

Richmond Dean Williams, PhD.

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Consultant  
Archives  
Business Records  
Libraries

Appraiser  
Books  
Manuscripts  
Photographs

A P P R A I S A L

of the

BALDWIN-HAMILTON COMPANY

ARCHIVES

\*\*\*\*\*

Including the Records

of

The Baldwin Locomotive Works

and

The Baldwin-Lima-Hamilton Corporation

and

Subsidiary Companies

\*\*\*\*\*

Honey Brook, Pennsylvania  
November 4, 1991

With locations: see next 2 pages  
for explanations  
of locator codes

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\* The promised letter was not received in time to be enclosed in the appraisal.



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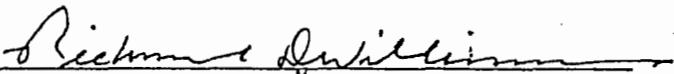
**CERTIFICATE OF APPRAISAL**

I, Dr. Richmond D. Williams, hereby certify that I have made an appraisal of the Baldwin-Hamilton Company archives; that the records, correspondence, tracings, photographs, instructional manuals, trade catalogs, parts lists, promotional items and other historical materials that constitute the Baldwin Locomotive Works/Baldwin-Lima-Hamilton Corporation segment of the Baldwin-Hamilton Company archives are described in detail in the attached Report of Appraisal. The appraisal took place in the Joy Technologies, Inc. plant, Honey Brook, Pennsylvania, between May 6 and November 4, 1991.

In my opinion the Fair Market Value of this gift to the Pennsylvania Historical and Museum Commission is: \$80,639.00.

Fair Market Value as used in this appraisal is "the price at which such property would change hands between a willing buyer and a willing seller, neither being under any compulsion to buy or sell, and both having reasonable knowledge of relevant facts... All relevant facts and elements of value as of the time of the gift shall be considered...." Treas. Reg. Sect.25.2512-1(1958).

I, Richmond D. Williams, do not have any interest in this property, either present or contemplated. Compensation received was, or to be received is, in no way contingent upon the estimate of the value established.

  
Richmond D. Williams

Valuation date: 4 November 1991.

## REPORT OF APPRAISAL

### I. INTRODUCTION

#### Background

This appraisal is based on an inventory of records, drawings, tracings, photographs, reports, specifications, instruction manuals, and much more that have been preserved by the Baldwin-Hamilton Company (B-HC) at the Joy Technologies manufactory in Honey Brook, Pennsylvania west of Downingtown on U.S. route 322. The inventory of all the records stored at Honey Brook started on May 6 and ended on November 4, 1991, and involved 68 contact days on site. Inventory time spent to isolate and to describe the Baldwin Locomotive Works/Baldwin-Lima-Hamilton (BLW/BLH) Corporation historical records is in close comparison to the amount of those materials.

In rough terms the BLW/BLH materials amounted to two large truck loads consisting of: five skids with 127 record center boxes, five skids containing approximately 1760 drawing storage cardboard tubes (1.75x36 inches), one skid containing two card file drawers, and ten card file cabinets with 21 drawers of various sizes, 48 drawing storage cabinet sections with 290 flat drawers, and nine filing cabinets with 39 file drawers both regular and legal size.

[See Appendix 2 for plans and diagrams showing how the BLW/BLH historical materials were intermixed with those of Austin-Western dump cars, Hamilton engines, Sterling engines, and Whitcomb locomotives. **NOTE:** The location symbols used throughout this

appraisal are based on this system with the addition of "M" for Malvern and "Addenda" for materials temporarily withheld from shipment to aid the appraisal write-up. In July, 20 drawing storage cabinet sections with 100 flat drawers containing Baldwin, Austin-Western, Whitcomb, and Hamilton tracings were moved to Honey Brook from Baldwin-Hamilton Company offices in Malvern, Pennsylvania.]

The "Baldwin" materials represent the last vestiges of the fabled Baldwin Locomotive Works of Philadelphia which dates to 1832. That company built more steam locomotives than any other concern in the world by the time that line of locomotives was phased out in the early 1950's. Late in the 1890's in conjunction with the Westinghouse Electrical Manufacturing Company, Baldwin built small electric locomotives for mining and industrial use. By the mid-1920's the company started experiments with "oil" and diesel engines to power electric generators and motors; by 1939, just before World War II, the Baldwin Locomotive Works was producing two models of diesel electric switching locomotives. With the switcher design frozen by the War Production Board BLW manufactured 397 similar diesel electrics for the war effort. This, however, was just a small part of Eddystone's contribution to the armed services, 1942-45, which included 2577 steam locomotives in three styles, 624 diesel power plants, 2399 M-series tanks and 60 million pounds of ship propellers. Development work on diesel electrics went on during the war allowing BLW to expand its line of switchers and beyond to road locomotives for passenger

and freight service. Although this positioned BLW to participate in the diesel boom of the late-1940's and early-1950's as railroads abandoned steam power, the market share was always low and the profits were also low due to a custom approach to manufacture. As a result, the new management which came with the 1950 Baldwin-Lima-Hamilton Corporation merger ended steam locomotive manufacture in 1955 and diesel electrics in 1956.

The historical records at Honey Brook in May, 1991, contained more than just the straight succession of Baldwin locomotives -- electric, and diesel electric -- because of two periods of extensive diversification. In the late-1920's and early-1930's the firm absorbed the Southwark Foundry & Machine Company, which made hydraulic presses, other heavy machinery, and diesel stationary and marine engines; the A. P. Morris-De La Vergne Engine Company which made stationary and marine diesel engines and refrigeration equipment; and the George Whitcomb Company, of Rochelle, Illinois, which sold a diverse line of small gasoline, diesel, and electric locomotives for mining and industrial use.

In the early 1950's Baldwin brought the Lima-Hamilton Company and Austin-Western Dump Car Company into the fold and reorganized itself as the Baldwin-Lima-Hamilton Corporation. The Lima-Hamilton locomotives duplicated the BLW lines and that operation was abandoned. Kept for the merger, however, were the crane, power shovel, plate glass polishing, and stationary diesel engines -- some coming to the BLW's main factory at Eddystone and some remaining at Hamilton and Lima, Ohio. [The Sterling Machine



Company of Menominee, Michigan and formerly of Buffalo, New York, was purchased in 1962.]

There were two reasons why the enormous bulk of historical records -- representing parts of at least nine different entities - - existed at Honey Brook twenty some years after the official demise of the Baldwin-Lima-Hamilton Corporation in 1971/72. The first is the need for "renewal parts" by all operating diesel engines, locomotives, and dump cars. The Baldwin-Hamilton Company was organized in 1971 to continue the successful BLH renewal parts operation. Thus the B-HC had an established business to supply replacement parts to railroads for the hundreds of individual locomotives (steam, electric, diesel-electric); to military and municipal power stations for the huge stationary diesel engines; to gas and oil line companies for the engines in their pumping stations; to mining companies to keep their automatic dump cars in repair; in short, to any company which continued to operate with Baldwin products in the united States and around the world.

To carry out its mission the Baldwin-Hamilton Company needed the bills of materials, specifications, drawings, parts lists, etc., for every engine and locomotive built by the B-L-H Corporation and its absorbed companies over the last 50 years. This residue of data at Honey Brook was essential to providing the right part to the right owner of Baldwin equipment at the right time whether the part came out of stock, had to be manufactured to the original specifications, or secured from one of dozens of vendors of generators, governors, switches, fuel injectors,