Our Amtrak Equipment

In honor of Amtrak's 50th Anniversary, we have decorated all of the Museum's former Amtrak equipment with ribbons and numbered signs. When you see one of those signs, follow this guide to learn about their history and Amtrak service.

When you see a QR code on one of the pieces, scan it to see photos of it in action.

RAILROAD MUSEUM OF PENNSYLVANIA
Real Trains. Real History. Real Excitement.

1. Exhibit Case. Second Floor Gallery.

This exhibit case, near the Broad Street Station exhibit, contains several early Amtrak uniforms, photos, dishware and other memorabilia.

2. GG1 No. 4935. Track 3 East.

The GG1s are forever linked to the image of the Pennsylvania Railroad at the height of its power, but they continued to serve for many years after the demise of the railroad that built them. Amtrak received many of them, including this locomotive, No. 4935. Some were repainted in a unique Amtrak silver, blue and red scheme, but most remained in Penn Central black. In 1977, Amtrak chose to repaint No. 4935 into the PRR's Brunswick green and yellow scheme as an early "heritage unit." It was revealed to the public at a ceremony in Washington, DC's Union Station on May 14 of that year with the GG1's original streamlining and paint scheme designer Raymond Loewy in attendance. In that same year, No. 4935 also pulled the last ever Railway Post Office train in the United States, between New York and Washington, DC.

3. E44 No. 4465. Track 3 East.

E44s, often called "Bricks" were the last class of electric locomotive built for the Pennsylvania Railroad. They hauled freight throughout the PRR's electrified lines before being passed on first to Penn Central, then to Conrail. Amtrak purchased 10 E44s to pull maintenance-of-way trains, and these units were given Amtrak paint schemes. However, Amtrak did not consider it feasible to remove and replace the locomotives' transformers, which contained dangerous PCB coolant. They donated No. 4465 to the Museum, which then paid to remove the PCB. The others were scrapped.

4. Solari Board. Platform 5 West.

Amtrak installed split-flap information boards like this one in many of its larger train stations throughout the 1970s as part of a station modernization plan. This unit was removed from 30th Street Station in Philadelphia in 2019 and brought here, but it still belongs to Amtrak and is on long term loan to the Museum. It has suffered a lot of damage over the years, including broken flaps, computer faults and burnt-out electronics, much of which was patched and repaired on the fly to keep vital information visible to passengers. It also accumulated decades of built-up dirt, dust and grime, and tar from tobacco smoke, all of which are difficult to remove and continue to gum up its mechanisms. Still, the board was considered an iconic part of the station, and the departure of the board and its iconic clacking noise is still missed by regular Philadelphia passengers.

5. E60 No. 603. Yard.

The E60 was the first new electric locomotive Amtrak bought to replace the aging GG1s. They were based on a freight locomotive design used by western coal mine railroads. However, they were so heavy that, during testing, they could spread out the worn-out rails under them and fall through, causing derailments. Extensive modifications, mostly to their trucks, more or less corrected this problem. They served for many decades pulling maintenance-of-way trains and heavy, slower long-distance passenger trains that passed through the Northeast Corridor. They were on the verge of retirement by 2001, but were brought back into service to help with the increased volume of passenger rail traffic after the September 11th attacks. All remaining E60s were retired in 2003.

6. Metroliner No. 860. Turntable.

The Metroliner project started in 1965 as a joint effort by the Pennsylvania Railroad and the U. S. Department of Commerce to create the first modern high-speed rail service in the nation. They entered service with Penn Central in 1969 on the New York to Washington, DC run, where they often cruised at speeds of 120 mph. In tests, they reached speeds up to 164 mph, fast enough that its air stream could suck the windows off of older passenger cars on adjacent tracks. However, the poor quality of the track often forced them to travel at significantly lower speeds. Still, they proved so popular that there were eventually 15 daily Metroliner trips each way. The trains themselves had many small mechanical issues though, and required frequent maintenance. They were overhauled between 1978 and 1980, and were transferred to the New York-Harrisburg Keystone Service in 1981. They ceased operating under their own power in 1988, though many continue to be used as unpowered coaches and cab cars to this day.

7. *Scioto Rapids*. Turntable.

This stainless-steel sleeper car was built for the Pennsylvania Railroad by the Budd Company in 1949. *Scioto Rapids* and its sister car *Sturgeon Rapids* were built for a PRR-Norfolk & Western interline overnight train service between New York City and Roanoke, Virginia via Harrisburg. When this service was discontinued, they were used on other overnight trains all across the PRR. Penn Central used the two cars on its New York to Toronto, Canada trains, renaming *Scioto Rapids* as *Toronto Islands*. After entering Amtrak service in 1973, the car continued to serve Amtrak trains bound for Canada until 1985, when it was retired. A Museum member bought the car in 1991 and donated it to the Museum in 1997.

8. AEM7 No. 915. Fenced In Corral Near Handicapped Deboarding Area.

After the mechanical issues with the E60s and Metroliners became apparent, Amtrak began looking for a replacement in 1977. Since there were no other electric locomotives being designed in the U. S. at that time, they decided to test two different European locomotives, one French and one Swedish. The Swedish ASEA Rc4 design won, largely because its more robust suspension system could handle rough track better than the French Alstom CC21000. The Rc4 was modified to meet U. S. standards and licensed to be built in the U. S. by General Motors Electro-Motive Division as the AEM7 between 1978 and 1988. Similar units were also purchased for SEPTA, MARC and New Jersey Transit commuter service. Nicknamed “Toasters” or “Swedish Meatballs” due to their compact, boxy appearance and nation of origin, the AEM7s proved reliable and served continuously on all electrified Amtrak routes until they were retired in 2014. As a group, they traveled over 200 million miles during their decades of service.