Atlântica:

<http://www.fcasa.com.br>

<http://www.flickr.com/photos/fcasa>

VALE: <http://www.vale.com/vale/cgi/cgilua.exe/sys/start.htm?tpl=home>

ALL: <http://www.all-logistica.com/port/index.htm>

MRS: <http://www.mrs.com.br>

Locomotive model links:

BB40-2: <http://www.rrpicturearchives.net/locoList.aspx?mid=995>

BB40T-2: <http://www.rrpicturearchives.net/locoList.aspx?mid=996>

BB36-7: <http://www.rrpicturearchives.net/locoList.aspx?mid=934>

BB33M: <http://www.rrpicturearchives.net/showPicture.aspx?id=215146>

BB40-8: <http://www.rrpicturearchives.net/locoList.aspx?mid=944>

BB40-9: <http://www.rrpicturearchives.net/locoList.aspx?mid=942>

BB40-9WM: <http://www.rrpicturearchives.net/locoList.aspx?mid=943>

ALL SD40-2: <http://www.rrpicturearchives.net/locoList.aspx?id=ALL&Page=4>

Ex CP 5831

<http://www.railpictures.net/viewphoto.php?id=295641&nseq=20>

Industries related to locomotive rebuilding process:

Cruzaço: <http://www.cruzaco.com.br>

MGE <http://www.mgetransportes.com.br>

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About Canadian Railway Observations:

Canadian Railway Observations (C.R.O.) is a monthly free newsletter that showcases Canadian locomotive news and photos. Founded in 1989 by William H. Baird, their mission is to inform and update readers on current, and pertinent Canadian locomotive and railway news.

Website : www.canadianrailwayobservations.com