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Motive Power Industries MPXpress series

The **Motive Power Industries MPXpress series** of North American passenger train locomotives is based on a "platform" concept, in that the basic platform (that is, the shape) stays the same but each component is able to be customized to a specific customer's needs.

Although it is unmistakably different on the outside, the MPXpress is based on MPI's experience producing both new and remanufactured commuter locomotives to many commuter agencies across North America. It is even available with a host of remanufactured components to help lower costs for any potential customer.

There have been three major variations built so far of the MPXpress: The **MP36PH-3S**, the **MP36PH-3C** and the **MP40PH-3C**.

The breakdown of the name is as follows: **Motive Power**, **3600** or **4000** horsepower, **P**assenger, **H**ead-end power equipped, **-3** for computerized control systems and **S**tatic inverter or **C**aterpillar or **C**ummins HEP gen-set equipped.

Other than these, there are many additional options available, such as remanufactured components rather than new ones, different gearings, different brake systems, two different trucks, train number boards, lighting packages, and a wide selection of available HEP packages.

MP36PH-3S

In 2001, Chicago's **Metra** was looking for a new fleet of locomotives to replace their aging **EMD**-built F40C's. With **GE** and **EMD** as competitors to the bid,

MPI won with their design. The first of the 27 MP36PH-3S's that began rolling out of the Boise, ID assembly facility the following year were not MPI's first brand new passenger locomotives however: they had built new F40-variants before, having delivered 12 F40PH-2CAT's for Boston's [MBTA](#) in 1995, 5 F40PH-3C's for San Jose's ACE, and 3 F40PH-2C's for Caltrans.

One advantage of a static inverter over an alternator as used before is that the prime mover no longer has to be kept running at the same speed to provide HEP regardless of the output - the inverter can be set to output the power at any frequency necessary. The 3600hp 16V-645FZ3B prime mover can operate as low as Notch 3 and still provide HEP.

Metra's order is to date the only order for the MP36PH-3S, although the option for a static inverter is still available for any agency who may want it.

MP36PH-3C



WCX 906 at Waterfront Station

Shortly after Metra began receiving their order, [Caltrain](#) in California put out a tender for 6 new locos to be used on their upcoming "Baby Bullet" service. Once again, MPI won the bid but with a variation: Caltrain's were to have a separate [Caterpillar](#) HEP gen-set, rather than the static invertors of Metra's order.

Soon afterwards, additional orders arrived: New Mexico's [RailRunner](#) service ordered 5 MP36PH-3C's. Vancouver's [WCX](#) ordered a single unit (equipped with the Canadian-standard twin-bus HEP system). LA's [Metrolink](#) and Salt Lake City's [Front Runner](#) put in a combined 22 unit order, with up to 45 additional units available as options to both of those agencies, as well as to Minnesota's planned [North Star Corridor](#) commuter system and Boston's [MBTA](#). Thus far, one option order of 12 units, split three ways between

Metrolink, Front Runner and the North Star Corridor, has been taken. Railrunner's first units, Vancouver's sole unit and much of the first Metrolink order have been delivered, with RailRunner's second order of units and the first North Star Corridor locomotive having recently (Aug 2008) been seen at the production facility in Boise.

Additional orders have since come in as well: Utah's **Front Runner** has ordered another 10 units and **Virginia Railway Express** has ordered two units. In April of 2008, Baltimore and Washington's **MARC** ordered 26 MP36PH-3C's, the first of which is due by the end of this year. On top of this, **MBTA** has decided to procure locomotives on their own, and MPI appears to be the front runner for a potential order of 38 units.

MP40PH-3C



GOT 605 at Mimico

In 2006, Toronto's **GO Transit** put out a tender for new locomotives. The requirements for the new locomotives included being able develop 4000hp, capable of 93mph, and the ability to haul 12-car trains unassisted. Only two bidders responded: **MPI** and **GE**.

MPI's offer was the MP40PH-3C. Based on the MPXpress platform it was designed in partnership with EMD, who supplied the prime mover (a 16V-710G3B-T2), dynamic brake, traction motors and locomotive control system. It also is equipped with a Caterpillar C27-ACERT HEP gen-set.

27 locomotives have been ordered, with delivery of all of them expected by November of 2008. A second order was made in July of 2008 for another 20 unites - they are expected to be delivered beginning in late 2009.

Operators

Canada

[GO Transit](#) - 27 MP40PH-3C (on order, some delivered), 20 more on order

[West Coast Express](#) - 1 MP36PH-3C

United States

[Caltrain](#) - 6 MP36PH-3C

[Front Runner](#) - 11 MP36PH-3C, 10 more on order

[MARC](#) - 26 MP36PH-3C on order

[Metra](#) - 27 MP36PH-3S

[Metrolink](#) - 15 MP36PH-3C (on order, some delivered)

[North Star Corridor](#) - 4 MP36PH-3C on order

[RailRunner](#) - 5 MP36PH-3C, 4 more on order

[Virginia Railway Express](#) - 2 MP of unknown configuration on order