Pere Marquette Railway

HO Modeler's Reference Guide

Rev. 69, March 10, 2021

This guide is intended as a reference to commercially available models useful for modeling the structures and equipment of the Pere Marquette Railway in HO scale. The information presented here is based on catalogs, advertisements, equipment diagrams and personal observations of models, as well as articles by Art Million in the Chesapeake and Ohio Historical Magazine. I have tried to include approximate dates for items that are no longer in production.

This guide is intended both for collectors and for prototype modelers, so pretty much any piece of equipment that has been painted in PM paint that is reasonably close to something that the PM had is included, but inaccuracies will be called out as they are observed.

This guide is updated and reissued periodically, as new information becomes available. Corrections and additional information is requested, to aid in keeping this guide up to date. Contributors will be acknowledged on this page. New or updated entries are marked with an angle bracket (>).

Produced by: Fritz Milhaupt
P.O. Box 7408
Ann Arbor, MI 48107-7408
E-mail: finlhaupt@yahoo.com

Contributors: Douglas Crowson III, Peter Ford, Mark Kapka, Mark Knapp, Jim Lesman, Skip McDonald, Robert Milhaupt, Paul Miller, Art Million, Jim Moore, Leon Schaddelee, Edwin Thiedeman, David Vago, Robert Vande Vusse, Cliff Vander Yacht and David Vander Yacht

Original content Copyright © 1996-2021, by John F. Milhaupt
LOCOMOTIVES

Steam Locomotives ................................................................. 1
  Switchers ........................................................................ 1
  Pacifics (4-6-2s) ............................................................... 2
  Consolidations (2-8-0s) ...................................................... 2
  Mikados (2-8-2s) ............................................................... 3
  Berkshires (2-8-4s) ............................................................ 4
  Santa Fes (2-10-2s) ........................................................... 6

Diesels ................................................................................. 6
  NW2s .............................................................................. 7
  GE 44-ton Switchers ......................................................... 7
  GE 70-ton Switchers ......................................................... 8
  E7As .............................................................................. 8
  BL2s .............................................................................. 10
  NW5s .......................................................................... 10

FREIGHT CARS .................................................................... 11
  Flat Cars ......................................................................... 11
  Gondolas ........................................................................ 12
  Open Hoppers ................................................................. 13
  Covered Hoppers ............................................................. 14
  Refrigerator Cars ............................................................. 19
  Cabooses ....................................................................... 20

PASSENGER CARS ............................................................... 22
  Wood ............................................................................. 22
  Heavyweight ................................................................. 22
  Streamlined ................................................................. 25

MISCELLANEOUS ROLLING STOCK ..................................... 26

STRUCTURES AND PARTS .................................................. 26

PM DECALS ................................................................. 27

THE PERE MARQUETTE HISTORICAL SOCIETY .......... 31
**LOCOMOTIVES**

Quite a variety of PM-appropriate locomotives have been manufactured over the years.

### Steam Locomotives

While it is possible to put together a good representation of the PM’s steam locomotive fleet using available models, most of the plastic models require accepting compromises.

### Switchers

**LIFE-LIKE PROTO 2000**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>23296</td>
<td>USRA 0-8-0 switcher with tender, undec. PM #1401-1410 (Class S). Also fairly close to 485-494, 1300-1329 (Class S-1). Out of production.</td>
<td></td>
</tr>
<tr>
<td>23312</td>
<td>USRA 0-8-0 switcher with tender, painted PM #1404 (Class S). Released in May, 2001. Out of production.</td>
<td></td>
</tr>
<tr>
<td>23313</td>
<td>USRA 0-8-0 switcher with tender, painted PM #1409 (Class S), as above. Out of production.</td>
<td></td>
</tr>
<tr>
<td>60108</td>
<td>USRA 0-8-0 switcher with tender, painted PM #1401 (Class S), with sound and DCC decoder. Includes traction tires and electrical pick-up from both loco and tender. Released in October, 2007.</td>
<td></td>
</tr>
<tr>
<td>60109</td>
<td>USRA 0-8-0 switcher with tender, painted PM #1406 (Class S), outfitted as above. Released in October, 2007.</td>
<td></td>
</tr>
<tr>
<td>60110</td>
<td>USRA 0-8-0 switcher with tender, undec, outfitted as above. PM #1401-1410 (Class S). Also fairly close to 485-494, 1300-1329 (Class S-1). Released in October, 2007.</td>
<td></td>
</tr>
<tr>
<td>67108</td>
<td>USRA 0-8-0 switcher with tender, painted PM #1410 (Class S). Includes traction tires and electrical pick-up from both loco and tender. No sound or DCC as delivered. Released in October, 2007.</td>
<td></td>
</tr>
<tr>
<td>67110</td>
<td>USRA 0-8-0 switcher with tender, undec, outfitted as above. PM #1401-1410 (Class S). Also fairly close to 485-494, 1300-1329 (Class S-1). Released in October, 2007.</td>
<td></td>
</tr>
</tbody>
</table>

**MODEL DIE CASTING**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>410</td>
<td>0-6-0 switcher with tender, plastic and metal kit, undec. PM class S-2, #410-419 and #456-484. With only minor modifications, this locomotive is a good match for this class. The Manistee &amp; North Eastern had two surplus PM locos from this class (#474 and #481), and the Ludington &amp; Northern’s #28 was one, as well. The tenders on the lower-numbered locomotives in this series (#410-419) more closely matched the MDC-supplied tender.</td>
<td></td>
</tr>
</tbody>
</table>

**ORIENTAL LIMITED, INC**


PFM/TENSHODO

145 Class C-16 0-8-0 with tender, brass RTR, undec (1964-70). PM #240-254. This model is sold as a model of a C&O class C-16 switcher. The C&O's C-16s and the PM's were identical, except for the tenders. While the PM's were originally delivered with large 19RA tenders, these were immediately swapped for the 10RH tenders from the MK-1 Mikados, although the photo in *Pere Marquette Power* shows #253 in 1943 with a tender very similar to that found on the C&O's C-16s, which looks rather unlike the 10RH models.

PRECISION SCALE

16136 Class C-16 0-8-0 #240-254, brass RTR, undec. (1989). Similar to the PFM/Tenshodo model described above.

Pacifiers (4-6-2s)

Despite their high visibility on the PM, no accurate models exist of the PM’s Pacifiers. For the most part, people get by using USRA Pacifiers as stand-ins, though these are only rough approximations.

ATHEARN


IHC

9890 USRA Pacific, plastic and metal RTR, lettered PM #713. Not an accurate model of a PM steam locomotive even from four feet away, but the first HO non-Berkshire steam locomotive to be commercially offered in PM paint.

Consolidations (2-8-0s)

BACHMANN SPECTRUM

11410 2-8-0, plastic and metal RTR, undec. Can be reworked into a reasonable model of Class SC Consolidations #901-925.

BROADWAY LIMITED IMPORTS

> 6350 2-8-0, plastic and metal RTR, painted and lettered as PM #907. Sold only with DCC and Paragon 3 sound. Details lie somewhere between a 900-series Class SC and a 600-series Class C. Released March 2021.

> 6351 2-8-0, plastic and metal RTR, painted and lettered as PM #918. Same features as above.

IHC

9562 2-8-0, plastic and metal RTR, painted for the PM #921. Actually a pretty close model for PM class C 2-8-0s #619-623. Long out of production.
### Mikados (2-8-2s)

**ATHEARN**
- **G9000** USRA “Light” Mikado, plastic and metal RTR (with “road pilot”), undec. PM #1011-1040, class MK-1. Out of production.
- **G9016** USRA “Light” Mikado, plastic and metal RTR, lettered PM #1025. Class MK-1. Out of production.

**BOWSER**
- **10083** USRA “Light” Mikado, metal kit, undec. PM #1011-1040, class MK-1.

**BACHMANN**
- **54401** USRA “Light” Mikado, plastic, RTR, with DCC plug, painted as PM “2378” (odd combination of “as-delivered” lettering and post-merger number), with unusual tender and tender trucks not found on the PM, class MK-1.

**BROADWAY LIMITED IMPORTS**
- **2182** USRA “Light” Mikado, plastic, RTR, with DCC and Paragon2 sound, undec. PM #1011-1040, class MK-1.

**CARY LOCOMOTIVE WORKS**
- **13-44** USRA “Light” Mikado, white-metal boiler kit for Mantua drives, undec. PM #1011-1040, class MK-2. Discontinued.

**DIVISION POINT**
- **DP-TBA+** USRA “Light” Mikado, RTR, painted. PM #1016, class MK-1. With large “replacement” tender and detailed for passenger service. Delivery subject to receiving sufficient orders.

**IHC/MEHANO**
- **9450 - 9475R** USRA “Light” Mikado, plastic RTR, non-PM paint. PM #1011-1040, class MK-1.

**NICKEL PLATE PRODUCTS**
- **None** Erie N1 Mikado, “Number 1 Version” without feedwater heater, brass RTR, undec (1984). PM MK-6 (#1095-1099). An article by Art Million described how to detail and letter this locomotive for the PM version in the July, 1984 *Chesapeake and Ohio Historical Newsletter*. When acquired from the Erie in 1929, these locomotives had the 9,000 gallon/16-ton Vanderbilt tenders that come with this model. In 1937, the PM replaced these with 22,000 gallon, 20-ton rectangular tenders.

**ORIENTAL LIMITED, INC**
- **Several** "Powerhouse" series USRA “Light” Mikado, brass RTR, undec and non-PM paint (1988-1990). PM class MK-1, #1011-1040. Long out of production, but frequently available on the secondary market.
Berkshires (2-8-4s)

ARBOUR MODELS (MASTER CREATIONS)

| 107 | Berkshire, metal kit (needs #501 detail kit), undec. PM #1201-1227. Arbour claimed that this combination of kit and details should yield a PM Berkshire (presumably an N-2). Their #502 NKP Berkshire appears to be a better starting point, if you want an N or N1, though. Master Creations catalogued this kit, although it never produced it. Since that time, Bowser has purchased the former Arbour Models line. The kit and associated detail parts may be produced by Bowser at some future date. The current parts catalog lists many of the components from this kit as still being available. |

BACHMANN

| 50901 | Class N-1 Berkshire, plastic RTR, painted PM #1225. Totally new tooling from Bachmann in their standard line. DCC decoder-equipped. Released in December, 2007. |
| 50902 | Class N-1 Berkshire, plastic RTR, painted PM #1218, as above. Released in December, 2007. |
| 54203 | Class N-1 Berkshire, plastic RTR, painted PM #1225. DCC, “Sound Value” decoder-equipped. |

HOBBYLINE

| none | Berkshire, plastic non-powered kit, undec. (mid-1950s). PM #1201-1215. This kit is a model of a NKP class S-1 Berkshire. It is fairly close to a PM N-class locomotive. A third-party supplier (Kemtron, I think) offered a motorizing kit for this unit in the late 1950s. |

KEY IMPORTS

Key brought in a run of PM Berkshires in 1982. They represent some of the highest quality HO PM Berkshires to date.

| none | Class N Berkshire, brass RTR. |
| none | Class N1 Berkshire, brass RTR. |
| none | Class N-2 Berkshire, brass RTR. |

In 1993, Key imported another run of PM Berkshires.

| none | Class N Berkshire, brass RTR. |
| none | Class N1 Berkshire, brass RTR. |
| none | Class N-2 Berkshire, brass RTR. |
| none | C&O Class N-3 Berkshire, brass RTR. |
LIFE-LIKE PROTO 2000

30014 Class N Berkshire, plastic RTR, painted PM #1202. This is the most accurate model of a PM N class ever released, successfully capturing all of the details that make a PM Berkshire different from those of other roads, including the “boiler tube” pilot, jacketed smokebox, solid bearing pilot and trailing trucks, and the correct tender design. These locomotives are manufactured with the small lettering they were delivered wearing, but with the smokebox mounted “high” number boards they received some time after WWII. Released in November, 2003. Out of production.

30015 Class N Berkshire, plastic RTR, painted PM #1209, see above. Out of production.

30019 Class N Berkshire, plastic RTR, undec. PM #1200-1215. Out of production.

31678 Class N-2 Berkshire, plastic RTR, painted PM #1235, with DCC and QSI sound. Out of production.

31679 Class N-2 Berkshire, plastic RTR, painted PM #1239 with DCC and QSI sound. Out of production.

31680 Class N-2 Berkshire, plastic RTR, painted PM #1236 without DCC and sound. Out of production.

LMB

none Berkshire, brass RTR, undec. (1961). This model was sold as a PM N1 Berkshire, but supposedly has an inaccurate boiler.

OVERLAND MODELS

1450 PM Class N Berkshire, brass RTR, undec. (1983). This model was labeled as belonging to series #1211-1215, but accurately represents series 1201-1210, as the model has no booster (#1211-1215 did). 25 models were imported.

PRECISION SCALE


16636-1 Class N Berkshire, brass RTR, lettered PM #1201-1215 (1993).

16638 Class N1 Berkshire, brass RTR, undec (1993). PM #1216-1227.

16638-1 Class N1 Berkshire, brass RTR, lettered PM #1216-1227 (1993).


16640-1 Class N-2 Berkshire, brass RTR, lettered PM #1228-1239 (1993).

All three of these models were originally advertised for April, 1992 delivery. When received in October, 1992, PSC shipped the entire lot back to Korea to have the mechanisms reworked. They were finally shipped in mid-May, 1993 with a total production run of 65-70 units. Both of the N-class models and the unpainted N-2 were canceled due to low reservation counts. They were available both unpainted and painted (units with the -1 suffix are painted models), and the entire production run was sold out.

The only noticeable feature that is incorrect on these models is the presence of handrails along the edges of the tender deck. These models also lack the box on the pilot that was used to store flags, probably since the prototype lacked these as they were shipped from Lima. The painted models bear a variety of numbers, all appropriate to the specific class of engine. These units were beautifully painted, included directional
lighting and were superb runners. Several owners have reported defective lighting units that burn out bulbs after only a few minutes of operation.

**RIVAROSSI**

5061D  Berkshire, plastic and metal RTR, lettered PM #1222 (1965-1990). Imported by AHM. This model is actually of an NKP Berkshire. The significant differences between the model and an N1 are that the model has a Mars light and a greater number of outlet valves on the sand dome. The model also has a handrail on the tender deck, which the N1s lacked.

Sold under the AHM, IHC and Rivarossi names. Out of production.

5436  Berkshire, plastic and metal RTR, lettered PM #1222 (1997). Previously imported by Model Expo, but soon to be available again through Walthers. This model exhibits all of the PM-specific detail discrepancies of the earlier model imported by AHM, but incorporates enhancements that greatly improve upon the earlier model, notably a flywheel-equipped motor mounted entirely within the boiler, backhead detail, and thicker blackened tires featuring RP25 flanges. Out of production.

**Santa Fes (2-10-2s)**

**NJ CUSTOM BRASS**

ST-279C  C&O ex-Hocking Valley B-1 #2959 (PM #1198-1199) 2-10-2, brass RTR, undec. (1984). NJ Custom Brass imported 40 of this version of C&O 2-10-2, the only one of the three varieties they imported that is particularly close to the PM’s #1198 and 1199. NJCB brought it in with a Vanderbilt tender, which must be replaced in order to make a suitable PM locomotive. A few details require modification.

**Diesels**

Modeling the PM’s diesels is fairly straightforward, since with the exception of the Fort Street Union Depot’s NW5s, all of them are available in plastic.

**SW1S**

**LINDBERG**


**MODEL POWER**

682x®  EMD SW-1 switcher, plastic RTR, PM #10-11.

**ORIENTAL LIMITED, INC**

WALTHERS

1350  EMD SW-1 switcher, plastic and metal, undec., PM #10-11. Out of production. This model has a good Roco mechanism, with all wheels powered. Ackert Industries sells a short stack casting (#22) which matches that delivered on the PM's SW-1s, as opposed to the tall, tapered SW-7 style stack on this model. Wabash Valley also makes a casting for the short stack with a pipe extension, as applied by the PM. The handrails on the model are incorrect for PM #10 as delivered, but do match those delivered on #11 and those applied to #10 during the late '40's (possibly at the same time it received blue paint). The model Walthers sells in Chessie paint as C&O #9401 (item #1361) is the locomotive that was originally PM #11.

This model was originally released with a piece of plastic tubing as the drive coupling on one end of the motor. Walthers has made a kit available to retrofit these with a universal joint. Out of production.

910-92xx  EMD SW-1 switcher, plastic and metal. Available in several paint schemes, but not undec. PM #10-11. This reintroduction of the SW1 features updated tooling, an improved drive train (no plastic tubing), and a plug for a DCC decoder. Released mid-2013, with additional production runs announced.

NW2s

KATO

37100  Plastic NW2 switcher, Phase I, plastic and metal, undec., PM #51-54. Out of production.

37110  Plastic NW2 switcher, Phase II, plastic and metal, undec., PM #55-64. Out of production.

Both locomotives include the short stacks of the Phase I model and the conical stacks of the Phase II. Undecorated units were sold with stacks and air tank details to permit modeling of either the Phase I or the Phase II version.

ORIENTAL LIMITED, INC

0556  EMD NW2, brass RTR, undec. (1985), similar to PM #51-64.

0068  EMD NW2, brass RTR, undec. (1981), similar to PM #51-64.

GE 44-ton Switchers

BACHMANN SPECTRUM

80001  GE 44-ton Switcher, plastic and metal, undec., suitable for use as M&NE #1. Out of production. Included here since the PM controlled the M&NE. This unit was painted in a scheme very similar to the scheme the PM used on its switchers. An article by Art Million on modeling this unit appeared in the October, 1988 *Chesapeake and Ohio Historical Magazine*.

80035  GE 44-ton Switcher, plastic and metal, needs to have paint stripped. Suitable for use as M&NE #1. Single can motor model.
GE 70-ton Switchers

BACHMANN SPECTRUM

81101  GE 70-ton Switcher, plastic RTR, undec., PM #20-22. Two motors, one mounted on each truck. Out of production.
60607  GE 70-ton Switcher, plastic RTR, needs to have paint stripped. PM #20-22. Single can motor model, DCC-equipped.

E7As

BROADWAY LIMITED IMPORTS

747  EMD E7A diesel, plastic and metal, painted as PM/C&O #95. Features built-in DCC and Protosound sound. Released during the Summer of 2004, this model was originally intended to be released as PM #104.
748  EMD E7A diesel, plastic and metal, painted as PM/C&O #96. Features built-in DCC and Protosound sound. Released during the Summer of 2004, this model was originally intended to be released as PM #106.
1172+  EMD E7A diesel, plastic and metal, painted as PM #101. Was to features built-in DCC and Protosound sound. Release date frequently pushed back, now TBD and doubtful.
1173+  EMD E7A diesel, plastic and metal, painted as PM #102, as above.
1188+  EMD E7A diesel, plastic and metal, painted as PM #101. "Stealth Series" without DCC or Sound. Release date frequently pushed back, now TBD and doubtful.
1189+  EMD E7A diesel, plastic and metal, painted as PM #102, as above.

CARY LOCOMOTIVE WORKS

14  EMD E7A shell, cast metal, undec., PM #101-102. Long out of production.

CON-COR

0001-000498* EMD E7A diesel, plastic, painted as PM #101(powered) and #105 (dummy). Released in 1996. This pair was a limited run of less than 200 sets, wearing the C&O logo on the nose and PM script lettering (without the shadow lining or the yellow “bow wave”) along the sides, similar to the repaints of the 1950s. Sold only through JMC International Hobby Distributors. Discontinued.
015-002400  EMD E7A diesel, dummy, plastic, undec., PM #101-102. Discontinued.

Con-Cor released the former Model Power E7 with a new mechanism during September 1992. They also corrected some of the flaws in the original diework. The new model no longer has a screw running through the roof. This version has the small number boards that are correct for #101 and #102. #103-#108 had larger number boards similar to those used on most production model F-7s (Details West #165 number boards can be used if you wish to model these units). They also introduced a single-headlight version at this
time, which is not correct for PM units. An article by Doug Nuckles on modeling these units appeared in the April 1989 *Chesapeake and Ohio Historical Magazine*.

In March 1993, Con-Cor released three models of the C&O's ex-PM units, two powered and one dummy, painted as C&O #4520-4522. Being mass-produced plastic models, they lack the modified window arrangement these units received when shopped in the mid-1950s.

**LIFE-LIKE PROTO-2000**
21272  EMD E7A diesel, plastic and metal, undec., PM #103-108. Features number boards mounted at an angle, similar to those of the F7A. Out of production.
21074  EMD E7A diesel, plastic and metal, painted as PM/C&O #95. Features number boards mounted at an angle, similar to those of the F7A. Painted in post-merger scheme, with large script “Chesapeake & Ohio” in blue on the imitation aluminum stripe, and smaller script “Pere Marquette” lettering in yellow behind the vents aft of the cab door. Out of production.
21075  EMD E7A diesel #98, as above. With careful application of either a little silver paint, or by scraping off part of the digit “8”, it is possible to renumber this unit fairly easily as #96. Out of production.

**MODEL POWER**
909     EMD E7A diesel, powered, plastic and metal RTR, undec., PM #101-102. Long out of production.
939     EMD E7A diesel, dummy, plastic and metal RTR, undec., PM #101-102. Long out of production.

The numbers listed here are for the undecorated model. These units are frequently available in various road names at train shows. This model has, in my opinion, a mechanism superior to that in the Con-Cor reissue, but nowhere near as nice as the Proto 2000 model. This version has the small number boards that are correct for #101 and #102. #103-#108 had larger number boards similar to those used on most production model F7s (Details West #165 number boards can be used if you wish to model these units). The Model Power version was only available with the dual headlights appropriate for modeling the PM units. An article by Doug Nuckles on modeling these units appeared in the April 1989 *Chesapeake and Ohio Historical Magazine*.

**ORIENTAL LIMITED, INC**

**OVERLAND MODELS**

**SUNSET MODELS**
WALTHERS

920-47997 EMD E7A diesel, plastic and metal, PM #103. Features large, angled number boards. Post-1953 C&O/PM paint scheme. Released as part of Walthers “Pere Marquette” streamliner in late 2013.

920-47998 EMD E7A diesel, plastic and metal, PM #105, as above.

920-40997 EMD E7A diesel, plastic and metal, PM #107, as above, but with DCC and Tsunami sound.

920-40998 EMD E7A diesel, plastic and metal, PM #108, with DCC and sound as above.

BL2s

These are included here since the BL-2s were originally ordered by the PM. Contrary to some reports, there is no evidence these units ever actually wore PM paint, except on the drawing board.

LIFE-LIKE PROTO-2000

8698 EMD BL2 diesel, plastic and metal, undec. (1989), C&O #80-85, #1840-1847. Has incorrect sideframes more appropriate for a Dash 2 Geep, but which are easily replaced with correct Blomberg Type B plastic sideframes from Athearn’s F7 or GP7 models (sold separately as part #42009). Out of production.


30192 EMD BL2 diesel, plastic and metal, painted C&O #1846. Released in 2001 with an improved motor over the 1989 releases and now sporting a DCC socket. This release has the same incorrect sideframes as the 1989 version, but has the correct darker C&O Enchantment Blue paint. Out of production.

30193 EMD BL2 diesel, plastic and metal, painted C&O #82, as #30192 above. Out of production.

30200 EMD BL2 diesel, plastic and metal, undecorated, as #30192 above. Out of production.

OVERLAND MODELS


NW5s

OVERLAND MODELS

1804 Fort Street Union Depot EMD NW5 #1 or #2, brass RTR, undec. (1981). This model is sold as a Great Northern NW5. All that is needed to modify this to match the FSUD units is to remove the steam locomotive-style number boards. FSUD decals for #1 and #2 are now available from Mark Vaughan.

5086 Fort Street Union Depot EMD NW5 #1 or #2, brass RTR, undec. (1990). Out of production. This model is superior in mechanism and detailing to the one listed above. Articles by Art Million in the May and September 1991 issues of the Chesapeake and Ohio Historical Magazine describe the steps necessary to convert this unit to an accurate FSUD unit. A photo and painting diagram are found in Pere Marquette Power.
AA-3020+ Fort Street Union Depot EMD NW5 #1 or #2, brass RTR, painted, with lighting. A new run that was supposed to be completely accurate, apparently discontinued as Overland has suspended brass import projects.

FREIGHT CARS

Flat Cars

RED CABOOSE
2245 42-foot steel flat car, #16000-16099 series. The January, 1997 Railmodel Journal contains an article by Richard Hendrickson describing how to model this car using the undecorated version of this kit, Tichy #3006 cast steel stake pockets and Eastern Car Works #3061 or Tahoe Model Works TMW-101 Two-Level Dalman trucks for a truly accurate model. The first run of kits had catalog numbers sub-numbered ‘a’ through ‘d’, with first run had cars numbered 16025, 16028, 16046, and 16049. The second run had the catalog number suffixed with numbers “-5” through “-8”. The numbers from this run are 16011, 16029, 16052 and 16064, respectively.

RR-32317 As above, marketed by Intermountain. A run released in Summer, 2017 carries car numbers 16005, 16010, 16020, 16051, 16064 and 16088 for cars with suffixes “-01” through “-06”, respectively.

INTERMOUNTAIN
> 48715 53'6" 70-ton steel flat car, ready-to-run, painted/lettered PM. An accurate model in plastic with a wood deck. First available in six car numbers: 16534, 16567, 16608, 16649, 16691, and 16724 (with item number suffixes “-01” through “-06”). Originally released in July, 2011, a second run was planned for 2018 release, with car numbers 16503, 16615, 16557, 16676, 16580 and 16742, with suffixes “-07” through “-12”, respectively. As of early 2021, these are still listed as “accepting reservations”.

PROTOWEST SCALE MODELS
PWH-1x 53'6" 70-ton steel flat car, resin kit, undec. Available in several item numbers with decals for several road names (not including PM), PM #16500-16849. Two flat cars per kit, trucks and couplers not included. Discontinued.

SUNSHINE MODELS
45.8 42' 50-ton steel flat car, resin kit, undec., includes decals, PM #16000-16099, out of production.
Gondolas

**ACCURAIL**

3723 41’ steel gondola, PM #17000-series, plastic kit. The body style is not an exact duplicate for a PM car, but is a respectable stand-in. Shipped with three different car numbers (17836, 17954 and 18027), a decal set is available from Accurail for twelve additional numbers.

**ATHEARN**

1741 50’ steel gondola, plastic kit, lettered as PM #18862. Nicely lettered, but painted incorrectly in boxcar red. Athearn has assured the PMHS that future runs will be in the correct black paint. Body style incorrect (the PM car is 52’6” long, with drop ends), but close.

**BACHMANN**

7190x 50'6” steel drop-end gondola, RTR, painted for several roads (not PM) PM #18400-18649-series car. Sold with a variety of loads.

**INTERMOUNTAIN**

41699 42’ composite-side drop-bottom gondola, plastic and wood kit, undec., PM #17000-17249. Not an exact match for the PM cars.

**LIFE-LIKE PROTO-1000**

23951 42’ composite-side drop-bottom gondola, plastic, painted/lettered for other roads only, RTR. PM #17000-17249. Not an exact match for the PM cars. Available in other part numbers and other road names.

**LIFE-LIKE PROTO-2000**

8483 52’6” steel drop-end gondola, highly-detailed plastic kit (February 1996), painted PM #18863. Out of production.

8484 As above, numbered #18937. Out of production.

8491 Four-pack of 52’6” steel drop-end gondolas, as above. Numbers #18878, #18881, #18914 and #18942. Out of production.

21246 Six-pack of pre-assembled plastic 52’6” steel gondolas. Numbers #18847, #18854, 18867, 18890, 18902, and #18929. Out of production.

31985 52’6” steel drop-end gondola, "time-saver" kit, with riveted girder load, painted PM #18872.

31986 52’6” steel drop-end gondola, "time-saver" kit, with large gears load, painted PM #18908.

54085 52’6” steel drop-end gondola, assembled, with riveted girder load, painted PM #18858.

54086 52’6” steel drop-end gondola, assembled, with large gears load, painted PM #18939.

These cars are the most accurate models of this car released yet. The print quality is high and the lettering is correct.

**MIKE’S TRAIN HOUSE**

8072012 52’6” steel drop-end gondola, ready-to-run, painted PM #18948. Released in April, 2011. Not a very accurate model of this car, with ladders on the sides instead of grabs, and only an approximation of the PM’s lettering style.

8072013 52’6” steel drop-end gondola, ready-to-run, painted PM #18940. Released in April, 2011.

8072014 52’6” steel drop-end gondola, ready-to-run, painted PM #18942. Released in April, 2011.
MODEL DIE CASTING

1340  40' steel 50-ton gondola, plastic/metal kit, undec., PM #10000-10099, #10200-10299. While the ends and brakewheel equipment are not accurate, this model makes a good stand-in.

?  40' steel gondola, plastic kit, painted PM #10200, with auto frame load. This car was a special run for the Wisconsin SE Chapter of the NMRA. The lettering is a rough approximation, at best, of the PM’s distinctive style (1979). Out of production.

NATIONAL CAR CAST

?  52'6” steel gondola, resin kit, undec., PM #18850-18949. Includes only sides and ends. This kit is sold as a model of a New York Central prototype, with ends unique to that road. For an accurate PM model, it is necessary to cut out most of the ends and add Detail Associates drop-ends and brake gear. As this kit consists only of cast sides and ends, you must provide your own floor, underframe (two Athearn 40' boxcar underframes can be cut and spliced to fit nicely), trucks and couplers. An article by Matt Walker in the January, 1991 Chesapeake and Ohio Historical Magazine describes the steps necessary to complete this car as a PM model. For purposes of modeling the PM, this is the same car as currently offered by Life-Like, once you change the ends. Long out of production.

SUNSHINE MODELS

5.6  52'6” Greenville 15-panel steel gondola w/drop ends, resin kit, undec. with decals, PM #18650-18849. This kit is sold specifically as a PM car. Out of production.

67.19  40’ foot steel gondola resin kit, undec. with decals, PM #17650-18399. This kit is sold specifically as a PM car. Out of production and commands a high price on the secondary market.

WALTHERS

6859  40’ composite gondola, plastic kit, undec., PM #17250-17649. An Art Million article describing how to letter this car appeared in the August, 1981 Chesapeake and Ohio Historical Newsletter. A fair stand-in, but not exact. Long out of production.

Open Hoppers

ACCURAIL

2500  USRA 55-ton coal hopper, plastic kit, undec., PM #13000-14499.

2417  36’ USRA 55-ton hopper, plastic kit, lettered as PM #13679, “as-delivered” early lettering.

2534  36’ USRA 55-ton hopper, plastic kit, lettered as PM #13826, post-1932 lettering.

>  2534.1  36’ USRA 55-ton hopper, plastic kit, lettered as PM #14365, post-1932 lettering. Accurail offers decals to renumber this kit with 12 additional car numbers.

7500  40’ steel three-bay offset-side hopper, plastic and metal kit, undec., PM #15000-15249.

7528  40’ steel three-bay offset-side hopper, plastic and metal kit, painted and lettered as PM #15237. Accurail offers decals to renumber this kit with 12 additional car numbers.

ATHEARN

5648  34’ coal hopper five-pack, plastic kits, numbered 14274, 13973, 14002, 14441 and 14450. Body style incorrect (the PM car is a USRA design, while the Athearn cars are not), but fairly close. Out of production.
BEV-BEL
259C  34' coal hopper, plastic kit, lettered as PM #13512 (c. 1983). Body style incorrect (the PM car is a USRA design, while the Athearn car that this is based on is not), but fairly close. Long out of production.

LIFE-LIKE
3R  36' USRA coal hoppers, plastic, RTR, PM #13000-14499.

MODEL DIE CASTING
1402  24' ore car/carferry coaling hopper, plastic and metal kit, undec., PM #CF1500-CF1524. Needs side extensions.
1610  40' steel three-bay offset-side hopper, plastic and metal kit, undec., PM #15000-15249. This is at best a “good enough” model, since it has 8 panels as opposed to the prototype's 9. It does, however, have the correct flat side panels behind the ladders, unlike the Stewart Hobbies kit. Whether you use this car or the Stewart model depends upon whether having the correct number of panels is more important to you than having the flat sides behind the ladders.
16102  40' steel three-bay offset-side hopper, plastic and metal kit, painted as two cars from PM #15000-15249 series. This “Twinpak” kit has the detail differences described above, plus has the same incorrect lettering style as MDC’s earlier “Twinpak” PM boxcar kits. Out of production.

PERE MARQUETTE HISTORICAL SOCIETY, INC.
H-102  36' USRA 55-ton hoppers, #14449, plastic kit, as above. Out of production.

STEWART HOBBIES
10300  40' steel three-bay 70 ton offset-side hopper, plastic kit undec., PM #15000-15249. This is a “good enough” model– while it has the correct number of side panels, the prototype had flat side panels behind the ladders.

TICHY TRAIN GROUP
4027  36' USRA coal hoppers, highly-detailed plastic kit, undec., PM #13000-13999.

Covered Hoppers

BOWSER
56300  ACF 70-ton covered hopper, PM #20000-20149, plastic kit, undec.
55633  ACF 70-ton covered hopper, plastic kit, painted as PM #20000-20149. Available in four runs of 12 numbers. The first run (June, 1998) included 20001, 20007, 20008, 20012, 20015, 20019, 20022, 20023, 20036, 20038, 20042 and 20049. The second run included: 20002, 20003, 20004, 20005, 20006, 20009, 20010, 20011, 20013, 20014, 20016 and 20017. The third run (October, 1998) included: 20000, 20018, 20020, 20021, 20024, 20026, 20029, 20030, 20031, 20034, 20037 and 20039. The fourth run (March, 2001) included: 20025, 20027, 20028, 20032, 20033, 20035, 20040, 20041, 20044, 20043, 20044, 20046, Black, with white lettering. Missing the equipment trust stencil in upper left corner. All car numbers have the same stock number.
E&B VALLEY

? AC&F 70-ton covered hopper, plastic kit, painted/lettered (c. 1979). Apparently this was a special-run car, as it has never been listed as part of the regular E&B Valley line. This uses the same basic body kit formerly sold by Eastern Car Works. Details requested.

EASTERN CAR WORKS


INTERMOUNTAIN

48608 AC&F 70-ton covered hopper, plastic RTR, painted and lettered, PM #20000-20149 series. Highly detailed and available in six different numbers in first release: 20050, 20061, 20096, 20119, 20121, 20143, with item number suffixes “-01” through “-06”, respectively.

BOXCARS

ACCURAIL

3000 40' double-door boxcar, PM #93400-series, plastic kit, undec. This plastic kit was formerly produced by McKean Models. Art Million described how to build a model of this car using an Athearn kit in the July, 1982 Chesapeake and Ohio Historical Newsletter. Another “close-enough” model for lack of other plastic alternatives.

3115 40’ insulated boxcar, PM #56200, plastic kit. This kit models a one-of-a-kind conversion performed at Wyoming Shops immediately before the C&O merger. Not an entirely correct model, but a decent stand-in. Accurail offers decals to renumber this kit into 12 additional cars, but since this car was unique...

3630 40’ double-door boxcar, PM #93468, plastic kit. This kit uses the same body as their #3000 undecorated kit (see above). Decals are available for twelve additional numbers.

4600 40’ double-sheathed USRA boxcar, undec. PM #61001-61050, 64001-64050, 69045-69099, 80000-81999. Also M&NE boxcars #4000-4011.

4628 USRA-design 40’ double-sheath wood boxcar painted/lettered as PM #81805, in the pre-1932 lettering scheme. Easy-to-assemble plastic kit.

5230 50’ double-door boxcar, PM #71329, plastic kit. Decals available for twelve additional numbers. More accurate for 72200-series, but not totally accurate for either, due to incorrect roofs, doors and ends.

> 7122+ 40-foot single-sheath boxcar, PM number unannounced. Intended to model an 89350-90349 series car rebuilt with a single door. The ends (not Hutchins) and sides (with truss bracing going the wrong way) will be incorrect for this car, based on the shell they are using. Still, it will be more convincing than painting up a single-sheath USRA boxcar in PM paint.

ATHEARN

A-123 40’ steel boxcar, brown, several numbers, metal kit, painted/lettered (1948-1954). Released in several road numbers. Not a particularly accurate model. Athearn released this car in 15 different numbers: 81225, 81237, 81239, 84100, 84210, 84221, 84222, 84223, 84224, 84225, 84226, 84239, 84255, 84256, 84266, 84399. Menzies released this car with road number 84221. Long out of production.

5985 40’ steel boxcar, plastic kit, brown with PM lettering, numbered 84163, released during late January, 2001. Not an accurate model of the specific PM car, but a good stand-in, nonetheless, with good lettering.

5042 50’ Double-door steel boxcar, plastic kit painted as PM #72142. Prototype boxcar #72142 actually had a Viking roof and end loading doors, which are different from this model.
In 1995, Athearn changed the artwork for this car, at the same time changing the number to 72135. Unfortunately, in the process, they changed the roadname and numbering to an incorrect typeface. The original (pre-1995) numbers and lettering had been correct.

During 2001, Athearn reissued this car with corrected lettering and a new number, 72100, which is correct for the PM car closest in design to the Athearn model.

A.W. ENTERPRISES


BRANCHLINE TRAINS

8040 40' steel boxcar, plastic kit, painted/lettered #83682, 83690, 83743 or 83776. Sold as part of their Yardmaster series, with cast-on ladders, grabs and steps. Includes a Youngstown door instead of the correct Superior door. The roof and ends are painted black, which I haven’t seen yet on this series of car.

CON-COR

HO-110 40' boxcar, boxcar red-brown, wood and metal kit pre-painted/lettered with an unusual paint scheme with a tilted road name, not known to have actually been worn by a PM boxcar. Long out of production.

COOPER AND OSHTEMO LOCOMOTIVE WORKS

451 40' boxcar #84201, boxcar red-brown, plastic kit painted/lettered.
452 50' double door boxcar, #72252 and 72253, boxcar red-brown, plastic kit painted/lettered.
452S 50' single door(?) boxcar, #?, boxcar red-brown, plastic kit painted/lettered.
1216 40' single door boxcar, #83986, tuscan, plastic kit painted/lettered.

Cooper & Oshtemo typically released several different car numbers for a specific road name and car type, but were cataloged with the same item number. Those car numbers listed here are numbers observed on production models.

ERTL


FUNARO & CAMERLENGO

6352 “PS-0” 40' steel boxcar, polyester resin kit, undec. PM #84000-84099, with decals. Originally produced for and sold by the Rensselaer Polytechnic Institute Model Railroad club’s New England Berkshire and Western hobby shop.

INNOVATIVE MODEL WORKS

HOBUNG02 AAR 40' boxcar, 1937 design, undec. PM #83500-83999, #84100-84399. This was the most numerous type of boxcar on the PM. Requires steel roofwalks, not included in kit. Plano makes suitable roofwalks in etched brass. Cars #83500-83649, #83800-83999 and #84100-84399 had 6 foot wide Youngstown corrugated steel doors, while #83650-83799 had 6 foot wide 7-panel Superior doors. Now produced by Red Caboose.

INTERMOUNTAIN RAILWAY CO.

45765+ AAR 40' boxcar, 1937 design, RTR as PM #83822, 83845, 83873, 83916, 83950, 83987, with item number suffixes “-1” through “-6”, respectively. Released in late 2014 with a silver roof and black ends wrong for this car, as is the lettering style.
KAR LINE

129  40’ steel boxcar #89016, boxcar red, plastic kit painted/lettered. Since this kit uses an Athearn car, the body’s not an exact match for any of the PM’s steel boxcars, and the number’s wrong for a steel car. Long out of production.

LIFE-LIKE PROTO-2000

8400  50’ double-door steel boxcar, plastic kit, undec. PM #72200-72399. Requires replacement of ends with round-corner 4/4 Dreadnaught ends for a truly accurate model, a part that unfortunately does not appear to be available in the correct size for this model.

May also be used with a Viking roof from Des Plaines Hobbies, eight-rung ladders and removal of one rib from each end to model PM boxcars #72000-72099 and #72125-72199.

MARKER LIGHT MODELS

716  USRA 40-ton boxcar #81682, boxcar red, plastic kit painted/lettered. Long out of production.

G. MENZIES

?  40’ Steel Boxcar, brown, #84221, metal kit, painted/lettered (1950s and 1960s). This is the same kit as the Athearn metal model listed above. It is unclear whether Walthers released this car when they were producing the Menzies line. Long out of production.

MODEL DIE CASTING

10400  40’ Steel AAR design boxcar, plastic kit, brown with black roof and ends and white PM lettering, #84100 and #84103. Two car set, delivered in March, 2001. These models have Superior doors, rather than the Youngstown doors that these two cars had. The bodies are not a close match for any of the PM’s steel boxcars, they are lettered using an incorrect style of lettering for the road name and car, and the roof and ends are incorrectly painted black.

677  40’ Steel AAR design boxcar, plastic kit, brown with black roof and ends and white PM lettering, #84396. Sold as part of a four-pack of cars lettered for Michigan railroads (the others being the Detroit & Mackinac, Ann Arbor and Lake Superior & Ishpeming), released in early Summer, 2004. The PM car has the same inaccuracies as the cars from the “Twin Pak” listed above.


84190  36’ wood boxcar with truss rods, RTR, as above, numbered 30199. Released in 2006. Discontinued.

NEW ENGLAND, BERKSHIRE & WESTERN

NGD-F022  “PS-0” 40’ steel boxcar, polyester resin kit, undec. PM #84000-84099. Now available from Funaro & Camerlengo.

ORIENTAL LIMITED, INC

?  Brass “1940 PS boxcar” (“PS-0”), undec. See comments above for the NEB&W model of this car. Long out of production.

PERE MARQUETTE HISTORICAL SOCIETY, INC.

B-103  AAR 40’ steel boxcar, 1937 design, plastic kit, painted/lettered #84100. Custom-painted by Red Caboose for the PMHS. Sold Out.

B-104  AAR 40’ steel boxcar, 1937 design, plastic kit, painted/lettered #83551, with Youngstown door. Custom-painted by Red Caboose for the PMHS. Sold Out.
B-105  AAR 40’ steel boxcar, 1937 design, plastic kit, painted/lettered #83690, with seven-panel Superior door. Custom-painted by Red Caboose for the PMHS. Sold Out.


B-107  AAR 40’ steel boxcar, 1937 design, plastic kit, painted/lettered #84199, with Youngstown door. Custom-painted by Red Caboose for the PMHS. Released in Fall, 2001. Sold Out.

B-108  1930 ARA-design 40’ steel boxcar, single car plastic kit, painted/lettered # 82000, 82450 or 83449, with Youngstown door. Custom-painted by Red Caboose for the PMHS. Released in Fall, 2003. Sold Out.

B-109  1930 ARA-design 40’ steel boxcar, three-pack of plastic kits including cars painted/lettered #82000, 82450 and 83449, with Youngstown door. Custom-painted by Red Caboose for the PMHS. Released in Fall, 2003. Sold Out.

B-111  USRA-design 40’ double-sheath wood boxcar painted/lettered #81808 in the PM’s pre-1932 lettering scheme. Easy-to-assemble plastic kit, custom-painted by Accurail for the PMHS. Released in Summer, 2005. Sold Out.


>RAPIDO TRAINS

130109A  40’ double-sheathed wood USRA-design double-sheath wood boxcar, RTR plastic model, painted and numbered as a PM #80000-81999 boxcar in a post-1937 paint scheme. This is an extremely accurate model of the cars as delivered, but with the final box car paint scheme. Available in four numbers: 80837, 80952, 81329, and 81725.

130109  Four-pack of USRA double-sheath wood boxcars, as above.

RED CABOOSE

7060+  40’ Steel boxcar, from PM series #82000-83499, plastic kit painted/lettered.. Announced at the beginning of August, 1997, but never released. A six-pack of these cars, all with different numbers, was planned as well. This car was supposed to be the “open stock” version of the item #B-108 car released by the PMHS.

8500  40’ double-door steel boxcar, plastic kit, undec. PM #93000-93399 series.

8002  AAR 40’ steel boxcar, 1937 design, plastic kit, undec. PM #83500-83999, #84100-84399. This was the most numerous type of boxcar on the PM. Requires steel roofwalks, not included in kit. Plano makes suitable roofwalks in etched brass. Cars #83500-83649, #83800-83999 and #84100-84399 had six-foot wide Youngstown corrugated steel doors, while #83650-83799 had 6 foot wide 7-panel Superior doors. Formerly produced by Innovative Model Works.

SILVER STREAK

222  40’ wooden boxcar #85100, boxcar red, wood/metal kit, painted/lettered. Long out of production.

SUNSHINE MODELS

102.6  40’ single-sheathed auto car #88350-89299, resin kit, undec., with decals.

102.7  40’ single-sheathed auto car #54000-series, as converted to boxcar, resin kit, undec., with decals.

83.12  50’ steel auto car #72000-72049, resin kit, undec., with decals.
SPEEDWITCH MEDIA


ULRICH

108 Wood outside-braced boxcar, lettered PM #89920, wood/metal kit, painted/lettered (c.1950’s)

WABASH VALLEY (RED BALL)

2000 Outside-braced boxcar, lettered PM #89399, metal kit, painted/lettered.. Long out of production.

WALTHERS

3100 “X-29 -style” steel boxcar, plastic kit, undec. PM #82000-83499. While the PM’s own equipment diagrams show this car as having a radial roof, photos of these cars show a peaked roof, as on the Walthers car. To model this car accurately, you would need to replace the CRECO doors with Youngstown doors (probably from an Athearn 40’ boxcar kit) and come up with an inverted Dreadnaught end. This is the version of the former Train Miniatures kit with Youngstown ends (not the flat Pennsy-style ends). The Red Caboose car sold by the PMHS addresses these shortcomings.

WESTERFIELD MODELS

3822 40’ double-sheathed wood USRA-design steel boxcar, polyester resin kit, undec. PM #80000-81999, as-delivered. This kit includes decals for the first paint scheme these cars wore, with “Pere Marquette” spelled out to the left of the door, centered above the car number. This kit has a one-piece body.

3872 40’ double-sheathed wood USRA-design steel boxcar, polyester resin kit, undec. PM #80000-81999, as rebuilt with a Hutchins roof. This kit includes decals for the final paint scheme these cars wore, with “Pere Marquette” centered to the right of the door, as on most other boxcars. This kit has a one-piece body.

YANKEE CLIPPER MODELS

1930.82* 40’ steel boxcar, polyester resin kit, undec. PM #82000-83499. This car was specifically manufactured to be an accurate model of the PM’s 82000-series boxcar, with the correct Hutchins roof, recessed ends and Youngstown doors. These cars later became C&O cars #282000-283499. This kit has a one-piece body. Out of production.

YE OLDE HUFF-N-PUFF

261 40’ wooden boxcar #85100, boxcar red, wood/metal kit, painted/lettered. Decent stand-in for the actual double-sheathed car. Currently available.

Refrigerator Cars

ACCURAIL

4835 40’ wooden refrigerator car, PM #25269, plastic kit. Offered in a post-1935-era scheme. While painting diagrams exist, we have been unable to confirm that any cars actually wore this scheme. Leaving off the fishbelly underframe details results in a fairly close model of the car body. Accurail offers decals to renumber this kit into 12 additional cars.
48351  40' wooden refrigerator car, PM #25034, plastic kit, as above. Released mid-2013.

LIFE-LIKE
08534  40' wooden reefer, plastic RTR, several schemes, none PM. PM #25000-series. Art Million described how to paint and letter this car in the August, 1985 *Chesapeake and Ohio Historical Newsletter.*

STOCK CARS

ACCURAIL
> 4738  40' wooden stock car, PM #2036, plastic kit. Offered in a post-1935-era scheme. Not an exact model of the PM’s #2000-series stock cars, it is a very plausible stand-in. Accurail offers decals to renumber this kit into 12 additional car numbers.

**Cabooses**

AMERICAN MODEL BUILDERS
851  Wooden caboose, laser-cut wood kit, undec. PM #A260-A269. Although sold as a model of an NKP caboose, with a minor modification to the cupola windows, this kit is a good representation of this series of 1904-built PM cabooses as well.

ATLAS
945  Steel caboose, plastic kit, undec. Nearly an accurate model of A901-A925, it needs only to have the window awnings removed and the Ajax brake stands replaced with staff-mounted brake wheels to be dead-on. This model, released in December, 2005 as part of Atlas’ “Trainman” line of plastic rolling stock, is modeled after the C&O 90200-series cabooses.

1132A  Steel caboose, painted and lettered as PM #A920. See comments on accuracy above. Released in October, 2006.

1133A  Steel caboose, painted and lettered as PM #A909. As above.

1132B  Steel caboose, painted and lettered as PM #A901. Released in November 2008.

1133B  Steel caboose, painted and lettered as PM #A915, as above.

11346  Steel caboose, painted and lettered as PM #A904. Released in August 2011.

11347  Steel caboose, painted and lettered as PM #A913, as above.

20-004-592  Steel caboose, painted and lettered as PM #A902. Released during March, 2018.

20-004-593  Steel caboose, painted and lettered as PM #A911, as above.

COOPER AND OSHTEMO LOCOMOTIVE WORKS
1230  Steel caboose, plastic kit (MDC center-cupola), lettered PM #A950, red and black. Not an accurate model.

Cooper & Oshtemo typically released several different car numbers for a specific road name and car type, but all were cataloged with the same item number. Those car numbers listed here are numbers observed on production models.
GLOOR CRAFT MODELS
337 Wooden caboose Erie #04900, wooden kit, undec. PM #A800-series. Walthers listed this as Gloor Craft kit #3115. Out of production.

IDEAL MODELS
FN1 Wooden caboose, cardstock, wood and metal kit, lettered PM #A801. (Late '40's).

JJL MODELS
none Wooden caboose Erie #04900, resin kit, undec. PM #A800-series. Released in July, 2011. JJL is no longer in business.

KEYSTONE LOCOMOTIVE WORKS
106 Wooden logging caboose, similar to early F&PM “short” caboose (number series unknown), wood and metal kit.

LAMBERT
704 Steel caboose, C&O #90050-series/PM #A900-924, brass RTR, undec. (c. 1978?).

MODEL DIE CASTING
C-110 Steel caboose #A901, red and black (c. mid-1950s?). This caboose was released in both metal and plastic kits. Not a very accurate model, but this is commonly used as a stand-in.
C16-2:50 Steel caboose #A901, all red, in plastic (c. mid-1950s). As above.

NICKEL PLATE PRODUCTS
? Caboose (wooden) A300-A600 series, , brass RTR, undec. (c. 1985). Three variations of this model were produced- one with truss rods and one with a steel underframe. The steel underframe version (75 models produced) is apparently correct for the A300-series and A600-series, while the truss rod version, with square-topped ladders (25 models produced) matches the A500-series cabooses. 75 models of the steel underframe model with round-topped ladders were produced.

OVERLAND MODELS
1285 Caboose (steel) #A950 series, brass RTR, undec. (1990). Art Million described how to detail and letter this caboose for the PM version in the July, 1983 Chesapeake and Ohio Historical Newsletter.

SILVER STREAK
127 C&O Wood Caboose (PM #A300-series) (-1985). A rather rough approximation, it has the right number of windows, even if they are a bit small. Long out of production.

WALTHERS
920-103455 PM wood caboose, painted and numbered as #A471, RTR, plastic. Planned for release year-end 2015. Actually a model of a DM&IR caboose, this is not an accurate model of a PM caboose, but is a somewhat plausible and comparatively affordable stand-in.
YE OLDE HUFF-N-PUFF

153 C&O Wood Caboose (PM #A300-series). A rather rough approximation, it has the right number of windows, even if they are a bit small. Currently available.

PASSENGER CARS

Wood

LABELLE

HO-12 Wooden combine kit, unpainted. PM #313.

MANTUA


Heavyweight

ATLAS MASTER LINE

> 20004883 Steel coach, RTR, painted and lettered as PM #1102. Released in August 2019.
> 20004884 Steel coach, RTR, painted and lettered as PM #1105. Released in August 2019.
> 20004885 Steel coach, RTR, painted and lettered as PM #1108. Released in August 2019.
> 20005880 Pullman 14-section sleeper, RTR, painted Pullman Green, unlettered. Pullman plan #3958. This car matches PM-assigned New Hanover and New Hudson. Released June 2019.

BETHLEHEM CAR WORKS


BEV-BEL

BRANCHLINE TRAINS
5104 Steel coach, high-quality plastic kit, Painted as PM #1103. Released in February, 2004. Out of production, but available as RTR models with different numbers from Atlas, now.
51043 Steel coach, high-quality plastic kits. Three-pack, painted as PM cars, incorrectly numbered as Imperial Salon cars 1113, 1115 and 1116 in the first release, delivered in February, 2004. Out of production.
5400+ Pullman 14-section sleeper, high-quality plastic kit, undec, Pullman plan #3958. This car matches PM-assigned New Hanover and New Hudson. Out of production, but available as an RTR model from Atlas, now.
5300 Pullman 12-section, 1-drawing room sleeper, high-quality plastic kit, undec., Pullman plan #3410. This car matches PM-assigned McClenny and Orange Lake. Out of production.

GREAT BRASS FLEET
1605 Imperial Salon Coach, brass, undec., similar to PM #1112-1119. (1998)

HALLMARK MODELS
none "MKT 900-series coach", brass, undec., similar to PM #1112-1119. Missing one window per side for PM modeling. Long out of production.

LAMBERT
863 60-foot brass heavyweight RPO (less trucks). Closely resembles PM RPOs #105 and #106, though the windows seem a little large because the model lacks window frames. Long out of production.

MODEL RAILROAD WAREHOUSE/CANNONBALL CAR SHOPS
9701 Troop Sleeper, flat plastic kit, undec. This kit can be used to represent a MoW camp car, or with heavy modification, one of the baggage cars rebuilt from troop sleepers. This is the car first announced by Cannonball Car Shops around 1990. The PM troop sleepers used as baggage cars typically had the baggage door offset one or two panels towards opposite ends on each side. These cars retained their original Allied Full-Cushion trucks. Hallmark Models imported these trucks in brass a few years ago, and Eastern Car Works and Athearn cataloged plastic versions as well.
9704/9707 Troop Sleeper, flat plastic kit, undec., baggage car body. This kit (listed as either #9704 or 9707 in different information from CCS) is similar to the #9701 kit, but comes with all of the doors and windows blanked-out, making it an easier conversion to a baggage-express car.

NEW ENGLAND RAIL SERVICES
311 Pullman 14-Section Sleeper Conversion Kit. - Used to convert a Rivarossi “1920s” 12-1 heavyweight sleeper into a plan #3958 sleeper, such as the PM-assigned New Hanover and New Hudson.
317 Pullman 8 section ,1 drawing room, 3 bedroom sleeper Conversion Kit. - Used to convert a Rivarossi “1920s” 12-1 heavyweight sleeper into a Pullman plan #4090 sleeper, such as the PM-assigned Octagon Tower and London Tower.
330 Pullman 28-1 Parlor Car Conversion Kit - Used to convert a Rivarossi “1920s” 12-1 heavyweight sleeper into a Pullman plan #3416A parlor car, such as the PM’s Clara Barton, Abigail Adams, Louisa Alcott, or Miriam.
ORIENTAL LIMITED, INC

RPO, PM #105-106, brass RTR, undec. Sold as a model of a GN car. Requires replacement of its six-wheel trucks with four-wheel trucks and removal of a box on the clerestory. Long out of production.

PEACH CREEK SHOPS

3958 14-section Pullman sleeper, brass RTR, undec. This car is one that Peach Creek sells as part of their C&O "George Washington" series, but is an identical car to the two plan #3958 Pullmans New Hanover and New Hudson, assigned to the PM in the late 1940s. (1998)

PRECISION SCALE

17570 Imperial Salon Coach, brass, undec., similar to PM #1112-1119. (2004)

RIVAROSSI

6605 Baggage/RPO, PM #600-607, plastic RTR, undec. Reasonably accurate, aside from an overly-wide baggage door on the model. Needs four-wheel trucks.

ROLLER BEARING MODELS


These thick resin kits require fairly heavy modification to match the baggage cars rebuilt from troop sleepers. The Roller Bearing Models' version of the baggage car built from these cars is closer to a C&O car, with its centered baggage door, but is not very close for a PM version. The PM's typically had the baggage door offset one or two panels towards opposite ends on each side. These cars retained their original Allied Full-Cushion trucks. Hallmark Models imported these trucks in brass a few years ago, and Eastern Car Works currently catalogs plastic versions as well.

WALTHERS

933-6614 14-section sleeper, stamped metal and wood kit, undec. Pullman plan #3958. This car matches PM-assigned New Hanover and New Hudson. Long out of production.
933-6617 28 seat, 1-drawing room parlor car, stamped metal and wood kit, undec. Pullman plan #3416A. This car matches the PM's Clara Barton, Abigail Adams, Louisa Alcott, and Miriam. Long out of production.
932-4151 Troop Sleeper, plastic RTR, undec. This car can be used to represent a MoW camp car, or with heavy modification, one of the baggage cars rebuilt from troop sleepers. Released in early Summer 2004.
932-4165 Troop Sleeper Box-Express car conversion, plastic RTR, undec. A baggage car rebuilt from a troop sleeper. Released in October, 2007.
932-4166 Troop Sleeper Box-Express car conversion, plastic RTR, painted for C&O in Pullman Green scheme, as above.
932-4166 Troop Sleeper Box-Express car conversion, plastic RTR, two-pack painted for C&O in Pullman Green scheme, as above.
932-4167 Troop Sleeper Box-Express car conversion, plastic RTR, painted for C&O in tri-color scheme, as above.
932-24167 Troop Sleeper Box-Express car conversion, plastic RTR, two-pack painted for C&O in tri-color scheme, as above.
920-17303  Troop Sleeper Box-Express car conversion, plastic RTR, painted for C&O in tri-color scheme, as above, painted as #367.

932-10000  Pullman 12-section, 1-drawing room sleeper, plastic RTR model, undec., Pullman plan #3410. This car matches PM-assigned McClenny and Orange Lake.

932-10200  Pullman 14-section sleeper plastic RTR model, undec, Pullman plan #3958. This car matches PM-assigned New Hanover and New Hudson. Released in February, 2005.

933-10300  28 seat, 1-drawing room parlor car, plastic RTR model, undec. Pullman plan #3416A. This car matches the PM’s Clara Barton, Abigail Adams, Louisa Alcott, and Miriam. Released in Spring, 2007.

Streamlined

CON-COR

01-499  8-car set of smooth-side passenger cars, plastic RTR, painted and lettered for the PM (1996). This set, consisting of a baggage car, RPO, two coaches, a diner, a vista dome, a sleeper and an observation was a limited run release manufactured in late 1995. Fewer than 200 sets were produced. These cars are Con-Cor’s standard 72’ shorty streamliners, and as such are not at all close matches for the PM’s equipment. They wear the tri-color scheme of the 1946 Pere Marquette, and include the “C&O for Progress” herald. Was available only through JMC International Hobby Distributors. Long discontinued.

EASTERN CAR WORKS

1202  Streamlined coach, #30-33, plastic kit, undec. The window arrangement on this kit is the closest to PM streamlined coaches #30-33 of any commercially available model, differing mostly in the number and arrangement of the bathroom windows at the vestibule end of the car. Evergreen siding can be added to make a reasonably close approximation of these cars, or the sides can be left smooth to model these coaches after the siding was removed in the 1950's.

NKP CAR COMPANY

none  Plated brass car sides to build PM Diners #10-11. These sides are designed to fit the Eastern Car Works basic body kit. Out of production.

none  Plated brass car sides for PM streamlined Coaches #30-33. Out of production.

none  Plated brass car sides for PM streamlined Baggage/RPOs #60-61. Out of production.

none  Plated brass car sides for PM streamlined Baggage cars #50-51. Out of production.

none  Plated brass car sides for PM streamlined Coach-observation cars #20-23. Out of production.

RAILWAY CLASSICS

?+  Two brass seven-car sets representing the 1946 Pere Marquette streamliner. One set will be the train consisting of the even-numbered cars and the other the odd-numbered cars. These sets will be painted and lettered, using information provided by the PMHS.

In mid-2006, Railway Classics placed this project on hold, pending their locating a new car builder and their receiving enough reservations to proceed.

WALTHERS


933-6817  Pullman-Standard plan #7479 streamlined baggage car, painted/lettered post-merger PM/C&O, with replacement plymetal doors, C&O heralds and no fluting. Released 2008

920-9361  Pullman-Standard plan #7479 streamlined baggage car, painted/lettered PM, with plated half-fluting. Released in 2013 as part of Walthers’ Pere Marquette streamliner.

**MISCELLANEOUS ROLLING STOCK**

**ATHEARN**
1699  200 ton crane, plastic kit, undec., PM #DK-7. A reasonably close match. No longer available undecorated.

**CUSTOM FINISHING**
7000  Burro crane, white metal kit, undec., PM #BC-3.

**OVERLAND MODELS**
3835  Russell snow plow, brass, undec. (1992), PM #SP-21 and SP-22.

**WALTHERS**
932-5750  Russell snow plow, plastic kit, undec., PM #SP-21 and SP-22. Out of production.
932-5650  Scale test car, plastic and metal kit, undec., PM #Z-3. Out of production.
920-110000  Russell snow plow, plastic RTR, undec., suitable for PM #SP-21 and SP-22. Released in late 2014.

**STRUCTURES AND PARTS**

**AM MODELS/TOMAR**
102  Trackside shanty, plastic kit, unpainted.

**DES PLAINES HOBBIES**

DPH967  Custom-mixed Scalecoat II C&O/PM Blue, as used on PM diesels. Mixed to match EMD paint chips. Plastic-compatible oil-based paint, available only through Des Plaines Hobbies.

?+  Custom-mixed Scalecoat II PM Venetian Yellow, as used on PM diesels. Mixed to match EMD paint chips. Plastic-compatible oil-based paint, to be available only through Des Plaines Hobbies. Planned, delayed numerous times, presumed canceled.
SAGINAW RAILWAY MUSEUM


TOMAR

327  Resort Special round drumhead (heavyweight observation car), metal and film kit.
445  2 rectangular drumheads (streamlined coach-observation car), metal and film kit.

WAYFREIGHT MODELS

300:395  Plymouth Freight House, wood/cardboard craftsman-style kit (c. 1973). While not an extremely accurate model, this kit builds into a reasonably good representation of the freight house, capturing most of its significant characteristics.

PM DECALS

BETHLEHEM CAR WORKS

445A  Pere Marquette restaurant-lounge car decals, as provided in BCW’s restaurant-lounge car kit. Includes lettering for Discoverer, Pilot, Seafarer and Triumph. Limited run, out of production.

CAMPBELL ROAD

WT-10  Pere Marquette and DT&I boxcar dry transfers - white lettering. This set appears to use a stock Roman lettering style that is appropriate for PM rolling stock painted before 1930, primarily outside-braced (or composite construction) cars. Out of production.
GOLD-8  Pere Marquette heavyweight passenger car dry transfers. Includes numbers and lettering in gold for RPO, baggage, coach, diner, lounge and observation cars. Also includes C&O lettering. Out of production.
GOLD-15  Pere Marquette heavyweight passenger car dry transfers. Includes numbers and lettering in gold, with car names for several of the PM’s diners, lounges sleepers and business cars. Out of production.

C-D-S DRY TRANSFERS

While CDS has stopped producing dry transfers, sets are still available from some vendors’ remaining stock.

HO-545*  Pere Marquette 40' steel boxcar (#84100-84399). Dry transfer.
HO-546*  Pere Marquette 50' steel double door boxcar (#72200-72349). Dry transfer.
HO-547*  Pere Marquette 50' steel auto boxcar (#72125-72199). Dry transfer.
HO-784*  Pere Marquette 40' steel boxcar (#82000-83499). Dry transfer.
HO-793*  Pere Marquette USRA style 2 bay hopper (#13000-14499). Dry transfer.
HO-794*  Pere Marquette 3 bay offset hopper (#15000-15249). Dry transfer.
HO-795*  Pere Marquette 40' automobile boxcar (#93300-93399). Dry transfer.

These sets are sharper than the Champ freight set, with road name lettering that is a little smaller and closer to scale size. The sets differ in the dimensional data provided, and the amount of service stenciling they include. Cooper and Oshtemo produces a 40' Athearn boxcar lettered using one of these sets.
CHAMP

Champ has closed and is no longer selling decals.

BRH-215  Pere Marquette Steam Locomotives - Venetian Yellow. This new set (released in January, 2000) is the first comprehensive decal set designed exclusively to model later PM steam. It is the only set on the market that includes both sizes of roadname lettering, and is printed in the correct Venetian Yellow. This set includes 9” and 12” road names, correctly-styled numbers for the cab, tender, headlight and number boards, class information for the cab, and accurate tender capacity data.

BRH-215D  As above, but in Dulux (gold), a color the PM did not use.

HN-79*  Pere Marquette (Road name) - White. This lettering is exactly the correct style and comes in two sizes, which are somewhat large. It is much crisper than the Walthers set. The typestyle used for the numbers, however, only vaguely approximates that used by the PM. Champ also lists “Pere Marquette” as part of their “Private Roadname” line of decals. This set is reported to be of the correct style.

HN-79B  Pere Marquette (Road name) - Black (c. 1978?). This set was not part of the regular Champ line, but was a run of HN-79 done with black ink, instead of white, many years ago for Cliff VanderYacht.

EH-88*  Post-merger C&O/PM E-7s - Blue. This set is specifically for the post-merger scheme, containing a C&O herald for the nose (rather than a PM herald) and the yellow script “Pere Marquette” that was painted between the first two air intake grilles on #95-98. The numbers are a little large (the most recent version of Microscale set #87-47 has correct-size numbers). This set does not include decals for the blue pin-striping.

This same scheme is duplicated by the Microscale set #87-1042, described below, which is still cataloged.

PH-35   Heavyweight Passenger Cars - Dulux Gold. Reintroduced in 1995 with sharper printing than previous runs.

PH-75*   Streamlined Passenger Cars - Aluminum.

CLOVER HOUSE

7798-02  Boxcar #51999 (White lettering). Turn-of-the-century scheme. Dry transfer.

7798-03  Boxcar #40956, “Trans-Michigan Route” (White Lettering). Dry transfer.

MARK KAPKA

none   PM/M&NE NW-2 Switcher Decals - Yellow, Red (c. 1983-1984?). No longer available.

MICHIGAN RAILROAD MODELS

Michigan Railroad Models decals are no longer produced.

PM102  50-foot steel boxcar #72000-72124.

PM103  50-foot steel boxcar #72125-72199.

PM105  40-foot wood stock car #2000-2049.

PM202  ACF 70-ton covered hopper #20000-20149.

PM204  70-ton open hopper #15000-15249 (late scheme).

PM205  55-ton open hopper #13000-13999 (late scheme).

PM206  55-ton open hopper #14000-14499 (late scheme).
Steel caboose #A901-A925 and #A950-A989 decals. Letters two cabooses.

**MICROSCALE**

87-95  C&O/PM Berkshires - Yellow. This set was originally produced with the PM lettering in white (c. 1980?). Recent runs have the roadname lettering in yellow.

87-47  C&O/PM Passenger Diesels - Blue. There have been three versions of this set. The first, produced up until the beginning of 1993, has the stripes in a very light blue—too light in my opinion. It also contains only the numbers to do PM E-7 #101, and those numbers look too large, at that. This set was reprinted in 1993 in a darker, more accurate blue that looks almost black on the sheet.

In September 1994, Microscale reworked this set completely. In the process, they printed the stripes in longer sections along the length of the sheet, and included digits, in the correct size and style, for more units than just #101. In fact, since Microscale provides only a single “1” in each number jungle in this set, it takes two sets to model #101. The lettering for the C&O E-8s does not appear to be appreciably changed. This set now also includes the large script “Chesapeake and Ohio” that only the BL-2s and the 95-98 series E-7s wore. Unfortunately, it lacks the yellow script “Pere Marquette” needed to model #95-98 (which has so far only been available in discontinued Champ set #EH-88). This set is considerably more accurate than the Walthers set.

All revisions of this set include a painting diagram that erroneously shows the yellow “bow wave” tapering into the imitation aluminum band below the front edge of the first carbody window on the side. As Art Million pointed out in *Pere Marquette Power*, the yellow should taper into the imitation aluminum below the rear edge of the first carbody window.

87-1042  Chesapeake & Ohio / Pere Marquette E7As 1948-1955 - Blue and Yellow - This set will letter E7As in the post-merger paint scheme (large script “Chesapeake & Ohio” in blue, smaller “Pere Marquette” in yellow). Unlike the 87-47 set for the earlier E7As, it includes decals for the bow waves. The yellow used in this set is the appropriate C&O Federal Yellow, as opposed to the Venetian Yellow used on the “straight-PM” E7As.

> **FRITZ MILHAUPT**

Fritz Milhaupt no longer offers decals for sale.

LUN-1*  Ludington & Northern SW8 #16. Yellow striping with black lettering for both the Ludington & Northern and the current Kendallville Terminal arrangements. The PM performed the heavy maintenance work for the Ludington & Northern at the PM’s Wyoming Shops. Now available in an updated set from William Mosteller at http://www.greatdecals.com

MNE-1  40-foot wood Manistee & North Eastern boxcars #4000-4011. White lettering for boxcar red body.

PM-1  SW-1/NW-2/70-ton Switcher - Yellow, Red. This set requires Microscale set #87-95 (C&O/PM Berkshires) and Microscale set #87-124-5 (Red Stripes 1” & 2”) to create a complete model. This set includes the yellow nose stripes, cab herald, nose and cab numbers, and red stripe outlines for two locomotives, and brief instructions. The Microscale Berkshire set supplies the road name for the sides of the hood, while their striping set supplies the red stripes along the top and bottom edges of the side sills. This set is no longer available.

PM-2  SW-1/NW-2/70-ton Switcher - Yellow, Red. This is a completely redesigned version of the set described above. It is entirely complete in and of itself. Other improvements include lettering for M&NE and C&O striped NW-2s, as well as single-piece stripes that no longer require the modeler to overlay red stripes onto yellow backgrounds. This set will letter two switchers. Out of stock for several years, but efforts are being made to run this set again.
PM-3 Steel Russell snowplows #SP-21 and SP-22. White lettering for boxcar red background.

PM-4 Wooden Reefers #25000-25399. This set letters the PM's home-built wooden refrigerator cars in their as-built scheme.

PM-5 Pere Marquette A800-series wood, and A901- and A950-series steel cabooses. This set letters two cabooses in their as-built scheme.

PM-7 Pere Marquette A200-A600-series “three-window” wood cabooses. This set letters two cabooses in the last PM paint scheme.

PM-8* Pere Marquette CF1500-series ferry fueling hoppers. This set letters one car. Discontinued.

> WILLIAM MOSTELLER
LUN-1* Ludington & Northern SW8 #16. Yellow striping with black lettering for both the Ludington & Northern and the current Kendallville Terminal arrangements. The PM performed the heavy maintenance work for the Ludington & Northern at the PM’s Wyoming Shops. Now available in an updated set from William Mosteller at http://www.greatdecals.com

> MARK E. VAUGHAN
Mark Vaughan no longer sells decals.

104 Fort Street Union Depot NW5 switchers #1 and #2 - Yellow. This set will stripe and letter one HO NW5 for the FSUD. The set includes the striping, lettering and numbers in yellow, so no masking is required- a simple solid blue paint job is all that is necessary. Out of production.

WALTHERS
Walthers has discontinued their decal line. While for many decades the Walthers freight car sets were the ones modelers typically used, by today’s standards, or even those of the late 1970s, the crude lettering in the freight car sets was just plain bad.

78920 Passenger Diesel (E-7) - Yellow, Blue. This set is rather inaccurate for the E-7. The blue stripes are much too wide and spaced too far apart (possibly correct for O scale). This set does, however, include a blue PM herald with yellow lettering for the diesel's nose. The blue script “Pere Marquette” appears to have been copied directly from their discontinued streamlined passenger car set. The unit numbers are the right color, but the wrong typeface.

78001 Combination Freight “Steam Era” - White. This is the only set on the market which has the black and white version of the rectangular herald. While I'm not impressed with the lettering and the numbers, the herald is worth the price of the set itself, even though I have never seen evidence that any of the PM's rolling stock ever wore it. The rest of the lettering in this set is fuzzy.

78150 40' Wood Boxcar - White.

78060 Caboose - White. This is just Walthers #78001 without the rectangular herald and with a sheet of caboose data.

78-70 Steam Locomotives - Gold (through 1985).

78-60 Heavyweight Passenger Cars - Gold (through 1985).

78-80 Streamlined Passenger Cars - Silver (through 1985). This set was also produced in blue for a while, which I believe was correct for ex-PM cars repainted in PM paint during the 1950s. The script lettering for the letterboard looks a little large.
The Pere Marquette Historical Society, Inc. was formed in August, 1995. It issues a bi-monthly newsletter, *PM Tracks* and has published books and developed model railroad supplies related to the PM. Its span of coverage includes its predecessors and successors. The PMHS can be reached at Pere Marquette Historical Society, P.O. Box 233, Perry MI 48872-0233, or on the web at [http://www.pmhistsoc.org](http://www.pmhistsoc.org).