

were lowered into a basement and covered with temporary floor planking. Engineers and carpenters expedited this chore because large crowds were arriving at the station on the hour for newly-elected President Dwight David Eisenhower's inauguration ceremonies.

By year's end the locomotive had been completely rebuilt and returned to service.

The first GG-1, No. 4800, has been preserved and is currently on display at the Railroad Museum of Pennsylvania, Strasburg, Pa. along with GG-1 No. 4935.

Today marks the final tour of duty for the GG-1, a locomotive "beloved by rail historians."

Some interesting details of the GG-1 are: Length: 79'6", weight: 460,000 to 477,000 pounds (depending on the year and builder), wheel arrangement 2-C+C-2, six powered axles with two motors of 385 horsepower on each axle rated at a combined total of 4,620 horsepower at a constant speed of 100 m.p.h., driving wheel diameter: 4'9", new cost approximately \$250,000. There were a total of 139 GG-1 locomotives constructed between 1934 and 1943. Over the years some of the GG-1s were regeared to produce more power when hauling freight trains. As a rough rule of thumb the GG-1s numbered between 4800 and 4842 were generally assigned to freight service and 4843 through 4938 assigned to passenger service, according to experts on the locomotives.


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Six GG-1s were required to power the locomotive hauled electric trains between South Amboy and New York City during the weekday rush hours. If the full compliment of GG-1s was not available, an E-60 type electric locomotive was leased on a daily basis to NJ TRANSIT from Amtrak.

Roster of NJ TRANSIT GG-1 Locomotives:

<u>Number</u>	<u>Builder</u>	<u>Date Built</u>	<u>Builders No.</u>	<u>Comments</u>
4872	Westinghouse	Jan. 1939	4340	In service Oct. 1983
4873	General Electric	Jan. 1939	4342	out of service
4874	Westinghouse	Jan. 1939	4343	out of service
4875	General Electric	Jan. 1939	4344	out of service
4876	Westinghouse	Jan. 1939	4345	In service Oct. 1983
4877	Westinghouse	Jan. 1939	4346	In service Oct. 1983
4878	General Electric	Feb. 1939	4347	out of service
4879	Westinghouse	Feb. 1939	4348	In service Oct. 1983
4880	General Electric	Feb. 1939	4349	out of service
4881	General Electric	Feb. 1939	4350	out of service
4882	General Electric	Feb. 1939	4351	In service Oct. 1983
4883	Westinghouse	Mar. 1939	4352	out of service
4884	General Electric	Mar. 1939	4353	In service Oct. 1983

THE LAST RUN
OF THE
GG1



NJ TRANSIT's
GG-1 Electric
Locomotives

NJ TRANSIT's sleek electric locomotives known as the GG-1s have a rich heritage in both New Jersey passenger service and northeastern United States passenger/freight service. And while NJ TRANSIT continues to fine tune and streamline its newly-acquired passenger rail subsidiary, the Corporation will remain sensitive to the history of its equipment.

Today marks the final run of the classic GG-1 by NJ TRANSIT, the nation's only remaining operator of the locomotive. Rather than scrap or phase out this long-admired locomotive, NJ TRANSIT staff planned 'The Last Run of The GG-1.' It is a celebration by railroad enthusiasts, and an exhibit of this classic machine to the nation's youth so its tradition and legacy remain a standing segment in the history of America's rapid transportation system.

The story behind the GG-1 is broad and detailed. It is a locomotive that has served this nation's commerce during war and peace. It has also catered to the needs of NJ TRANSIT's riders for commutation to work, school and leisure time activities along the Jersey Shore.

BUILT FOR THE PENN RR

The GG-1s were originally designed and built for the Pennsylvania Railroad (PRR) to speed train movements on the PRR's busy New York City to Washington, DC main line. And, if that corridor was not electrified during the 1930s, said officials of the PRR engineering department, construction of two additional tracks would have been required, as well as a by-pass route around Trenton, and a new bridge across the Delaware River. The eventual electrification of the PRR main line, however, negated the need for a costly reconstruction of the tracks.

In 1910, a small portion of the PRR was electrified between Penn Station in New York City and the Manhattan Transfer just east of Newark, to get trains through the Hudson River tunnels. The main line electrification was completed in sections, with the Newark to Trenton segment

completed in 1933. The final section linking New York to Washington, D.C. was finished in 1935.

The GG-1s were very powerful locomotives, operating at high speed, even by today's standards. For example, when the PRR track tested its first GG-1 in 1934, it repeatedly accelerated under full power from a dead stop to 100 m.p.h. in 64.5 seconds. And that was with a total weight, including the locomotive, exceeding 500,000 pounds. On short trains the GG-1s frequently hit 130 m.p.h. The peak output for one GG-1 locomotive at full acceleration is 9,300 horsepower.

The GG-1s were originally owned by the Pennsylvania Railroad. The PRR commissioned industrial designer Raymond Loewy to create the body of the GG-1. Loewy, according to railroad historians, was surprised by the request, since while being widely known, his only previous work for the PRR was designing trash cans for New York Penn Station. The designer made the radical suggestion of welding the body shell into a smooth streamlined shape and the introduction of clean Futura lettering style. Much to his shock the railroad agreed, producing one of the classic shapes of the Art Deco age in America.

Changes in the PRR's ownership and operations resulted in their being divided among four other companies. The first change took place on Feb. 1, 1968 when the PRR and the New York Central Railroad merged to form the Penn Central. All of the GG-1s were assigned to the Penn Central. Many were repainted to display the new owner's name and logo. When Amtrak commenced operations on May 1, 1971, the national rail service acquired many of the Penn Central passenger service GG-1s. The Penn Central kept all the freight GG-1s as well as some for commuter rail service. On April 1, 1976, Conrail came into existence absorbing the Penn Central's operation. On the same day, the New Jersey Department of Transportation

(NJDOT) purchased from Conrail the 13 GG-1s shown on the attached roster. They were conveyed from NJDOT to NJ TRANSIT on July 1, 1980. NJ TRANSIT is the nation's last operator of the GG-1 locomotive.

To commemorate the historical significance of GG-1 No. 4877, built in 1939, NJ TRANSIT restored the locomotive to its original "Tuscan Red" and gold pinstripe motif. That color scheme was employed by the GG-1s original owner the Pennsylvania Railroad.

No. 4877 RESTORED

Number 4877--or the Jersey G--is being used by NJ TRANSIT today for the final ride of the locomotive. It has carried millions of riders to work, school and leisure time activities along the North Jersey Coast Line, as well as being featured in rail displays. One of its more celebrated appearances was at NJ TRANSIT's Third Hoboken Terminal Renaissance Festival where more than 40,000 people viewed the locomotive on Oct. 1, 1983.

Some famous trains handled by GG-1s were the Broadway Ltd., the Congressional Limited, the Silver Meteor, the Havana Special, the Montrealer, The Pennsylvania Ltd., the Federal Express, Robert F. Kennedy's funeral train, and scores more.

GG-1 No. 4876 (now NJ TRANSIT No. 4876) gained worldwide fame on Jan. 15, 1953 when, while hauling the Federal Express from New York City to Washington, DC it lost its brakes just before entering Union Station in Washington, DC. The runaway train ran onto the passenger platform and caved it in from the weight of the heavy locomotive. Miraculously no one was killed. Lloyds of London was the insurance carrier for the GG-1s and instructed the PRR to dismantle the No. 4876 into six-foot sections and rebuild it at the PRR's Altoona, Pa. shops. Meanwhile, demolition and repair crews labored without break to divide the GG-1 into sections. A temporary floor was constructed in the terminal building while pieces of the GG-1