

News from Rail Systems

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Test drive for Amtrak Cities Sprinter

The first Amtrak Cities Sprinter (ACS64) type electric locomotives are now undergoing a comprehensive testing program at the U.S. Department of Transportation (DOT) Transportation Technology Center (TTC) facility in Pueblo, Colorado. The locomotives are being put through their paces before entering Northeast service this fall.



Two locomotives are at the TTC facility to undergo a series of type tests, including maximum speed runs, acceleration and braking. The onboard computer system and software are being tested, and running comfort is also being assessed by measuring noise levels and wheel vibrations.

In addition to the testing regime at TTC, a third locomotive will run field tests on the Northeast and Keystone Corridors this summer and be used for training Amtrak locomotive engineers and mechanical crews. A fourth locomotive will be tested in a climate-controlled chamber to determine how it performs in extreme heat and cold temperatures.



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In October 2010, U.S. rail operator Amtrak commissioned Siemens to develop and manufacture 70 electric locomotives in order to boost efficiency and mobility for intercity rail passengers on the Northeast Corridor (NEC) and the Keystone Corridor. The new locomotives are part of a comprehensive Amtrak Fleet Strategy Plan to modernize and expand its equipment. The new locomotives will replace existing locomotives in service for 25-35 years with an average of 3.5 million miles traveled. The first units being used in the testing program rolled off the assembly line in May.

The Amtrak Cities Sprinters are being assembled mainly at Siemens' manufacturing plant in Sacramento, California, with parts coming from various Siemens plants in Norwood, Ohio, Alpharetta, Georgia, and Richland, Mississippi, and from nearly 70 suppliers in more than 60 cities and 23 states of the US.

They will be designed for easier maintenance and use a regenerative braking system that will feed energy back into the power grid and enhance energy efficiency. The Cities Sprinters will meet the latest safety regulations and crashworthiness standards set by the Federal Railroad Administration (FRA). A crash energy management provides additional protection for the crew in the cab.

The new locomotives will operate on Northeast Regional trains at speeds up to 125 mph on the NEC along the Washington – New York – Boston route and on Keystone Service trains at speeds up to 110 mph on the Keystone Corridor from Philadelphia to Harrisburg, Pennsylvania. «

Photos are available at:

<http://www.siemens.com/railsystems-pictures/ACS64-Amtrak>

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