



Midwest Locomotive and Passenger Car 2022 Update

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“Charger” Availability in 2021

- 33-locomotive fleet throughout 2021
- Full service on the eight corridors resumed from July 21st
- Some recent route reductions due to Omicron Variant



Loco Availability (continued)

- Availability throughout 2021 has remained strong:
 - 48 days throughout 2021 with zero bad order locomotives
 - Best results: August 2021 – 76.5% of reported days with zero defects



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Improvement in Dynamic Brake Performance

- Powdery-snow (occurred at very low air temperature) led to snow ingestion and dynamic brake failures in mid-February 2021
- New software from Siemens has helped with subsystem performance so far in Winter of 2021-2022
- Additional two-year post-warranty agreement made with Siemens for support of dynamic brake system. Signed in 2021.



Needs of Maturing Fleet

- Preventive Maintenance and Bad Order work continued
- Preparing for 1st overhauls in years 7-8; firm plan by 2023
- Cummins QSK-95 continues to be highly-reliable power plant



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Midwest Network Challenges



- Numerous grade crossings on each line; many incidents throughout 2021
- Four engines at PLS (repair subcontractor) throughout 2021
- Engine 4611 returned to service on October 27, 2021, after three years unavailable from wreck repair. Two more to be returned in Feb.

Major Accident Repair (cont'd)

- Repair process continues to be time-consuming
- Engines out of service for considerable time; as noted, 4611 (first returned) was out of service for three years
- Continue to have issues with parts supply.



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All Challenges Relate Back to Parts Supply Issues

- As noted for major accident repairs
- Ability to keep sufficient locomotives available for service requirements continues to be challenging. Amtrak Chicago maintenance crew has done a tremendous job of keeping the fleet running with these challenges.
- TSSSA covering locomotives being negotiated, slow progress; Interim Technical Support Agreement executed October 2021.



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Outlook for 2022

- Revenue service for the Venture coach cars was started Feb 1st, 2022
- Inaugural event planned for Mid February 2022
- Business cars, with integrated wheelchair lifts, have arrived in Chicago and are being prepped for revenue service



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2022 Outlook (Continued)



- Deliveries of new cars will continue
- All passenger table designs have passed required FRA testing – which allowed the coach/business class married-pair cars to ship
- Café cars to arrive at end of 2022.

2022 Outlook (Continued)

- 90 mph operation on Joliet-East St. Louis line section began December 20, 2021
- Planning for implementation of 110 mph operation on this line section in progress



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Closing Observation

- Despite the challenges, Amtrak, IDOT and Siemens on-site personnel continue to work together extremely-well and are committed to the success of the Midwest program!



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Any questions?

**Thanks for your time and
attention!**



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