

Firm: Baldwin Locomotive Works
Location: Philadelphia (Eddystone, PA, in 1912)
Operating Dates: 1831-1956
Principals: Matthias W. Baldwin

Information

Jeweler and silversmith Matthias Baldwin founded the Baldwin Locomotive Works in 1831. The original manufacturing plant was on Broad Street in Philadelphia where the company did business for 71 years until moving in 1912 to Eddystone, PA. Baldwin made its reputation building steam locomotives for the Pennsylvania Railroad, the Baltimore & Ohio Railroad, the Atchison, Topeka & Santa Fe, and many of the other North American railroads, as well as for overseas railroads in England, France, India, Haiti and Egypt. Baldwin locomotives found their way onto the tracks of most Colorado railroads, both standard and narrow gauge.

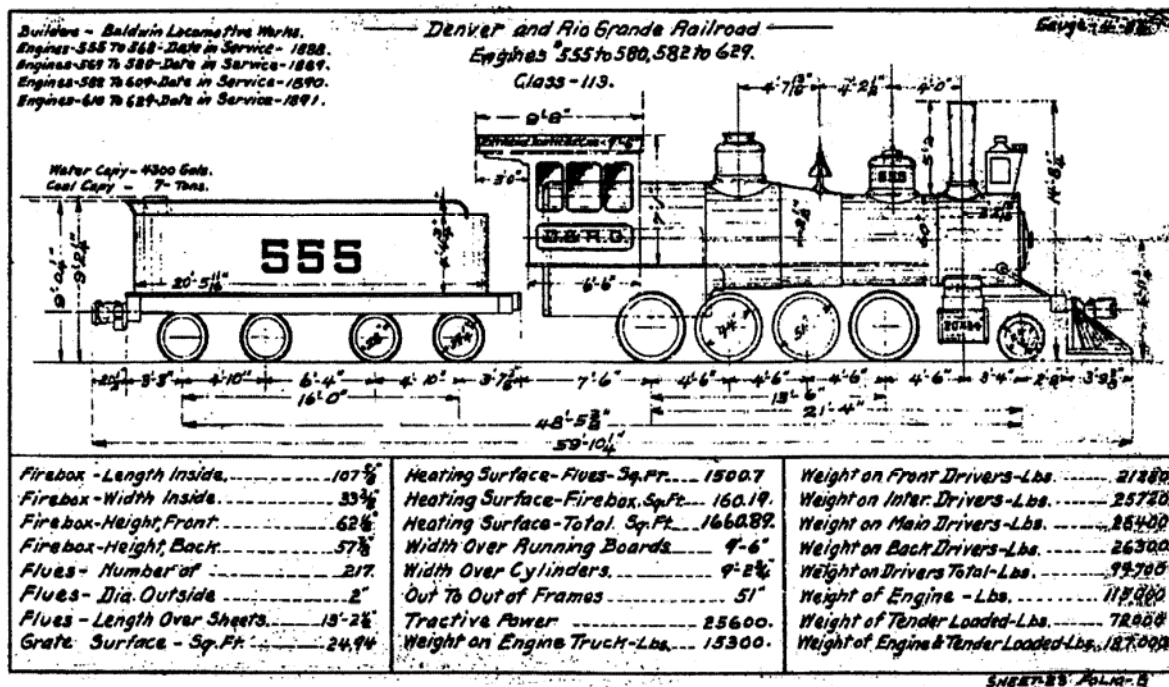
Baldwin built a huge number of 4-4-0 *American* type locomotives, but was perhaps best known for the 2-8-2 *Mikado* (D&RGW No. 491) and 2-8-0 *Consolidation* types (D&RGW No. 346 and DSP&P No. 191).¹ It was also well known for the unique cab-forward 4-8-8-2 articulated locomotives built for the Southern Pacific Railroad and the massive 2-10-2 engines for the Santa Fe Railroad. One of Baldwin's last new and improved locomotive designs was the 4-8-4 (Northern) locomotive (Santa Fe No. 2911).

In 1939, Baldwin offered its first standard line of diesel locomotives, all designed for rail yard service. Two years later, America's entry into World War II destroyed Baldwin's diesel development program when the War Production Board dictated that ALCO (American Locomotive Company) and Baldwin produce only diesel-electric yard switching engines. General Motors Electro-Motive Division (EMD) was assigned the task of producing road freight diesels, which gave the latter an advantage over its competitors in that product line in the years following World War II.

Business declined drastically in the postwar years as EMD and ALCO seized the bulk of the diesel market from Baldwin, Lima-Hamilton and Fairbanks-Morse. In a move to diversify its operations, Baldwin merged with Lima-Hamilton in 1950 to become Baldwin-Lima-Hamilton. However, market share continued to dwindle. Over 70,500 locomotives had been produced when production ceased in 1956.

Three National Register listed locomotives in Colorado were built by the Baldwin Works. Denver & Rio Grande Western Engines No. 168 and No. 169 both came out of the Philadelphia plant in 1883. Another Denver & Rio Grande Western Locomotive, No. 463, rolled out of the Baldwin shops in 1903. Four Baldwin locomotives are listed in the State Register— Denver, South Park and Pacific No. 191 Denver, South Park and Pacific No. 191, D&RGW Nos. 346 and 683, and Santa Fe locomotive No. 2912.

¹ Locomotives are often classified by their wheel arrangement. A 2-8-2 has two small pilot wheels at the front, followed by eight powered drive wheels, and finally two trailing wheels beneath the locomotive cab. Similarly, 4-8-4 denotes a locomotive with four pilot wheels, eight drive wheels and four trailing wheels. Names are often associated with common wheel arrangements. A 2-8-2 is generally known as a *Mikado* and a 4-8-4 is called a *Northern*.



This folio sheet illustrates Denver & Rio Grande Locomotive No. 683 (originally No. 583) built by the Baldwin Locomotive Works in 1890.

Credited Projects (partial list)

Locomotive	Location	Site No.	Locomotive Type	Date	Status
Denver, South Park and Pacific No. 191	Colorado Railroad Museum, 17155 W. 44th Ave., Golden	5JF1013.7	2-8-0 Narrow gauge	1880	State Register
Denver & Rio Grande Western No. 346	Colorado Railroad Museum, 17155 W. 44th Ave., Golden	5JF1013.9	2-8-0 Narrow gauge	1881	State Register
Denver & Rio Grande Engine No. 168	Colorado Springs	5EP.203	4-6-0 Narrow gauge	1883	National Register
Denver & Rio Grande Western No. 169	Cole Park Alamosa	5AL.312.1	4-6-0 Narrow gauge	1883	National Register
Denver & Rio Grande Western No. 683 (583)	Colorado Railroad Museum, 17155 W. 44th Ave., Golden	5JF.1013.11	2-8-0 C-28 Narrow gauge	1890	State Register
Denver & Rio Grande Western No. 318	Colorado Railroad Museum, 17155 W. 44th Ave., Golden		2-8-0 Narrow gauge	1896	Museum collection
Denver & Rio Grande Western No. 491	Colorado Railroad Museum, 17155 W. 44th Ave., Golden		2-8-2 K-37 Narrow gauge	1902-SG 1928-NG	Museum collection

Denver & Rio Grande Locomotive No. 463	Cumbres & Toltec Scenic RR, Antonito	5CN.68	2-8-2 K-27 Narrow gauge	1903	National Register
Atchison, Topeka and Santa Fe Railway Locomotive No. 2912	Union Station, Pueblo	5PE.612.44	4-8-4 Standard gauge	1944	State Register

Reference Material

Dahm, A. Lewis. "Denver and Rio Grande Western Railroad, Locomotive Number 683," State Register of Historic Properties nomination form, June 5, 1996.

"Steam Locomotive dot Com" website: <http://www.steamlocomotive.com/builders/> . Accessed September 1, 2006.

Site Files Database, Office of Archaeology and Historic Preservation, Colorado Historical Society, Denver.

Most of the records of Baldwin were destroyed in 1954. Surviving material is in the De Golyer Library at the Southern Methodist University in Dallas, TX. A few drawings are located at the Pennsylvania State Archives in Harrisburgh, PA. The builder's photos are located at the Railroad Museum of Pennsylvania in Strasburg, PA.

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