



**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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## **RAILROAD HISTORICAL SOCIETY MATCHES FUNDS FOR LINDBERGH ENGINE RESTORATION AT RAILROAD MUSEUM OF PENNSYLVANIA**

The Railroad Museum of Pennsylvania recently announced a special campaign in which the Pennsylvania Railroad Technical & Historical Society (PRRT&HS) will match funds raised for the restoration of the Museum's historic Lindbergh Engine. According to Railroad Museum of Pennsylvania chief curator Bradley K. Smith, the PRRT&HS will match, dollar for dollar up to \$50,000, funds raised for the restoration of Pennsylvania Railroad E6s Atlantic locomotive No. 460 between August 15, 2009 and March 15, 2010.

One of the many historically significant steam locomotives in the world-class collection of the Railroad Museum of Pennsylvania, No. 460 is in critical need of major preservation work. Although the non-profit Friends of the Railroad Museum of Pennsylvania organization has already raised nearly \$50,000, the restoration of this engine is estimated to cost around \$310,000.

"We are so fortunate 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 challenge campaign," says Smith. "No. 460 is listed on the National Register of Historic Places, and is one of the artifacts from the famed Pennsylvania Railroad Historical Collection. Built in 1914 by the Pennsylvania Railroad in the Juniata Shops, No. 460 is also the sole survivor of the fleet of eighty-three PRR E6 Atlantic class locomotives.

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## (2) RAILROAD HISTORICAL SOCIETY MATCHES FUNDS FOR LINDBERGH ENGINE RESTORATION AT RAILROAD MUSEUM OF PENNSYLVANIA

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.

Eighty-two 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. One newsreel company put their film on an airplane 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. At one point, while crossing New Jersey, her speed exceeded 115 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.

Smith reports that No. 460 has had boiler asbestos insulation removed as part of an asbestos removal 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.

### (3) RAILROAD HISTORICAL SOCIETY MATCHES FUNDS FOR LINDBERGH ENGINE RESTORATION AT RAILROAD MUSEUM OF PENNSYLVANIA

- 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 Railroad Museum of Pennsylvania fulltime, paid restoration staff, Friends of the Railroad Museum of Pennsylvania volunteers and paid temporary help. The Lindbergh Engine is due to go into the restoration shop in November and is estimated to take 6,500 man hours to complete. The Friends of the Railroad Museum of Pennsylvania will make No. 460 the focus of its annual fund drive again this fall in order to continue to raise additional funds to restore this engine.

Individuals, groups, companies or foundations who wish to make a donation 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). Contributions also may be forwarded to the Railroad Museum of Pennsylvania's advancement office, P. O. Box 125, Strasburg, PA 17579.

Smith points out that some of the major pieces which have undergone various stages of restoration or preservation work just since the Railroad Museum of Pennsylvania'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, the Pennsylvania Power & Light fireless steam engine, 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 and eight locomotives which have had asbestos abated. The historic piece currently being worked on in the Railroad Museum of Pennsylvania's restoration shop is the Pennsylvania Railroad ND cabin car No. 478396.

#### (4) RAILROAD HISTORICAL SOCIETY MATCHES FUNDS FOR LINDBERGH ENGINE RESTORATION AT RAILROAD MUSEUM OF PENNSYLVANIA

Smith adds that, in general, the Railroad Museum of Pennsylvania's restoration projects are becoming vastly larger in scope and ever more complex, challenging and expensive as time passes. 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 volunteer/program coordinator.

The official railroad museum of the Commonwealth, 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 111 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 on the Railroad Museum of Pennsylvania's collections, programs and activities, visit [www.rrmuseumpa.org](http://www.rrmuseumpa.org) or call (717)687-8628.