PERE MARQUETTE LOCMOTIVES USED IN CANADA

CLASS	2-8-0		
301, 302, 304, 308, 310. 306		ALCO	1905
366, 374.		ALCO	1903
CLASS C	2-8-0	ALCO	1910
601, 602, 603, 604, 605, 606, 608, 610. 614, 615			
CLASS C	2-8-0	ALCO	1911
616, 617, 618, 619, 620, 622, 625. 623			
CLASS SC	2-8-0	ALCO	1911
908			
CLASS MK-1	2-8-2	LIMA	1919
1011, 1014, 1016, 1019, 1020, 1022, 1023			
CLASS MK-1	2-8-2	ALCO	1918
1025, 1026, 1027, 1029, 1030, 1031, 1032, 1034, 1035, 1037, 1038, 1039, 1040			

PERE MARQUETTE LOCOMOTIVES IN CANADA

Reported dates in the St Thomas Times Journal

2-8-0	ALCO	BUILT 1905
301	1929	
302	1925	
304	1928	
306	1934	
308	1930	
309	1945	
310	1937	
2-8-0	ALCO	BUILT 1903
366	1932	
374	1939	

PERE MARQUETTE LOCOMOTIVES IN CANADA

Reported dates in the St Thomas Times Journal

2-8-0 ALCO 1910 CLASS C

601	1925, 1936, 1938, 1939, 1940, 1945
602	1940, 1943
603	1944
604	1940, 1943
605	1940, 1941
606	1936, 1945, 1947
607	1940, 1943, 1947
608	1935, 1943, 1944, 1946, 1947
610	1939, 1940, 1941
614	1936, 1938, 1939, 1944

615 1934

2-8-0 ALCO 1911 CLASS C

616	1927, 1936, 1939, 1943, 1945
617	1931, 1933
618	1940, 1941
619	1933, 1936, 1937, 1944
620	1936
622	1936, 1939, 1945
625	1936, 1940, 1943

PERE MARQUETTE LOCOMOTIVES IN CANADA

Reported dates in the St Thomas Times Journal.

2-8-0	ALCO	1911	CLASS SC
908		1946	

2-8-2	LIMA	1919	CLASS MK-1
1011		1941	
1014		1945	
1016			
1019		1944	
1020		1945	
1022		1942	
1023		1942	

PERE MARQUETTE LOCOMOTIVES IN CANADA

Reported dates in the St Thomas Times Journal.

2-8-2	ALCO	1918
1025		1946
1026		1947
1027		1943
1029		1944
1030		1940
1031		1940
1032		1943
1034		1945
1035		1945
1037		1948
1038		1945
1039		1944
1040		1945

PERE MARQUETTE LOCOMOTIVES IN CANADA

Reported dates in the St Thomas Times Journal.

2-8-2	ALCO	1918
1025		1946
1026		1947
1027		1943
1029		1944
1030		1940
1031		1940
1032		1943
1034		1945
1035		1945
1037		1948
1038		1945
1039		1944
1040		1945

LOCOMOTIVES OF THE PERE MARQUETTE

INHERITED FROM

THE LAKE ERIE AND DETROIT RIVERS RAILWAY.

PM No.	LE&DR	TYPE	BUILDER	DATE	SCRAPPED
801	15	4-4-0	Canadian	11-1892	9-1925
802	16	4-4-0	Canadian	11-1892	5-1920
803	17	4-4-0	Canadian	11-1892	7-1918
804	18	4-4-0	Canadian	7-1895	9-1918
805	37	4-4-0	Rhode Island		1914
806	43	4-4-0	Baldwin		1915
807	44	4-4-0	Baldwin		1914
808	45	4-4-0	Baldwin		11-1912
809	40	4-4-0	Rhode Island		7-1923
810	41	4-4-0	Rhode Island		5-1923
811	42	4-4-0	Brooks		5-1922
812					
813	33	2-6-0	Dickson		
814	35	2-6-0	Dickson		1912
815	37	2-6-0	Dickson		3-1917

LOCOMOTIVES OF THE PERE MARQUETTE

INHERITED FROM

THE LAKE ERIE AND DETROIT RIVERS RAILWAY

816	38	2-6-0	Dickson		3-1917
817	52	2-6-0	Cooke		3-1913
818	31	2-6-0	Cooke	1881	11-1912
819	50	2-8-0	PRR		3-1917
820	51	2-8-0	PRR		3-1917
821	3	0-6-0	Brooks	1889	11-1912
822	20	0-6-0	Brooks	1885	5-1913
823	32	0-6-0	Cooke	1880	9-1914

	Class	Numbers	Builder	Roster	Roster	Notes
2-8-2	MK	1001-1010	Baldwin	1913	1948	
	MK-1	1011-1024	Lima	1919	1951	
		1025-1040	ALCo	1918	1951	USRA design
	MK-2	1041-1050	ALCo	1927	1952	USRA design
	MK-6	1095	Baldwin	1929	1949	Ex-Erie
		1096	ALCo	1929	1949	Ex-Erie
		1097-1099	Baldwin	1929	1949	Ex-Erie

	Class	Road Numbers	Builder	First On Roster	Last Off Roster	Notes
2-8-4	N	1201-1215	Lima	1937	1954	
	N-1	1216-1227	Lima	1941	1958	#1223 and #1225 are the only surviving PM steam locos
	N-2	1228-1239	Lima	1944	1958	

	Class	Road Numbers	Builder	First On Roster	Last Off Roster	Notes
2-10-2	SF	1101-1115	ALCo	1918	1952	
	SF-6	1198-1199	Baldwin	1919	1949	Ex-Hocking Valley/ex-Lehigh Valley

	Class	Road Numbers	Builder	First On Roster	Last Off Roster	Notes
4-4-0	E	1	Manchester	1900	1900	Glass-front inspection engine
	E-1	2-3	Schenectady	1900	1934	Ex-DGR&W
		4	Schenectady	1900	1934	Ex-C&WM
	E-2	809-810	Rhode Island	1900	1923	Ex-LE&DR
		811	Brooks	1900	1922	Ex-LE&DR
	E-3	27-28	Manchester	1900	1927	Ex-C&WM
		29-30	Manchester	1900	1928	Ex-DGR&W
		47-51	Rhode Island	1900	1926	Ex-C&WM
		65	C&WM	1900	1942	Ex-C&WM
		805-806	Kingston	1900	1925	Ex-LE&DR
	E-4	7, 70	C&WM	1900	1929	Ex-C&WM
		8, 56-57, 69	Manchester	1900	1920	Ex-C&WM
		31	Rhode Island	1900	1928	Ex-ST&H
		34-37	Schenectady	1900	1920	Ex-SH&E
		38	Schenectady	1900	1920	Ex-MBH&C
		39	Portland	1900	1920	Ex-MBH&C
		40	Pittsburgh	1900	1920	Ex-MBH&C
		41-44, 46	Manchester	1900	1928	Ex-C&WM
		52-54	Rhode Island	1900	1925	Ex-C&WM
		55	Schenectady	1900	1928	Ex-F&PM
		58-61, 67-68	Manchester	1900	1928	Ex-DGR&W
		807-808	Baldwin	1900	1914	Ex-LE&DR
	E-5	33	Baldwin	1900	1914	*Origin unknown*
		62-64	Manchester	1900	1922	Ex-DGR&W
		66	C&WM	1900	1920	Ex-C&WM
		86	Taunton	1900	1915	Ex-F&PM
		88-89, 91	Schenectady	1900	1920	Ex-F&PM
	E-6	45, 115-117	Taunton	1900	1920	Ex-F&PM
		71-72	Baldwin	1900	1920	Ex-C&WM
		74, 119-120,122-130, 132	Manchester	1900	1920	Ex-C&WM
		75, 78-79, 103	PRR	1900	1920	Ex-ST&H

					and 1912	
		438, 439	Baldwin	1900	btwn 1901 and 1912	0-4-0T; Built 1872 for F&PM.
	Class	**Road Numbers**	**Builder**	**First On Roster**	**Last Off Roster**	**Notes**
0-6-0	S-2	400	Pittsburgh	1902	1927-1934	
		401-419	ALCo	1902	1936	
		456-469	ALCo	1905	1935	
		470-484, 498-499	ALCo	1916	1948	
	S-4	439	PM	1901	*unknown*	
		452-455	Baldwin	1900	1929	
	S-5	422	Manchester	1900	1925	
	S-7	440-451	Brooks	1900	1916	
	none	821-822	Brooks	1905	1913	
		823	Cooke	1905	1914	
	Class	**Road Numbers**	**Builder**	**First On Roster**	**Last Off Roster**	**Notes**
0-8-0	S	1401-1410	Lima	1920	1951	
	S-1	485-494 (1300-1309)	ALCo	1918	1951	
		1310-1329	ALCo	1923	1951	
		1330-1339	Baldwin	1929	1952	
	C-16	240-254	ALCo	1930	1954	
	Class	**Road Numbers**	**Builder**	**First On Roster**	**Last Off Roster**	**Notes**
2-4-2	E-3	32	Baldwin	1900	1920	Ex-ST&H
	Class	**Road Numbers**	**Builder**	**First On Roster**	**Last Off Roster**	**Notes**
2-6-0	M	200-214	Brooks	1904	1944	
		215-218	Brooks	1901	1934	
	M-1	210-227	Brooks	1900	1937	
	M-2	228-229	PM	1900	1926	Prob. Rebuilds
		230-244	Brooks	1900	1928	Ex-F&PM
	M-3	245	Baldwin	1900	1916	Ex-F&PM
		246-266	Brooks	1900	1916	Ex-F&PM
	MM	219-221	Cooke	1903	1934	
	none	813-816	Dickson	1900	1912	Ex-LE&DR
		817-818	Cooke	1900	1917	Ex-LE&DR
	Class	**Road Numbers**	**Builder**	**First On Roster**	**Last Off Roster**	**Notes**
2-8-0	C	601-615	ALCo	1910	1952	
		616-625	ALCo	1911	1951	
	C-1	351-365	ALCo	1903	1945	
	C-2	273-282	ALCo	1905	1948	
		283-297	Baldwin	1905	1934	
		298-313	ALCo	1905	1948	
		314-323	ALCo	1904	1944	
		324-329	ALCo	1903	1934	
		330-350	Brooks	1901	1935	
		366-375	ALCo	1903	1945	
		501-512	ALCo	1909	1948	
	SC	901-925	ALCo	1911	1951	
		Road		**First On**	**Last Off**	

			(Altoona)			
		76	Manchester	1900	by 1905	Ex-DGR&W
		77	*unknown*	1900	by 1905	Ex-ST&H
		80-82, 92-102	Manchester	1900	by 1912	Ex-DGR&W
		83, 85, 105-106, 113	Schenectady	1900	by 1920	Ex-F&PM
		84, 107-108	F&PM	1900	1920	Ex-F&PM, rebuilt
		87, 90	Schenectady	1900	1911	Ex-F&PM, rebuilt
		118	C&WM	1900	1910	Ex-C&WM, rebuilt
		801-804	Kingston	1900	1925	Ex-LE&DR
	E-7	104, 109, 111-112, 114	Schenectady	1900	1911	Ex-F&PM
		110	Taunton	1900	1905	Ex-F&PM
		131	Manchester	1900	1911	Ex-C&WM
		133	C&WM	1900	1911	Ex-C&WM, rebuilt
		144	Hinkley	1900	1911	Ex-DGR&W
	E-8	134	Taunton	1900	1911	Ex- F&PM
		137-140	Manchester	1900	1913	Ex-DGR&W
		142, 148	Schenectady	1900	1911	Ex-F&PM, rebuilt
		146-147	Schenectady	1900	by 1905	Ex-F&PM
	unknown	73	Brooks	1900	1905	Ex-C&WM
		121	*unknown*	1900	by 1905	Ex-C&WM
		135-136	*unknown*	1900	by 1905	Ex-ST&H
		141	Schenectady	1900	1911	Ex-F&PM
		143, 145	*unknown*	1900	by 1905	Ex-F&PM

	Class	Road Numbers	Builder	First On Roster	Last Off Roster	Notes
4-4-2	A-4	377-381	Brooks	1905	1934	
		382-391	Brooks	1904	1934	
		392-394	Brooks	1901	1934	
	A-5	395-399	Brooks	1901	1934	

	Class	Road Numbers	Builder	First On Roster	Last Off Roster	Notes
4-6-0	T	150-159	Brooks	1902	1934	
		183-186	Brooks	1903	1934	
	T-1	160-161	Manchester	1900	1915	Ex-DGR&W
		165-166	Schenectady	1900	1929	Ex-C&WM
	T-2	176-181	Rhode Island	1900	1928	Ex-C&WM
	T-3	162-163	Dickson	1900	1928	Ex-DGR&W
		167-173	Brooks	1900	1928	Ex-F&PM
		175	Pittsburgh	1900	1928	Ex-F&PM
	T-4	164	Schenectady	1900	1928	Ex-C&WM
		174	Baldwin	1900	1913	Ex-F&PM
	T-5	182	Manchester	1902-1905	1922	Ex-O&NW
	TA	192-197	Brooks	1903	1935	
	TB	198-199	Brooks	1902	1929	
	TC	187-191	Pittsburgh	1903	1930	

	Class	Road Numbers	Builder	First On Roster	Last Off Roster	Notes
4-6-2	P-2	701-705	ALCo	1910	1946	
	SP	706-710	ALCo	1911	1948	
	SP-2	725-729	Baldwin	1914	1949	

uette RR 2-8-0 #312 8x10 photo

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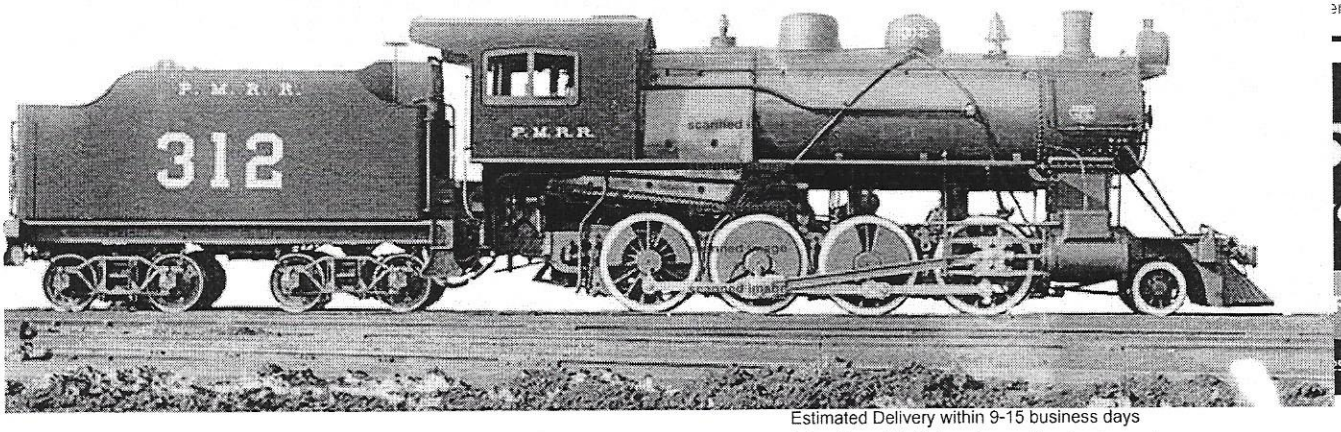

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Brooks Locomotives for the Pere Marquette.

The Brooks Locomotive Works recently built for the Pere Marquette Railroad five Chautauqua type passenger locomotives similar to those illustrated in the *Railroad Gazette*, Nov. 30 and April 26, with some differences in detail, such as valve gear and other parts where individual choice might rule; also four mogul freight locomotives and six consolidation freight locomotives, one of the latter being illustrated herewith. The consolidation engines have cylinders 20 x 26 in., driving wheels 56 in. in diam. with cast-steel centers; 15,000 lbs. on the two-wheeled radial-and-swing engine truck; and 148,000 lbs. on driving wheels, giving a total of 163,000 lbs. in working order, the tender loaded weighing 92,000 lbs. The driving wheel base is 15 ft. 6 in. and the total wheel base of engine 24 ft. 4 in., with a length over all for engine, 39 ft. 3½ in., and over engine and tender 62 ft. 6 in. The height of the center of boiler above rail is 9 ft. 4 in., and the height of stack above rail 14 ft. 10 in. There are 225.5 sq. ft. of heating surface in the fire-box and 2,245 sq. ft. in tubes, giving a total of 2,470.5 sq. ft. of heating surface, for a grate area of 55 sq. ft., the fuel being bituminous coal.

The boiler is of the improved Belpaire wagon-top type, the barrel being 66 in. in diam. at the front ring and 71⅜ in. in diam. at the throat. The fire-box is 74 in. wide, 108 in. long, 69 in. deep at the front and 52 in. deep at back. The crown sheet is stayed with direct stays and the working steam pressure is 200 lbs. per sq. in.

The tender is of the straight-top 8-wheeled steel-frame type with steel Z bar underframing and Fox pressed steel trucks, the capacity being 4,500 gals. of water and 10 tons of coal. The design of these locomotives is shown in line

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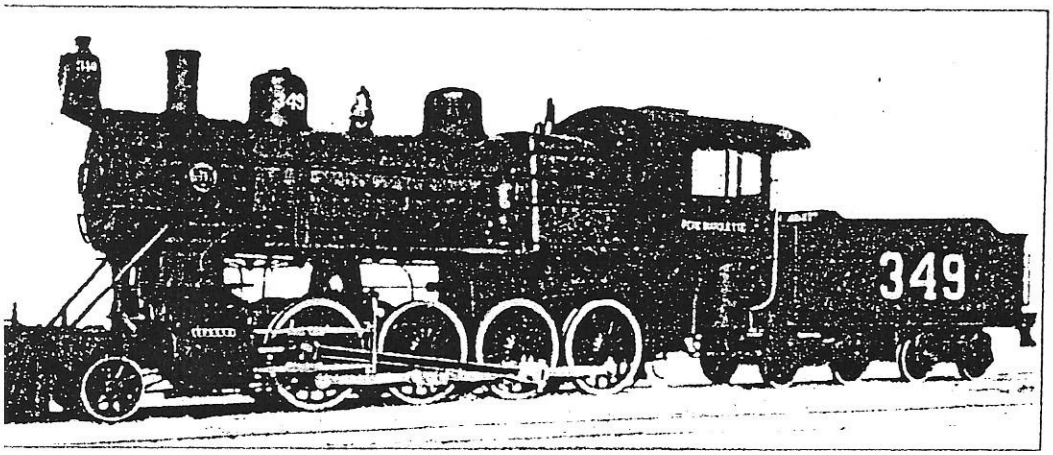

Brooks Wide Fire-Box Consolidation Locomotive for the Pere Marquette Railroad.

drawings and half-tone illustration from a photograph appearing herewith.

Passenger Engines.

The Chautauqua type passenger locomotives have cylinders 18 in. x 26 in.; driving wheels 72 in. in diam. with cast-steel centers, leading truck wheels 33 in. in diam. and trailing wheels 51 in. in diam. The weight on leading wheels is 32,000 lbs.; on driving wheels, 83,000 lbs., and on trailing wheels 27,000 lbs., a total of 142,000 lbs., and the loaded tender weight is 98,000 lbs. The driving wheel base is 6 ft. 8 in.; the total wheel base of engine 26 ft. 4 in.; the length over all of engine 37 ft. 5½ in.; and the total length of engine and tender 60 ft. 3 in. The height of the center of boiler above rail is 9 ft. 1 in. and the height of stack above rail 14 ft. 10½ in.

There are 182 sq. ft. of heating surface in the fire-box and 1,892 sq. ft. in tubes, making a total of 2,074 sq. ft., for a grate area of 42.3 sq. ft. The boiler is the improved Belpaire wagon-top and carries 200 lbs. working steam pressure. The diameter of the barrel at front is 58 in. and at the throat 63⅜ in., the crown sheet being stayed with direct stays. The fire-box is 68 in. wide, 90 in. long, 65¾ in. deep at front and 55¼ in. deep at back.

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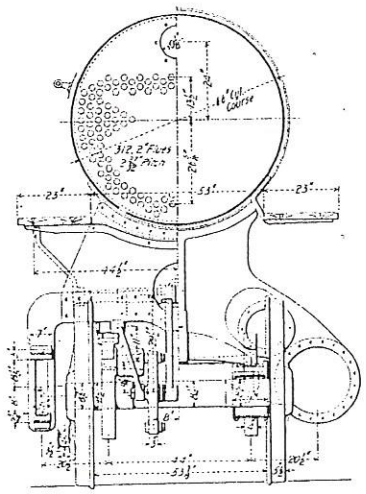
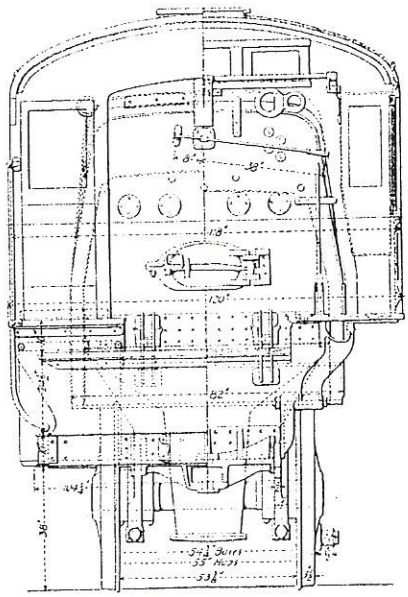
Mogul Freight Engines.

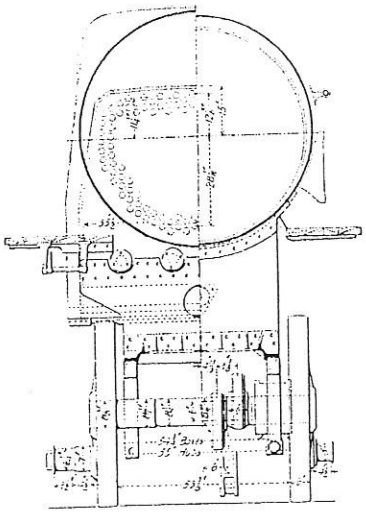
The mogul engines have cylinders 19 in. x 26 in.; a two-wheeled radial-and-swing leading truck with wheels 30 in. in diam.; and driving wheels 56 in. in diam. with cast-steel centers. The weight on leading truck is 16,500 lbs. and on driving wheels 122,000 lbs.; a total of 138,500 lbs., the loaded tender weight being 92,000 lbs. The driving wheel base is 15 ft.; the total wheel base of engine 23 ft. 11 in.; the length over all of engine 37 ft. ½ in., and the length over all for engine and tender 60 ft. 3 in. The height of center of boiler above rail is 8 ft. 6½ in. and the height of stack above rail 14 ft. 6 in. There are 178 sq. ft. of heating surface in the fire-box and 1,708 sq. ft. in the tubes; a total of 1,886 sq. ft. for a grate surface of 30.8 sq. ft.

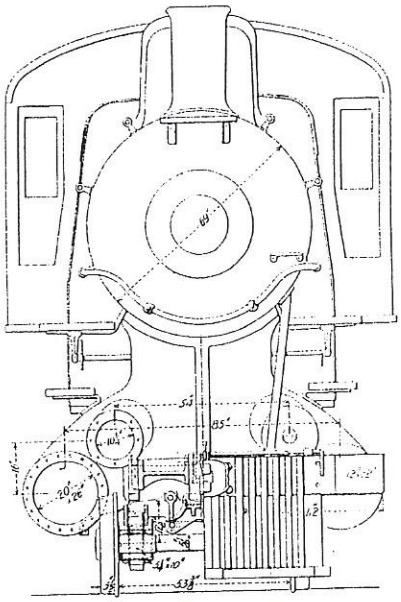
The boilers of these engines are also of the improved Belpaire wagon-top type, the diameter of the barrel at front being 62 in. and at the throat 67¼ in. The working steam pressure is 200 lbs. per sq. in. and the crown sheet is stayed with direct stays. The fire-box is sloping, 109 in. long, 42 in. wide, 75 in. deep at front and 60 in. deep at back. The tender for this class of engine is of the straight top 8-wheeled steel-frame type, the under frame being made of Z bars. The tender of the Chautauqua type engine is similar except that it has a sloping top and steel channel underframing. In each case the capacity is 4,500 gals. of water and 10 tons of coal, the trucks being Fox pressed steel.

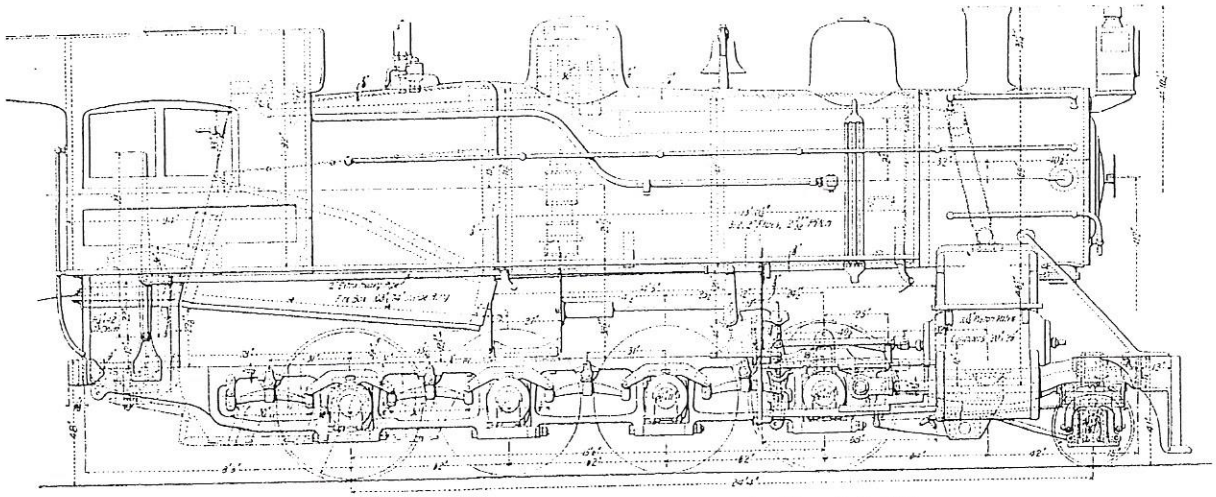
The three classes of engine are equipped with American brakes on drivers and Westinghouse brakes for tender and train service; 9½ in. Westinghouse air pumps; Detroit sight feed lubricators; Ashton safety valves; Ohio injectors; Gold steam heating apparatus; Detroit springs; U. S. metallic packing for piston rods; and Brooks Locomotive Works packing for valve stems.



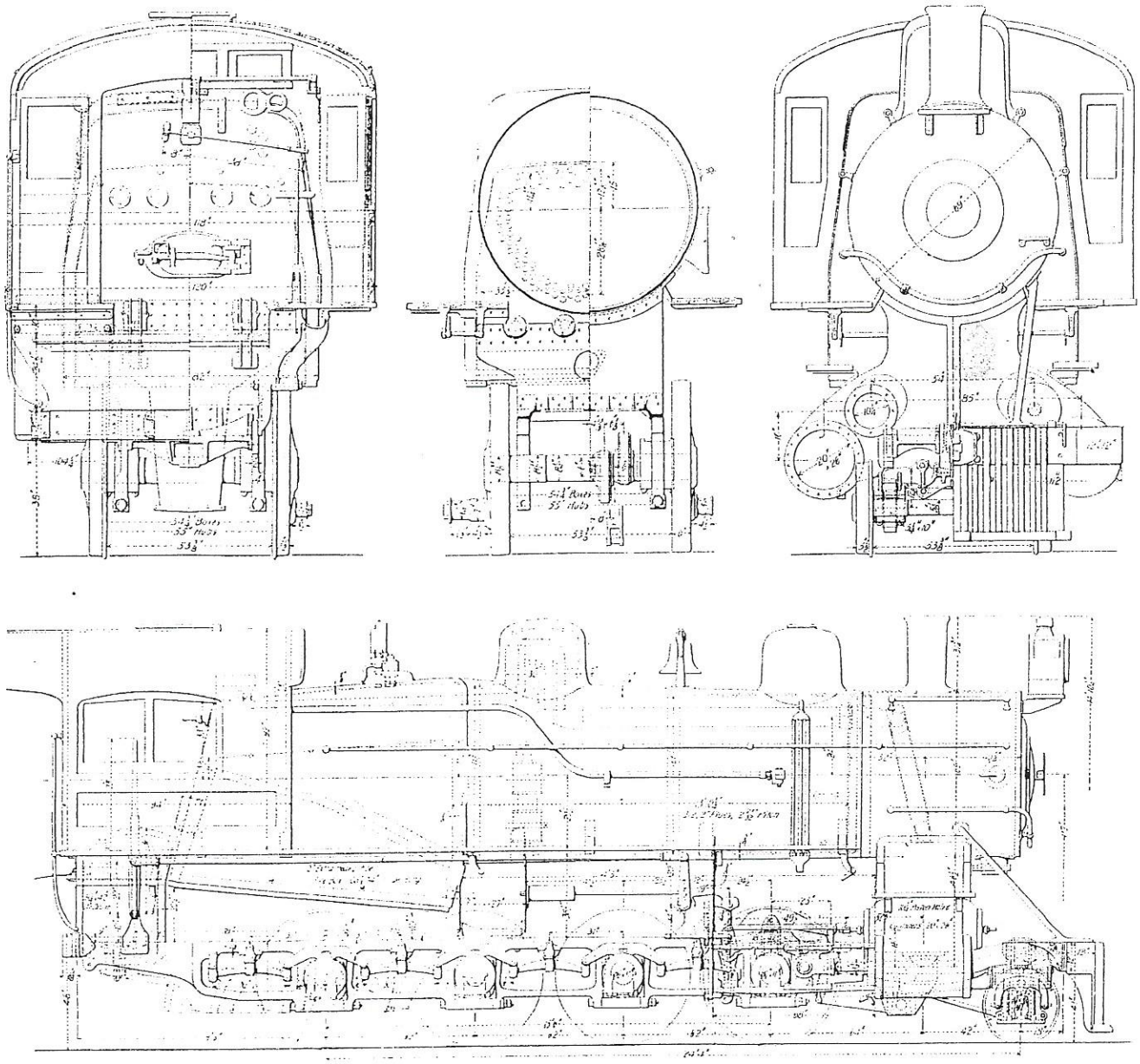








Brooks Wide Fire-Box Consolidation Locomotive for the Pere Marquette Railroad.



Brooks Wide Fire-Box Consolidation Locomotive for the Pere Marquette Railroad.

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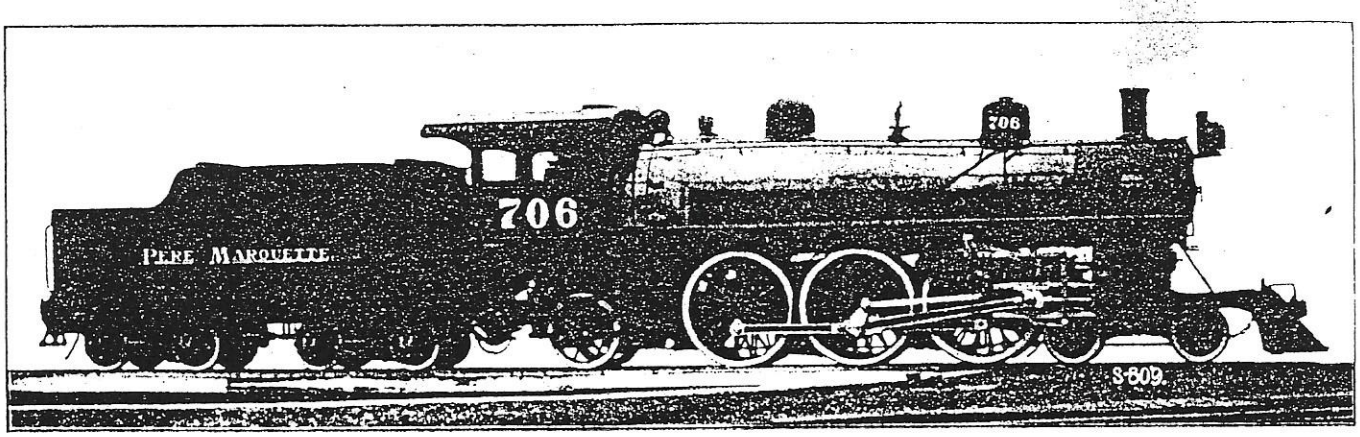
Pacific and Consolidation Locomotives for the Pere Marquette

In June and July of last year, the Pere Marquette received 25 consolidation and 5 Pacific type locomotives from the American Locomotive Company. The two designs are illustrated herewith. They are equipped with superheaters of the fire-tube type and marked the introduction of the superheater on that road. In the construction of details each is generally representative of the builder's latest practice for locomotives of its particular type. Among the new features presented in the two designs which have been widely introduced on recent locomotives will be noticed the so-called outside steam pipes, self-centering design of valve stem crosshead guide, the self-centering guide for the piston rod extension and the outside bearing radial truck with floating spring seat yoke.



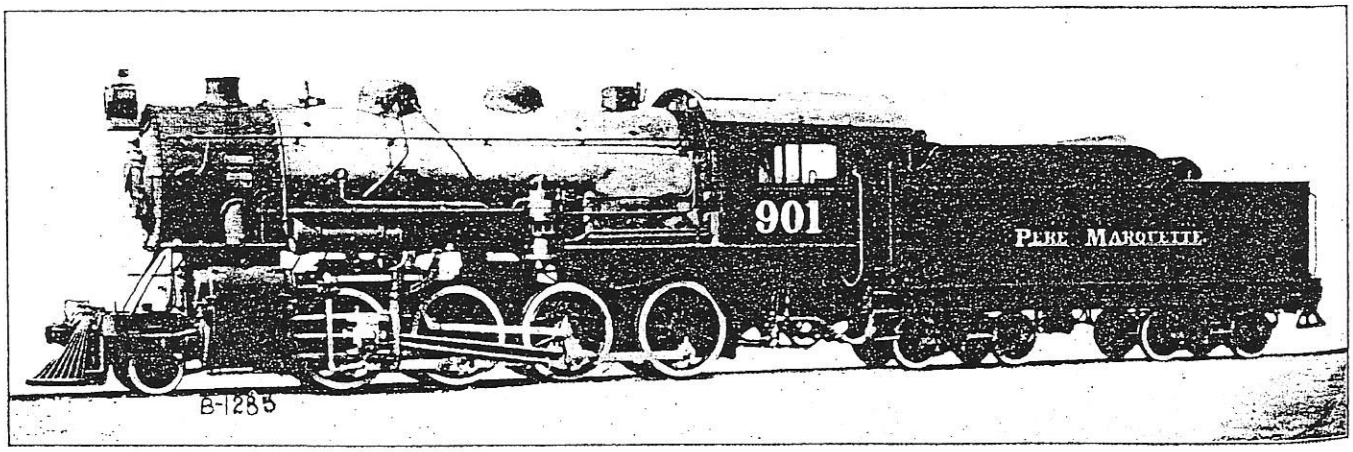
PACIFIC TYPE (4-6-2) LOCOMOTIVE FOR THE PERE MARQUETTE RAILROAD.

The Pacific type locomotives have 22 in. by 28 in. cylinders and a maximum tractive power of 29,900 pounds. The sister engines using saturated steam have 22 in. by 26 in. cylinders and a maximum tractive power of 27,800 pounds. There is also a difference of 6,000 pounds in weight in the two classes of locomotives. The superheater locomotives weigh 220,000 pounds, while the saturated locomotives weigh 214,000 pounds.

The consolidations are much more powerful than any previously used on the Pere Marquette road, and are among the most powerful locomotives of their type constructed by the builders. They carry a working pressure of 180 pounds and have 25 in. by 30 in. cylinders. The maximum tractive power is 50,300 pounds. The use of a low steam pressure has considerably reduced the boiler work as compared with other locomotives on the road carrying 200 pounds pressure.

A saving of 12 per cent. in fuel with 50 per cent. increase in the average train load. These are the results obtained in freight service on the Pere Marquette Railroad with powerful consolidation locomotives of up-to-date design as compared with lighter locomotives of the same class of conventional design, operating in the same territory.

Still greater fuel economy has been secured in passenger service by the introduction of moderate weight Pacific type locomotives using highly superheated steam. The superheater locomotives save an average of 22 per cent. in fuel as compared with Pacific type locomotives using saturated steam in the same service. Under severe operating conditions, the new Pacific type of locomotives saved as high as 27 per cent. in fuel. It may be added that, while the consolidations here illustrated have 50 per cent more hauling capacity than the railroad company's lighter class C-2 locomotives used in the same service, they weigh only 33 per cent. more. The Master Mechanic at Grand Rapids, Mich., reports that so far no flues have had to be removed. Neither is there any indication at present that any such repairs will be necessary in the near future. With the locomotives using 200 pounds pressure, part of the flues have to be removed after eight or nine months' service. This is in marked contrast to the records of flue repairs on many of the leading railroads.



CONSOLIDATION TYPE LOCOMOTIVE (2-8-0) FOR THE PERE MARQUETTE RAILROAD.

The following table shows the principal dimensions of these locomotives:

	280 type	462 type
Gage	4 ft. 8½ in.	4 ft. 8½ in.
Weight on drivers	206,000 lbs.	142,500 lbs.
Weight on truck	23,000 lbs.	41,000 lbs.
Weight on trailers		36,500 lbs.
Weight of engine (running order)	229,000 lbs.	220,000 lbs.
Weight of tender (running order)	153,400 lbs.	141,700 lbs.
Wheel base, driving	17 ft. 6 in.	13 ft. 4 in.
Wheel base, total engine	26 ft. 5 in.	33 ft. 10 in
Wheel base, total engine and tender	60 ft. 5¾ in.	63 ft. 3¼ in.
Cylinders, diameter and stroke	25 x 30 in.	22 x 28 in.
Driving wheels, diameter	57. in.	77 in.
Boiler, outside diameter at front end	81-⅝ in.	66-⅜ in.
Boiler, working pressure per sq. in.	180 lbs.	200 lbs.
Firebox, length and width	108 x 75¼	90 x 70¼ in.
Tubes, number and diameter	218-2¼ in.	183-2 in.
Flues, number and diameter	34-5½ in.	24-5⅜ in.
Tubes and flues, length	15 ft. 8½ in.	20 ft. 0 in.
Heating surface, tubes	2655 sq. ft.	2,581 sq. ft.
Heating surface, firebox	185 sq. ft.	152 sq. ft.
Heating surface, total	2840 sq. ft.	2,733 sq. ft.
Superheating surface	550 sq. ft.	557 sq. ft.
Grate area	56.5 sq. ft.	43.9 sq. ft.
Tender, water capacity	8,000 gallons	7,000 gallons.
Tender, coal capacity	14 tons.	14 tons.
Maximum tractive power	50,300 lbs.	29,900 lbs.