



# Midwest Locomotive and Passenger Car 2023 Update

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

February 3, 2023



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 1<sup>st</sup> overhauls in years 7-8; firm plan by 2023
- Cummins QSK-95 continues to be highly-reliable power plant



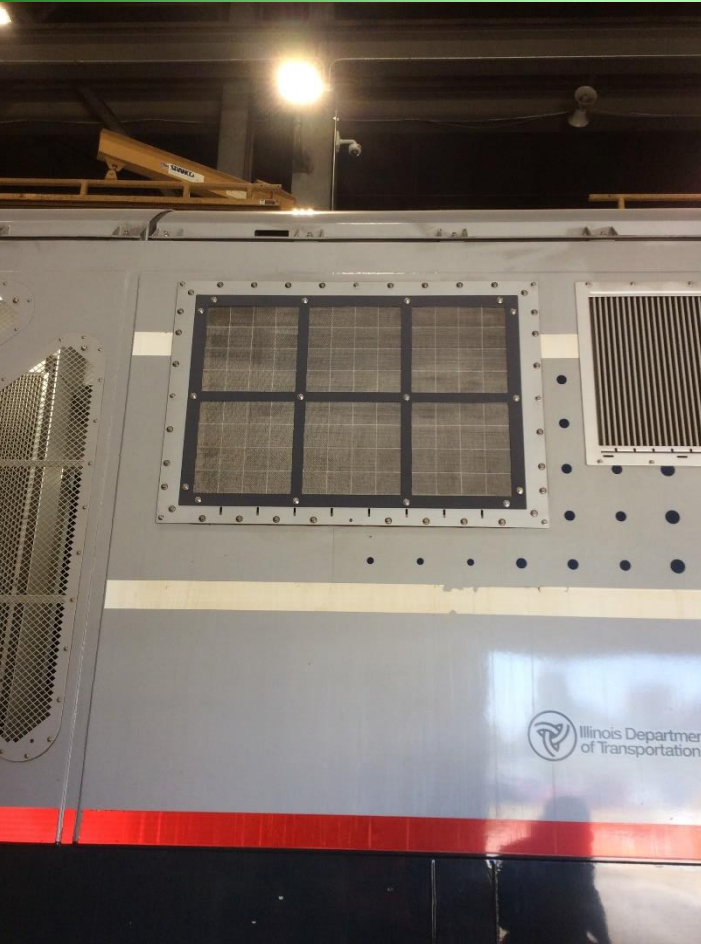
The NGEC will provide national leadership in standardization, acquisition, financing and management of passenger rail equipment.

# 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)



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

# Venture Cars in Service in 2022

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



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



# 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!



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

