

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, 2-6-0
Specific Name: B&O No. 600 "J.C. Davis"
Builder/Location: B&O Railroad, Mt. Clare Shops
Date: 1875
Purpose: Passenger and freight service
Brief History: **Baltimore & Ohio Railroad Master of Machinery, John C. Davis created the No. 600 "Mogul" in 1875. Although intended for passenger service, it eventually resorted to pulling freight trains. Just a year after it was admitted into service, the No. 600 won first place for its appearance at the U.S. Centennial Exhibition in 1876.**

Comments and Observations

The locomotive was damaged in a more dramatic manner than any other locomotive subject to the roundhouse roof collapse. The entire cab was flattened, from the rear toward the front, with only the front wall remaining in place and the roof covering the remains of the cab structure. There was very little horizontal displacement, so all the pieces remained in line and were essentially crushed in a vertical plane. The tender received little and possibly no damage. Damage to the boiler top appurtenances was similar to that received by some of the other locomotives.

Due to the cab roof being crushed into the former cab area, the reviewers could not enter or inspect the cab.

Locomotive

Cab

- The cab is essentially demolished. It appears that only a few pieces could be reused in a reconstructed cab: right cab name panel; left front cab door; right rear cast grab iron under cab (left grab is broken). There may be others.
- The steam gauge and the majority of appliances and controls appear to have survived although many may appear to be damaged after further inspection.

Running boards

- The left running board is broken in front of the cab and around the check valve.
- The right running board is split/bent in front of the cab.

Handrail

- The right front handrail stanchion is missing one stud.
- The right handrail is bent.

Bell, Domes, etc.

- The bell stand and yoke are broken into pieces.
- The sanding lever is bent, but still connected to a piece of bell yoke.
- A piece of the sand dome top (not lid) is broken out.

- The whistle body is bent, the stem is bent, and the bell is dented.

Jacket - a number of gouges, dents, etc. are on the boiler jacket, with holes punched through in the following locations:

- 1st course left side
- 2nd course top and left side
- Transition course top
- Wagon top course top
- Note: some of an old jacket (1920s?) under present jacket is visible through a hole on the left just behind the sand dome and in the opening for the bell bracket.

The pilot beam is sagging at the braces, and the pilot deck sheet metal has raised where the pilot beam is attached to braces/frames. There is also some general damage to the pilot deck.

Tender

- The left tender flare is bent out about 2/3 of the way back.
- The right tender flare is bent out about 2/3 of the way back.
- The water filler hatch is deflected and out of round
- The right tender tank side shows scrapes through the paint towards the rear.
- The left rear side tender deck molding is damaged.
- On the tender's right front bracket holding tank to frame, the bolt is bent forward.

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.