



Amtrak New Fleet Acquisition **Updates**

PRIIA Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)

Joe Paul, Sr. Director Mechanical Contracts

Michael Welsh, Director Intercity Trainsets

Michael Kraft, Director Long Distance Fleet



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in standardization, acquisition, and
management of passenger rail equipment.

Amtrak Airo Update

- The first coach car, a pre-production prototype vehicle, has been substantially completed
- 30 vehicles are currently in production
 - 28 coaches
 - 2 locomotives
 - All carshells for the first trainset are built
- In the last quarter, the following type tests have been completed: seats, galley appliances, interior doors, side door endurance
- In the last quarter, the following First Article Inspections (FAI) have been completed: water and waste controls, SF120 truck, lighting, APV carshell underframe, locomotive traction motor, communications system, doors, HVAC, cab car carshell, SF120 brakes, locomotive alternator, and cab side window



New Acela Update



- Approval for Stage 1 Qualification Testing (QTP2) was received from the FRA in December 2023. Testing began the week of January 8, 2024, and is expected to continue through the end of March 2024
- Serial Trainsets TS03, TS04 and TS05 were returned to Hornell and replaced with TS08, TS09 and TS10 in PCY. This exchange reduced the number of outstanding modifications in the field (FMIs)
- TS11 is targeted for shipment from Hornell in February 2024 and will be used for training (e.g., mechanical QMP, Engineer/Conductor, OBS etc.)
- 6 Trainsets to be commissioned before launch of revenue service
- Start of revenue service, targeted for late CY2024

Amtrak Long Distance Fleet Replacement **Update**

- **Request for Proposal (RFP) released on December 22, 2023.**
- **Pre-Proposal Conference held with Carbuilders on January 17, 2024.**



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Amtrak Charger Experience

AMTRAK ALC-42

MUST SC-44



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Equipment Types Operated & Maintained by Amtrak



SC44

- 65 Active Fleet (IDTX, CDTX, WDTX)
- Scheduled Quarterly PM & LCPM
- PRIIA Specification
- Working toward TSSSA (IDTX, WDTX in process)



ALC42

- 41 Active Fleet
- Continuous Maintenance & LCPM
- 2,200gal/260g DEF
- PTC Variants; Framed Windshield/Nose; HEP 1MW; DB V2.3; UA3 SCR (E/312+)
- TSSSA



ALC42E/CC

- In Production
- Continuous Maintenance & LCPM
- All ALC42 FMIs (88)
- DC Link Connection to APV; SIBAS32C; ECP; WTB; Alternator Start
- TSSSA

ALC-42 Experience - Second Year of Operation

- Revenue Service on the following Trains:
 - 7/8 *Empire Builder*
 - 11/14 *Coast Starlight*
 - 19/20 *Crescent*
 - 29/30 *Capitol Limited*
 - 50/51 *Cardinal*
 - 58/59 *City of New Orleans*
 - 89/90, 91/92, 97/98 *Silver Service + Palmetto*
- ATC Software safety-certified to 110mph
- CSI Prototype shield device testing + ACSSES testing this spring '24.
- Winter performance 4x less failures than last winter due to multiple FMI campaigns in 2023, including HEP transformer piping expansion and DB upgrades.
- Current top equipment issues include Yellowstone aftertreatment faults (Cummins SW/HW remedies identified), IO station failures (Siemens/Lutze RCA ongoing) and EFCO (FMI underway)



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Amtrak SC-44 Charger Experience

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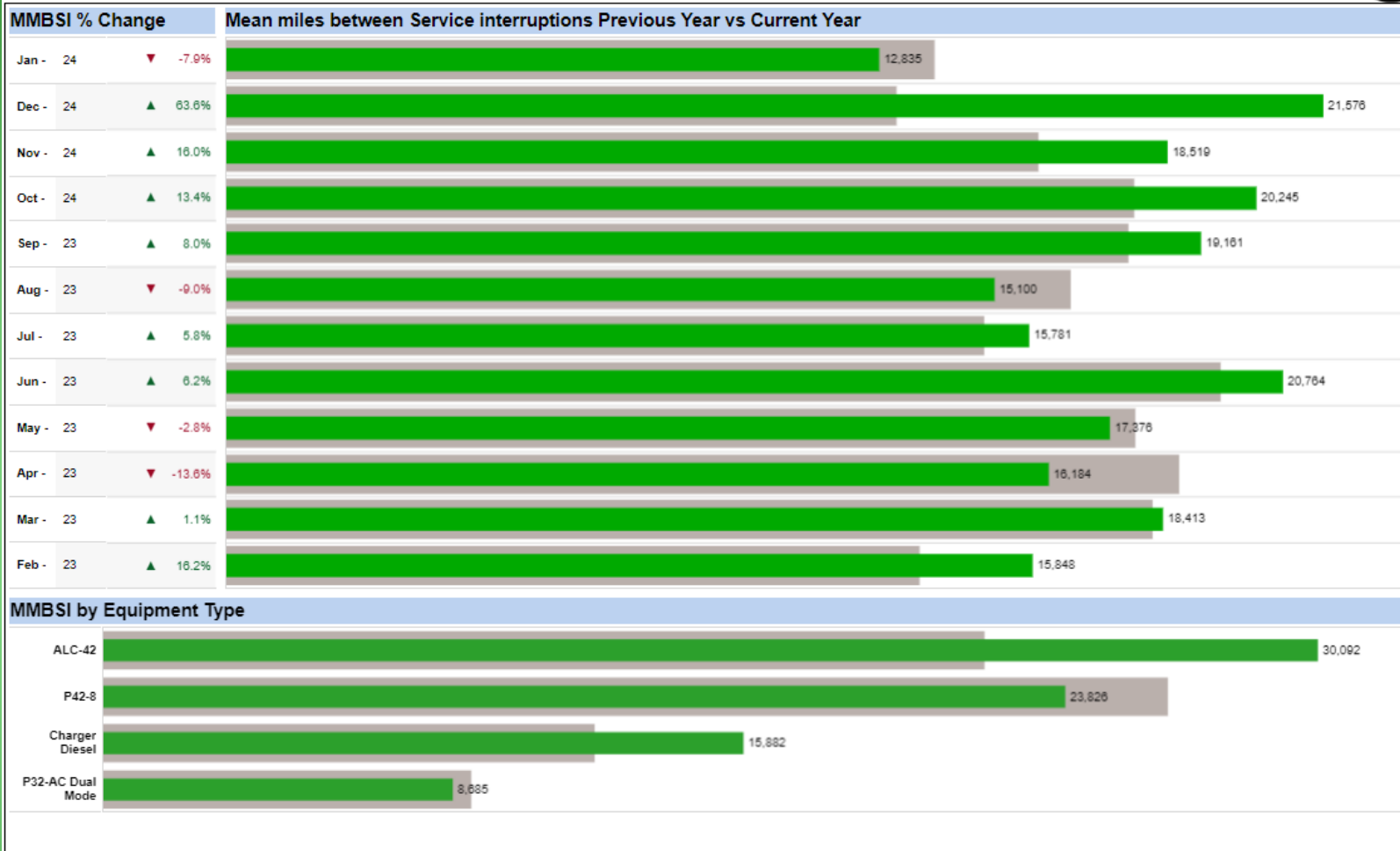
SC-44 Experience

- Continued efforts by Amtrak to improve, standardize, and update the fleet with our State partners and Siemens
 - C17 Software
 - EFCO upgrades
 - Brake Resistor
 - I/O Stations
 - Alternators
- Cummins QSK95 Engine and Aftertreatment failures – Cummins installing Differential Pressure Sensors to augment the Root Cause Analysis and improve the overall reliability of the unit.
- 2024 Maintenance highlights include continuation of the 6-year and 7-year maintenance events and the beginning of the 8-year events.
- Interim technical support with Siemens continues. Amtrak continues to work with Siemens to negotiate the inclusion of IDOT + WSDOT Chargers into a TSSSA agreement.





MMBSI SUMMARY



Mean Miles Between Service interruptions (MMBSI) **prior 12 months**

MMBSI: Calculates the average distance between service interruptions by dividing totals miles by number of incidents that cause a delay of more than 10 minutes.



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Amtrak Venture Railcar Experience

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IDOT Venture Railcar Experience - Second Year of Operation

- Seventy-two (72) cars on site in Chicago, (88 ordered)
- Seventy (70) cars final accepted by Amtrak and in revenue service on the Midwest States Corridors
 - Twenty (20) 1-A Coach Cars (20 ordered)
 - Thirty-three (33) 1-B Coach Cars (34 ordered)
 - Seventeen (17) 3-A Business Coach Cars (17 ordered)
- Warranty related issues
 - Brake reservoir interior paint process – 10 Railcars modified with new reservoirs
 - Potable Water Panel Revision 2 Design approved by the EPA
- Railcar Performance
 - Passenger Information System (PIS) – Software Update 1.19 in process
 - Amtrak transitioning to Continuous Maintenance – 62 of 70 railcars currently in CM
 - Window cracking a continuing concern



CALTRANS/SJJP Venture Railcars



- Forty-nine (49) Railcars ordered – Seven (7) trainsets of Seven (7) cars each
- Contractual Agreements (8) completed in November of 2023
- Equipment Familiarization Test Runs completed in early December 2023
- Trainset #1 (6 cars) entered revenue service on December 21, 2023
- Trainset #2 (6 cars) moved from Stockton, CA to Oakland, CA on January 14, 2024
- Initial Test run on January 16th & January 17th 2024
- Revenue service expected in early February 2024 after additional training sessions in Oakland.
- Initial Venture Cab Car delivery expected early 2024
- Venture Cab Car PTC Class Testing and 238.111b testing Spring 2024
- CALTRANS Venture Railcars will be maintained by TASI (Herzog) at the ACE Maintenance Facility in Stockton, CA

QUESTIONS OR COMMENTS



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