

## 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:** Steam locomotive, 4-6-0

**Specific Name:** B&O No. 117 "Thatcher Perkins"

**Builder/Location:** B&O Railroad, Mt. Clare Shops

**Date:** 1863

**Purpose:** Passenger service

**Brief History:** In 1863 Master of Machinery, Thatcher Perkins, designed the B&O's first "Ten Wheeler" 4-6-0 to replace locomotives that were stolen and damaged during the Civil War. Versatile enough to handle both freight and passenger trains during the late 19th century, the No. 117 hauled Union troops during the last years of the War.

### **Comments and Observations**

The cab was struck from overhead across the center and broken through. All joints and connections are damaged, with many broken.

### **Locomotive**

#### Cab

- There was major cab roof damage; the center is broken through.
- Most of the cab windows survived.
  - The right side front pane is broken.
  - The left front glass is cracked.
- Cab side walls may be restored with some repair/replacement of material.
  - The right side wall at the rear is deflected out and pulled away from the rear wall.
  - The right rear wall is cracked and distressed/damaged.
  - The rear cab overhang (side extensions) show damage.

Boiler, including: domes, whistle, bell, running boards, etc.

- Running Boards
  - The right side running board is split longitudinally and one bracket is bent.
  - The left front running board is crushed near the cab.
- The whistle is broken off at the nipple, the stud is bent and the bell is possibly bent and/or dented.
  - The whistle lever assembly in the cab roof is broken off and the rod is bent
  - The steam dome on top is scuffed.
- The bell stand and yoke are broken in several places, and there are minor gouges on the bell.
- The right front handrail stanchion is bent and cracked. The handrail is bent.
  - There is a major left handrail bend associated with the hit on the boiler jacket at the junction of transition course and barrel.
  - The left front handrail stanchion does not have visible damage. The handrail is bent.
- Boiler Jacket
  - 1st course dents on left side
  - 2nd course dents on top and left side
  - 3rd course dents on left side near bell

- Transition course incurred significant damage
- The sand dome has scuffs on top of the ring, the lid (presently on right steam chest) rim is  $\frac{1}{4}$  broken off and there is a crack running into the body of the lid.
  - The stack rear edge of the opening is crushed: it is not possible to determine the full extent of the damage due to close-fitting plastic cover applied to stack.
- The oiler at rear of right steam chest may be bent out of position.

### **Tender**

- The tender tank and flair appears undamaged.
- The right tender water valve lid is bent forward.
- The tender paint is generally damaged, and has some minor scuffing.

### **Notes**

**The surveyors did not go under the locomotive or tender. As a result, they were unable to closely inspect the suspension, running gear or machinery, and there was no attempt to determine the condition of rotating or reciprocating components. These parts of the locomotive 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.**