

PRELIMINARY OBSERVATIONS OF COLLECTION PIECES BY THE GUEST CURATOR TEAM

Damage overviews are from exterior observations by the guest curator team and with further examination additional damage may be uncovered.

Object Information:

Common Name: Caboose (housed the Museum's Caboose Exhibit)
Specific Name: B&O C-2222
Builder/Location: B&O Railroad, Washington, Indiana shops
Date: 1929
Purpose: Rear end visibility and housing the train crew
Brief History: The B&O built the C-2222 in 1929 as an I-5 caboose. In 1957, the C-2222 was converted to an I-5d at the B&O's Keyser, West Virginia shops. After officially retiring at the Chillicothe shops in March 1975, it was sold to a private owner. In the 1980s, it was returned to the B&O Railroad Museum. The B&O Historical Society completed its restoration in 1994. In recent years, it housed the Museum's caboose exhibit.

General Comments

For the purposes of this report, the end of the car towards which the brake piston moves during application is designated the "A" or front end. Geographically, and in the present orientation, this is the west end of the car.

Carbody/Structure

The caboose is of composite wood-steel construction.

- Damage is primarily to the roof and cupola of the caboose.
- The cupola roof has been completely broken in. There are several dents on the floor.
- The broken roof overhangs at both ends.
- There is some interior evidence on the main car ceiling (on both ends) of roof damage.
 - a. Damage to the front center of the interior of the car is obvious.
 - b. Both rear sides damage is more subtle.
- At the front end of the roof there is more significant damage. At rear end it is not as bad, except for the overhang.
- There are areas where the wood is cracked and bare wood is exposed on the roof walks.
- The front right side metal window shades are bent down.

Frame/Running Gear

The surveyors did not go under this car. As a result, they were unable to closely inspect the suspension or running gear, and there was no attempt to determine the condition of rotating components. These parts of the car do not appear on visual inspection to have been affected by the roof collapse, but further inspection by qualified personnel is required in order to reach a final conclusion in this area.