

PRELIMINARY OBSERVATIONS OF COLLECTION PIECES BY THE GUEST CURATOR TEAM

Object Information:

Common Name: Steam Locomotive, 0-4-0T, Porter

Specific Name: St. Elizabeth's Hospital No. 4

Builder/Location: H.K. Porter Company, Pittsburg, Pennsylvania

Date: 1950

Purpose: Hauled coal for the U.S. Government's St. Elizabeth Hospital in Washington, D.C.

Brief History: The St. Elizabeth Hospital's No.4 saddle tank was the last steam engine built by the H.K. Porter Company and one of the last steamers built in the United States. It hauled coal from a B&O connection to the hospital's boiler plant. When the hospital later switched to oil fuel, the SEH No. 4 went to the Army's training railroad at Fort Eustis, Virginia. In 1972, she joined the Cass Scenic Railway fleet until final retirement to the B&O Railroad Museum in 1980. In the spring of 2002, the SEH No. 4 made its matron run after seven years of restoration and rehabilitation work at the B&O Railroad Museum.

Comments and Observations

- Prior to the collapse, the B&O Railroad Museum's mechanical team had recently completed the restoration of the engine. As a result, damage caused by the roof collapse is quite apparent in contrast to the high quality work performed by the Museum's shop staff. Damage appears to be confined to sheetmetal and windows on the roof, back wall, and left (fireman's) side wall.

Locomotive

- Cab
 - The engine received a significant hit to the cab roof, with damage primarily to the left rear portion of the roof and the rear left side. The roof is pushed down, which pushed the left cab wall out of plumb at the top.
 - The damage extends into the window level, buckling the rear cab window posts, breaking windows, and buckling the rear cab wall. The right rear window glass is broken, and the frame wrecked. The rear center two windows (removed) are largely intact. There is minor damage at bottom of one frame.
 - The cab ceiling lining is broken in several places, primarily in the area of impact.
 - On the left side window, the side framing (closest to and parallel to the door) is pulled off.
- Saddle Tank, domes, etc.
 - The left rear side handrail stanchion next to the cab is broken. The handrail is also bent.
 - The right front side handrail stanchion is broken.
 - There are assorted scuffs (no dents noted) on the tank, domes, etc.
 - The whistle is still on the right side. The whistle bell is scuffed and the stud is bent to the left. The whistle bell is cracked.
 - The pop valves were protected inside the dome and appear ok.
- The headlight lens is cracked, but overall, the headlight appears ok.

Tender

N/A

Notes

The curators did not go under the locomotive. 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, but further inspection by qualified personnel is required in order to reach a final conclusion in this area.