



Midwest Locomotive and Passenger Car 2023 Update

By Jennifer Bastian, Section Chief
Passenger Rail Rolling Stock, IDOT

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

“Charger” Availability in 2022

- Past 3 years have had multiple units out for collision repair
- 4621, the last of the locomotives at the PLS repair shop, returned to Chicago in mid-November.
- All 33 locomotives in the Midwest fleet available for service.



Loco Availability (continued)

- Material shortages/challenges continued to affect the fleet in 2022:
 - Steering Link shortages
 - Potential for piston ring breakage
 - Smoke detectors
 - Horn manifolds
- Labor
 - Amtrak maintenance workforce



Improvement in Dynamic Brake Performance

- Powdery-snow (occurred at very low air temperature) led to snow ingestion and dynamic brake failures
- Fleet recovered from these issues
- New software from Siemens has helped with subsystem performance so far in Winter of 2022-2023



Needs of Maturing Fleet

- PMs and scheduled work continued
- Prepare for 1st overhauls in years 7-8; firm plan by 2023
- Cummins QSK-95 continues to be highly-reliable power plant

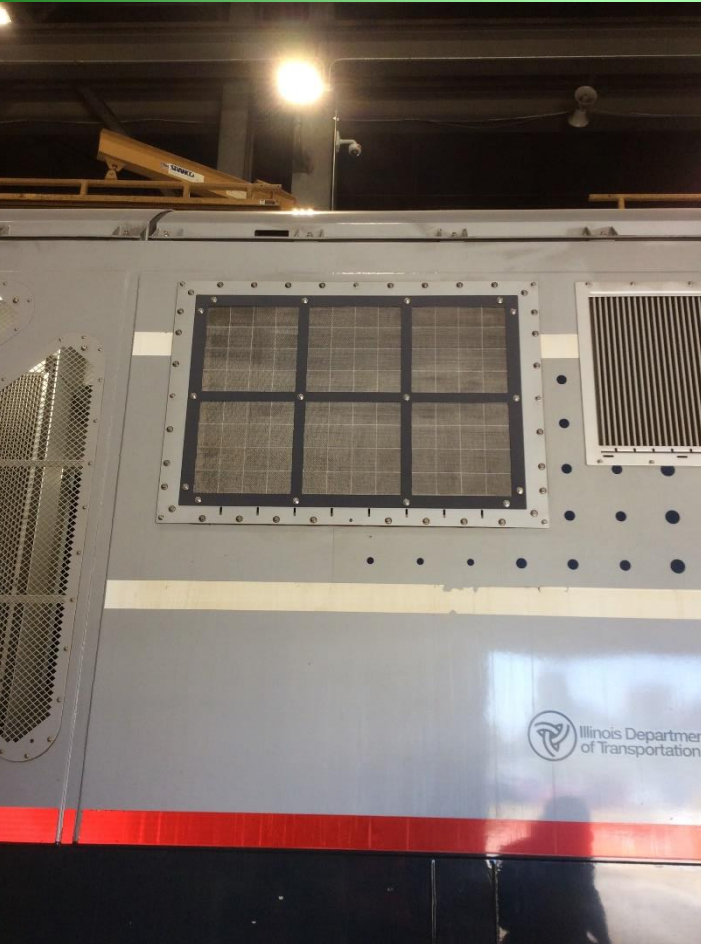


Most Challenges Relate Back to Parts Supply Issues

- As noted for major accident repairs
- Ability to keep sufficient locomotives available for service requirements continues to be challenging
- TSSSA covering locomotives being negotiated, slow progress; Interim Technical Support Agreement executed September 2022 for coverage Oct '22- March '23



Addressing In-Service Conditions



- All locomotives received new cottonwood screens
- States approved the radio power supply reconfiguration (to be done in 2023)



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Venture Cars in Service in 2022

- First day of Chicago-St. Louis service was February 1, 2022



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2022 Revenue Service (Continued)



- Deliveries of new cars continued – 46 (out of 88) now in Chicago
- Cars in use on five of the eight Midwest “Hub” routes
- Testing on the sixth route started this week.

2022 Revenue Service (Continued)

- Joint Amtrak-IDOT efforts – 34 cars accepted into revenue service/38 conditionally-accepted (as of mid-January 2023)
- 4 cars in transit
- 22 cars ready to ship/ in production



2023 Outlook

- Continue car deliveries, acceptance and revenue service introductions
- Put first Type 3A (business class/coach) cars into revenue service
- Put first Type 5A (café/coach) cars into revenue service
- Conclude locomotive TSSSA and start on rail car TSSSA
- Secure grant funding for locomotive systems renewal and replacement activities



Any questions?

Thanks for your time and attention!



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