



## C44-9W



The Dash 9-44CW, or C44-9W as it is sometimes called, was introduced in February of 1994 as a step up from the C40-8W. The two models are very similar from the frame up, but the Dash 9 introduced GE's new high-adhesion, or Hi-Ad trucks. All of the traction motors face in the same direction and offer an all-weather adhesion factor of 35 percent, as opposed to the 26-28 percent found on GE's conventional truck typically used on the Dash 8.

The first 100 Dash 9's built for the Santa Fe were numbered 600-699 and were lettered for the ATSF. There was a two year lapse and then the BNSF ordered another 164 numbered from 960-1123. A year later BNSF ordered another 100 numbered in the 700-series and 300 numbered 4700-4999. In 1999 they ordered another 272 numbered 4300-4571. Perhaps the most famous Dash-9 is the one that BNSF had painted up to commemorate the one in the Microsoft Train Simulator game.

Other big buyers of the C44-9W included the Union Pacific with 249, CSX Transportation with 53, and Canadian National with 173. Overseas buyers included the Companhia Vale do Rio Doce (CVRD) which owns two railroads in Brazil and Hammersley Iron/Robe River in Western Australia. Both of these are primarily iron ore hauling railroads, in fact Hammersley Iron /Robe River hauls nothing else. You can learn more about the iron ore railroads of Western Australia at <http://www.railways.pilbara.net.au/bhp.htm>, or to read about the CVRD you can go to <http://www.pell.portland.or.us/~efbrazil/efvm.html>,

In the early part of 1994, Bison Rail placed an order with GE for 11 C44-9Ws. In order to take advantage of a price break, they were built to ATSF specifications and were an add-on to the Santa Fe's order. However, due to a backlog of orders at GE, they were shipped in kit form to the BRS shops and assembled there in November of 1994 and immediately placed into service to relieve the locomotive crunch that existed at that time. For this reason they were assigned Bison Rail builder's numbers 94-499 through 94-509.



Prime Mover - 7FDL-16  
 Type - 45 degree V-16, 4 stroke, turbocharged  
 Horsepower - 4400  
 Alternator - GMG187  
 Gear Ratio - 83:20  
 Traction Motors - 6-GE752AH  
 Drivers - 42" diameter  
 Trucks - Hi-Ad  
 Weight - 415,000 lbs  
 Length - 73' 2"  
 Width - 11' 7.5"  
 Height - 15' 10"  
 Fuel - 5000 gallons  
 Lube Oil - 410 gallons  
 Cooling System - 380 gallons  
 Sand - 44 cubic feet

