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:	**Baggage Car**
Specific Name:	**B&O No. 10**
Builder/Location:	**B&O Railroad, Mt. Clare Shops**
Date:	**1875**
Purpose:	**Baggage Carrier**
Brief History:	**The wooden B&O Baggage Car No. 10 is a typical nineteenth century baggage car. It became part of the B&O Railroad's (and subsequently the B&O Railroad Museum's) historic collection at the 1927 *Fair of the Iron Horse*.**

Comments and Observations

Baggage Car No. 10 was initially constructed in a simple and relatively unsubstantial manner, and has experienced normal deterioration and renewal of structural components over the years since being built. This appears to have permitted the car to survive the effect of the roof collapse somewhat better than if it were well-built originally and maintained since then. The car's elasticity probably allowed it to bend rather than break: a poorly-executed pre-existing splice in the left side sill let the frame bend near the center and later rebound--pulled back up by the truss rods, while the weak attachment of the roof structure to the walls permitted the roof to absorb a considerable amount of energy and then break away from the walls with minimal damage to the remaining wall structure. This flexibility also caused nearly all car body components and fastenings to become loosened, and many significant wood structural members to split or shiver.

Significant portions of the car's structure were accessible for inspection because the exterior siding has been pulled away from the frames and several holes were broken through the floor. However, the car has a deafening ceiling, which restricted the surveyors' ability to see the center and intermediate sills.

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

Car body/Structure

The car ends, nearly all of the right wall, and approximately 60% of the left wall remain standing on the frame. The entire roof structure is missing. All car body joints and connections are loosened, and primary framing connections have opened. The standing structure tends to lean towards the right.

Roof

- Completely crushed.

Side Walls

- A piece of slate punched through the right side wall toward of the side door at window

level.
- The side walls are generally “driven down.”

Frame/Running Gear

The visible frame members show evidence of previous deterioration and railroad-made repairs. The left side sill had been renewed under and just ahead of the baggage door, and this splice had subsequently rotted at the leading edge of the baggage door opening. The right side sill has a diagonal splice ahead of the door, and an additional crack above the lead axle of the No. 2 truck.

Left side sill
- There are splices under the side door at both sides of the door.
- The side sill is completely broken in the area of the door and forward.

Right side sill
- There is one splice just forward of the side door.
- The side sill is largely intact, except as noted below. There is some splitting off of the lower and upper edges along the siding nail line.
- The side sill break is about 6’ in back of the side door.
- There is a break at the rear of the side sill (where the top plate wall truss anchors to the side sill).

Intermediate sills
- Could not be thoroughly inspected, but preliminary observations appear ok.

Notes

The curators did not go under the 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 except where noted, but further inspection by qualified personnel is required in order to reach a final conclusion in this area.

When the car was surveyed, the roof was entirely missing and the remaining parts were stored. The reviewers conclude that the car *could* be reconstructed, and that perhaps 60% of the surviving structure *could* be reutilized in the reconstructed piece.
Parts that *might* be saved and reused:

1. Most of the floor
2. Intermediate and center sills
3. Maybe the right side sill
4. Majority of the end walls and doors
5. 3 window openings
6. Much of the siding
7. Many wall studs
8. Maybe 3 side door posts