

PRELIMINARY OBSERVATIONS OF COLLECTION PIECES BY THE GUEST CURATOR TEAM

Object Information:

Common Name: Steam Locomotive, 0-8-0

Specific Name: B&O No. 57 "Memnon"

Builder/Location: New Castle Manufacturing Company, New Castle (Wilmington), DE

Date: 1848

Purpose: Freight service

Brief History: The B&O No. 57 "Memnon" was built to handle the tough grades and heavy coal loads from Cumberland, Maryland. Affectionately called the "Old War Horse," the "Memnon" was a valuable asset to the Union during the Civil War by hauling soldiers and supplies. It became part of the B&O Railroad's collection of exhibit locomotives in 1892.

Comments and Observations

Locomotive

- Damage is generally confined to left side of locomotive and cab.
- The left cylinder has a side front crease and scrape.
- The cab joints and fastenings are generally loosened and some are pulled apart. The paint and varnish joints are broken.
- The cab was hit and displaced in a counter-clockwise direction, with front right corner staying in place and cab shifted approximately 8" to right at rear. In addition, the cab is wracked out of plumb and pushed toward rear at left top.
- The left cab roof, left front eave and scotia, left side eave and scotia and roofing metal are broken.
- The left lower cab side panel and rail are broken.
- The rear overhang eave, fascia and scotia are displaced at the centerline joint.
- The cab roof is pushed down in the middle. The ceiling structure is broken. The ceiling board fastenings are loosened. With regard to the equipment on the ceiling, the whistle linkage and cab signal gong are broken out. The gong is pushed over a nut (breaking gong material at center), and the wood gong base is broken with pieces remaining on the cab ceiling.
- The upholstery of both cab seats are torn.
- The cab roof has a number of creases from being struck by debris.
- The boiler jacket is scuffed and dented in several locations.
- The left handrail is bent down in the middle and both stanchions are broken. The middle stanchion post is bent toward the cab. The question remains about whether only the stud is bent or if boiler shell is dented as well.
- Steam Dome – Whistle, Safeties, etc.
 - The whistle is broken off.
 - The front edge of the safety valve/whistle horn is deflected on both sides. Locking safety appears intact, while the spring balance safety lever is bent into cab.
- The left running board is broken at the cab and at the check valve.
- Headlight and bracket
- The headlight door is broken off.
- The left headlight bracket casting is cracked at the rear on the inside of the cylindrical portion of casting.

Tender

- The tender flair is intact.
- The left rear tender truck bolster beam shows evidence of new cracks.

Notes

At this time, the suspension, running gear or machinery, and rotating or reciprocating components have not been assessed. 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 is required in order to reach a final conclusion in this area.