



**RAILROAD MUSEUM OF PENNSYLVANIA**

Real Trains. Real History. Real Excitement.

# NEWS RELEASE

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*The Railroad Museum of Pennsylvania is administered by the Commonwealth of Pennsylvania, Pennsylvania Historical & Museum Commission, with the active support of the Friends of the Railroad Museum of Pennsylvania non profit organization.*

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EDITOR: PHOTOS AVAILABLE UPON REQUEST

## **RAILROAD MUSEUM OF PENNSYLVANIA ACHIEVES \$50,000 GOAL IN FUNDRAISING MATCH FOR LINDBERGH ENGINE RESTORATION Pennsylvania Railroad Technical & Historical Society Presents Gift**

*Strasburg, Lancaster County, PA*—Last summer, the Railroad Museum of Pennsylvania received a special challenge from the Pennsylvania Railroad Technical & Historical Society: raise additional funds for the restoration of the Museum’s historic Lindbergh Engine and the PRRT&HS would match dollar for dollar, up to \$50,000, whatever funds could be raised from August 15, 2009 through March 15, 2010. On March 1, 2010, the Museum achieved the goal of raising \$50,000 toward the restoration of Pennsylvania Railroad E6s Atlantic No. 460, the last locomotive of her kind in existence. Today, Al Buchan, president of the Pennsylvania Railroad Technical Historical Society, presented the Friends of the Railroad Museum of Pennsylvania with a matching check for \$50,000.

“It gives me great pleasure to be here today representing both the PRRT&HS as its current president as well as the PRR as a former employee and official,” states Buchan. “Raising \$50,000 in matching funds is quite an accomplishment especially in our current difficult economic times, and shows how great our members’ interest is in preserving a part of the late, great PRR.”

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“We are very fortunate and grateful to have a group like the Pennsylvania Railroad Technical & Historical Society come forward, recognize the importance of preserving an artifact of this caliber and commit much-needed funds to the project in this special, limited term campaign,” says Museum director Charles Fox. “No. 460 is listed on the National Register of Historic Places, and is one of the artifacts from the famed Pennsylvania Railroad Historical Collection.

Although the non-profit Friends of the Railroad Museum of Pennsylvania organization had already raised nearly \$50,000 before the PRRT&HS challenge campaign, the restoration of this engine is estimated to cost around \$385,000. That means that, even with the additional \$100,000 from this matching campaign, \$235,000 will still be needed to complete the project. Fox notes that, in general, the Railroad Museum of Pennsylvania’s restoration projects are becoming vastly larger in scope and ever more complex and expensive as time passes.

“Only with financial and volunteer support of the railfan community can the Museum continue to meet its overwhelming and seemingly unending challenge to restore the collection. If we, collectively, are not part of the solution, we’re part of the problem. We cannot attack and solve this problem through the rose-colored glasses of idealism but rather through the pragmatic lenses of realism,” Buchan asserts.

“The Friends of the Railroad Museum of Pennsylvania will continue to raise funds for the restoration of this engine through their annual fund and other methods at their disposal,” notes Fox. Individuals, groups, companies or foundations who wish to make a tax deductible contribution toward the restoration of the Lindbergh Engine may do so securely and conveniently on line on the Museum’s web site at [www.rrmuseumpa.org](http://www.rrmuseumpa.org) or forward contributions to the Museum’s advancement office, P. O. Box 125, Strasburg, PA 17579.

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Fox reports that No. 460 has had boiler asbestos insulation removed as part of an asbestos abatement project. The boiler was treated with a heavy coat of paint in order to stabilize the piece. The complete restoration of this historic locomotive will include the following work:

- Remove all lead based paint.
- Repair all rust damage to the locomotive cab and tender.
- Repair, or replace, pipe lagging, boiler jacket, back head jacket, drive rods, bearings and drive boxes.
- Replace and install wood doors, windows, cab liner, cab flooring and cab seats.
- Rewire all interior cab lights, and all exterior front and rear headlights and marker lights.
- Apply prime paint and two coats of finish paint.
- Re-letter the cab and tender.
- Fabricate and install missing rain curtains.

The labor to complete the project will be carried out by paid, skilled temporary help, Friends of the Railroad Museum of Pennsylvania volunteers and Railroad Museum of Pennsylvania fulltime, paid restoration staff. The Lindbergh Engine is due to go into the restoration shop at the end of March and is estimated to take 10,000 hours, or three to four years, to complete. Individuals who are skilled in welding, metal fabrication, cabinet making, painting and pipe fitting are needed in the restoration shop as volunteers and are invited to contact the Museum's volunteer/program coordinator.

Fox points out that some of the pieces which have undergone various stages of preservation work just since the Museum's restoration shop facility was built in 1998 include the Buffalo & Susquehanna combination car No. 35, the *John Bull* locomotive, the Coudersport & Port Allegany snow plow and the Pennsylvania Power & Light fireless steam engine

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Also, the Plymouth locomotive, the Cumberland Valley Railroad coach, the Pennsylvania Railroad air brake instruction car, the three-domed ACF tank car, the GP-38 cab simulator, the Reading multiple unit car No. 800 were restored, and eight locomotives have undergone asbestos abatement. The historic piece currently being worked on is a 1913 Pennsylvania Railroad ND cabin car, No. 478396.

The Lindbergh Engine, built in 1914 by the Pennsylvania Railroad in the Juniata Shops, is the sole survivor of the fleet of eighty-three PRR E6 Atlantic class locomotives. Lightweight yet powerful, No. 460 enjoyed a long and colorful career running on such distinguished trains as the *Broadway Limited*, spent most of World War II working on the Pennsylvania Railroad's Atlantic Division and was finally retired from service in 1955.

Almost eighty-three years ago—on June 11, 1927—U. S. President Calvin Coolidge made aviator Charles A. Lindbergh a colonel during a ceremony, following Lindbergh's non-stop solo flight from Long Island to Paris, France.

Several newsreel companies filmed the ceremony as it took place on the steps of the U. S. Capitol in Washington, DC and flew the film to New York to be processed and rushed to theatres. The International News Reel Company sent their footage by train.

The Pennsylvania Railroad selected E6s locomotive No. 460 to pull that train, complete with a special B60 baggage car outfitted with a darkroom. While the film was being processed on board the train, No. 460 covered the 216 miles to Manhattan Transfer in an amazing 174 minutes. During the trip, the train attained speeds in excess of 100 mph.

Although the airplane landed before the train arrived, the International News Reel Company's film was ready for theatres when it reached New York. The footage was rushed to movie theatres in a fleet of taxicabs, scooping the rival newsreel company. Since that time, No. 460 has been known as the Lindbergh Engine.

## (5) RAILROAD MUSEUM OF PENNSYLVANIA ACHIEVES \$50,000 GOAL IN FUNDRAISING MATCH FOR LINDBERGH ENGINE RESTORATION

The Railroad Museum of Pennsylvania chronicles the important heritage of a society on the move, from vintage woodburners and mammoth steam locomotives to sleek, electric-powered engines. Museum visitors can take the throttle on a simulated run in a real freight locomotive cab, enjoy hands-on, educational exhibits in Stewart Junction railway education center and browse the Whistle Stop Shop museum store for railroading merchandise. The Railroad Museum of Pennsylvania houses a premier collection of more than 100 historic locomotives and railroad cars, as well as a quarter of a million railroad-related artifacts. The Museum also offers innovative educational, archival and interpretive programs for today's and future generations.

Located along PA Route 741 in Strasburg, about ten miles east of Lancaster, the Railroad Museum of Pennsylvania is administered by the Pennsylvania Historical & Museum Commission, with the active support of the Friends of the Railroad Museum of Pennsylvania. For more information, visit [www.rrmuseumpa.org](http://www.rrmuseumpa.org) or call (717)687-8628.

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