

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

---

---

1. Name of Property

---

---

Historic name: Pennsylvania Railroad GG1 Streamlined Electric  
Locomotive #4859  
Other names/site number: N/A

---

---

2. Location

---

---

Street & number: Track 5, Harrisburg Transportation Center Aberdeen Street  
Not for Publication NA  
City or town: Harrisburg Vicinity NA  
State Pennsylvania code PA county Dauphin code 043  
zip code 17108

---

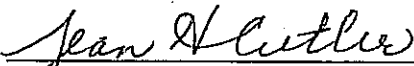
---

3. State/Federal Agency Certification

---

---

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant  nationally  statewide  locally. (  See continuation sheet for additional comments.)

  
\_\_\_\_\_  
Signature of certifying official

March 22, 2004  
\_\_\_\_\_  
Date

Pennsylvania Historical & Museum Commission  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register \_\_\_\_\_  
(See continuation sheet).
- determined eligible for the \_\_\_\_\_  
National Register  
(See continuation sheet).
- determined not eligible for the \_\_\_\_\_  
National Register
- removed from the National Register \_\_\_\_\_
- other (explain):

Signature of Keeper

Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
<u>1</u>	_____	structures
_____	_____	objects
<u>1</u>	_____	Total

Number of contributing resources previously listed in the National Register

0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

**6. Function or Use**

Historic Functions (Enter categories from instructions)

Cat: Transportation Sub: Rail-related

Current Functions (Enter categories from instructions)

Cat: Recreation & Culture Sub: Museum

**7. Description**

Architectural Classification (Enter categories from instructions)

Materials (Enter categories from instructions)

foundation

roof

walls

other: steel, glass, rubber, asbestos

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

**8. Statement of Significance**

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Transportation  
Engineering

Period of Significance 1937 - 1954

Significant Dates N/A

Significant Person (Complete if Criterion B is marked above) N/A

Cultural Affiliation N/A

Architect/Builder Loewy, Raymond

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark

recorded by Historic American Buildings Survey #  
 recorded by Historic American Engineering Record #

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

10. Geographical Data

Acreege of Property Less than 1 acre

UTM References (Place additional UTM references on a continuation sheet)

Zone Easting	Northing	Zone Easting	Northing
18	400340	44	58580

See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title	R. Daniel Cupper	Date	6/15/82; revised 8/2002
organization		Phone	717-564-3366
street & number	4741 Spring Creek Road	zip code	17111
city or town	Harrisburg state PA		

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

---

Property Owner

---

(Complete this item at the request of the SHPO or FPO.)

name Pennsylvania Historical & Museum Commission

street & number 300 North Street

telephone 717/787-2891

city or town Harrisburg state PA

zip code 17120

---

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page 1

Pennsylvania Railroad GG1  
Streamlined Electric Locomotive #4859  
Dauphin County, PA

---

DESCRIPTION

The Pennsylvania Railroad GG1 Streamlined Electric Locomotive # 4859 is located on Track 5 at the Harrisburg Transportation Center (Harrisburg Central Railroad Station and Train Shed, a National Historic Landmark) on Aberdeen Street in Harrisburg, Pennsylvania. The GG1 was built in December 1937 to the following specifications:

Length	79 feet 6 inches
Width	10 feet 4-3/16 inches
Height	15 feet
Weight	200 tons
Horsepower	4,620
Wheel arrangement	2-C+C-2
Main driving wheels	57 inches in diameter
Propulsion	11,000 volts, 25 cycle a.c.
Speed	100+mph as built, regearred to 90 mph

The streamlined shell was designed by industrial designer Raymond Loewy. Body design includes double cabs situated toward center of locomotive as a safety feature to avoid placing engine crews in danger in case of head-on collisions or grade-crossing accidents. In previous designs, cabs were built at each end, exposing crews to such hazards. Electricity is gathered by means of two roof-mounted pantographs, which slide along overhead catenary wire structure, which is energized from substations located at intervals along the right of way. The original decorative scheme was Brunswick green with gold striping and lettering and red-and-gold Pennsylvania Railroad keystone insignias. The integrity of body features is virtually intact, however internally the main transformer was removed because it contained hazardous PCB's in the cooling system.

The engine was cosmetically restored (the carbody and chassis had excess rust removed, sandblasted, primed and painted) by the locomotive and car shops of the Strasburg Rail Road during 1988. The engine was painted Tuscan Red with the Loewy "cats whiskers" striping that was typically applied by the PRR to its fleet of GG1s during the 1936-45 period. Some minor mechanical work to the brake system was also completed.

In Fall of 2001, it was determined that the interior of the engine had residual contamination by PCB, by order of the EPA, and will need to be decontaminated. (Decontamination is scheduled for the spring of 2005.) While this should not change the

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page 2

Pennsylvania Railroad GG1  
Streamlined Electric Locomotive #4859  
Dauphin County, PA

---

exterior of the engine, some interior insulation and other "soft" material will probably need to be removed in the cab in order to decontaminate by solvents.



United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 8 Page 1

Pennsylvania Railroad GG1  
Streamlined Electric Locomotive #4859  
Dauphin County, PA

---

## SIGNIFICANCE

Pennsylvania Railroad GG1 Streamlined Electric Locomotive #4859 is eligible for the National Register under Criterion A in the area of Transportation and Criterion C in the area of Engineering. GG1 locomotive No. 4859 is an example of a historically significant class of railroad motive power, one of a 139-unit fleet that set performance and efficiency standards by which all subsequent American electric locomotives have been gauged. No. 4859 is a significant example of the GG1 type. It inaugurated electrified railroading on the former Pennsylvania Railroad's Philadelphia-Harrisburg route on Jan. 15, 1938, by pulling the first electrically powered train – a regularly scheduled passenger run – over the line. That trip terminated in Harrisburg; the locomotive also gained a distinction at the close of its career by hauling the last-ever GG1-powered freight train. That run originated in Enola Yard, just across the Susquehanna River from Harrisburg. In addition to the GG1's historic importance, it is an important work of one of the most successful and influential industrial designers of the period, Raymond Loewy. The period of significance begins in 1937 with the date of construction of the locomotive and ends in 1954, following the NR 50-year guideline. Pennsylvania Railroad GG1 Streamlined Electric Locomotive #4859 was listed in the National Register of Historic places in 1982. It was removed from the Register in 1986 after being moved from its previous location at the Railroad Museum of Pennsylvania at Strasburg in Lancaster County, PA. Now in its permanent home at the Harrisburg Transportation Center in Dauphin County, PA, it is being resubmitted for nomination.

Chartered in 1846, the Pennsylvania Railroad grew far beyond its initial goal of linking Philadelphia, Harrisburg and Pittsburgh. Playing a vital role in the westward settlement of the 19<sup>th</sup> century, the system eventually served not only 57 of the state's 67 counties, but 12 other states and the District of Columbia with more than 14,000 route-miles of trackage. In its heyday, the company was the largest transportation network in America. Its lines connected east with Buffalo, Pittsburgh, Cleveland, Detroit, Indianapolis, Chicago, St. Louis, Cincinnati and Louisville. The company was truly a commercial giant of its time, having hauled in the 1920s some 49 billion ton-miles of revenue freight and 4.8 billion revenue passenger-miles. It was the only railroad to operate directly across Pennsylvania, connecting the state's two largest cities, Philadelphia and Pittsburgh, with its capital, Harrisburg -- all with a three- and four-track main line.

To service this massive system, the carrier built and bought a total of some 25,000 steam locomotives. Over the majority of their career, these coal-burning machines turned in a