



RAILROAD MUSEUM OF PENNSYLVANIA

RIVETED JACKET OF MANY COLORS: A PHOTO HISTORY OF GG1 NO. 4800

Saturday, April 25, 2015 through Thursday, December 31, 2015

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RAILROAD MUSEUM OF PENNSYLVANIA

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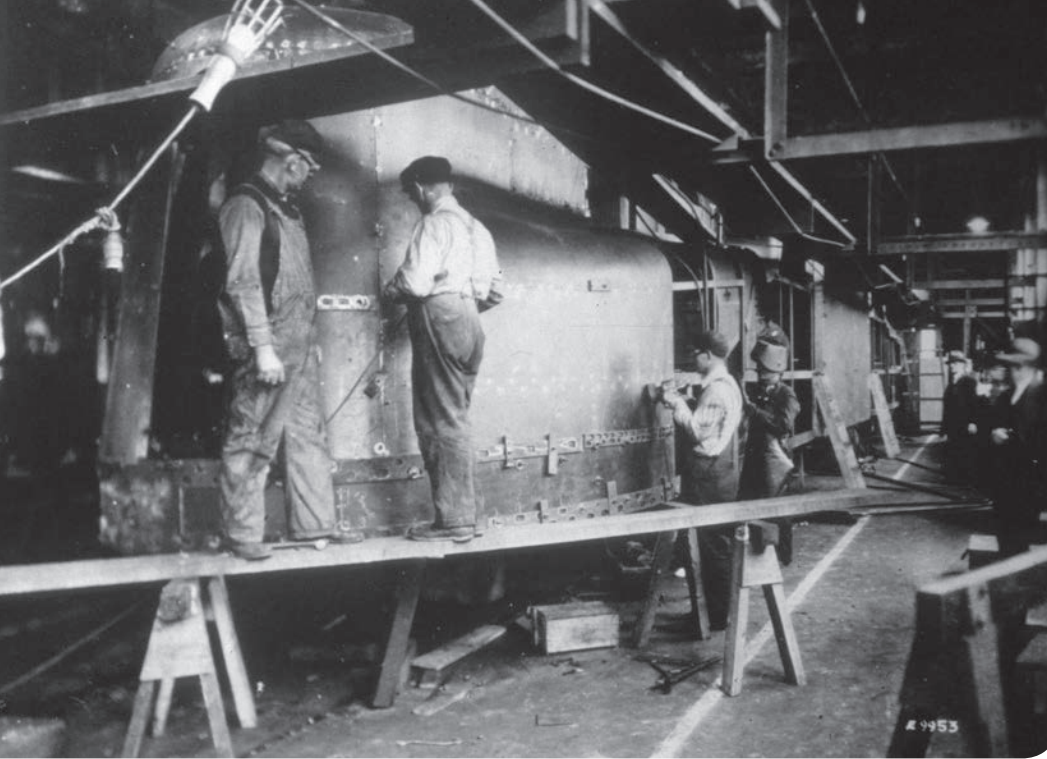


The Railroad Museum of Pennsylvania is administered by the Pennsylvania Historical & Museum Commission, with the active support of the Friends of the Railroad Museum of Pennsylvania.



FROM 1934 to 1943, the Pennsylvania Railroad acquired 139 of what many consider to be the most successful and iconic electric locomotive class ever produced in the United States, the GG1. Probably the most well-known of the class is the first, No. 4800 or, as it is affectionately known, “Old Rivets.” No. 4800 has had a long history and has seen many changes to its appearance. This exhibit surveys the career of Railroad Museum of Pennsylvania’s own GG1 locomotive No. 4800 through photographs and artifacts.

Designed for fast passenger service, GG1 locomotives were an integral component to the Northeast Corridor transportation system, carrying millions of passengers between New York City, Philadelphia and Washington for nearly 50 years. They were powerful, reliable and comparatively easy to operate and maintain.



AFTER extensive testing of the original GG1 — No. 4899 — the Pennsylvania Railroad employed famed industrial designer Raymond Loewy to streamline the unique locomotive's appearance. When Loewy saw the prototype with its protruding rivets fastening the outer sheet metal skin to the frame, he ordered that all future GG1 engines would have a smooth, welded skin, making them appear more sleek and streamlined. As the only GG1 with a riveted skin, the prototype locomotive, renumbered 4800, was given the nickname "Old Rivets."

No. 4800 has become a national treasure to railroad historians, industrial designers and the general public. The locomotive gained attention for pulling the first electrified passenger train out of Washington, DC in January 1935 and for its subsequent appearances in Pennsylvania Railroad advertising of the era. No. 4800 enjoyed a long career as a reliable locomotive, recording nearly three million miles in passenger service before transferring to freight service in the 1960s.

Designed and built by the Pennsylvania Railroad, Philadelphia's Baldwin Locomotive Works and General Electric's Erie plant in 1934, No. 4800 served the Pennsylvania Railroad, the Penn Central Railroad and Conrail before it was finally retired in 1979. No. 4800 has been listed as nationally significant and eligible for the National Register of Historic Places. It was also designated a "National Engineering Landmark" by the American Society of Mechanical Engineers in 1983.



NO. 4800 — one of the Railroad Museum of Pennsylvania's two GG1 locomotives — is next in line for restoration following the conclusion of the comprehensive cosmetic restoration of the historic E6s Atlantic locomotive No. 460, the Lindbergh Engine, which should be completed later this year.

GG1 No. 4800 has been outside in the elements, resulting in significant damage to its exterior components which occurred both during its 45-year service life and its 35-plus-year exhibition at the Railroad Museum of Pennsylvania. In 2004, No. 4800 engine underwent an EPA-mandated remediation for asbestos, lead paint and PCBs. The estimated total cost of the cosmetic restoration of GG1 No. 4800 is \$404,000. The estimated amount of time need to complete the project is 2 ½ years, which includes 18,000 man hours.

Work on No. 4800 could begin in late 2015 or early 2016. Labor to complete the project is expected to include two fulltime paid restoration staff, two fulltime

paid contractors and Railroad Museum of Pennsylvania volunteers. Donations to the restoration of GG1 No. 4800 are gratefully accepted via the Museum website, by mail or in person.

The Railroad Museum of Pennsylvania is home to a world-class collection of more than 100 historic locomotives and railroad cars, a vast library and archives, a working restoration shop, an immersive education center and a museum store. Special events and changing exhibits take place throughout the year.

