

Midwest Charger Locomotive Update

By John Oimoen of IDOT for
NGEC 2019 Annual Meeting
February 22, 2019



The NGEC will provide national leadership in standardization,
acquisition, financing and management of passenger rail equipment.

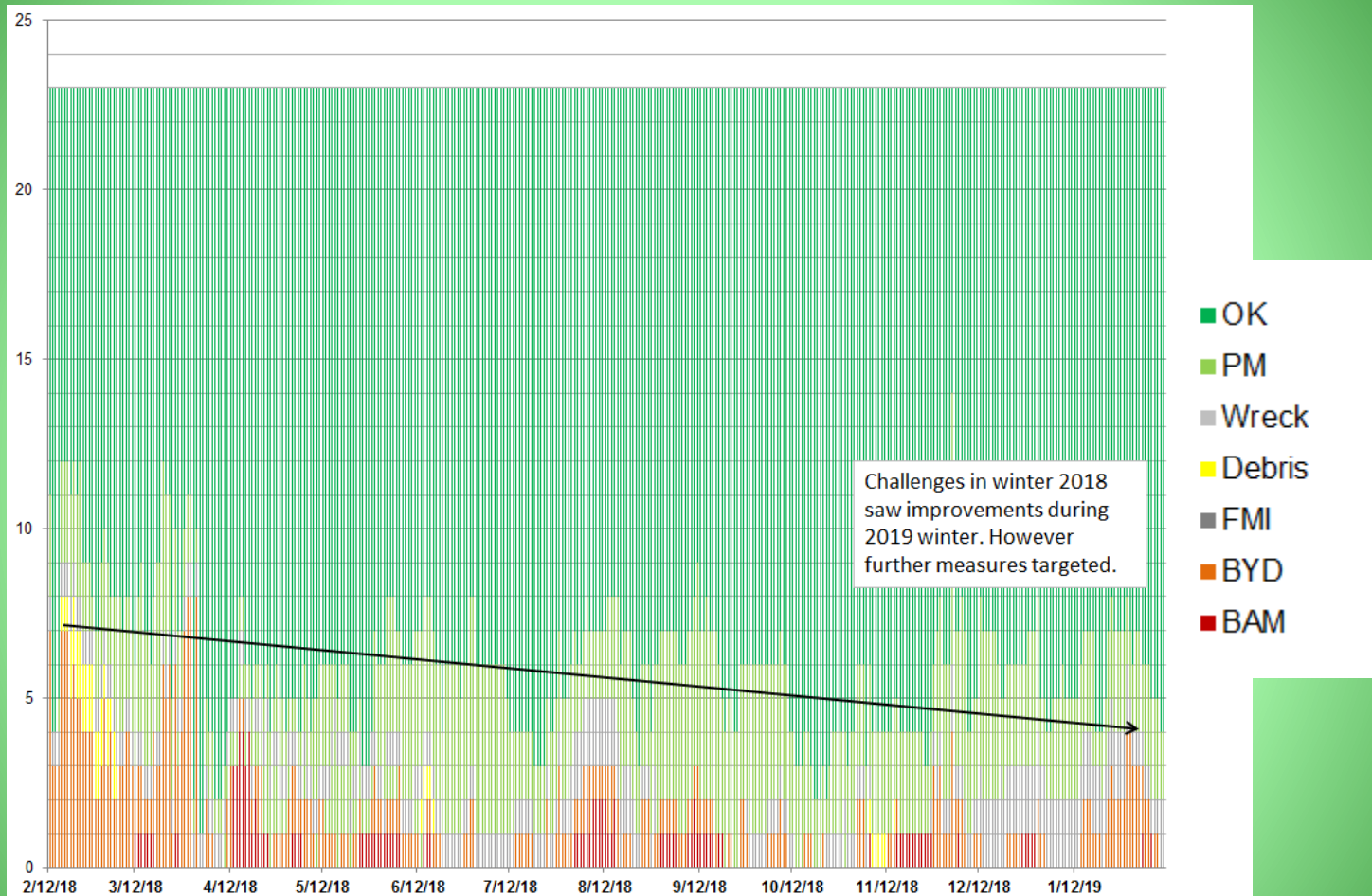
22 Charger Locomotives are in Daily Service on the Midwest Hub Network

- Experience with extreme cold, snow, ice, heat and humidity
- In revenue service for over a year
- Running in lead service on six of the eight routes
- Siemens, IDOT and Amtrak continue to work through implementation issues



The NGEC will provide national leadership in standardization, acquisition, financing and management of passenger rail equipment.

IDOT Fleet - Chicago



The NGEC will provide national leadership in standardization, acquisition, financing and management of passenger rail equipment.

Current Status of Locomotives



- Although the new locomotives were delivered with all PTC systems included, much testing needs to take place.
- PTC readiness survey completed in December 2018
- 5 MI units will be moving from Pueblo to Chicago in the next few weeks.
- Charger 238.111(a) testing on the Pontiac and Port Huron routes in the next month
- FRA and Midwest states exploring lease options for 5 locos that temporarily available



The NGEC will provide national leadership in standardization, acquisition, financing and management of passenger rail equipment.

Midwest Network has Unique PTC Requirements



- The Michigan corridor requires ITCS version of PTC and all others require I-ETMS. The new locomotives have both systems on-board and the testing needs to include both.
- I-ETMS commissioned on all locos in Chicago
- Twelve Chargers ready for ITCS commissioning, pending software updates
- For the new locomotives, the implementation of the PTC tests have been scheduled secondary to Amtrak's current fleet.



The NGEC will provide national leadership in standardization, acquisition, financing and management of passenger rail equipment.

Midwest PTC Implementation Continues

- Michigan Line 110 mph operations to begin in Spring 2019
- X-ITCS (grade crossing start) commissioning on Chicago-St. Louis will start in Spring 2019



The NGEC will provide national leadership in standardization, acquisition, financing and management of passenger rail equipment.

Effective Implementation Partnership – Crucial to Program Success

- Midwest States continue to work closely together
- Midwest states continue to work with Amtrak as the operator
- Amtrak and the Midwest states worked effectively to implement DEF distribution in Chicago and at all outlying Network terminals
- Supply chain improvements by Siemens were required and necessitated extra effort by the stakeholders
- Joint failure review boards and warrantee meetings continue to be held that include all agencies that operate Chargers



The NGEC will provide national leadership in standardization, acquisition, financing and management of passenger rail equipment.

Lessons-Learned



- Operator/Maintainer needs to be involved from specification phase through implementation
- Continuous coordination with all Operator/Maintainer Departments is essential
- Siemens training for crew training and maintenance training was effective. Learned not to schedule too far in advance of equipment arriving.
- Lesson learned sessions have been documented to be use for future procurements

Looking Forward

- Revenue service Michigan
- Maintenance plan
 - TSSSA?
 - Future overhauls
 - Long term fleet planning
- Marrying the locomotives to incoming new cars.



Any Questions?

Thanks for your attention!



The NGEC will provide national leadership in standardization, acquisition, financing and management of passenger rail equipment.