

Railpower Technologies Corp. Green Goat Hybrid Locomotive Roster

Compiled by Jody Moore. Sorted by Model and Build Date. Units in italics are either unconfirmed or are not yet built.



Photo by Jody Moore

Version 6.1

Last Updated: March 12, 2008

Note: *This document is for informative and recreational purposes only, and is not intended for publication. It was compiled by Jody Moore and is not an official document of Railpower Technologies, Inc. This roster should not be used in the performance of job duties. All photographs within are copyright by their respective owners, and may not be reproduced without permission. While every effort has been made to ensure the accuracy of this roster, errors, omissions or inaccuracies are possible and we accept no liability for them.*

For additional information please check out:

Jody's Railpower Locomotive Rosters: <http://www.trainweb.org/greengoats/>
Yahoo Green Goats Discussion: <http://finance.groups.yahoo.com/group/greengoats/>
Railpower Spotter's Guide: http://www.trainweb.org/greengoats/Railpower_Spotters_Guide.pdf

GK10B – Gen. I

Owner:	No.	Donor	Orig. Built	Converted:	Used:	Notes:	Serial No.
Agrium	RPRX 002	CP 8162 (SW1200RS)	Jan. 1960	Oct. 18, 2004	Red Water, AB	A, B, C	
IDC Distribution	IDC 001	CP 8134 SW1200RS)	April 1959	Feb. 2004	Surrey Docks, BC	D, E, F	
Railpower	RPRX 2003	CP 8139 (SW1200RS)	April 1959	Aug. 2003	To CMT museum	G, H	
Railsolve	RSSX 356	RSSX 356 (SW9)	Jan. 1951	Sept. 19, 2005	Dow Chem	I, J, K	

Notes:

- A. A unit was reported sold to Agrium by RailPower in a press release from 6-16-2005. It is believed to be the 002.
- B. Unit 002 First reported in Canadian Trackage Guide 2006 edition. Might this unit have previously been numbered 001?
- C. Unit built on lease/option to Agrium, exercised in 2005 per above press release. From Extra 2200 South #127.
- D. Demonstrator Green Kid locomotive was built using an ex-CP SW-1200 (CP 8134, built 4/1959, builder no. A1734) w/ conversion work done @ Southern Railway of BC's New Westminster shops. Original unit number from Canadian Trackage Guide 2004 ed., pg. 2-36. Build date from Extra 2200 South #126, pg. 19.
- E. Originally leased to Agrium in Red Water, AB. Fitted with remote control and sold to IDC in 2005. From Railpower press release.
- F. Sighted at SRY's yard in New Westminster, BC. Nov. 2006. Unsure why it was there. Photographed working Fraser Docks in Surrey, BC by author. 4-26-07.
- G. Prototype Green Kid reportedly built from CP SW-1200 8139. Built 4/1959, builder no. A1739. Used by Agrium at Epco, ID. From Canadian Trackage Guide 2004 ed., pgs. 1-146 and 2-36. Update: Epco is a railroad location on UP about a mile and a half from Conda, ID.)
- H. RPRX 2003 was donated to the Canadian Railway Museum in St. Constant, QB. From various sources including CRyM and Railpower.
- I. Converted from an SW7 at Alstom, Calgary. First of the production Green Kids, and appears like a small GG with that style of cab and short hood. From Extra 2200 South #128, Pg. 21.
- J. In use at Dow Chemical, Freeport, TX. From Extra 2200 South #128, pg. 21.
- K. RSSX 356 is former SLSF 304, later BN 79:2. Was sold to Erman Howell (scrap dealer in Kansas City) as their 101 before going to Railsolve 356. From Eric's Railsolve Locomotive Roster. Built in Jan. 1951, builder's number 10186, from Charles Beil's BN Diesel Rosters.



Railpower Photo



Photo by Doug Mackenzie

GG10B – Gen. I

Owner:	No.	Donor	Orig. Built	Converted:	Used:	Notes:	Serial No.
Railsolve	RSSX 103	RSSX 103 (TC10)	Nov. 1958	Dec. 31, 2005	Texas	J, K	
Railsolve	RSSX 106	RSSX 106 (GP9)	March, 1956	May 18, 2005	Chevron, El Segundo	A, B, C	
Railsolve	RSSX 1077	MSRC 1077 (GP10)	Dec., 1954	July 20, 2005	Dow Chem, Freeport	B, D, E	
Railsolve	RSSX 2524	RSSX 1621 (GP7)	Dec. 1953	Dec. 16, 2005	Texas	B, H, I	
Railsolve	RSSX 4487	RSSX 4487 (GP7r)	March, 1951	Sept. 30, 2005	Dow Chem, Freeport	F, G	
Railsolve	RSSX 4489	RSSX 4489 (GP7r)	April, 1951	Nov. 14, 2005	Dow Chem, Freeport	F, G	

Notes:

- A. RSSX 106 shown in photos on Railpower website as a GG10B.
- B. TERP-funded unit.
- C. Built on GP9 frame, Railsolve 106. Shipped to El Segundo, CA. From Extra 2200 South #127.
- D. Built at Alstom in Calgary, AB. From Extra 2200 South #127. Used at Dow Chemical plant in Freeport, TX. Converted at Railsolve's Bodie, TX shops using former GP10 1077. From Extra 2200 South #128, pg. 21.
- E. Believed to be converted from Mid-South Rail 1077, former IC GP10, built Dec. 1954, b/n 19771, f/n 5359-5, originally Gulf & Mississippi GP9 9051, nee Illinois Central Gulf 8051, then Illinois Central 8051, rebuilt as GP10 in Nov. 1971, IC 9051, then MSRC 1077.
- F. Railsolve 4487 and 4489 were assembled at Railsolve's shop in Bodie, TX in 2005. They retain their original numbers. From Extra 2200 South #128, pg. 21. The locomotives were built as GG10B. From Extra 2200 South #129, pg. 21.
- G. Railsolve 4487 and 4489 are deployed to Dow Chemical plant in Freeport, TX. From Extra 2200 South #128, pg. 21.
- H. Built on GP7 frame, Railsolve 1621, and numbered RSSX 2524:2, displacing an ex-SP SW1500 of the same number. From Extra 2200 South #127.
- I. Built in Longview, TX by Railsolve from a kit. Classed as GG10B. From Extra 2200 South #127. Reported as GG20B in Extra 2200 South #128.
- J. Build unit and history from Eric's Railsolve Locomotive Rosters (<http://www.erixpix.com/indust/RSSX/roster/>).
- K. Original GP9 unit built to TC10 using Cat diesel engine at NS Roanoke Shops sometime between 1984 and 1989. From Andrew Toppan's Locomotive Production Statistics.



Railpower Photos

GG2000D – Gen. I

<u>Owner:</u>	<u>No.</u>	<u>Donor</u>	<u>Orig. Built</u>	<u>Converted:</u>	<u>Used:</u>	<u>Notes:</u>	<u>Serial No.</u>
Railpower	RPRX 2001	WVRD 2890 (GP9)	Aug. 1959	Oct. 2001	At SRY, New West	A, B, C, D, E	0100

Notes:

- A. One-of-a-kind prototype Green Goat, assembled at New Westminster, BC shops of Southern Railway of BC. Features significant differences from production models, most notably a shorter long hood and larger rear windows.
- B. Originally built with 90HP Caterpillar genset, but was updated to a 130HP diesel because of supply requirements. Unsure if updated to 300HP genset like production units. From Model Railroader, Jan. 2006, pg. 71.
- C. Nicknamed “Emerald” after one of the founder’s daughters. From Model Railroader, Jan. 2006, pg. 71.
- D. Built using former Southern Pacific GP9 2890 (8/1959). Unit was former Willamette Valley Railroad (WVRD) 2890. Build number 25646. From Western Shortline Rosters website, <http://www.trainweb.org/rosters/WVRD.html>. Prototype’s donor unit confirmed by frame number 5608-16 3/2006. Classification and Build # also verified by visual inspection. By JM.
- E. Unit has been extensively tested all over the US and Canada. It was last seen at SRY’s New Westminster shop in March 2006, and again in April 2007. By JM.



Photos by Jody Moore, March 2006 at New Westminster, BC

GG20B – Gen. I, 2004-2005 Production

Owner:	No.	Donor	Orig. Built	Converted:	Used:	Notes:	Serial No.
BNSF Railroad	BNSF 1210	BNSF 1373 (GP7u)	July 1953	Nov. 4, 2005	Ft. Worth, TX	T, U	
BNSF Railroad	BNSF 1211	BNSF 1370 (GP7u)	Dec. 1952	Dec. 3, 2005	Ft. Worth, TX	T, V	
BNSF Railroad	BNSF 1212	BNSF 1438 (GP10)	Sept. 1950	Dec. 23, 2005	Ft. Worth, TX	W, X	
BNSF Railroad	BNSF 1213	BNSF 1406 (GP10)	Sept. 1950	Dec. 31?, 2005	Ft. Worth, TX	W, Y	
Kansas City Southern	KCS 1869	MSRC 1069 (GP10)	Jan. 1955	June 10, 2005	Beaumont, TX	Q, R	
Kansas City Southern	KCS 1868	MSRC 1067 (GP10)	Dec. 1954	June 24, 2005	Port Arthur, TX	Q, S	
Railpower	RPRX 2401	MSRC 1043 (GP10)	Dec. 1957	Sept., 2004	Fort Worth, TX	A, B	
Railpower	RPRX 2402	SOO 414 (GP9)	May 1957	Nov. 23, 2004	Freeport, TX	A, C	
Railpower	RPRX 2403	SOO 402 (GP9)	Nov. 1954	Jan. 24, 2005	Colton, CA	A, D	
Railpower	RPRX 2404	MSRC 1060 (GP10)	Jan. 1957	Feb. 7, 2005	Colton, CA	A, E	
Railpower	RPRX 2405	GWRX 1053 (GP10)	Dec. 1956	Mar. 31, 2005	BNSF Lease In LA	A, F, J	
Railservice	RSSX 2605	RSSX 4333 (GP7r)	Oct. 1958	April 22, 2005	BASF Freeport, TX	K, L	
Union Pacific	UPY 2004	SOO 4001 (x-GP9)	Jan. 1958	Feb. 25, 2005	Fresno, CA	G, H, I	2RPGGB208B020500005
US Army	USAX 6000	PAL 8324 (GP10)	April 1956	June 6, 2005	Ft. Lewis, WA	M, N	2RPGGB20752000011
US Army	USAX 6001	PAL 8332 (GP8)	Nov. 1953	June 22, 2005	Ft. Sill, OK	M, O	
US Army	USAX 6002	TM 855 (GP18)	Jan. 1963	June 24, 2005	USMC, Yermo, CA	M, P	

Notes:

- A. RPRX 2401-2405 assembled in 2004 (and 2005?) for demonstrator service and have been used throughout the US and Canada. 2401-2404 were the first four GG20's built, followed by UPY 2004 and RPRX 2405.
- B. RPRX 2401 was converted from MidSouth GP10 1043, built by EMD Dec., 1957, b/n 23822, f/n 5553-23, as IC 9322 (GP9), rebuilt to GP10 as IC 8322, then sold to MSRC. Information from the Canadian Tracksides Guide, 2006 edition (published by the Bytown Rail Society of Ottawa, Ontario), pg. 1-133 with additional information from the KCS Historical Society.
- C. RPRX 2402 was converted from SOO GP9 414, built May 1957 as MStP&SSM 414, b/n 23138, renumbered in 1961 merger. Information from the Canadian Tracksides Guide, 2006 edition (published by the Bytown Rail Society of Ottawa, Ontario), pg. 1-133.
- D. RPRX 2403 was converted from SOO GP9 402, built Nov., 1954 as MStP&SSM 402, b/, 20025. Information from the Canadian Tracksides Guide, 2006 edition (published by the Bytown Rail Society of Ottawa, Ontario), pg. 1-133.
- E. RPRX 2404 was converted from MidSouth GP10 1060, blt Jan., 1957, b/n 22312, f/n 5480-40, as GMSR 8247, then ICG 8247, IC 8247, IC 9247, MSCRC 1060. Information from the Canadian Tracksides Guide, 2006 ed, (Bytown Rail Society of Ottawa, Ontario), pg. 1-133. Additional info from the KCS Historical Society.
- F. RPRX 2405 was converted from Great Western GP10 1053, built Dec., 1956, b/n 22280, f/n 5480-8, as GMSR 8185, then IC, rebuilt as GP10 9195, then to MSRC and finally GWSR before being sold to Railpower. Information from the Canadian Tracksides Guide, 2006 edition (published by the Bytown Rail Society of Ottawa, Ontario), pg. 1-133. Additional info from the KCS Historical Society.
- G. UPY 2004 was built at Alstom Calgary in 2004 and sold to the UP in 2005. The core unit was former SOO Line GP9 SOO 4001. UP's class for this unit is GG20GP as it uses an EMD GP unit as a core. From Don Strack's UP Roster page (<http://utahrails.net/all-time/upy-03.php#gg20gp-upy2000>)
- H. SOO 4001 was built in 2-1958 as MILW 2370, builder #23549, frame# 5545-3. The unit was later converted to use as a fuel tender by the SOO line, looking basically like a chopped down Geep with no cab. It was retired by CP and stored in Calgary before the hulk was sold to RailPower. SOO history from the Railroad Picture Archives Soo Photo Roster (<http://www.rpicturearchives.net/locoPicture.aspx?id=10419>) with additional comments by Trainorders.com user greendot.
- I. Spotted working in Fresno, CA in March, 2006 by author. Still there in July, 2006 according to UP Trace.
- J. RPRX 2405 reported in 5-year lease (?) to BNSF for use in the Los Angeles area. From BNSF press release 5-23-2005.

- K. Railserve GG20B 2605 was assembled at Railserve's shop in Bodie, TX in 2005. It retains its original number. From Extra 2200 South #128, pg. 21.
- L. 2605 is the first Green Goat unit to be built in the United States. Used at BASF Chemical plant in Freeport, TX. From Railpower's website. (http://www.railpower.com/first_us-built_greengoat.html)
- M. Three GG20B units built in June-July 2005 by Motive Power Inc. (Wabtec) in Boise, ID. First unit (6000) completed 6-13-2005 and shipped to Fort Lewis, WA (near Tacoma). From RailPower website. (<http://www.railpower.com/usarmy.html>). Initial assignments: 6000: Ft Lewis, Tacoma, WA; 6001: Sierra Army Depot, Hurlong, CA; 6002: USMC Logistic Center, Yermo, CA. From X22S #128, pg.21. 6001 moved to Ft. Sill, OK. From Trainorders user beaumonthill & photo evidence.
- N. USAX 6000 converted from Paducah & Louisville 8324 (EMD/IC GP10) built April 1956 as SP 5683 (EMD GP9, b/n 21376, f/n 5436-58.) Later SP 3516, then sold to IC for their GP10 program and rebuilt in 1972 as IC 8390. To P&L and then rebuilt to GG20B. From Extra 2200 South #127, pg. 23 with extra info from the IC All-time locomotive rosters, and Unofficial EMD Homepage. Frame # verified by author.
- O. USAX 6001 converted from PAL 8332 (EMD/IC GP8) built Nov. 1953 as DT&I 969 (EMD GP9, b/n 19019, f/n 5231-6.) Sold to ICG as their 91, then rebuilt to GP8 IC 7740. Sold to P&L before conversion, retired by 2004. From Extra 2200 South #127, pg. 23 with info from the IC All-time rosters, and Unofficial EMD Homepage.
- P. USAX 6002 converted from Texas-Mexican 855 (EMD GP18) built Jan. 1963 (b/n 27857, f/n 5646-2). From Extra 2200 South #127, pg. 23 with extra info from the KCS Historical Society, and Unofficial EMD Homepage. Frame # verified by Bob Lehmuth.
- Q. Kansas City Southern 1869 and 1868 were built in 2005 with TERP funding for use in Texas. Initial deployment was 1868 to Port Arthur and 1869 to Beaumont. From Extra 2200 South #127, page 23 with clarification from the KCS Historical Society. Build dates from Extra 2200 South #129, pg. 20.
- R. KCS 1869 was built from retired MSRC GP10 1069, built Jan. 1955, b/n 20148, f/n 5378-2, as GMSR 8069, then ICG 8069, IC 8069. Rebuilt to GP10 IC 9069, then sold to MSRC. Information from the KCS Historical Society. Out of service at CAD Rail?
- S. KCS 1868 was built from MSRC GP10 1067, built Dec. 1954, b/n 19772, f/n 5359-5 as GMSR 8052:2, then ICG 8052, IC 8052. Rebuilt to GP10 IC 9052, then sold to MSRC. Information from the KCS Historical Society. Out of service at CAD Rail?
- T. Units 1210 and 1211 are remote control platforms, and have no cabs. They also differ from conventional GG locomotives in having a very GP9-looking nose. The 1210 and 1211 have a cab-like enclosure housing the electrical cabinet, and supporting the remote antenna and strobe lights, with a profile very similar to the ATSF Topeka cab, but not nearly as long, and without windows. There is even a small access door on the F side of the enclosure, and a forward-facing set of number boards. I can't confirm, but I believe I saw that the work was done at Alstom Calgary.
- U. BNSF 1210 was converted using GP7u 1373 (ex-ATSF 2237, originally ATSF 2862, EMD GP7, built July, 1953, b/n 18567). From Extra 2200 South #128, page 7. Former unit numbers from Q-Station BNSF Repaint and Patch roster (<http://www.qstation.org/Repaint-Patch/1000.html>)
- V. BNSF 1211 was converted using GP7u 1370 (ex-ATSF 2231, originally ATSF 2837, EMD GP7, built Dec. 1952, b/n 17648). From Extra 2200 South #128, page 7. Former unit numbers from Q-Station BNSF Repaint and Patch roster (<http://www.qstation.org/Repaint-Patch/1000.html>)
- W. Units 1212 and 1213 are also remote control platforms, and have no cabs. They also differ from conventional GG locomotives in having a very GP9-looking nose. The 1212 and 1213 have a cab-like enclosure housing the electrical cabinet, and supporting the remote antenna and strobe lights, with a very rounded profile similar to the GP9's original cab, but not nearly as long and without windows. There is even a small access door on the F side of the enclosure, and a forward-facing set of number boards.
- X. BNSF 1212 was converted using GP10 1438 (ex-BN 1438, built Sept. 1950 as EMD GP9 GN 610, b/n 11036. To BN 1510 in merger, then rebuilt as BN 1438). From Extra 2200 South #128, page 7. Former unit numbers from Q-Station BNSF Repaint and Patch roster (<http://www.qstation.org/Repaint-Patch/1000.html>).
- Y. BNSF 1213 was converted using GP10 1406 (ex-BN 1406, built Sept. 1950 as EMD GP9 GN 606, b/n 11032. To BN 1506 in merger, then rebuilt to BN 1406). From Extra 2200 South #128, page 7. Former unit numbers from Q-Station BNSF Repaint and Patch roster (<http://www.qstation.org/Repaint-Patch/1000.html>).



Railpower Photo



Photo by Keith B.



Railpower Photo



Photo by Bob Lehmuth.

GG20B – Gen. II, 2005 Production

Owner:	No.	Donor	Orig. Built	Converted:	Used:	Notes:	Serial No.
Union Pacific	UPY 2300	UP 134 (B23-7)	Nov. 1979	Aug. 24, 2005	Texas	A, B, C	2RPGGB20852000017
Union Pacific	UPY 2301	UP 204 (B30-7A)	Nov. 1981	Sept. 9, 2005	Ft. Worth, TX	A, B, C	
Union Pacific	UPY 2302	UP 137 (B23-7)	Nov. 1979	Sept. 30, 2005	Ft. Worth, TX	A, B, C	
Union Pacific	UPY 2303	UP 148 (B23-7)	Dec. 1979	Oct. 10, 2005	Ft. Worth, TX	A, B, C	
Union Pacific	UPY 2304	SP 7861 (B30-7)	April 1979	Oct. 25, 2005	Ft. Worth, TX	A, B, C	
Union Pacific	UPY 2305	UP 7787 (B30-7)	April 1980	Oct. 31, 2005	Englewood, TX	A, B, C	
Union Pacific	UPY 2306	UP 109 (B23-7)	April 1980	Nov. 8, 2005	Galena Park, TX	A, B, C	
Union Pacific	UPY 2307	SP 7883 (B30-7)	May 1979	Nov. 21, 2005	Galena Park, TX	A, B, C	
Union Pacific	UPY 2308	UP 221 (B30-7A)	Dec. 1981	Dec. 8, 2005	Galena Park, TX	A, B, C	
Union Pacific	UPY 2309	UP 175 (B23-7)	April 1981	Dec. 17, 2005	Galena Park, TX	A, B, C	

Notes:

- A. UP 2300-2309 were funded by the Texas Emissions Reduction Program (TERP) and built at MPI Boise, ID using General Electric B23-7A core units. As such, they are classed by UP as GG20GE. From Don Strack's UP Roster page (<http://utahrails.net/all-time/upy-03.php#gg20gp-upy2000>).
- B. UP 2300-2309 are designated for use in the Houston and Dallas-Fort Worth area. From Union Pacific's Low Emissions Projects page (http://www.uprr.com/she/emg/programs/paper09_05/emissions.shtml)
- C. Y2301-2304 original unit numbers confirmed from FRA blue cards in unit cabs. Various sources. Y2300 Y2305-2309 original numbers from Extra 2200 South #128 pg. 23. Additional information on <http://www.trainweb.org/greengoats> confirmed from Don Strack's Utah Rails UP Roster. Y2300 and Y2309 out of service with battery problems.



Ken Fitzgerald Photo



Photo by Robert Pierce

GG20B – Gen. I, 2006 Production

Owner:	No.	Donor	Orig. Built	Converted:	Used:	Notes:	Serial No.
Railsolve, Inc.	RSSX 1602	RSSX 3816 (GP9E)	Feb. 1959	April 2006	Longview, TX	A, B	2RPGGB20163000047
Railsolve, Inc.	RSSX 1621	RSSX 3428 (GP9E)	April 1956	June 30, 2006	Longview, TX	A, C	
Railsolve, Inc.	RSSX 2616			Nov. 2006	Longview, TX	A, E	
Railsolve, Inc.	RSSX 4495	RSSX 1493 (GP18)	June 1960	Nov. 2006	Longview, TX	A, D	

Notes:

- A. Railsolve is converting units 3816, 3428 and 1493 into GG20B's 1602, 1621 and 4495 respectively in Bodie, TX. They are expected to be released in early 2006. From Extra 2200 South #128 and Extra 2200 South #129. Railsolve units to be converted to GG20B in 2006: RSSX 4547, 9140, 1810, 8049, 2616. All units to be GG20B, so there may be some renumberings. From X2200S #129 pg. 21.
- B. RSSX 1602 built from RSSX 3816 (GP9e), originally T&NO 457 (EMD GP9, built Feb, 1959, b/n 25153, f/n 5596-9), to SP 3661, rebuilt as SP 3816. From Eric's Railsolve Rosteres, with details from the unofficial EMD homepage.
- C. RSSX 1621:2 completed on June 30, 2006 and sent to Texas Eastman in Longview, TX. From Extra 2200 South #129, pg. 21. Unit built April 1956 as SP 5678 (EMD GP9, b/n 21371, f/n 5436-53). Renumbered 3511, rebuilt to GP9e 3428:2 and sold to Railsolve as their 3428. From Eric's Railsolve Roster.
- D. RSSX 4495 built from RSSX 1493 (GP18). Originally NKP 703 (EMD GP18, built June 1960, b/n 26026, f/n 5622-4). Later NW 2703, NS 1493, Island Creek Coat 1493 before being sold to Railsolve. From Eric's Railsolve Roster and the Unofficial EMD Homepage.
- E. The existence of RSSX 2616 is in question. The cab was photographed at Longview, TX in late 2005, but cab numbers have been changed on other Railsolve units, so this isn't a definitive resource. This unit was not listed on Railpower's official documents, and according to them the unit was not converted.



Photo by Michael Ellis

GG20B – Gen. III, 2006 Production

Owner:	No.	Donor	Orig. Built	Converted:	Used:	Notes:	Serial No.
Amtrak	AMTK 599	CP 1600 (GP9u)	1957	Mar. 30, 2006	8th St.Yd, LA, x-CP1700	A, B, C	1RPGGB20051000038
Bechtel, INPL	RPRX 2000	WC 2054 (GP35)	Feb. 1964	June 30, 2006	INEL, Scoville, ID	D, E	
BP Amoco	RPRX 1703	SOO 4200 (GP9m)	Feb. 1956	May 19, 2006	Cherry Pt, WA, x-CP1703	A, F, G	1RPGGB20051000041
Canadian Pacific	CP 1704	CP 1554 (GP9u)	1957	Nov. 2006	Not del., to BNSF 1205	A, H, I	
Lubrizoil	LZRX 2006	IAIS 484 (GP10)	Feb. 1955	July 5, 2006	Deer Park, TX	J, K	
Modoc Rail Acad.	MRA 2608	PAL 8339 (GP10)	Jan. 1955	July 6, 2006	MRA, Sacramento	L, M	
Railpower	RPRX 1701	CP 1635 (GP9u)	1956	April 7, 2006	Former CP 1701	A, N	
Railpower	RPRX 1705	STLA 68 (GP9)	Jan. 1956	Nov. 2006	Nova Chem, Joffre, AB	A, O	
Railsolve, Inc.	RSSX 414			2006	Longview, TX	P, Q	
Railsolve, Inc.	RSSX 1810			2006	Longview, TX	P, Q	
Railsolve, Inc.	RSSX 4547	not TWRY 4547 (GP9)		2006	Longview, TX	P, Q	
Railsolve, Inc.	RSSX 8049	not DT&I 960 (GP10)		2006	Longview, TX	P, Q	
Railsolve, Inc.	RSSX 9140			2006	Longview, TX	P, Q	
Union Pacific	UPY 2310	UP 262 (B23-7A)	March 1980	May 26, 2006	Los Angeles, CA	R, S, T	
Union Pacific	UPY 2311	UP 7781 (B30-7)	March 1980	May 30, 2006	West Colton, CA	R, S, U	
Union Pacific	UPY 2312	UP 7814 (B30-7)	March 1978	Sept., 2006	Mira Loma, CA	R, S, V	1RPGGB20265000060
Union Pacific	UPY 2313	CSXT 3127 (B23-7)	1978	Aug., 2006	Los Nietos, CA	R, S, W	1RPGGB20465000061
Union Pacific	UPY 2314	NS 3984 (B23-7)	1979	Sept., 2006	City of Industry, CA	R, S, X	1RPGGB208650000633
Union Pacific	UPY 2315	NS 3981 (B23-7)	Jan. 1979	Oct. 2006	Los Angeles, CA	R, S, Y	1RPGGB20665000062
Union Pacific	UPY 2316	UP 7786 (B30-7)	March 1980	June 21, 2006	Los Nietos, CA	R, S, Z	
Union Pacific	UPY 2317	UP 7774 (B30-7)	March 1980	June 30, 2006	Mira Loma, CA	R, S, AA	
Union Pacific	UPY 2318	UP 257 (B30-7)	April 1978	Sept., 2006	West Colton, CA	R, S, BB	
Union Pacific	UPY 2319	UP 7818 (B30-7)	April 1978	Sept., 2006	Mira Loma, CA	R, S, CC	
US Army	USAX 6003	WC 2057 (GP35)	March 1964	June 30, 2006	Ft. McCoy, WI	DD, EE, FF	
US Army	USAX 6004	CP 1552 (GP9u)	1955	May 10, 2006	Ft. Bliss, TX. x-CP 1702	GG, HH	

Notes:

- A. From CP Railway press release 3-14-2005, Canadian Pacific had placed an order for 35 units over four years, which was cancelled according to a Railpower press release dated Dec. 5, 2006. Six units were built. One (1700) resold to Amtrak, one (1701) to RPRX. 1703 sold to BP Cherry Point, WA refinery. 1702 sold to US Army as their USAX 6004. 1705 leased to Nova Chemical in Joffre, AB. Disposition information from Canadian Railway News May, 2007 edition (http://www.trainnet.org/documents/CRO_0507.pdf).
- B. Amtrak 599 was rebuilt as CP GG20B 1700, and is former CP 1600, GMD GP9u, built 1957, b/n A1146, rebuilt in 1985, formerly CP GP9 8690. Former unit number from Extra 2200 South #129, pg. 11. Unit history from the CP Locomotive Rosters Site ((<http://www.trainweb.org/galt-stn/cproster/>)).
- C. CP 1700 returned to Railpower in Sept. 2006 and resold (leased?) to Amtrak as their 599. In use at 8th St. Yard in Los Angeles. From various sources.
- D. Sighted in Schenectady in June, 2006, a blue switcher numbered RPRX 2000 and headed to INEL in Idaho. From a Bechtel employee. Bechtel 2000 moved to INEL in Scoville, ID in via CP to Eastport, UP to ID, August, 2006 with temporary RPRX reporting marks. From UP Equipment trace.
- E. Bechtel 2000 was built using former Wisconsin Central 2054 (EMD GP35m, built Feb., 1964, b/n 28931, f/n 7706-9). Originally MP 2521, then 2610, to WC 4006, then 2054. Rebuilt by PAL as road slug. From RRPictureArchives.net and the Unofficial EMD Home Page.
- F. CP 1703 is former SOO 4200. Reported by Doug Mackenzie. SOO 4200 was originally NYC 5955, EMD GP9, built ?, b/n 20968. Unit was later PC 7355, then

- Conrail 7355. It was rebuilt as a GP9m, and became SOO 4200. Unit history from the CP Locomotive Rosters Site (<http://www.trainweb.org/galt-stn/cproster/>)
- G. Sold to BP Oil as plant switcher at Cherry Point (Blaine, WA) refinery. From sightings and confirmation from BP.
 - H. CP 1704 was converted using CP 1554 (GMD GP9u, built 1982, b/n A1093 as CP 8637) rebuilt in 1982. Original unit info from Extra 2200 South #128, pg. 11 with history filled in from the CP Rosters website. CP 1704-1705 built with larger generator units, giving them a larger bulge in the long hood. From Doug Mackenzie.
 - I. BNSF 1205 spotted sans genset and fuel tank, in primer. Unit will be converted to hydrogen fuel cell power. Moved into the US in early summer 2007, spent most of the summer in Denver, then was moved to Topeka, KS for conversion. From various sightings including author verification, and BNSF information.
 - J. TERP-funded unit, 1 total for Lubrizoil in Houston, TX. From a RailPower press release 10-19-2005.
 - K. LZRX 2006 was built using Iowa Interstate GP10 484, built Feb., 1955, b/n 20163, f/n 5378-17, was IC 8084 (GP9). Rebuilt to GP10 ICG 9084. Information from the Iowa Interstate Lifetime Roster (<http://www.iairsailfans.org/motive-power/index.shtml>) and Unofficial EMD Home Page (<http://www.trainweb.org/emdloco/>).
 - L. Modoc Rail Academy 2608 was first photographed at Super Steel in July 2006 with 2006 in the number boards. Reported by MRA that number was incorrect.
 - M. MRA 2608 built from PAL 8339 (GP10.) Built Jan. 1955 as ICG 9075 (EMD GP9, b/n 20154, f/n 5378-8). Rebuilt by IC as GP10 8075, sold to PAL as 8339. Original unit number from Railpower, with unit histories compiled from RRPictureArchives.net, Unofficial EMD Home Page, and the IllinoisCentral.net all-time roster.
 - N. CP 1701 is former CP 1635, GMD GP9u, built 1956, b/n A966, rebuilt in 1986, formerly CP GP9 8626. Former unit number from Extra 2200 South #129, pg. 11. Unit history from the CP Locomotive Rosters Site (<http://www.trainweb.org/galt-stn/cproster/>)
 - O. RPRX 1705 reported to be built from StL&A 68. From Extra 2200 South #129, page 11. Ex-STL&A 1768, GT/CV 4445. Built 1956. From Canadian Trackside Guide, 2004 ed., pg. 1-151. Built as CP 1705 but not delivered. Renumbered RPRX 1705 for demonstration service at termination of contract. From various sources. Unit is at Nova Chemical in Joffre, Alberta. Unsure if it is leased or sold. From Railpower information.
 - P. Railserve conversion and generation info provided by Railpower, with visual confirmation of several units on-site. Assignment info from various sources.
 - Q. Previous unit history is confirmed not to be the diesels of the same number, which were renumbered into the 5xxx series. Donor units are unknown at this time. From an anonymous source.
 - R. The first large order for Green Goats in the US without the benefit of TERP funding will be UP 2310-2319, which will be built in 2006. The first two units (2310-2311) were supposedly going to be completed by late 2005. The units are being built for use in the Los Angeles area. From UP press release dated 8-15-2005.
 - S. The pool of units for conversion to UPY 2310-2319 is: UP 7774, 7781, 7786, 7812 and 262 (all GE B30-7) and UP 209, 211, 222, 239 and 257 (all GE B30-7A). UPY 2310-2311 built in Calgary, AB by Alstom. UPY 2312-2315 built at CAD Rail in Lachine, QB. UPY 2316-2319 to be built at Super Steel in Schenectady, NY. From the Bytown Railway Society Branchline Magazine. April, 2006 issue, page 27. Majority of the conversion pool units turned out to be inaccurate. 2316-2319 built at Alstom Calgary. From Extra 2200 South, #129, pg. 21.
 - T. UPY 2310 was built on UP 262 (GE B30-7, built March, 1980, b/n 42790, as SSW 7776). From Extra 2200 South #129, pg. 21 with history from Don Strack.
 - U. UPY 2311 was built on the frame of UP 7781 (GE B30-7, built March, 1980 as SSW 7781, March, 1980, b/n 42795, to UP in April, '04. Original unit number confirmed from FRA Blue Card, with unit history filled in from Don Strack's Modern Era UP Roster (<http://utahrails.net/all-time/modern-index.php>)
 - V. 2312 was converted from UP 7814 (GE B30-7, built March 1978, b/n 41872 as SP 7814). From Extra 2200 South #129, with history from Don Strack's UP Roster.
 - W. 2313 was converted from CSXT GE B23-7A 3127, believed to be ex-L&N 5127, b/n 41737. From Extra 2200 South #129. History from RRPictureArchives.net.
 - X. 2314 was converted using Norfolk Southern 3984. Built Sept. 1978 as SOU 3984 (B23-7, b/n 41983). From Railpictures.net archives.
 - Y. 2315 was converted using Norfolk Southern 3981, built Jan. 1979 as GE B23-7 as Southern 3981 (b/n 41990.) From unit blue card and other sources.
 - Z. UPY 2316 was built from UP 7786 (GE B30-7, built March, 1980, b/n 42800, as SSW 7786) Original # from FRA Blue Card, with history from Don Strack.
 - AA. UPY 2317 was built from UP 7774 (GE B30-7, built March, 1980, b/n 42788, as SSW 7774). From Extra 2200 South #129 with history from Don Strack's site.
 - BB. 2318 was converted from UP 7818 (GE B30-7, built April 1978, b/n 41876 as SP 7818). From Extra 2200 South #129, with history from Don Strack's UP Rosters.
 - CC. 2319 conversion information isn't available yet. (Dec. 2006)
 - DD. US Army 6003 was spotted outside Super Steel in June, 2006 and shipped in July. Reported by Trainorders.com user as being at Fort McCoy, WI (near Sparta).
 - EE. 6003 reported by reader to be ex-USAX 1876. Extra 2200 South #129 reports previous unit as WC GP35 2057. Believe that is correct due to frame differences between 6003 and 1876. X2200S#129 also reports the 1876 is at CAD Rail for conversion. (USAX 6004?)
 - FF. Donor unit information from Extra 2200 South #129, page 20 with additional information from the Unofficial EMD Home Page (www.trainweb.org/emdloco/).

- GG. CP 1702 is formerly CP 1552, GMD GP9u, built 1955, b/n A704, orig. CP 8506:1, rebuilt 1983. Former unit number from Extra 2200 South #129, pg. 11. Unit history from the CP Locomotive Rosters Site (<http://www.trainweb.org/galt-stn/cproster/>)
- HH. CP 1702 patched as USAX 6004 and moved from Alyth Yard in Calgary to CAD in Lachine for repainting. Departed in late Feb. 2008 bound for Fort Bliss near El Paso, TX. To Chicago via CP, then BNSF to Texas. From onsite evidence by an unofficial source.



Photo by Doug Mackenzie



Photo by Robert Ulberg



Photo by Dean Splittgerber



Photo by Doug Mackenzie

GG20B – Orders Not Yet Produced

<u>Owner:</u>	<u>No.</u>	<u>Donor</u>	<u>Orig. Built</u>	<u>Converted:</u>	<u>Used:</u>	<u>Notes:</u>	<u>Serial No.</u>
<i>Kansas City Southern</i>	<i>KCS 1867-62</i>				<i>Dallas</i>		<i>A, B</i>
<i>Railsolve, Inc.</i>	<i>RSSX 1810</i>			<i>2006</i>	<i>Texas</i>		<i>C, D</i>
<i>Railsolve, Inc.</i>	<i>RSSX 2616</i>			<i>2006</i>	<i>Texas</i>		<i>C, D</i>

Notes:

- A. TERP-funded units, 6 total for KCS, 2 to be deployed in Dallas and 4 in Beaumont. 2006-2007 delivery. Unsure if units will be GG20B, but I expect so. From a RailPower press release 10-19-2005.
- B. Order for KCS units reported cancelled by Extra 2200 South, issue 130, pg. 25.
- C. Railsolve units to be converted to GG20B in 2006: RSSX 4547, 9140, 1810, 8049, 2616. All units to be GG20B, so there may be some renumberings. From Extra 2200 South #129, page 21.
- D. Previous unit numbers from Eric's Railsolve Locomotive Rosters (<http://www.erixpix.com/indust/RSSX/roster/>).

RP20BH

Owner:	No.	Donor	Orig. Built	Converted:	Used:	Notes:	Serial No.
RailPower <i>Union Pacific</i>	RPRX 5401 <i>UP</i>	NENE 9702 (GP38) <i>0 Units Ordered</i>	Oct. 1967	Sept. 2006 <i>2006-07</i>	Demo/prototype <i>Texas</i>	A, B, C <i>D</i>	2RPBHB20964000167

Notes:

- A. Under construction at Super Steel Schenectady (NY). From Extra 2200 South, #128, Pg. 21.
- B. Original unit number provided by Railpower.
- C. Nebraska Northeastern 9702 was originally C&O 3850, then CSX 2050. From the EMD Unofficial Home Page builder's number cross reference. (<http://www.trainweb.org/emdloco>)
- D. TERP-funded units, 18 units total to be built 2006-2007. From RailPower press release 10-13-2005. To be built as RP20BD 2682-2699. From various sources.



Photos by Dean Splittgerber

GG20B Fuel Cell Hybrid

Owner:	No.	Donor	Orig. Built	Converted:	Used:	Notes:	Serial No.
BNSF	BNSF 1205	CP 1704 (CP 1554)	1957	Nov. 2006	Demo/prototype	A, B	
Railpower Technologies	RPRX 1700	BNSF 3966 (GP9B slug)	Feb. 1956	2006-07	Incomplete	C, D	

Notes:

- A. BNSF 1205 was converted from CP 1704, a GG20B that was built but never delivered. (See the GG20B roster pages). In early 2007, the unit was shipped from Alstom to CAD, where it was stripped of its genset and fuel tank, and placed on the trucks of RPRX 1700. From photographic evidence, and information from Railpower's 2006 Management Discussion and Analysis (<http://www.railpower.com/index.html>).
- B. From there, the unit was shipped south to the US to BNSF's Topeka shops for completion. From photographic evidence, information from the Fuel Cell Propulsion Institute (<http://www.fuelcellpropulsion.org/Rail/Websites/RailProg.htm>) and other sources. Confirmed in Topeka by BNSF. Sighted in Denver by author en-route.
- C. RPRX 1700 is an incomplete frame, currently stored at Canada Allied Diesel in Lachine. It was stripped by BNSF in Topeka for conversion to fuel cell, but apparently was shelved in favor of the 1205. It is listed here in part because it was originally slated for fuel cell conversion, and in part because it may still be. From photographic evidence and information from a presentation by the Fuelcell Propulsion Institute (<http://www.westcoastdiesel.org/files/meetings/2006-12-12/Fuel%20Cell%20Locomotive%20Presentation.pdf>)
- D. RPRX 1700 was converted from BNSF yard slug 3966. That unit was originally an EMD GP9B, built Feb. 1954, b/n 19234, f/n 5321-B29, as UP 158B. After retirement sold to Naporano in 1978, then ATSF in May 1979. Converted to yard slug ATSF 125, later ATSF 1125, then BNSF 36 and 3966. In storage since 2004. From Don Strack's all-time UP roster (<http://utahrails.net/all-time/all-time-02.php#gp9b-130b>).



Photos by Marc Caya

Known Diesel Units Held for Conversion

Former:	Marks	Number	Model	Build#	Frame#	Built:	Notes:
US Army	USAX	1876	GP10	22330	5517-8	Jan. 1957	A, B
St. Lawrence & Atl.	STLA	50	GP9	23018	5519-34	July 1957	C, D, E
St. Lawrence & Atl.	STLA	60	GP9			1954	C, F
St. Lawrence & Atl.	STLA	62	GP9			1956	C, G
St. Lawrence & Atl.	STLA	64	GP9	21457	5443-9	June 1956	C, H

Notes:

- A. Purchased by Railpower. From Extra 2200 South #128, pg. 21.
- B. Photographed at St. Louis, MO 11-5-2005. From RR Picture Archives (<http://www.rrpicturearchives.net/locoPicture.aspx?id=50949>)
- C. Purchased by RailPower as Green Goat fodder. From Extra 2200 South #128, pg. 21.
- D. StL&A 50 is ex-Yorkrail 1750, B&O 6544. From Canadian Trackage Guide, 2004 ed., pg. 1-151. Built July 1957, b/n 23018, f/n 5519-34. From RRPictureArchives.net.
- E. St. Lawrence & Atlantic 50 fitted with 26 air and sent to Super Steel, Schenectady, NY to serve as a shop switcher. From Extra 2200 South #128, pg. 21. Unit never sent to Super Steel according to employees there, Sept. 2006. Photographed in Shreveport, LA on KCS in June, 2006. Moved to Metro East in March 2007, possibly stripped for conversion by Railpower? From sightings by Bryan Frierdich, Jim Mischke and others.
- F. Ex-STL&A 1760, GTW 4441. From Canadian Trackage Guide, 2004 ed., pg. 1-151.
- G. Ex-STL&A 1762, GT/CV 4447. From Canadian Trackage Guide, 2004 ed., pg. 1-151.
- H. Ex-STL&A 1764, GT/CV 4450, orig. GT 1776. From Canadian Trackage Guide, 2004 ed., pg. 1-151.

Rumor Control – Information Not Yet Confirmed

<u>Owner:</u>	<u>Number</u>	<u>Model</u>	<u>Build#</u>	<u>Built:</u>	<u>Used:</u>	<u>Notes:</u>
CalTrans	CTTX	GG20B?			California	A
Canadian Pacific	CP 1706	GG20B	STLA 58	2006	Not built	B, C
Canadian Pacific	CP 1707	GG20B		2006	Not built	B, D

Notes:

- A. Rumored to be ordered. From reader Mike Schattl, referencing Trains Magazine March, April or May 2006 issue.
- B. From CP Railway press release 3-14-2005, Canadian Pacific had placed an order for 35 units over four years, which was cancelled according to a Railpower press release dated Dec. 5, 2006.
- C. CP 1706 reported to be built from StL&A 58. From Extra 2200 South #129, page. 11. StL&A 58 is ex-Vermont Railway 751, Conrail 1751, Penn Central 1751, Cleveland Union Terminal 5901. Built 1954. From Canadian Trackside Guide, 2004 ed., pg. 1-151. CP 1706 was partially assembled when the contract was cancelled, and reportedly was disassembled and sent east for completion.
- D. The frame of the locomotive to become CP 1707 was already stripped and in process at the time of cancellation. Its fate from there is unknown.