

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. 217 "Camel"

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

Date: 1869

Purpose: Primarily freight service

Brief History: In the 1850s, Master of Machinery, Samuel J. Hayes, combined the "Camel" design with a 4-6-0 wheel arrangement. Successor builders, Thatcher Perkins and John C. Davis, continued to build 4-6-0 "Camels" during and after the Civil War. "Camels" were redesigned often for productivity, but never for the comfort of the crew. While the engineer roosted above the boiler, the fireman was cold on the open tender. In addition, the two crewmembers were too far apart to communicate well. Nevertheless, "Camels" became a trademark B&O locomotive and continued to pull passenger and freight trains despite their unpopularity among train crews.

Comments and Observations

This locomotive received a considerable amount of generalized damage from being struck by roundhouse roof materials. Unlike other locomotives injured in this way (where damage tends to be confined to cabs and sensitive boiler-top appurtenances, like bell stands) No. 217 manifests significant damage to every area of the boiler top and tender. Among locomotives being assessed by these reviewers, No. 217 appears to have experienced more extensive--although perhaps less dramatic--damage than any other piece.

Locomotive

The locomotive "lists" to right. It is necessary to inspect the spring rigging/running gear/frame.

Cab

- The cab is wracked to the right.
- The roof is depressed across the center, the rafters are broken, and there is considerable damage to the left side, including the entire rear overhang.
- The left side of the cab support from the safety horn base to the side wall is broken. The other braces are ok.
- The bracket and top (wood) plate is cracked inside the above window on the right side of the cab.
- The cab water valve handles are both (left and right) bent.
- What looks like most of a cast iron boiler handrail bracket is on the cab floor on the right side with some brakes.

Handrails

- The left rear handrail bracket is bent, the railing is bent, and the bolts are broken.
- The right rear handrail is pretty much intact.

Whistle, Bell, Stack, etc.

- The whistle lever assembly is ok, but the cab roof wood on the left side is broken so the assembly is only hanging by the right stud.
- The left bell's ringing crank is broken and hanging on the end of the rope.
- The stack top ring was hit so all the rivets/screws are broken and were sheared off or pulled out. The top ring of the stack is scuffed.

Cab brackets

- The cab brackets droop a bit on both sides.

Tender

- The tender flair is badly bent/broken out all the way around.
- The brackets for the rods that support fireman's roof canopy and the rods themselves are both broken off.
- The fireman's roof canopy and support structure are generally destroyed.
- The rear coal slope sheet at the back of the coal space is bent back flat against the tank.
- The coal boards (wooden) are broken.
- The right front tender truck side beam is fractured.
- The left front tender truck side beam is fractured in two spots.
- The left rear tender truck side beam is fractured.

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.