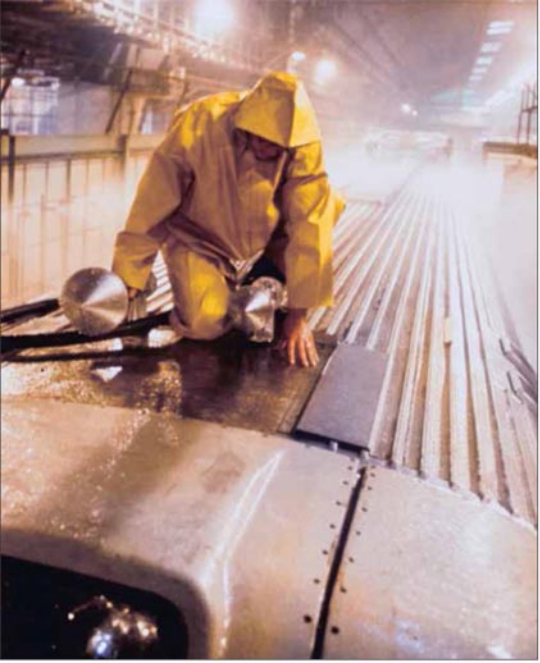

cars. That allowed one pantograph to bring the power to both cars in the pair, and avoid the need to run with multiple pantographs in close proximity.

The design of the Metroliner cars with their single control cab was problematic for the Commonwealth of Pennsylvania, which had purchased 11 cars for a proposed Philadelphia-to-Harrisburg service. The operational complexity of having to "turn" trains at the endpoints as well as pantograph spacing issues effectively required that the cars run in pairs. Where single-car or three-car trains were currently being operated on the route with Silverliner commuter cars, two or four car Metroliners would have been needed. The adverse economic impact of running more equipment than warranted was a contributing factor to the new cars not operating on the Harrisburg route until well after their days dedicated to Metroliner service were over.

The high-speed test program continued through 1966, but late in the year, the test cars were "grounded" to redesign a traction motor mounting that had failed. The cars were out of service for about a month, and when they were ready to roll again, the team returned to achieving

ABOVE: In 1966, the new Metroliner cars were already under construction at Budd's plant in Red Lion while the high-speed test program was underway. This completed carbody is being tested for water-tightness. JIM DIFFENDERFER, BOB WATSON COLLECTION

RIGHT: In May 1967, Bob Watson (center) shows test results from the chart recorder in the T-2 car to Ed Ward (left), Deputy Director of the USDOT's Office of High Speed Ground Transportation, and Nils Lenhardtsen (right), President of the Railway Progress Institute. BOB WATSON COLLECTION