



REGIONAL RAILROAD SILVERLINER-IV

(SL-IV) FLEET

DATA SHEET



GENERAL INFORMATION

GENERAL INFORMATION	
Manufacturer	General Electric
Build/Delivery Year(s)	1974-1977
Number of Single Cars in Revenue Service	46
Number of Married-Pair Cars in Revenue Service	92
Number of Cars in Non-Revenue Service	0
Fleet Series Number	Single Cars: 276-305, 400-416 Married Pairs: 101-186, 308-399, 417-460 <i>(Car 143 damaged after fire and scrapped, Car 298 renumbered 143 and married to Car144)</i>
Maximum Number of Cars in a Train	16
Maximum Passenger Capacity Per Car	Seated Single Car: 120
	Seated Married-Pair: 240
	Fully-Loaded Single Car: 250
	Fully-Loaded Married-Pair: 500
Minimum Radius on Horizontal Curve with cars coupled	3000" (250')
Average Miles/Year/Vehicle	61,000 miles

PHYSICAL DATA - DIMENSIONS	INCHES	FEET
Pull-face to Pull-face Length	1020"	85'
Maximum Width of Car	126"	10' 6"
Overall Height of Car from Top of Rail without Pantograph	152"	12' 8"
Overall Height of Car from Top of Rail with Pantograph Locked Down	178.75"	14' 10.75"
Distance Between Truck Centers	714"	59' 6"
Truck Wheelbase	102"	8' 6"
Track Gauge	56.5"	4' 8.5"
Distance Between Top of Rail and Center of Coupler/Drawbar	34" – 35"	2' 10-11"
Wheel Diameter	Minimum: 29"	2' 5"
	New Wheel Diameter: 32"	2' 8"

PHYSICAL DATA – WEIGHTS	
Weight of Single Car at AW-0 (Empty)	121,000 lbs
Weight of Married-Pair at AW-0 (Empty)	235,200 lbs
Weight of Single Car at AW-3 (Crush)	163,000 lbs
Weight of Married-Pair at AW-3 (Crush)	317,200 lbs
Weight of Truck	Data Not Available

TECHNICAL DATA

Propulsion System

SL-IV has four AC traction motors per car. The SL-IV receives 11.5 kV catenary power.

PROPULSION SYSTEM	
Maximum Tractive Effort	14,000 lbs
Acceleration Rate	2.2 mph/s
Switch	Data Not Available
P1	Data Not Available
P2	Data Not Available
P3	Data Not Available
Maximum Speed (Service)	95 mph
Maximum Speed (Design)	100 mph
Traction Motor HP	Data Not Available
Traction Motor Voltage	Data Not Available
Traction Motor Current	600 A
Gear Unit Ratio	4.19:1

Braking Systems

SL-IV has a blend of dynamic brakes and air brakes and is equipped with four tread brakes per truck.

BRAKING RATES	
Full Service	-2.25 mph/s
Emergency	-2.75 mph/s

Door System

DOOR SYSTEM SPECIFICATIONS	
Open Time	2.5 s maximum
Close Time	2.5 s – 4.0 s
Maximum Force	N/A
Minimum Size of a Detected Obstacle	N/A
Door Sensitivity Type	None
Recycle	No

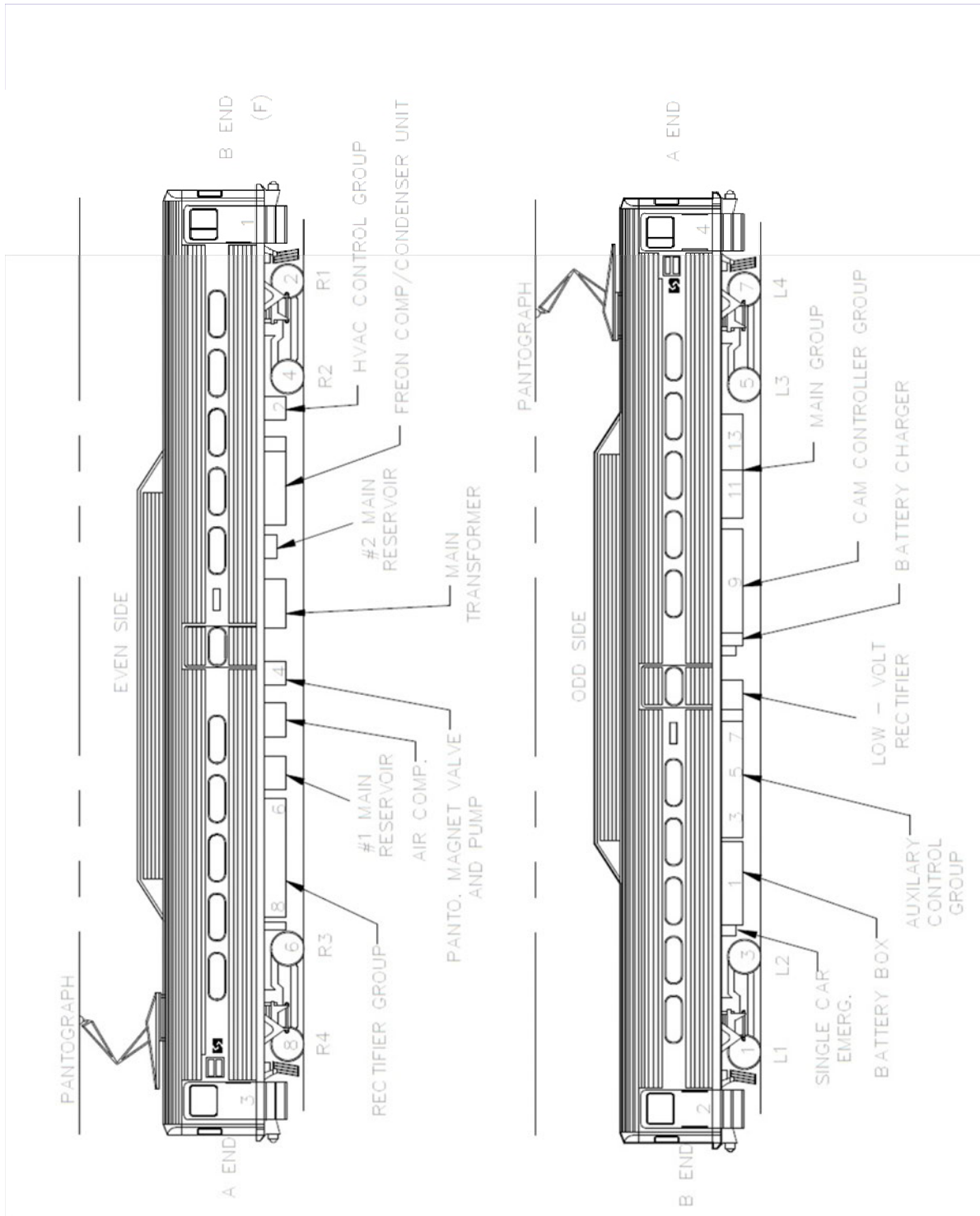
Differences between Cars

DIFFERENCES BETWEEN A-CAR & B-CAR OF MARRIED-PAIRS	
A-CAR	B-CAR
Motor Alternator	None
Low Voltage Transformer and Rectifier	None
Battery Bank and Battery Charger	None
None	Pantograph
None	Air Compressor
None	Communications and Cab Signal Equipment
None	Zero Speed Relay

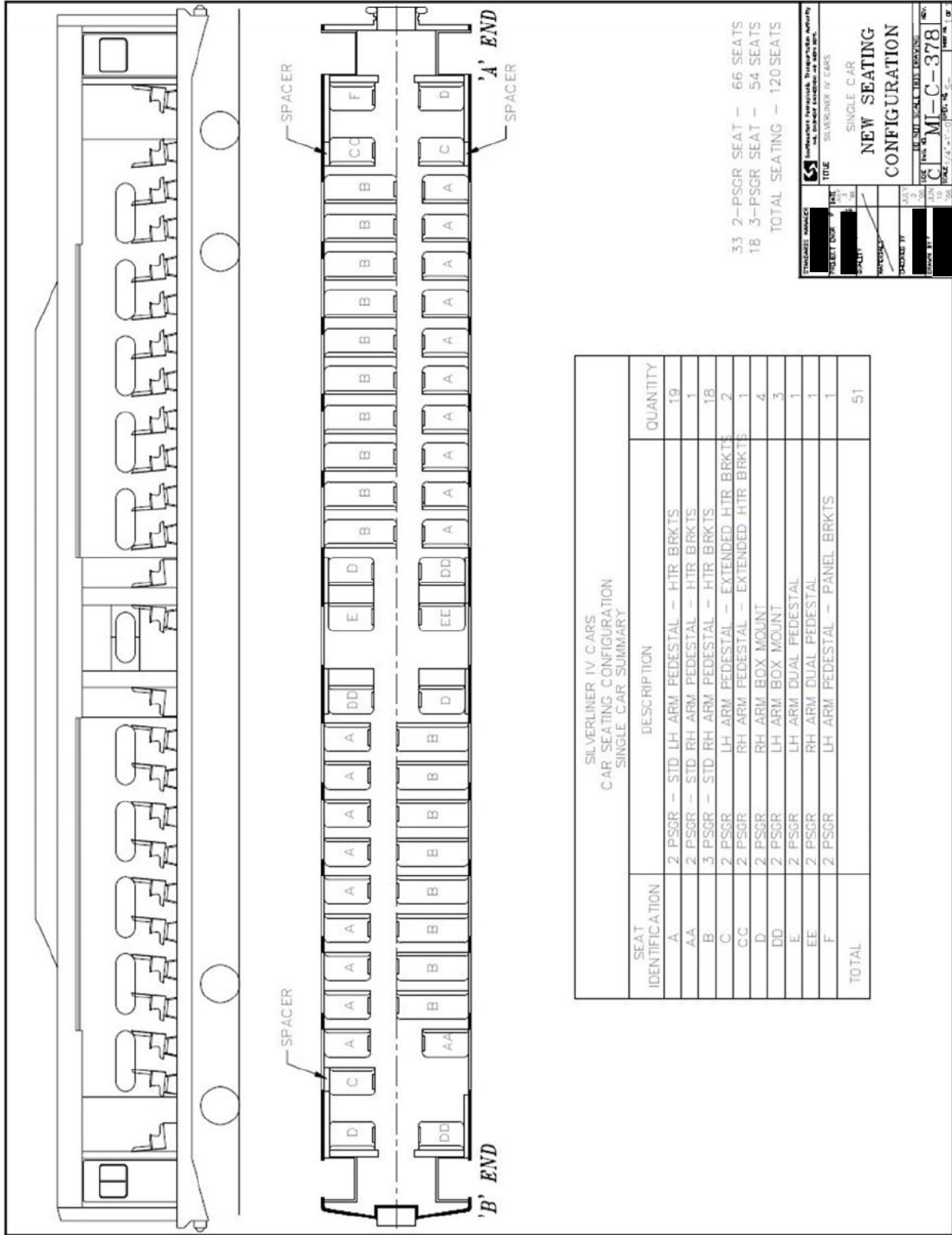
PASSENGER AMENITIES

- Public Address System with interior speakers
- Interior LED lights
- Seating with cushions
- ADA – Wheelchair Accessible
- Video Surveillance System with 13 cameras per single car and 12 cameras per married car

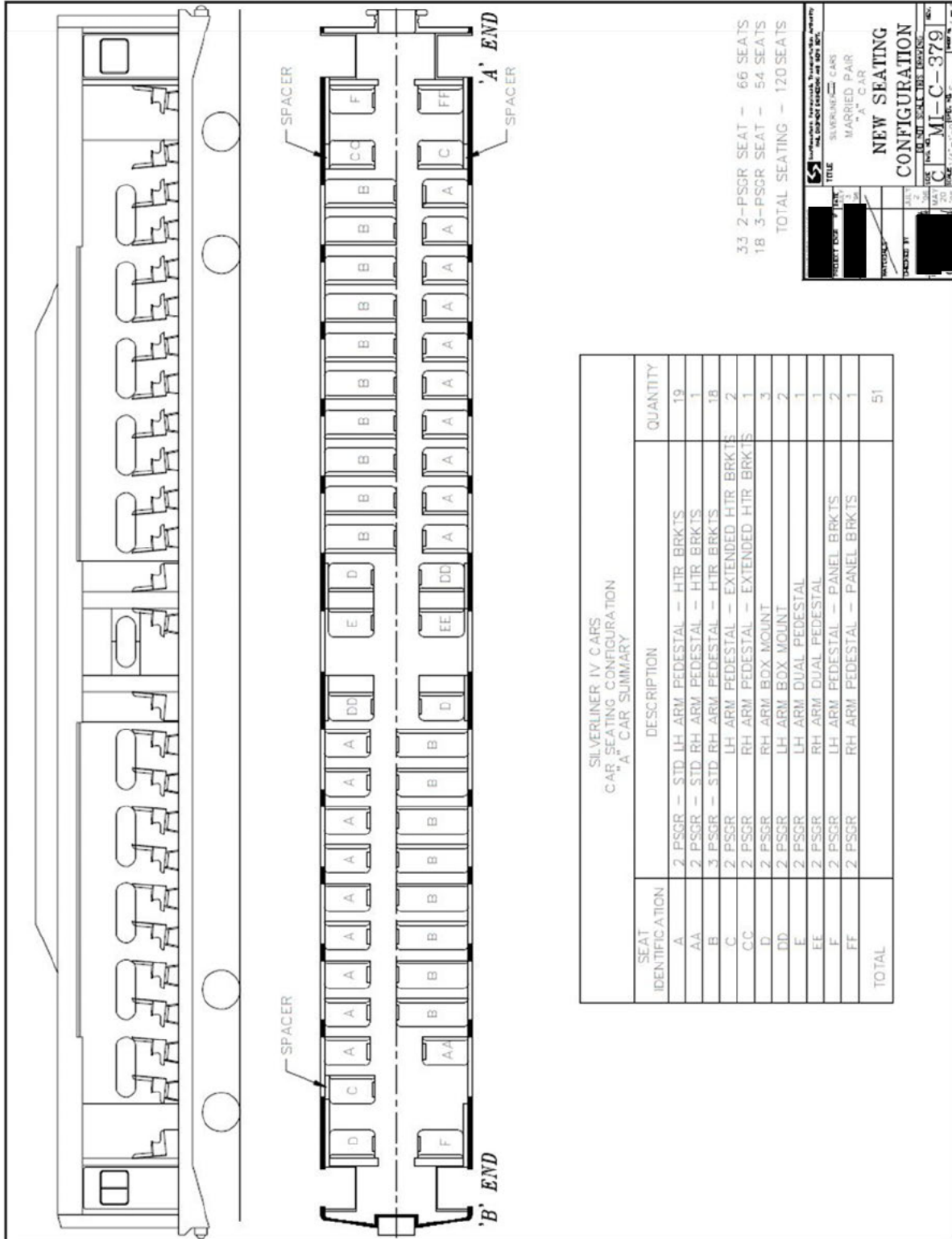
GENERAL LAYOUT



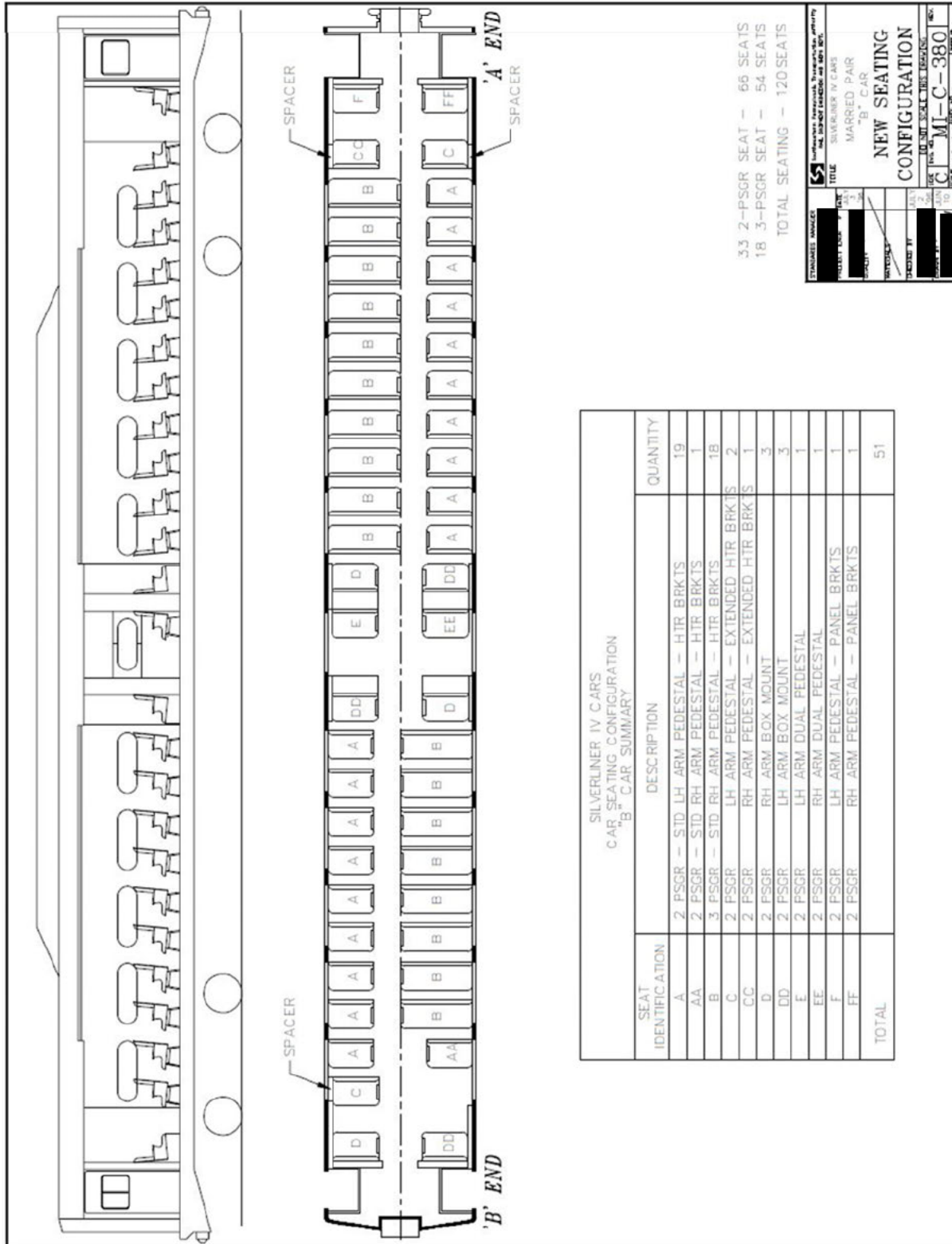
SL-IV General Arrangement



SL-IV Single Car Seating Arrangement



SL-IV Married Pair A-Car Seating Arrangement



SL-IV Married Pair B-Car Seating Arrangement

LIST OF RELEVANT DRAWINGS

TITLE	SEPTA/OEM	DRAWING NO.
Single Car New Seating Configuration	SEPTA	<i>MI-C-378</i>
MP “A” Car New Seating Configuration	SEPTA	<i>MI-C-379</i>
MP “B” Car New Seating Configuration	SEPTA	<i>MI-C-380</i>
Static Clearance Diagram	Amtrak	<i>D-05-1355 Rev E Sheet 1</i>
Dynamic Clearance Diagram	Amtrak	<i>D-05-1355 Rev E Sheet 2</i>
Truck Frame Subassembly	General Electric	<i>12E101722</i>
Truck Frame	General Electric	<i>12R101290</i>
Wheel 32” Diameter	General Electric	<i>41D759038</i>
Brake Rate Testing ECN		<i>Data Not Available</i>