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TESTS OF PENNSYLVANIA RAILROAD ELECTRIC LOCOMOTIVES AT CLAYMONT, DELAWARE

In 1934 studies were made by the Pennsylvania of larger size electric motive power in anticipation of the heavier trains to come. A class R-1 locomotive was designed and built in 1934 with a 4-8-4 wheel arrangement. It was considerably heavier on the axles than the consulting firm which electrified the Pennsylvania deemed desirable, and they persuaded the Pennsylvania Railroad to borrow one of the new New Haven locomotives, which had a wheel arrangement of 4-6-6-4 and had a comparable axle load to the earlier class of Pennsylvania locomotives. The R-1 could not match the tracking flexibility of the GG-1, wheel arrangement of which was articulated. The GG-1 was safer and smoother riding at high speed with less destructive forces being exerted on the rail than the R-1.

Supplemental Notes:

From the book "The Locomotives that Baldwin Built".

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Publication Date: 1966

Subject/Index Terms

TRT Terms: [Axle load force](#); [Defects](#); [Electric locomotives](#); [Field tests](#); [Locomotives](#); [Railroad tracks](#); [Technology](#); [Wheel loads](#)

Geographic Terms: [United States](#)

Old TRIS Terms: [Axle loadings](#); [Track irregularities](#)

Subject Areas: Railroads; Vehicles and Equipment;

Filing Info

Accession Number: 00033285

Record Type: Publication

Report/Paper Numbers: Book

Files: TRIS

Created Date: Jul 7 1976 12:00AM

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The began to tun tests at Claymont, Delaware, to measure the tracking ability of the P5 s and other electric locomotives. Tests showed that the tracking of the P5 s could be improved by modifications to the suspension, but it could not be brought up to the standards required by the railroad. However, a locomotive which was borrowed from the New Haven Railroad had a 2-C + C-2 articulated wheel arrangement, and it produced lower forces. On November 20, 1982, No was dedicated at the Railroad Museum of Pennsylvania at Strasburg, Pennsylvania, where it is on display. 3 RRM Pa The two articulated frames of the GG1 are connected by a ball-and-pin joint. Springs partially support the body (upper near right). Surviving Locomotives of the Lehigh Valley Railroad. Red lettering = locomotive known to be surviving. Grey lettering = status unknown, may or may not exist. They all operated on the LV until Conrail on 4/1/76. At that time they were all sold to the Delaware and Hudson Railroad, where they retained their LV numbers. They then all operated with the D&H until 1987, when they were sold by D&H to "Delaware-Maryland-Virginia Co." in March, 1987. None now operate on the D&H. After they left the D&H, the locomotives no longer operated as a group on one railroad, they were split up. See individual locomotive entries for more specific post-D&H history information. 8 of the original 12

are still operating today. Raymond Loewy with the prototype of the Pennsylvania Railroad's S-1 locomotive, Wilmington, Delaware . , 1937. Photograph. <https://www.loc.gov/item/97505082/>. APA citation style: (1937) Raymond Loewy with the prototype of the Pennsylvania Railroad's S-1 locomotive, Wilmington, Delaware . , 1937. [Photograph] Retrieved from the Library of Congress, <https://www.loc.gov/item/97505082/>. MLA citation style: Raymond Loewy with the prototype of the Pennsylvania Railroad's S-1 locomotive, Wilmington, Delaware . Photograph. Retrieved from the Library of Congress,