

IDOT/Mid-West Experience

Needs of the Maturing Fleet –

IDOT “Charger” Locomotives and “Venture” Coaches

During 2023

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

Oldest of the “Chargers” have passed six years in service, newest to enter service now have three years of service

Planned maintenance and overhaul work continues

IDOT applied for, but was unsuccessful in being selected for a Fed-State Partnership Grant for locomotive overhauls



“Charger” Fleet Challenges During 2023

- An average of 12 of the 33 Midwest “Chargers” were unavailable for service recently – a 36.8% spare ratio**
- Five Midwest “Chargers” out of service for long-term repairs/retrofits during much of 2023 – affected spare ratio**
- Slow progress negotiating TSSSA with Amtrak and Siemens – process began in 2018, discussions now center on including the Midwest units in an existing Amtrak agreement**



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Midwest “Venture” Car Successes



- In late 2023, 70 of 72 cars in Chicago had gone through Final Acceptance and were in revenue service
- First café (of 17 cars) is in Chicago going through FMI completion and will enter revenue service in 2024

“Venture” Car Challenges

- Recent spare ratio has averaged 23.2%, maxed-out at 27.1% three times in January 2024
- IDOT has been tracking “Venture” car post-maintenance defects and is discussing with Amtrak – numerous repeat defects – most numerous findings are issues with door seals, electrical locker door cables and seat recline buttons



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Outlook for 2024

- Continue with locomotive overhaul work
- Receive first engine back with bolt-on nose from PLS
- Complete delivery of café cars and introduce these into service, reducing dependence on Amtrak-leased equipment
- Expand TSSSA to include “Venture” cars, and successfully conclude both locomotive and car agreements



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Any Questions?

Thanks for your time and attention!



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