Midwest Charger
Locomotive Update

By John Oimoen of IDOT for
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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
IDOT Fleet - Chicago

Challenges in winter 2018 saw improvements during 2019 winter. However, further measures targeted.
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
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.
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
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
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!