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March 18th,1920.

Mr.L.D.Gilbert,

Texarkana,Texas.

Dear Sir:-

Mr.Hill advises he will soon require the second locomotive the purchase of which he recommended at the time Eng.14 was bought. In discussing this with him he tells me a light engine will answer his purpose and he thinks our engine 5 will be suitable for his work. Under the circumstances I would suggest that we sell Eng.5 to the Southern Pine Lumber Company and buy a large engine for the main line work. The mixed run is too heavy for engines of the size of Nos.4 and 5 and while we have been able to get by with them for some time past we could handle the work to better advantage with heavier power. By using Eng.9 or 10 on the mixed run and buying an engine for the main line log train work the situation would be materially improved and Eng.5 would meet Mr.Hill's problem in the woods satisfactorily. He tells me that the increase in his haul at White City will necessitate the acquisition of additional power in the immediate future.

Yours very truly,

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March 18th,1920.

File 3-A-3.

Mr.P.G.Cheatham,Manager Houston Office,

The Baldwin Locomotive Works.

Dear Sir:-

Please quote price and delivery you can offer on one locomotive built to Baldwin Specification No.C-2371 of December 17th,1914 with the following eliminations:

Flange Lubricator
Heat Treated Tires,
11" Air Compressor vs.Cross-compound.

Please let us have in addition to the above qultation on an exact duplicate of Southern Pine Lumber Company's Engine 14 and a duplicate of T.S-E Engine 10,Class 10-30-D,609 equipped with Superheater and Piston Valves.

Yours very truly,

General Manager.

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The Baldwin Locomotive Works.

Philadelphia,

Paul G. Cheatham,
Manager Houston Office

Carter Building,
Houston, Texas,

March 20, 1920.

File

Mr. E. C. Durham, Gen. Mgr.,
Texas Southeastern Railroad,
Diboll, Texas.

File 3-A-3

Dear Sir:

We acknowledge your valued inquiry of March 18th under the above file.

We are requesting our Works to prepare quotations and specifications and will submit them within the next week or ten days.

Yours very truly,

THE BALDWIN LOCOMOTIVE WORKS

P. G. Cheatham

Manager, Houston Office.

PGC/H

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T. L. TEMPLE, VICE-PRESIDENT.
[illegible] GILBERT, SEC'Y & GEN. MGR.

T. L. L. TEMPLE PRESIDENT.

H. A. CARPENTER, TREASURER.
J. E. HINTZ, GEN'L SALES AGT.

Southern Pine Lumber Company

MANUFACTURERS YELLOW PINE

CAPITAL STOCK $1250000.00

ANNUAL CAPACITY OF OUR OWN MILLS 150,000,000 FEET.

Texarkana, Texas March 20, 1920.

SOUTHERN PINE SERVICE ASSOCIATION

Mr. E. C. Durham,

Diboll, Texas.

Dear Sir:

Answering yours of the 18th in regard to another locomotive. You might start on your negotiations for what is wanted, but before finally placing an order submit the matter back here for Mr. Temple's approval.

Yours very truly,

Gilbert

LDG:RLW

T S HARDWOODS E A S

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March 25th,1920.

Mr.W.A.Webb,General Manager,
St.Louis Southwestern Railway Co.,
Tyler,Texas.

Dear Sir:-

This Company is negotiating for a new locomotive to be used on log trains using your line between Lufkin and White City. The engine we are considering is a small 2-8-2 type weighing slightly less per driving wheelsaxle than the 4-6-0 type engines which we have been using on this run for the past four years.

The principal dimensions of the proposed locomotive are herewith enclosed and I will thank you to advise if an engine built to these figures can be operated between Lufkin and White City. Sometime since this matter was submitted to Mr.F.H.Britton who advised that it would not be ssafe to operate an engine of this size over the Angelina & Attoyac river Bridge which then had Howe Truss spans.I understand these bridges have been rebuilt and if satisfactory with you we would like very much to place order for this engine at once as we are very badly in need of additional power to handle log trains.

Yours very truly,

General Manager.

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PROPOSED 2-8-2 LOCOMOTIVE BALDWIN CLASS 12-34½ E.

GENERAL DIMENSIONS.

CYLINDERS	20 by 28
Drivers.....O.D.	51"
Working Pressure	190 Lbs.
Boiler, Diameter,	70"
Firebox	90-3/16 Long
Firebox	66¼ Wide
Wheel Base, Driving	14' 0"
Wheel Base. Total. Engine	30' 4"
Weight in working order:	
On Drivers	144,000 lbs.
On Front Truck	17,000 lbs.
On Back Truck	27,000 lbs.
Tender	135,000 lbs.

Limiting Conditions T.S-E.: Maximum Curvature in Yards 20 degrees
Rails 56 and 60 lbs. per yard.

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ST. LOUIS SOUTHWESTERN RAILWAY COMPANY
ST. LOUIS SOUTHWESTERN RAILWAY COMPANY OF TEXAS

WILLIAM A. WEBB,
VICE-PRESIDENT AND GENERAL MANAGER

TYLER, TEXAS,

At Ft. Worth, Texas, April 1st, 1920.

13

Mr. E. C. Durham,
Gen. Mgr., T.S.E.R.R. Co.,
Diboll, Texas.

Dear Sir:

Your letter of March 25th; concerning new locomotive to be used on log trains between Lufkin and White City.

The rating of these bridges on our line is E-35, while from the dimensions given this engine would rate E-38, and they would, therefore, be too light for the engine.

Yours truly,

W. A. Webb

A 20 5M 12-18

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THE BALDWIN LOCOMOTIVE WORKS
PROPOSAL

Inq. 320-S-378

~~226~~

Class 12-34¼ E

Philadelphia, April 1st. 1920.

We hereby propose and agree to construct for the Texas Southeastern Railroad, , and deliver on tracks in Eddystone, Pa. One Mikado type locomotive as per Specification C-6535

Shipment will be made within three to four months as nearly as may be, after receipt of all information necessary for us to proceed with work, delays by strikes, fires, or other unforeseen contingencies excepted.

We guarantee the locomotive to be built as specified, and we will replace parts which may fail within one year because of workmanship or defective material if furnished by us, provided defects are brought to our attention for verification when first discovered. We do not guarantee quality of materials or parts specified or furnished by purchaser. All important parts will be made to gauges, accurately interchangeable among any number of locomotives of the same class.

Power brakes, headlights, and other special appliances, as called for in accompanying specification, are included in price unless the contrary is stated. We assume no responsibility for royalties for patented appliances other than those specified by ourselves.

The price of this locomotive constructed and delivered as above will be:

FORTY FIVE THOUSAND TWO HUNDRED DOLLARS . . . . . .

($ 45,200.00.....) and such amount will be due and payable in Eastern funds, for this locomotive , on delivery as above mentioned, after which interest at the rate of six per cent. per annum will be charged. We reserve title to, and ownership of, said locomotive , and the right to retake possession of the same at any time until payment is made to us in full, in accordance with above terms. When shipment is made on wheels, our attendant will accompany the engine . No charge will be made for services of attendant, except for his transportation to point of delivery, and return to the Works, which cost will be added to and considered part of the freight charges. On arrival at destination, our engineer will, whenever practicable, take charge of putting the locomotive in working order, and will run same one or more trips on trial, all necessary assistance and supplies being furnished by the purchaser. On delivery, and after such trial, if made, our engineer will turn over the locomotive to the purchaser and take his receipt therefor.

This proposal is submitted for aceptance at this time. All provisions of this proposal supersede purchasers' drawings and specifications when used, unless specifically waived by us.

A written acceptance of this proposal will constitute a sufficient contract.

Accepted for

.....

By.....

Very truly yours,

THE BALDWIN LOCOMOTIVE WORKS

By.....

Vice President.

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A 20 5M 12-19

THE BALDWIN LOCOMOTIVE WORKS
PROPOSAL

Inq. 320-S-378

~~Est~~ Class 10-26¼ D

Philadelphia, April 1st., 1920.

We hereby propose and agree to construct for the Texas Southeastern Railroad, , and deliver on tracks in Eddystone, Pa.

One Six-coupled double-end locomotive as per Specification 6159
type

Shipment will be made within three to four months as nearly as may be, after receipt of all information necessary for us to proceed with work, delays by strikes, fires, or other unforeseen contingencies excepted.

We guarantee the locomotive to be built as specified, and we will replace parts which may fail within one year because of workmanship or defective material if furnished by us, provided defects are brought to our attention for verification when first discovered. We do not guarantee quality of materials or parts specified or furnished by purchaser. All important parts will be made to gauges, accurately interchangeable among any number of locomotives of the same class.

Power brakes, headlights, and other special appliances, as called for in accompanying specification, are included in price unless the contrary is stated. We assume no responsibility for royalties for patented appliances other than those specified by ourselves.

The price of this locomotive constructed and delivered as above will be:

TWENTY EIGHT THOUSAND SEVEN HUNDRED DOLLARS . . . . . .

($ 28,700.00 . . . . .) and such amount will be due and payable in Eastern funds, for this locomotive , on delivery as above mentioned, after which interest at the rate of six per cent. per annum will be charged. We reserve title to, and ownership of, said locomotive , and the right to retake possession of the same at any time until payment is made to us in full, in accordance with above terms. When shipment is made on wheels, our attendant will accompany the engine . No charge will be made for services of attendant, except for his transportation to point of delivery, and return to the Works, which cost will be added to and considered part of the freight charges. On arrival at destination, our engineer will, whenever practicable, take charge of putting the locomotive in working order, and will run same one or more trips on trial, all necessary assistance and supplies being furnished by the purchaser. On delivery, and after such trial, if made, our engineer will turn over the locomotive to the purchaser and take his receipt therefor.

This proposal is submitted for aceptance at this time. All provisions of this proposal supersede purchasers' drawings and specifications when used, unless specifically waived by us.

A written acceptance of this proposal will constitute a sufficient contract.

Accepted for

.....

By.....

Very truly yours,

THE BALDWIN LOCOMOTIVE WORKS

By G. Emmons
Vice President.

W. H. Fenn

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April 4th, 1920

13

Mr. T. L. L. Temple,
President - T.S.E.R.R.,
Texarkana, Texas.

Dear Sir:

I am advised by Mr. W. A. Webb, General Manager of the Saint Louis Southwestern Railway, that the rating of the bridges between Lufkin and White City is Cooper's Classification E-35, while the rating of the Mikado engine which we proposed to buy is E-38, making the engine too heavy for the structures on his line.

We have not yet received quotation from the Baldwin people on the three types of engines requested but under Mr. Webb's ruling we will be prohibited from operating the Mikado and I believe that under the circumstances we should waste no time in placing an order for a locomotive of the same size as our Engines No's. 9 and 10.

I am enclosing herewith Terminal Railroad Association Annual Pass in your favor for 1920; also, Kansas City Southern Railway, Angelina and Neches River and Groveton, Lufkin & Northern Railways.

I saw Mr. Henderson at Keltys yesterday. He seems to have improved while in California but is not in a frame of mind to fully appreciate his improvement on account of having been compelled to spend $5,000.00, which he considered exhorbitant. He says he can arrange to take the milk diet at home under more comfortable and satisfactory conditions and at much less cost and added that with all due respect to the medical profession, there was a great deal of humburg in it.

Yours very truly,

General Manager.

ECD-m

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The Baldwin Locomotive Works.

Philadelphia,

Paul G. Cheatham,
Manager Houston Office

Carter Building,
Houston, Texas,

April 5, 1920

File

Mr. E. C. Durham, General Manager,
Texas Southeastern Railroad Company,
Diboll, Texas.

Dear Sir:

Responding to your valued inquiry of March 18th, we have prepared and hand you herewith the following specifications:

Specification C 6535 describes Mikado Type Locomitive, Class 12-34¼ E, which embodies all that was originally covered by specification C 2371 except to omit Flange Lubricator, heat treated tires and including an 11 inch air pump instead of a Cross Compound Compressor.

Specification C-3536 describes a ten wheel type locomotive Class 10-30 D, duplicate of your No. 10 except to be equipped with Superheater and Piston Valve Cylinders.

Specification C 6159 describes a Six-Coupled Double-End Type Locomotive, Class 10-26½ D, duplicate of Southern Pine Lumber Company's No. 14.

You will also find enclosed formal proposal covering one locomotive to each specification.

We will come to Diboll to go into this matter with you at such time as may suit your convenience, and will appreciate your advising us.

Yours very truly,

THE BALDWIN LOCOMOTIVE WORKS.

P G Cheatham

Manager Houston Office.

PGC:MCC

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April 10th, 1920.

Mr. A. G. Cheatham,
Manager Renton Office -
The Baldwin Locomotive Works,
Renton, Penna.

Dear Sir:-

With reference to order of this date for one Pacific type locomotive, as per your specification 0-6166, which is practically the same as our engines Nos. 9 and 10, except the addition of superheater and piston valve cylinders.

In actual service we have found engines Nos. 9 and 10 of efficient and satisfactory design for this class of service with the exception of the following:

Excessive boiler repairs are necessary, due to general breakage of staybolts and leaky tubes; also, excessive flange wear on engine truck wheels, driving wheels and tender truck wheels, due to engine running to one side.

We hope that the application of the flexible staybolts will remove the staybolt trouble; that the application of 2" tubes with a somewhat greater pitch than the 2½" tubes mentioned on the other two engines will tend to diminish the flue trouble. However, we desire to ask that the Works give particular attention to the new locomotive, and that if any improvement in the method of applying tubes can be used that the new engine be changed in order to insure the elimination of this flue trouble in future.

In this connection, we have on several occasions had engine failures with these two locomotives within six weeks after the entire sets of flues had been removed and safe-ended. Within eight to ten months after renewal of tubes it is necessary to work the flues at least once each week, and sometimes oftener. Other locomotives being operated by the same employes, using the same fuel and water, and built by The Baldwin Locomotive Works, do not give this trouble, which fact has convinced us that something is radically wrong with the design or laying out of the sheets. We are now experimenting to renew flue sheets in engines Nos. 9 and 10, both of which have shown excessive cracking and bulging.

We know the cutting of flanges can be eliminated by the proper attention being given to the alignment and trueing of the locomotive, and having trucks square and properly centered, and all wheels properly gated. Both engines Nos. 9 and 10 were received with flanges cut badly enroute from Philadelphia. Both cut the pilot main driving wheel tire, and the same trouble was

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experienced with wheels of engine and tender trucks running to one side or the other. This trouble should be easy to correct and the removal of the cause at the time the engine is built will save us a great deal of bother and expense.

Your careful attention to these matters will be very greatly appreciated.

Yours very truly,

General Manager.

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The Baldwin Locomotive Works.
Philadelphia,

Paul G. Cheatham,
Manager Houston Office

Carter Building,
Houston, Texas,

April 12, 1920.

File

Mr. E.C.Durham,General Manager,
Texas South-Eastern R.R.Co.,
Diboll, Texas.

Dear Sir:-

The following are the changes in specification C-6536, referred to in contract of this date covering One (1) Ten Wheeled Type Locomotive.

Cylinders	19" x 26"
Working pressure	180 lbs.
Tate flexible Stay Bolts in breaking zones and throat sheets about,	400 to 450

Stay Bolts on sides to be left bare, same as Engine 10-26¼ D 157.
Tubes, Charcoal Iron,preferred.
Brick Arch, supported on Studs.
Studs for coal grate in fire box.
Nathan, freight whistle, Bell type.
Blowoff cock, Johnstone.
Steam Guage, Crosby.
Smoke Stack, same as Engine #10, except 10" shorter.

Particular attention to be given to Valve gear and setting of valves. Previous engines have been received with Valve Gear out of line, and this engine is to be as nearly perfect as possible.

Tires, held by shrinkage, only.
3.32" shrinkage allowed, account hot climatic conditions.
Tires, flanged.
Rods, to be "I" or Channelled section.
Grease Cups, forged solid on Rods, same size as applied engine 10-26¼ D-157
Chicago Flange oiler to be omitted.
Wrist Pin fastenings made with hexagon nuts on outside, same as engine 10-26¼ D-157.
Engine Truck, with swing bolster.
Engine Truck boxes, of cast steel.
Leach Air Sanders, in each sand box.
C-54 Air Strainer, on air pump, also U.S.metalic packing. Air Pump exhaust into cylinder saddle.

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Sharon Couplers.
Deck casting, shafing plates and drawbar casting of steel, same as class 1-26¼ D-157. See page five (5), specification C-6159.
All I.C.C. requirements to be cared for, including;-
Headlight Dimmer,
Standard Springs, Tires, and steel tired wheels to be used.
Rail Washers placed back of Drivers.
Spring rigging, same as Engine #10.
Ventilator, in Cab roof.
Washout Plugs, same as class 10-26¼ D-157.
Marker sockets to be provided on front end.
Water capacity increased to 6000 gallons.
Tender, long, low design.
McLaughlin, instead of Ball joint, to be used on all connection.
End Sills on Tender, to be of steel.
Oil Gauge with chart showing gallons and inches to correspond with Gauge, to be applied,
Drain Pipes through coping to rear corners ot tank, to drain overflow.

Lettering and numbering the same style as used by the Texas & Pacific Railway, except white paint to be used.
"TEXAS SOUTH-EASTERN", to appear on side of Tender.
Oil and Water capacity marked on back Tender, also small number.
Number #13, to be used.

This letter becomes a part of the contract.

Very truly yours,
THE BALDWIN LOCOMOTIVE WORKS.

P G Christian
Manager, Houston Office.

PGC/L.

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April 17th,1920.

Mr.Paul G.Cheatham,Manager,Houston Office,
The Baldwin Locomotive Works.

Dear Sir:-

Receipt is acknowledged of your letter of April 12th, giving list of changes in specification C-6536 covering one ten wheeled locomotive order from your Company.

This is includes all the changes specified but I notice you have substituad a Bell Whistle for Chime. We specified a Nathan Chime Whistle-Freight which is different from the old bell style freight whistle. At some convenient time I will explain to you the many good reasons for equipping a locomotive with the right kind of whistle.

With reference to the studs for coal grates. Mr.Lovett says these may be omitted as he prefers to support his grates from the mud ring but I want to ask you to hold up on the oil burning apparatus for a few days as it may be necessary for us to convert our locomotives for coal burning by July 1st,and if this proves to be the case we may want the new locomotive equipped for burning coal instead of oil.

We understand that your letter of the 12th,instant, becomes part of the contract.

Yours very truly,

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April 17th, 1920.

Mr. Paul G. Cheatham, Manager, Houston Office,
The Baldwin Locomotive Works.

Dear Sir:-

With reference to our order for one ten-wheeled locomotive road No. 13,

Will you please arrange to furnish me as early as possible blue print showing application of Tate Stayholts to the firebox of this locomotive?

Yours very truly,

General Manager.

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April 26th,1920.

13

Mr.Paul G.Cheatham,Manager Houston Office,
The Baldwin Locomotive Works.

Dear Sir:-

In going over the specifications for Eng.13 we discussed the question of lead to be given the valves on this locomotive and you promised to take up with the Works and advise me how much lead they propose to give this engine.

We expect to operate the new locomotive between Diboll and White City and the ruling grade is located just north of the latter place.In other words the engine couples into a train of logs and encounters a long grade immediately on pulling onto main line and does not have the benefit of any"run" or momentum.After getting over this grade the profile of the line is much easier and it is a question of how much tonnage can be handled over White City hill. As the engine will be used in slow speed service we do not think as much lead will be required as is ordinarily given engines with Walschaert gear and Mr.Lovett thinks 3/32" will be ample but before specifying this we would like to have the opinion of the Works and will thank you to let us have this information as early as possible.

Yours very truly,

General Manager.

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The Baldwin Locomotive Works.

Philadelphia,

Paul G. Cheatham,
Manager Houston Office

Carter Building,
Houston, Texas,

May 1, 1920.

File 13

Mr. E.C.Durham,
General Manager,
Texas South Eastern R.R.Co.,
Diboll, Texas.

Dear Sir:-

Referring to your locomotive #13, and your instructions to equip same to burn coal. We are arranging to do this, and this change will reduce the price of the locomotive $385.00.

We will omit the welding of the flues.

We thank you for your prompt handling of this matter.

Very truly yours,
THE BALDWIN LOCOMOTIVE WORKS.

P. G. Cheatham

Manager, Houston Office.

PGC/L.

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May 3rd, 1920.

13

Mr. Paul G. Cheatham,
Manager Houston Office,
The Baldwin Locomotive Works.

Dear Sir:-

I have your letter of May 1st, advising that you will reduce the price of Eng. 13 $385. on account of changing from oil burning equipment.

I realize the futility of attempting to argue this question but for my own information I should like very much to know how this figure was made up.

Yours very truly,

General Manager.

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The Baldwin Locomotive Works.

DOMESTIC SALES DEPARTMENT
GRAFTON GREENOUGH
VICE PRESIDENT IN CHARGE
ARCHIBALD H. EHLE
GENERAL SALES MANAGER
LEWIS W. METZGER
ASSISTANT TO THE VICE PRESIDENT

Philadelphia,

F. WOOLLVEN,
MANAGER OF ORDERS

May 3, 1920.

Refer FW

13

Mr. E. C. Durham, General Manager,
Texas South-Eastern R. R. Company,
Diboll, Texas.

Dear Sir:

We have your letter of the 26th ultimo regarding the valve setting of your new engine No. 13. Under the conditions which you give we consider 3/16" will be more than ample lead for the valves and would suggest making lead 1/8". Will you please advise us quickly your decision.

Very truly yours,

F. Woollven

Manager of Orders

FW/RS

c/c - Mr. P. G. Cheatham, Mgr.,
The Baldwin Locomotive Works,
401 Carter Building,
Houston, Texas.

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May 5th, 1920.
May 4th, 1920.

Mr.P.G.Cheatham,Manager Houston Office,
The Baldwin Locomotive Works,
Houston,Texas.

13

Dear Sir:-

Please wire the Works to apply to Eng.13 now building a Franklin Pneumatic Fire-door and the Master Mechanic's Front End Arrangement.This style front end is the same as used by the Cotton Belt Route,has a single nozzle and is self cleaning. Our order No. 811 enclosed covers nozzle stands for older engines and should be of same style as furnished for Eng.13.

Will you please ascertain and advise as quickly as possible price on Franklin Pneumatic Doors for Engs.5,9 and 10. We will probably want to order these doors to come forward with Eng.13.

Yours very truly,

General Manager.

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May 6th,1920.

May 6th,1920.

13

Mr.F.Woollven,Manager of Orders,
The Baldwin Locomotive Works,
Philadelphia,Penna.

Dear Sir:-

We have your file F7 of May 3rd,advising that the valves on Eng.13 should be set with 1/8" lead.This is in line with our views and we will thank you to arrange accordingly.

Yours very truly,

General Manager.

Copy:
PGC

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The Baldwin Locomotive Works.

Philadelphia,

Paul G. Cheatham,
Manager Houston Office

Carter Building,
Houston, Texas,

May 8, 1920.

File

13

Mr. E. C. Durham,
General Manager,
Diboll, Texas.

Dear Sir:-

Referring to your letter of recent date, instructing that we apply Franklin Butterfly Fire Door and Master Mechanic Front End Arrangement to your locomotive #13; this has been arranged for, and the additional cost will be $155.00.

Very truly yours,
THE BALDWIN LOCOMOTIVE WORKS.

P. G. Cheatham
Manager, Houston Office.

PGC/L.

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The Baldwin Locomotive Works.

Philadelphia,

Paul G. Cheatham,
Manager Houston Office

Carter Building,
Houston, Texas,

May 8th, 1920

File 13

My dear Bull:

With reference to your letter about the additional Franklin Firedoors. This application is in my opinion very well advised. Am breaking all of the rules of the game out of friendship for you in connection with this matter. We cannot quote as good a price on this door as the Franklin People can, and trust you will xxxx order the three remaining doors direct from Mr. Sam D. Rosenfelt, 1112 Praetorian Bldg. Dallas. Price is $110.00 each f o b Franklin, Penna. These doors could be ordered for shipment to our Works for movement with the #13. In this connection, Mr. Rosenfelt is the inventor of this firedoor, having at one time been a fireman, in fact while firing a locomotive he invented this door. He is not a Jew. He is in Houston and is coming to Diboll Monday night, at my suggestion. Please reserve a room for him - he wants to spend Tuesday forenoon with you and then return to Houston. Be good to him, as he is one of the best. Of course E. C. you must keep this entirely to yourself - our profit would be a book-keeping one. Am sending you a package tonight. by express.

Yours etc.

Paul G

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May 12th,1920.

13

Mr.P.G.Cheatham,Manager Houston Office,
The Baldwin Locomotive Works,
Houston,Texas.

Dear Sir:-

Referring to Texas South-Eastern Engine 13 no w building. Mr.Lovett has called attention to the location of dump grate which should be in back of fire-box(under fire door).

It is my understanding that the dump grate on Eng. 10,Class 10-30,D,609 was located in back but I am not positive about this and our records do not show this.

Will you kindly take this up with the Works and if this has not already been provided for in following specifications on Eng.10 arrange if possible for the change to be made on Eng.13?

Yours very truly,

General Manager.

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The Baldwin Locomotive Works.

DOMESTIC SALES DEPARTMENT
GRAFTON GREENOUGH
VICE PRESIDENT IN CHARGE
ARCHIBALD H. EHLE
GENERAL SALES MANAGER
LEWIS W. METZGER
ASSISTANT TO THE VICE PRESIDENT

Philadelphia,

JUNE 1, 1920.

JUN 4 1920
STANDARD STEEL WORKS CO.

Mr. P. G. Cheatham,
401 Carter Building,
Houston, Texas.

Dear Sir:

TEXAS SOUTHEASTERN RAILWAY.

In response to your favor of the 25th instant, we advise that every effort is being made to complete the above company's Ten Wheeled locomotive, Class 10-32 D 1299, as early as possible. The best we can do seems to be late in July, which will be a considerable improvement over August 14, but we do not see our way clear to promise July 14 as requested.

You can realize that we have been working under very difficult conditions which have made it impossible for our shops to maintain their schedule, but notwithstanding those conditions we are now making excellent progress.

Very truly yours,

Vice President.

GG:MCY

13

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The Baldwin Locomotive Works.

Philadelphia,

Paul G. Cheatham,
Manager Houston Office

Carter Building,
Houston, Texas,

June 4, 1920.

File

13

Mr. E. C. Durham,
Diboll, Texas.

My dear Bull:-

With reference to your locomotive #13, I presented your case to Mr. Greenough, personally, and attach, for your information, his letter of June first.

I am leaving here to-morrow night for the East, and while there will not forget you.

Very truly yours,

P G Cheatham

PGC/L.

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June 7th, 1920

13

My dear Paul:

I have your letter of June 4th, enclosing letter from Mr. Greenough, with reference to completion of this Company's locomotive No. 13, your Class 10-32-D-1299.

The information from Philadelphia is very disappointing as I had hoped that this engine would be shipped early in July, as you will recall the ash pans and front end arrangements for our other engines, which are to be converted into coal burners, are to be shipped with Engine No. 13 and as our oil contract expires on July 1st, it will be necessary for us to buy oil on the open market until such time as the material necessary for converting the engines is received. At present this price is prohibitive and more than twice as much as the price of coal. Every day that we are delayed in making this change will mean a heavy expense to our Company.

You will also recall that we recently had the misfortune to turn over our Engine No. 10 and Engine No. 9s is in the shop awaiting material covered by our Orders Nos. 713 and 714 of December 16th, 1919, which leaves us in a very bad way for power.

I appreciate the fact that conditions all over the country are very unsettled and that your works must have had its share of trouble but at the same time I know that the extensive resources of the Baldwin Locomotive Works could accomplish great things in our behalf if the management could be induced to attempt them and I want to ask you to place our situation before your people and ask them to come to our assistance in the emergency which now confronts us. We are basing our plea for help on the record which shows that this Company and affiliated concerns have been exclusive clients of the Baldwin Locomotive Works for many years and we feel that the close and long existing friendship between our Companies justifies us in making this request.

I will thank you to wire me what you are able to accomplish in this regard, as our plans for the next few months are governed by the time this new engine will be shipped.

Yours very truly,

Mr. P. G. Cheatham,
℅ Baldwin Locomotive Works,
Philadelphia, Penna.

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July 6th,1920.

Mr.J.S.Cheetham, Manager Houston Office,
The Baldwin Locomotive Works,
Houston,Texas.

Dear Sir:-

Referring to locomotive No.13 now building for this Company at your Philadelphia plant, Mr.Gilbert advises that he would prefer to pay for this engine under the same arrangement made to cover payment for Goodman Lbr. Lumber Co.pany's Engine 14.

Will you kindly advise us promptly whether or not this can be done and oblige,

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Yours very truly,

General Manager.

SCO

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July 14th, 1926.

Mr. F. J. Cheetham, Manager Houston Office,
The Baldwin Locomotive Works,
Houston, Texas.

Dear Sir:-

Referring to this Company's Locomotive No. 13 now building,

When this engine is ready for shipment please forward via Baltimore & Ohio to Port Arthur Texas Cotton Belt Route to Buffalo care T. & N. O.

Yours very truly,

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Gen'l Mgr. per.

MDD
Copy
F. J. G. Cy.

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The Baldwin Locomotive Works.

Philadelphia,

Paul G. Cheatham,
Manager Houston Office

Carter Building,
Houston, Texas,

July 19, 1920.

File

Mr. E. C. Durham, General Manager,
Texas & South Eastern R.R.Co.,
Diboll, Texas.

Dear Sir:-

Referring to your letter of June 6th, with reference to method of settlement for engine #13.

Owing to the tightening of the money market we are not in position to offer you the same terms on engine #13, as we did on the Southern Pine Lumber.

We will be glad to handle this engine upon the following basis:- of deferred payment.

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If you company will consent to our adding 1% to the price of the locomotive, to cover financing, we will be glad to accept the following terms;-

Fifty (50%) Per Cent on shipment; the balance in twenty four (24) equal monthly notes including interest at 6% per annum, secured by a lien.

In the event that you accept these terms, the price of the engine would be as follows;-

Original contract price	$32,800.00
Less fuel coal instead of oil	580.00
	$32,220.00
Add 1% on price for financing	322.20
Franklin Fire Door	125.00
M.M. Front End	30.00
	$32,697.20

Our Works request that you advise just as promptly as possible, if you care to accept this arrangement.

Very truly yours,
THE BALDWIN LOCOMOTIVE WORKS.
P. G. Cheatham
Mngr.Ho.Office

PGC/L.

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The Baldwin Locomotive Works.

Philadelphia,

Paul G. Cheatham,
Manager Houston Office

Carter Building,
Houston, Texas,

September 21, 1920. File

Mr. E. C. Durham,
Diboll, Texas.

Dear Sir:-

10-32 D 1299 Road #13.

Your Locomotive went forward on the 9th, instant, with our Messenger Mr. J.F.Koons, in charge, routed via B.& O., East St Louis, care Cotton Belt, Lufkin, care Texas South Eastern R. R. Co, consigned to the Baldwin Locomotive Works care Texas South Eastern Railroad Company, at Diboll, Texas, freight collect. To

13

To cover shipment we enclose Memorandum of shipment in duplicate, Railroad B/L No. 1042, and statement of account.

Very truly yours,
THE BALDWIN LOCMOTIVE WORKS.

P G Cheatham

Houston Manager.

PGC/L.