

PRRTHS

BUCKEYE CHAPTER

Volume 6, No 3 – August 2009

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Outville Depot, on the ex-B&O/PRR line between Columbus and Pittsburgh (the Panhandle Line, now used by Ohio Central) will be the site of our next chapter meeting Sunday, September 13, starting at 1 p.m.. This depot has been renovated inside and out, and is located about 25 miles east of Columbus . (See directions below) Russ Thompson has arranged for us to meet in the depot, and will be presenting a slide show of mostly PRR in the Central Ohio area. Russ says many of his slides lack location captions, so he hopes members can help him pin down some locations. As always, members are encouraged to bring their models and PRR artifacts to share with the other members.

DIRECTIONS: The station is about three miles north of Kirkersville. Take I-70 to Exit 122 (SR158). Turn north and go straight north to Kirkersville (Do not follow SR158) CAUTION! I am told the speed limit in Kirkersville is strictly enforced, especially on foreign Yankees! Be careful. If you don't like the freeway, take US40 to the center of Kirkersville, and at the traffic light, turn north. Outville is about three miles north of Kirkersville. The entrance to the depot complex is on the left, not well-marked. If you come to the railroad tracks, you have gone too far, I am told. From the north, you can take SR 37 to SR161, and within a half-mile turn south on Outville Road . After crossing the tracks look for the depot on the west side of the road (on the right).

FROM THE PRESIDENT:

President Al Doddroe wants to give a big congratulations to Dan Adair for the article in the last newsletter about the last train on the Marietta Division, and encourage other members to submit similar articles to share with members. "As I read the story, I visualized what it must have been like to have been there that day and I wished I could have seen it first hand! It gave us insight on railroad operations off the beaten path. Great job Dan."

Al continues: The last newsletter published information from the Preamble of our Chapter By-Laws. To follow up on that information, we want to move on to Article IV, Chapter Business:

Section 4.1 The Chapter shall have the authority:

- A. To hold periodic meetings of the Chapter members at such times and places and for purposes as the Chapter officers may direct.
- B. To gather and collect information, material and artifacts of, about and pertaining to the Pennsylvania Railroad and affiliate companies for the benefit of the Society or the Chapter.

C. To publish and disseminate material of local interest to the Chapter in periodicals, newsletters and other written forms for information to use by and the enjoyment of Chapter members and others with a copy thereof sent to the Society. The Society shall have the right to further use this information as it sees fit.

D. To do all that is necessary and proper to foster and encourage interest in the Society and Chapter.

The Preamble and Article IV clearly establish our Chapter purpose and authority. How does that pertain to us as individual members? As always, we encourage and request input from our members. A flow of information is vital to our existence as a Chapter, contributes to the Society, and perpetuates memories of the Pennsylvania Railroad. We need more articles, and volunteers to present programs at our meetings. Your individual research findings, especially on Lines West and the Buckeye Region, are solicited. If you are uncomfortable with writing for publication, get your material assembled and get it to us. We have an editor who is able and willing to assist you in presenting your material to the members.—Al Doddroe.

WHERE DID THE GG1 DESIGN ORIGINATE? By Gene Stebbins

The GG1 was a great locomotive. They were operated by the PRR and its successors for almost 50 years, from 1934 to 1983. But where did the basic design for the locomotive come from? *Classic Trains*, in the summer 2009 issue, gives the credit for the basic styling to Donald Dohner, with an acknowledgement that Raymond Loewy refined the styling and created the unique five-stripe paint job. But where did the basic mechanical design originate?

The answer may surprise you. CLEVELAND! When the Pennsy was searching for a better design for its electrified passenger trains after disappointing results with the P5a locomotives, it created two prototypes—the GG1 and the R1. After substantial testing of both, the GG1 design was found to be superior and was selected. Its 2-C+C-2 arrangement proved best in tracking and power output.

But where did this arrangement originate? Earlier Pennsy had borrowed EP-3 0354 from the New Haven for mainline testing, and liked its performance. And so one of the prototypes, the GG1, copied its arrangement—the 2-C+C-2 articulated design, but replaced its boxcab shape with the streamlined body we have loved so long.

But where did New Haven come up with the mechanical design? According to *When Steam Railroads Electrified*, by William D. Middleton, the New Haven bought its EP3 locomotives from General Electric, following a design developed for New York Central. In 1929, the NYC ordered 22 electric locomotives to serve the new Cleveland Union Terminal, taking passenger trains to and from the Cleveland Union Station, after steam locomotives were banned from the new station. New York Central trains were powered by the electrics for 17 miles in Cleveland, from Collingwood on the east side to the downtown station, and on to Linndale on the west side. General Electric and Alco built the 22 CUT electric boxcab locomotives, which were delivered in 1929 and 1930. They operated in Cleveland until 1953, when diesels took over in Cleveland and the electrics were adapted for use in New York City.

Middleton says “The 80-foot, 204-ton boxcab locomotives were the first to use the articulated 2-C+C-2 wheel arrangement, which subsequently was adopted by the New Haven Railroad . . . and by the Pennsylvania Railroad for its incomparable GG1.” (page 376)

Ironically, the Pennsylvania was the only major railroad in Cleveland that never used the Cleveland Union Terminal. The downtown station served the NYC, the Nickel Plate, B&O, and Erie Railroads, as well as

rapid transit lines. But the Pennsylvania continued to use its station at East 55th and Euclid. It was far enough from downtown to allow the use of steam locomotives there until they were replaced with diesels. The PRR station was torn down after Pennsy ended passenger service to Cleveland in the 1960's. The last passenger train (on the Erie) departed from the Cleveland Union Station in 1977, and Amtrak eventually built a small station on the lakefront. The downtown Union Station now serves only rapid transit, with most of the space being converted into upscale retail and restaurant use.

So there you have it. The GG1 design began in Cleveland!



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