

covered.

The second group of specifications are for locomotives and are of the printed type, post-1949, c. 20 pp. each, in multiple copies. Featured are the AS-16-6GE, the RS-12-5GE and the AS-416-9W.

VALUE ASSIGNED: \$350.00

Box 43 Standard and "as built" locomotive specifications, c. 1940's to 1950's. This appears to be the record file of specs.; many sub-specs. of standard locos. are present; also some specs. are in multiple copies. Typed and printed copies are included.

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Covered in this box are the following models: DRS and AS-416, AS-416-10-GE, AS-16, S-16, 1500 DR and RF (domestic and foreign), DRSB-6-6-15, DH12-12-15, DC4-4-15, DC6-4-15, AS-415, AS-614, DRS-1500, and DRS6-6-15-1 to 15-13.

VALUE ASSIGNED: \$950.00

Box 38 Standard and "as built" specifications, correspondence, blueprints, drawings, and photographs, c. 1953 to 1957. This box includes -- among c. 100 others -- the specs. for the Norfolk & Western RR "Jawn Henry," the 4500 HP steam turbine electric locomotive. There are a number of Lima-Hamilton Locomotive specs. In addition there is considerable data on steam turbines.

VALUE ASSIGNED: \$1,000.00

Addenda Miscellaneous folders (15) of specifications, c. 1943 to 1956.
Box 1 Included are specifications for the S-12H, the RP-210 propulsion and auxiliary power unit (light-weight train (1955), RTH-424 (Maybach diesel hydraulic with third rail), two folders of specs. of competitor locomotives (mostly GE).

In another part of the box (#26) there are nine specifications mainly the printed post-1949 variety, 22pp. with picture of the locomotive on stiff cover. Included are AS-616E, 44-DE-7, R-616E, 55-D-1 (preliminary 7000 HP steam turbine electric), ASB-616, AS-16, AS-416, S-12, and 43-DE-1 (BLW 6000 HP 4-6-6-4, 750/8 DE locomotive.)

VALUE ASSIGNED: \$245.00

Addenda B-L-H printed locomotive specifications, three binders, c. 370
Box 4 pp in all, c. 1951 to 1955, good condition except as noted. There are two copies of "Baldwin-Westinghouse Diesel-Electric Locomotives for Industrial Switching Service," c. 140 pages. The specifications run from 6 to 13 and consist of a picture,

an elevation, and detailed description of each locomotive in 15 pages. The other binder, c. 85 pages, good to fair condition with some water damage of the first three pages, is the first of a two binder set. The five specifications are for mechanical and hydraulic locomotives.

VALUE ASSIGNED: \$75.00

Some in Eng. Pub. series

Bills of Materials and Drawing Records or Lists

Bills of Materials and Drawing Lists stand at the center of the manufacturing process for locomotives and diesel engines. Although each class of locomotive or engine appears the same, the particular unit could often be unique in its combination outside vendor parts and special features when compared to dozens of its compatriots manufactured the same year. As indicated above, the Engineering Department was constantly trying to improve performance and to cut costs. Thus the various class locomotives or diesel engines of one year would not be the same as those built the next.

One dramatic example of this constant improvement and modernization came with turbocharging the early 600 series of engines for the 1000 HP switcher locomotives. The 600 series itself was an improvement on the 60 series VO engines in the area of cylinders and cylinder heads to allow for efficient supercharging. In the case of the 1000 HP switcher it was found that the six cylinder 750 HP engine supercharged would give as much power as the eight cylinder naturally aspirated one. From the outside the locomotives showed little difference beyond their road numbers and the paint jobs of each railroad line. Add these subtle differences to the increasing number of classes, to the custom

requests of individual customers, and the different gauges required for export models, and it is easy to see why any company involved in the renewal parts, repair, and modernization business such as Baldwin-Hamilton kept "as built" records for every locomotive and diesel engine still in operation.

The bills of materials and drawing lists gave the record of the exact drawings used on a particular locomotive or diesel engine. Here the special modifications and requests would be registered. It is also here that the scholar of technology can document the evolution of the locomotive building art as Baldwin reacted to advances in engineering and the demands of the market place. Here is the cutting edge of change that transcends each individual engine. At the same time individuals doing research on a particular railroad or class of locomotive has bedrock data to work with.

The bills of materials and drawing lists normally fall into rough chronological order and can in addition be found by sales number and by construction number. They give the exact drawing and part numbers used in construction. Sometimes the bill of materials will start with a specification number for which a series of drawings is standard; to this will be added all the changes and modifications. Bills of materials coupled with a complete set of drawings are essential for any restoration of the Baldwin locomotives. The lists of drawings and bills of materials described below are in rough chronological order.

NOTE: "Drawing Lists" and "Drawing Records" were used at

different periods to identify the same type of documents.

? C-1-1&2 "Baldwin-Westinghouse-Bills of Material", 83 thick envelopes [c. 3.4 cu.ft.], 1940 to 1944. Contents in good condition, envelopes worn. The mine and industrial locomotives documented here were manufactured as a joint venture between Baldwin and Westinghouse and were marketed under that joint name. There is much more information here for each electric mine locomotive than the bills of material.

The envelopes include parts catalogs, specifications, purchasing sheets, overall view of locomotive arrangements, correspondence on later repairs, tests, etc., and some drawings of specific parts. Each locomotive has a sales number and a construction number and its class is given.

VALUE ASSIGNED: \$1,650.00

12 B-17-2 Catalog Masters for Westinghouse Electric & Baldwin Locomotive Works electric locomotives, one full drawer, c. 1940 to 1949. Very good condition. These were masters in multiple copies to make up the catalogs that were mentioned immediately above and were tailored to match the equipment in a particular locomotive. The file drawer starts with folders for 51 plate masters.

VALUE ASSIGNED: \$450.00

? B-6-4 Mechanical Parts Catalogs for WE & BLW mine locomotives, full drawer, c. 1930 to 1949, good to fair condition. There are four envelopes with the mechanical parts catalogs. The rest of the drawer has blue print copies of bills of materials and construction details of several locomotives.

VALUE ASSIGNED: \$100.00

12 B-15-3 Drawing Lists and Records, 46 binders [c. 2 cu.ft.], c. 1940 to 1953. Good condition. The first section contains 27 binders of drawing lists for diesel switcher locomotives. These include standard switchers from 660/SC to 1000/SC. On the side of the drawer there are three binders: drawing records for brass and iron casting and forging, 1941-43; the location of locomotives at the start of WWII; and a list of locomotive customers.

The second section of this drawer is devoted to electric locomotive drawing records -- 19 in all. The inclusive dates are 1941 to 1942; the sales numbers are not consecutive but do fall between #41513 and 42509. All locomotives are 0-4-0 with two electric motors varying from 9 to 130 HP.

VALUE ASSIGNED: \$690.00

12 B-16-5 Diesel Drawing Records, 42 binders [c. 2.25 cu.ft.], 1946 to 1948. Good condition. Within this group of lists of drawings can be found the 2000 HP road freight locomotives (0-6-6-0 1000/2 DE 1 & 20 that were sold to the National Railways of Mexico. Normally the thicker binders indicate export locomotives such as the one ordered by Bethlehem Steel for Venezuela.

VALUE ASSIGNED: \$630.00

12 B-15-4 Diesel Drawing Records, 37 binders [c. 2 cu. ft.], 1942 to 1950. Good condition. Drawing records include sheets with instructions for forging, brass casting, and iron casting. The bulk of the drawing records fall in the 1947-48 period.

VALUE ASSIGNED: \$555.00

12 B-16-3 Diesel Drawing Records, 58 binders, [c. 2.5 cu.ft.], 1949 to 1950. These locomotives are identified by customer, road number, construction (or serial) number, class, etc. This was the time when BLW and B-L-H sold the greatest number of diesel electric locomotives. Included in this drawer were the drawing lists for one steam and two electric locomotives.

VALUE ASSIGNED: \$870.00

12 B-15-1 Diesel Drawing Records, 69 binders [c. 2.5 cu.ft.], 1950. Good condition. About 40 of these drawing lists are for the construction of diesel electric locomotives. The other 27 binders cover "extra orders". Often one drawing list would cover an order for 10 or more locomotives. The Pennsylvania Railroad ordered 18 "A" units of the DR 4-4 1600/1 SC and 14 DT 6-6 1200/2 SC in 1950.

VALUE ASSIGNED: \$890.00

12 B-16-2 Diesel Drawing Records, 42 binders [c.2 cu.ft], 1950 to 1951. Good condition. Actually only 39 of these binders are for diesel locomotives. The thickest binder, S.O.51451, is for 19 steam 2-82 21 S locomotives for the New South Wales Government Railways. Two other steam locomotives -- one for the U.S. Govt. and one for the Ecuadorian State Railway -- were built during that period.

VALUE ASSIGNED: \$645.00

12 B-16-1 Diesel Drawing Records, 43 binders [c. 2 cu.ft.], 1951. Good condition. These binders have sales numbers between 51523 and 51806, and are not consecutive.

VALUE ASSIGNED: \$645.00

12 B-15-5 Diesel Drawing Records, 26 binders [c. 1.5 cu.ft.], c. 1952. The sales order numbers were revamped under B-L-H Corp.; these binders were in the 120-1001 to 120-1033 range. NOTE: This drawer contains the bill of material for that mid-1940's monster, "Jawn Henry", the Norfolk and Western Railway Company's 6-6-6-6 4500/1 TEL coal fired turbine electric. One reason for it being in this drawer is the Production Department note of 3-13-1952 that the "Jawn Henry" had been scrapped.

VALUE ASSIGNED: \$400.00

12 B-16-4 Diesel Drawing Records, 37 binders [c. 2 cu.ft.], 1952 to 1953. Good condition.

VALUE ASSIGNED: \$555.00

12 Box 69 Diesel Drawing Lists, 29 binders, [c. 1 cu.ft.], c. 1949 to 1954. Good condition. These binders may have been segregated because they deal with diesel electric locomotives of 1000 HP and above.

VALUE ASSIGNED: \$435.00

12 Box 77 Diesel Drawing Lists, 13 binders [c. 1 cu.ft.], c. 1950's. Good condition. Twelve locomotives are rated at 1000 to 1600 HP and one for 660 HP.

VALUE ASSIGNED: \$195.00

12 Box 58 Bills of Materials for diesel engines, 12 binders [c. .75 cu.ft.], 1954 to 1955. Good condition. These bills of materials are for the 600 series, both eight and six cylinder engines; most were used in locomotives.

VALUE ASSIGNED: \$120.00

Photographs

Photographs of all railroadians are the most widely sold and held. There are many entrepreneurs with sets of negatives who can provide 5x7 or 8x10 photographs of particular railroads and of particular locomotives on those lines. The rail fan magazines have many advertisements. As a consequence there is a distinct market

and market price for photographs of rolling stock, locomotives, stations, roundhouses, freight yards, and much else of interest to the highly addicted rail buff.

The BLW/BLH collection has these types of photographs organized by the sales and publicity departments. Professional photographers at times are used; there also may be in-house photographers. A number of pictures are gathered together in folders for sales purposes and are well identified. Many, unfortunately, are not. The pictures of locomotives just manufactured almost always have the name of the customer painted on the side, but some guessing is necessary to establish the year made or the exact class.

Since the BLW/BLH companies manufactured diesel engines to power municipal electrical companies, pumping stations, ships, and auxiliary power plants in addition to locomotives, there are a number of photographs of the diesel engines themselves. Pictures of De La Vergne stationary engine installations date to the second decade of this century.

Finally, for various reasons engine and locomotive parts and sub-assemblies have been photographed. There are process shots of engines and locomotives being constructed. The interiors of the Eddystone Works give a real sense of the vast spaces needed to house anything as big as dozens of locomotives in various stages of construction. There is one set of pictures showing the loading of locomotives on a ship for export overseas -- whether Europe, Africa, or South America.

This appraisal, while instructed by the buff trade price of \$1.50 to \$3.00 per a black and white, 8x10 glossy print, must come to terms with this particular set of photographs. There are rare, old photographs that will be worth more to the collector for their interest and more to the scholarly repository for research content. At the same time it is hard to make a case for a photograph of a small part or sub-assembly of either a diesel engine or locomotive probably taken in the first place to illustrate a parts list or operating manual. The appraisal will take into account the inherent interest of each type of photograph.

The Albert Hoefer Collection

12? The following photographs are to be found in the "Addenda" materials, Box 2, and in three folders and two binders amounting to about three quarters of a cubic foot.

Item 1 Three ring binder (9.5"x11.5") originally used for pictures of supercharged and naturally aspired engines both six and eight cylinders. Also parts and sub-assembly photos plus interior and external views of the plant. Locomotive and stationary engines shown. Pictures have three holes punched to fit in binder. c. 190 8x10, B&W photographs.

The binder also contains a folder with 40 photographs, one half locomotives, one half stationary engines. At the end of the binder there are 2 original photographs of the first BLW diesel electric locomotive (1925) and one photograph of the second diesel electric locomotive (1929).

VALUE ASSIGNED: \$290.00

Item 2 Post binder (11.25"x8.75"), 100 8x10, B&W, linen backed and carefully identified, photographs of De La Vergne horizontal and vertical engines and installations in the 1920's. Some process and parts photographs. A few involve marine and dredge installations.

VALUE ASSIGNED: \$175.00

Item 3 Publicity folder with pictures and press releases on the 1955

Maybach engine and transmission used in a diesel switcher sold to the U. S. Transportation Corps. About 20 8x10, B&W showing the locomotive being built.

VALUE ASSIGNED: \$50.00

Box 2,
L. 12 ?
Item 4 Folder with pictures and 15 printed 8.5"x11" sheets with elevations and parts lists. The first segment of 46 8x10, B&W photographs is about half and half between locomotives and sub assemblies. There are six 8"x6" locomotive cards with a loco photo on one side and its specifications printed of the verso. One card is of the Class 2-8-8-2 26 SA 14.

There is one 22"x11" printed, colored picture of an Electric-Motive locomotive. At the back of the folder there are 56 loose photographs, c. 1/2 engines, 1/2 locomotives.

VALUE ASSIGNED: \$250.00

Box 24 This box was organized on site and contains c.750 8x10 B&W photographs in good condition with some duplication from the 1940's and 1950's. The rough segments of these photographs are as follows: locomotives (196) including envelopes on the St. Louis & Southwestern RR and on the Union RR; and diesel stationary engines and installations (c.100) including envelopes on the diesel engine for Russia (1945) and the Andrews AFB installation with press releases.

L. 12

This box also includes: mixed locomotive and diesel engine photographs (255); locomotive construction and factory views (55); and locomotive & engine sub-assemblies and parts (155).

VALUE ASSIGNED: \$1,170.00

Box 28 Folders of BLW and BLH 8x10 B&W photographs, c. 250, 1940's and 1950's, good condition. One folder (BLW) contains c. 100 photographs on locomotive and diesel engine parts and construction; there are many duplicates. The BLH section has 15 folders, 11 of which are devoted to well identified, locomotive views.

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Subjects include: type 0-6-6-0 2000 HP loco., 6000 HP BLH demonstrator, BLH 3000 HP loco., BLH road transfer 2000 HP loco., BLW 750 HP demonstrator, historical diesel electric locos., and the AS 616 locomotive. The parts and sub-assembly folders include operator's cab, operator's controls in 1600 HP all service locos., radiators, and B-W generators.

VALUE ASSIGNED: \$420.00

Publicity and Engineering Photographs

While the exact reason for the project is not known at this time, the Baldwin enterprise organized an extensive file of photographs on its different types of locomotives sold to individual customers in the 1950's. The whole file is arranged alphabetically by customer name -- from the Akron & Barberton Belt RR to the Youngstown Sheet & Tube Company. Within each customer section there is a folder for each type of locomotive or special (repair) job. For example, in the Central RR of New Jersey there are three folders: "0-4-4-0 4500 HP (3 unit)", "0-4-4-0 660 HP to 1000 HP", and "'New Jersey' 0-6-6-0 2000 HP." During the review and organization of this photographic collection empty folders were discovered. Also a close check of the Pennsylvania Railroad section revealed that there were more folders than the ten still present.

In many instances the negatives are included. There are a minimum of six photographs per folder. There is much duplication and there is some incompleteness in the coverage. The photographic assignment; six digit number appears on each negative and 8x10, B&W print; after a dash, a subsidiary number identifies each picture in the set. Thus it is possible to see that certain views in the original complete set have been removed.

Box 28 14 Folders of 8x10 B&W photographs, 1940's and 1950's, good
 condition, with some curled slightly. This group of folders
12 covers from the Akron & Barberton Belt RR to the Baltimore &
 Ohio RR.

VALUE ASSIGNED: \$280.00

Box 20 42 Folders of 8x10 B&W photographs, 1940's and 1950's, good