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Addenda Drawing Directories, 2 volumes, "600-01-001 to 600-25-" and "600-26- to 600-103-", c. 250 pages each, soiled and worn on edges, but overall good condition. Information typed on printed forms which include the following data: drawing no., part no. [normally the same as the latter], size drawing, description, record, and remarks [normally the sales no.]. The organization of data is the same as the 60 series with numbers in each group under "assembly" and "details."

VALUE ASSIGNED: \$75.00

1, 2, & 14 SIZE

M-4-13 600-01-101 to 600-16-210, 14"x8.5" & 17"x8.5", c. 890 tracings and drawings on linen in four sections, good to fair condition, c. 1940's to 1950's. Covers general arrangement, bed plate, crankshaft, frame, camshaft drive arrangement, connecting rod, piston, intake & exhaust valves, and "valve motion" (push rods, tappets, etc.)  
Cave # 9

VALUE ASSIGNED: \$223.00

E-5-16 600-01-106 to 600-103-033, 14"x8.5", c. 930 tracings and drawings on linen in three of six sections, good to fair condition, c. 1940's to 1950's. Covers most groups from general arrangement to tools (70) and from specialty (99) to stock lists (103).  
Cave # 18

VALUE ASSIGNED: \$186.00

B-5-10 600-06-108 to 600-70-191, mostly 17"x11" but some 11"x8.5", c. 200 tracings and drawings in one of two sections, fair condition, c. 1940's to 1950's. Covers the whole gamut from crankshaft drive arrangements to tools, but there is a large concentration in fuel and lubrication piping systems.  
Cave # 8

VALUE ASSIGNED: \$40.00

M-4-14 600-17-108 to 600-23-899, 11"x8.5" & 17"x8.5", c. 795 tracings and drawings in four sections, good to fair condition, c. 1940's to 1960's. Covers air starting valve, fuel injectors, relief valve, fuel injection pumps, and exhaust & intake headers (includes filters and silencers).  
Cave # 9

VALUE ASSIGNED: \$199.00

*Case # 9*  
M-4-15 600-24-001 to 600-35-135, 14"x8.5", c. 890 tracings and drawings on linen in four sections, good to fair condition, c. 1940's to 1950's. Covers fuel piping system, lubrication system (pipes, filters, pumps, etc.), air starting piping, water pump, gauges, reversing mechanism, oil catcher assembly, torsigraph, and gas header.

**VALUE ASSIGNED: \$223.00**

M-4-16 600-41-106 to 608-91-178, 11"x8.5", 14"x8.5"&17"x11", c. 760 drawings and tracings on linen in four sections, good to fair condition, c. 1940's to 1950's. Covers, among other groups, governor, platform, breather piping, overspeed stop, paint, turbocharger, surge tank, alarm & shutdown system, tools, barring arrangement, engine & generator base, specialty lists (names of 66 RR's given), and stock list.

**VALUE ASSIGNED: \$152.00**

24 SIZE

*Case # 14*  
M-3-1&2 600-01 to 600-02, 24"x18", c. 188 tracings and drawings, good to fair condition, c. 1950's to 1960's. Covers general arrangement and bed plate. Includes 3 rolls (41 size).

**VALUE ASSIGNED: \$38.00**

M-3-3&4 600-03 to 600-07, 24"x18", c. 200 tracings and drawings, fair to poor condition, 1940's to 1950's. Covers crankshaft, frame, crankshaft driver arrangement, and connecting rod. Includes 5 rolls (41 size).

**VALUE ASSIGNED: \$40.00**

M-3-5 600-08, 24"x18", c. 50 tracings and drawings, poor condition, c. 1950's. Covers pistons. Includes 10 rolls and a packet of blueprints from the Engineering Department for the modernization of the VO and 600 series engines.

**VALUE ASSIGNED: \$15.00**

M-3-11 600-13 to 600-22, 24"x18", c. 120 tracings and drawings, fair condition, c. 1950's. Covers camshaft, cylinder head, intake & exhaust valves, valve motion, air starting valve, fuel injectors, relief valve, and fuel injection pumps. Includes 10 rolls (41 size).

**VALUE ASSIGNED: \$30.00**

M-3-12&13 600-23-001 to 600-23-706, 24"x18", c. 232 tracings and drawings, fair condition, c. 1940's to 1950's. Covers exhaust and intake headers. Includes 12 rolls (41 size).  
*Cave # 14*

VALUE ASSIGNED: \$46.00

M-3-14&15 600-24 to 600-39, 24"x18", c. 280 tracings and drawings, fair condition, c. 1940's. Covers fuel system, lubrication system, air starting piping, water pump, gauges, reversing mechanism, oil catcher assembly, gas header, and generator.  
*M*

VALUE ASSIGNED: \$56.00

M-4-1&2 600-40 to 600-91, 22"x17", c. 215 tracings and drawings, fair condition, c. 1940's and 1950's. Covers belt drives, fly wheel, governor, governor control to engine & generator base. Includes 5 rolls (41 size).  
*Cave # 16*

VALUE ASSIGNED: \$43.00

41 & 7 SIZE

E-9-4to6 600-01-001 to 606-01-044, 66 rolls and c. 198 tracings of varying heights and lengths; the heights vary from 30" to 41" and the lengths are from 6' to 8'. The tracings are in good condition and date from the 1940's and early 1950's. These are the general arrangements for six and eight cylinder supercharged diesel engines.  
*Cave # 17*

VALUE ASSIGNED: \$248.00

D-5-10 600-02 to 600-04, 41"x30", c. 120 tracings and drawings are in mixed condition, 1940's poor, 1950's good. Covered for the six and eight cylinder engines are the bed plate, crankshaft, and frame.  
*Cave # 18*

VALUE ASSIGNED: \$30.00

E-9-9&10 600-02-012 to 606-23-0141, 43 rolls, various sizes, fair condition, c. 1940's and 1950's. Covers from bed plate to exhaust and intake headers. These rolls have one drawing each.  
*Cave # 7*

VALUE ASSIGNED: \$15.00

D-5-11 608-13-001 & "up," 41"x32", c. 130 tracings and drawings, fair to poor condition, c. 1940's to 1950's. Covers the groups from camshaft to stock list.  
*Cave # 18*

VALUE ASSIGNED: \$33.00

E-9-8&11 600-23-0142 to 606-24-065, 54 rolls, various sizes, good to  
cart # 7 fair condition, c. 1950's. Covers exhaust & intake headers and  
fuel system.

**VALUE ASSIGNED: \$41.00**

E-9-7 608-24-067 to 608-24-0162, 27 rolls, various sizes, good to  
fair condition, c. 1940's to 1950's. Covers the fuel system:  
" the headers and piping.

**VALUE ASSIGNED: \$20.00**

E-8-8 606-24-0163 to 608-25-0237, 27 rolls, various sizes, good to  
cart # " fair condition, c. 1940's to 1960's. Covers fuel system and  
lubrication system.

**VALUE ASSIGNED: \$20.00**

E-8-9 608-26-004 to 600-29-209, 27 rolls, various sizes, fair to  
poor condition, c. 1940's to 1960's. Covers air starting  
" piping, water pump, and gauges.

**VALUE ASSIGNED: \$7.00**

E-9-2 600-30-010 to 606-49-018, 30 rolls, various sizes, fair  
condition, c. 1940's to 1950's. Covers reversing mechanism,  
cart # 7 oil catcher assembly, gas header, generator, fly wheel,  
governor, governor control, platform, outboard bearing, and  
breather piping.

**VALUE ASSIGNED: \$11.00**

E-8-7 606-49-019 to 608-64-079, 27 rolls, various sizes, good to  
fair condition, c. 1940's to 1950's. Covers breather piping,  
cart # " overspeed stop, rotary gear pumping unit, paint, exhaust  
snubber, flexible coupling, air compressor, and turbocharger.

**VALUE ASSIGNED: \$20.00**

E-9-1 608-64-086 to 608-91-005, 22 rolls, various sizes, good to  
fair condition, c. 1950's. Covers turbochargers, surge tank,  
alarm and shut down system, tools, spare parts, heat  
cart # 7 exchanger, barring arrangement, water treatment, and engine  
& generator base.

**VALUE ASSIGNED: \$17.00**

**700 Series**

E-5-16 700-01-001 to 700-08-114, 14"x8.5", c. 170 drawings on linen in one of six sections, good to fair condition, 1947 to 1950. Covers an experimental diesel engine from general arrangement to piston. This may be the start of the abortive 2000 Series engine mentioned in Kirkland's Dawn of the Diesel Age. It was abandoned when Westinghouse executives took control in 1949 and started opposed piston engine development.

care  
# 18

**VALUE ASSIGNED: \$255.00**

M-4-20 700-16-034 and up, 14"x8.5", c. 200 tracings and drawings in one of four sections, fair condition, c. 1940's.

care # 9

**VALUE ASSIGNED: \$40.00**

#### SK or Sketches Series

These drawings reveal another inheritance of the way the De La Vergne Machine Company conducted its development of diesel engines. Dating into the 1920's these drawings reflect changes and modifications in existing plans or experimental drawings. In a sense these drawings reveal the cutting edge of change and the adjustment to new developments in the use of diesel engines. Each stationary engine was designed to perform a distinct task which was dictated by the pump, generator, etc., needing the power. Thus De La Vergne engine models, as was the case of other manufacturers, filled a variety of particular niches, and, except for certain modifications for efficiency, tended to be manufactured year after year. Many of the sketches involve connecting the diesel engines' drive shafts to the machines to be powered.

The compelling nature of the sketches described below stems from the fact that the development of the VO locomotive engine, the 600 series, and the opposed piston engine is charted. The three directory volumes provide a chronicle of the changes in,

modifications of, and experiments on diesel engines from 1933 to 1969.

There are several drawbacks to the SK drawings. The most important flows from being on the edge of change; there is no pattern to what may be found in any numerical sequence; there is no subject indexing by group or kind of object depicted. Another downside is that they were done as transitory, stop gap measures and thus the use of pencil on paper often is the rule; the paper has become brittle and thus poses a conservation problem. There are exceptions to paper drawings, but these came in the 1920's De La Vergne sketches that are not registered in the drawing directories below; linen can also be found in smaller sizes at B-S and BLW. The ad hoc nature of sketches extends to sizes given to the drawings by draftsmen. There was some use of the 1942 1 size, 2 size, etc., system but more often than not the measurements of the drawing were given or it was called a "roll."

⑦ Addenda Drawing Directories, 3 volumes, bound in buckram, 8.25"x10.5", [inside, lined paper sheets, 7.75"x10+"], 152 pages each, entries in ink; good condition inside, covers of volumes slightly worn. Data given: column 1, drawing number; col. 2, description of drawing [three lines used]; and col. 3, drawing size, name or initials of draftsman, and date.

Book No. 1, sketches 700, 9-1-33, to 1924, 7-24-44, in 98pp; plus Experimental drawings, 1600, c.6-34, to 1765, 3-2-45, 10pp.

Book No. 2, sketches 1925, 7-28-44, to 3449, 7-6-51, 152pp.

Book No. 3, sketches 3450 [McAlear valve- 600 s.c. dual fuel; number changed to 600-43-204], 7-12-51, to 4398, 9-4-69, 88pp.

**VALUE ASSIGNED: \$105.00**

1, 2 & 3 SIZE

E-5-14 SK 1 to SK 4393, 11"x8.5" & 14"x9", c.1330 drawings and tracings in four of six sections, good to fair condition, c. 1920's to 1950's. These sketches start in the 1920's before the De La Vergne Machine Company became part of the Baldwin-Southwark Corp. and later the Baldwin Locomotive Works and the Baldwin-Lima-Hamilton Corporation.

*Cave  
# 18*

The drawings include an outline for a base for speed increaser pump, an oil cooler for an 8 cylinder VO engine, a study for a 19.5 inch piston, and the key and key way for extension shaft arrangement (Worthington sheave).

**VALUE ASSIGNED: \$399.00**

M-4-20 SK 1306 to SK 4397, 17"x11", c. 470 drawings on paper and linen good to fair condition, 1930's to 1960's. Covers "FD and SID cyl. Liner (for Mr. Palmer)," "Layout of Woodward W. O. governor and special valve for VO loco engine," "Support for Kingsbury thrust bearing," "Generator drive arrangement for "547" test engine."

*Cave  
# 9*

**VALUE ASSIGNED: \$118.00**

D-15-6 SK 2600's to SK 3500's, 11"x8.5", 14"x9" & 22"x8.5", c. 145 drawings in good condition, c. late-1940's and early-1950's. Includes piston and opposed piston center gear.

*Cave # 3*

**VALUE ASSIGNED: \$36.00**

4 SIZE & LARGER

E-8-4 SK 600 to SK 2198, 32"x 17.5" & 30"x24", c. 210 drawings and tracings mostly on paper, good to fair condition, 1930's and 1940's. Covers bearing shells for VG engine, flexible fuel hose arrangement for test engine, and "silicone" damper for VO & 600.

*Cave  
# 11*

**VALUE ASSIGNED: \$63.00**

*Cave # 11*  
E-8-6 SK 2200 to SK 2792, 30"x24", c. 145 tracings and drawings on linen and paper, fair to poor condition, 1940's. Covers trough for 600 engine crankshaft, modified bedplate for 600 engines with large generators, exhaust stack extension, proposed counterweights for 608 crankshaft, and gas valve assembly (VA).

**VALUE ASSIGNED: \$29.00**

*Cave # 5*  
E-10-2 SK 2802 and up, 30"x24", c. 195 drawings on linen, good to fair condition, 1940's to 1960's. Covers air intake header, M.A.N. turbocharger bracket, and repair & modernization of VO engine bedplates to eliminate shims between bearing caps and bedplate.

**VALUE ASSIGNED: \$59.00**

*Cave # 7*  
E-9-3 SK 708 to SK 4398, 34"x21" & 36"x24", c. 350 drawings on linen and paper, good to fair condition, 1933 to 1969. Covers DLVergne SID crankshaft modification, water spray cooler for hydraulic coupling, and application of De Laval C-10 turbocharger to Maybach Model 655 engine for proposed standard switcher (SK 4246, 2-8-56).

**VALUE ASSIGNED: \$105.00**

*Cave # 4*  
E-11-1&2 SK 776 to SK 4337, 41"x34", c. 110 drawings on paper, poor condition, 1930's to 1950's. Covers Winkler cylinder head, proposed railcar arrangement for a 6 cylinder LV S.C. engine, and 6 cyl. VA engine with pilot pumps added for dual fuel.

**NO VALUE ASSIGNED**

ROLLS

*Cave # 3*  
D-15-12 & SK 1039 to SK 2334, 30" to 36" high, various lengths, 54 rolls  
13 mostly pencil on paper, fair to poor condition, 1937 to 1947. The paper has become brittle and repairs to torn edges have been made with scotch tape which is beginning to stain the drawings. Covers proposed method of repairing a cracked frame, general arrangement of portable VO engine for the U.S. Corps of Engineers, installation and conversion of Model 600 engines for new design fuel injection equipment, and outside air intake compartment for standard 1000 HP switcher.

**VALUE ASSIGNED: \$27.00**



D-15-14 & SK 2530 to SK 3059, 30" to 36" high, various lengths, 51 rolls  
15 mostly pencil on paper, fair to poor condition, 1947 to 1950.  
Covers lubrication and water piping to turbocharger,  
Cave # 3 application of old style (flange mounting) bedplate to new  
style 4 point mounting underframe for 606 engine, and blower  
test set up and arrangement.

**VALUE ASSIGNED: \$26.00**

D-15-7&8 SK 2684 to SK 3469, 30" to 36" high, various lengths, 50 rolls  
mostly pencil on paper, good to fair condition, 1949 to 1950.  
Covers linear air flow test, set up for 547 opposed piston  
engine, laboratory excavation plan, cast iron piston with  
stainles steel crown for O. P. engine, elevation of BLW all  
purpose locomotive Unit A, and Unit B.

**VALUE ASSIGNED: \$100.00**

E-5-8,7& SK 3088 to SK 3920, 30" to 36" high, various lengths, 73 rolls  
6 mostly pencil on paper, fair to poor condition, 1950 to 1953.  
Covers from VA dual fuel engine (6 cyl. Stanolind) fuel pump  
Cave # 19 reg. cam layout to application of M.A.N. supercharger to  
L.L.H. model 600 engine.

**VALUE ASSIGNED: \$37.00**

E-5-5,4& SK 3771 to SK 4359 & up, 30" to 36" high, various lengths, 64  
3 rolls mixed paper and linen, good to fair condition, 1953 to  
1969. Covers from exhaust stack arrangement for a 8 cylinder  
VO switcher to Series VO and 600 piston and ring clearance.

**VALUE ASSIGNED: \$48.00**

#### **Standards: Small and Large**

As with most other diesel manufacturing methods, the De La Vergne Machine Company brought along its standards for the thousands of small parts, dimensions, threads, tools, etc. that are necessary to build an engine. Not only the dimensions of nuts, bolts, studs, gibs, chains, punches, and dies have to be given but also the material from which they are made. Blueprint copies of the original tracings and record copies were bound up in book form and widely distributed in the plant and engineering offices. The

tracings and drawings below show the absorption of the De La Vergne operation into I.P Morris, Baldwin-Southwark, and eventually Baldwin Locomotive Works. The small standards alone have over 900 categories of items and some subdivisions within each.

carc # 6  
B-3-14 "Small Standards" SY 3 to SY 901, 11"x8.5", c. 860 tracings, blueprints, drawings on paper in eight sections, poor condition, c. 1920's to 1950's. Covers punches, dies, rules for testing and inspecting a compressor, studs, piston rings, hex nuts, slotted hex nuts, packing rings, propellers, name plates, graphs, tables, etc, etc.

**VALUE ASSIGNED: \$43.00**

B-3-15 "Large Standards" SY 58 to SY "W", 14"x11", c.420 tracings on linen in four sections, good to fair condition, c. 1915 to 1925. Covers castellated nuts, special taps, compression springs, standard lock nuts, etc. Of interest in the alpha series which starts with A, "General Instructions for the Drafting Room," and includes specifications for wood under SY W.

**VALUE ASSIGNED: \$63.00**

#### Technical Data & Inspection Records

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Addenda Drawing Directory, "TD Index - IR Index"; bound book 8.25"x10.5", 152pp. lined 7.75"x10+", spine torn but interior in good condition, c.1929 to 1961. This book indexes technical data drawings & reports, and inspection records. Fortunately the present collection contains a significant number of the TD drawings and reports. The listing alone, however, indicates the nature and level of diesel engine development and the IR forms noted below show the complexity of the diesel engine and the care shown in manufacturing it.

The Technical Data index covers numbers 1 to 794, c. 1933 to 5-11-61 [793 was 6-3-53] in 65 pages.

The Inspection Records index lists numbers 1 to 123, 5-10-33 to 12-28-51, in ten pages.

**VALUE ASSIGNED: \$35.00**