

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: EMD SW-1

Specific Name: Pere Marquette No. 11

Builder/Location: General Motors, Electro-Motive Division

Date: 1942

Purpose: Switcher

Brief History: By the mid 1930s, diesel technology had reached the point where rugged, heavy-duty switchers could be mass produced. General Motor's Electro-Motive Corporation (later Electro-Motive Division) began turning out a standardized line in 1936. EMD introduced its 600 h.p. SW-1 and 1000 h.p. NW-2 models in 1939, using a newly developed engine which would remain at the company's basic power plant for the next 27 years. Strictly utilitarian, these anonymous look-alike switchers shuffled their cars unnoticed by almost everyone. But they also established the diesel's reputation as an economical, durable and reliable machine. The No. 11, is an example of that durability. Built for the Pere Marquette Railway, she switched for 41 years.

Locomotive

Cab

The Roundhouse structure appears to have come down around the cab, bending down the front and rear eaves, puncturing the rear eave at one spot on the left side, partially tearing the horn bracket and horn away from the cab front, and momentarily deflecting the roof sufficiently to crack the interior ceiling lining in several places and break the glass in the right (engineer's) side interior cab light. The cab front center windows were broken by the horn being pushed into them. The left (fireman's) side door window is also broken. Both side awnings are bent. The rear headlight door, reflectors and electrical components are missing.

- There are assorted dents and scrapes on outside of the cab roof.
- There is a hole poked through the rear overhang on the right side above the "11."
- The inside front left window is broken – unknown impact.
- The two front center windows are broken by a bent down horn and fittings.
- The glass cover on the cab ceiling light is shattered on the right side.
- The ceiling liner is distressed under the right side light fixture.
- The ceiling liner is distressed on the top center.
- The outside rear headlight bezel is broken and gone, the housing is cracked on both sides.

Hood

The top of the hood is dented near the front, with the majority of damage on the left side. Three of the four louver panels above the radiator are dented, with the front left panel being deeply creased at the front edge. This crease extends onto the hood. A considerable number of slates remained on top of the hood at the time of inspection and may conceal additional dents. The bell stand appears to have been shifted toward the right, and the copper air piping/fittings were torn off.

- A number of dents and scrapes are on the exterior of the hood.
- The front headlight overall looks ok, but there are some small evidences of "hits" and scuffs .

- a. There is a small crack on the rear center edge of the left glass number panel.
- b. There is a crack at the bottom on the "11" and a crack at the top edge above the first number in the "11" on the right glass number panel.
- c. There are no cracks in the housing observed on the opened headlight.
- The bell is deflected to the right by a hit on the frame; this is a prominent scuff.
- Top of Hood
 - a. The top of the hood took a heavy hit; there is a crease on the left side (including over the louvers); 3 out of 4 louver sets are damaged; the worst is the left front.
 - b. There is no observable damage to the radiators under louvers, but a closer inspection is necessary.
 - c. The hand grab irons next to louvers are badly bent.
 - d. The stack looks okay, except for the dent on the forward left side.
 - e. There may be a dent on the hood top in back of the louvers (still covered by a lot of slate/debris at the time of inspection).
- Side Doors
 - a. The right side center set and rear two sets do not open; there is evidence on second from the rear (once opened) to suggest that the hood may have sprung down from debris damage.
 - b. On left side, the doors do not appear damaged, but the latching mechanism acts are sprung and the doors do not latch properly.

Grabs, Handrails, Steps

All railings and grab irons have been damaged. The rear platform railing and grab irons have been completely removed. The front platform railing has been bent toward the rear several inches, and the side walkway railings and stanchions have been bent toward the hood and, generally, toward the rear. As a generalization, the extent of damage to side railings appears to decrease as one moves toward the cab. The side railing is broken on the left side at the second stanchion. Two of the ladder grab irons on the left side of the hood are bent.

- At the rear (cab end), the back handrail is broken/cut off and lying on the ground near the locomotive (at the time of inspection); it is quite dented in the center.
- There is some evidence of hits to the rear side handrails, but they do not look much the worse for wear.
- The left and right rear steps are each dented.
- The hood end, right side front section is bent in at the front stanchion.
- The hood end, left side front section is bent in at the front stanchion; the railing is broken loose at the second stanchion.
- The front handrail is all bent back towards the locomotive.
- The right front lower two steps are each dented.

Other

Radiators

A considerable amount of debris has passed through the louvers on top of the hood and rests on the radiator cores. It was not possible to determine whether the radiators themselves were damaged at this time.