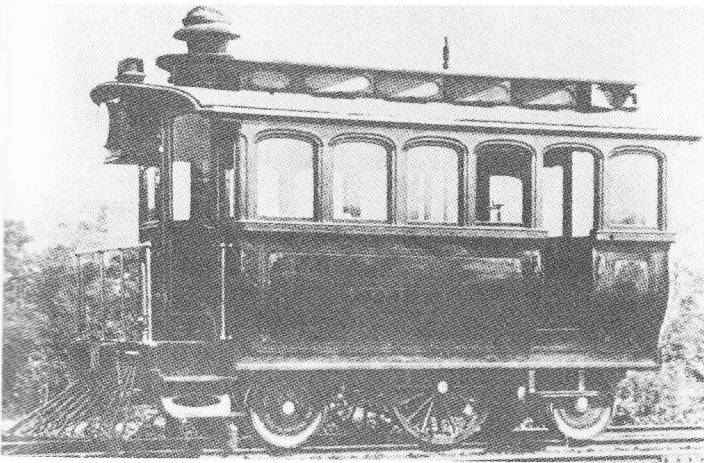


Inspection Engines

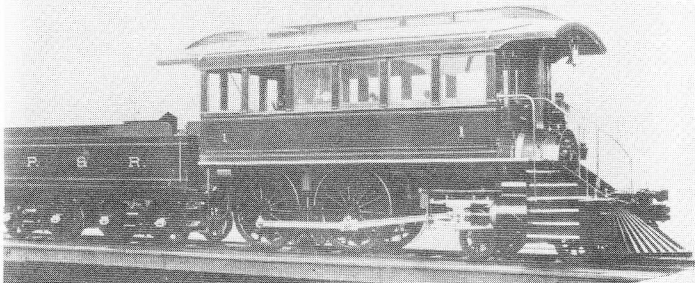
The Inspection Engines were as much an oddity in the early days of the railroads as they were later on, and still are so regarded by railroad buffs and historians studying motive power history. The combination of a passenger coach body on a steam engine chassis was not an exclusive of the P & R, but the P & R may well lay claim to being one of the few railroads that built and operated them, having no less than twelve throughout its history. They were utilized by company officers, managers, and road foremen to inspect road work and construction projects, as well as acting as a paymaster's office for paying track building and repair crews right on the job. They certainly bore a remarkable similarity to the early self-powered horseless carriages that later became the trolley cars of all the large cities and towns.



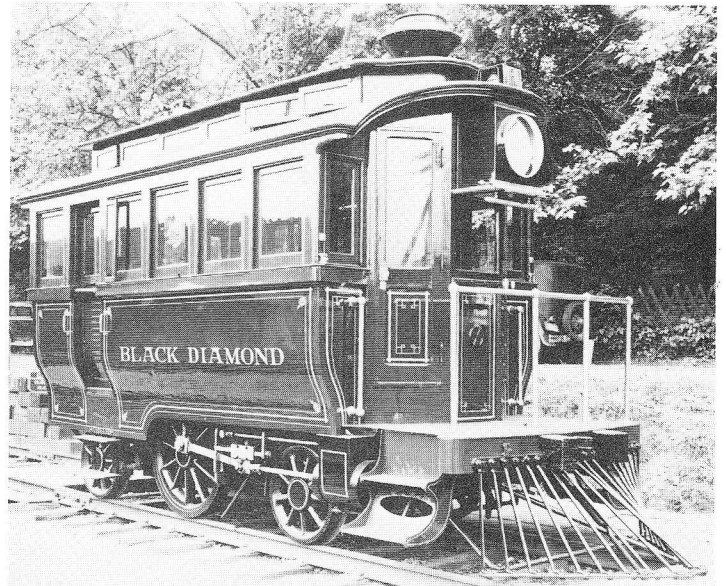
ARIEL, a 2-2-2 Inspection Engine, built by the P & R in 1872, then later numbered 103, was operated by itself without any cars, much like a streetcar which it strongly resembled.

Curiously, although these engines were active throughout much of the railroad's history, they were never classified or even carried on the known engine rosters. Some historians group them with the numerous "unclassified" types of engines that were acquired from other roads.

The first of these was the *Picayune*, a 2-2-0 built in 1845, followed by the first *Ariel*, a 2-2-2 built in 1846. The third was *Gem*, a 2-4-0 from 1851, rebuilt and

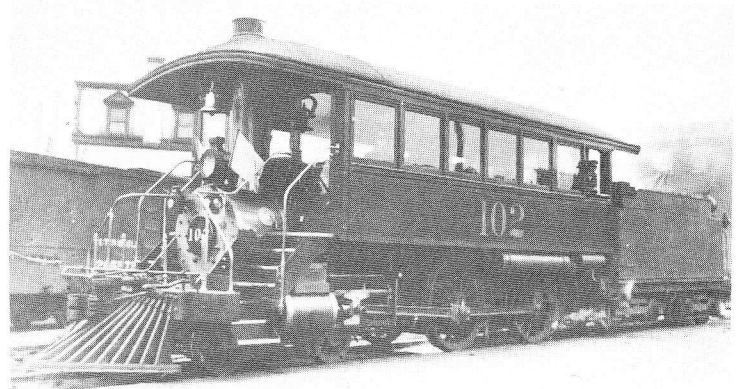


1, actually the third P & R engine to carry the number, was built by Baldwin in 1898, renumbered to 101 in 1900, then rebuilt in 1903.



BLACK DIAMOND, completely restored in the mid-1930s, was built by Baldwin in 1889, and bore a strong resemblance to earlier engines, *PICAYUNE*, *1ST ARIEL*, and *NEW ARIEL*. It is now reserved at the Transportation Museum in St. Louis, Missouri.

renumbered 893 in 1868. Then followed *Stag*, a 2-4-2 built in 1851, later renumbered 892; *Witch*, a 2-2-2 in 1855; *Alpha*, a 2-2-2 in 1856; *New Ariel*, a 2-2-2 in 1872, later renumbered 103; and *Transit*, a 2-2-2 in 1867. *Black Diamond*, a Baldwin-built 2-2-2 in 1889, is one of the older, if not the oldest surviving P & R inspection engine, and still exists in the St. Louis Museum of Transportation. Next, number 9 was a Baldwin-built 4-4-0 in 1898, had a small tender and



102 was built by Baldwin in 1902, numbered 100, and renumbered in 1912.

was numbered 1. She was renumbered 101 in 1900. Another Baldwin-built 4-4-0, with tender, was built in 1902, and numbered 100. In 1903 the P & R shops rebuilt 116, one of the C3-a class of 4-4-0 engines, into Inspection Engine 103. The last one, built in the P & R shops in 1913, a 4-4-2 Atlantic-type, was numbered 100. It was quite large as Inspection Engines go, and had a standard tender. It could easily pull seven or eight passengers, while the others would seldom handle more than two or three.

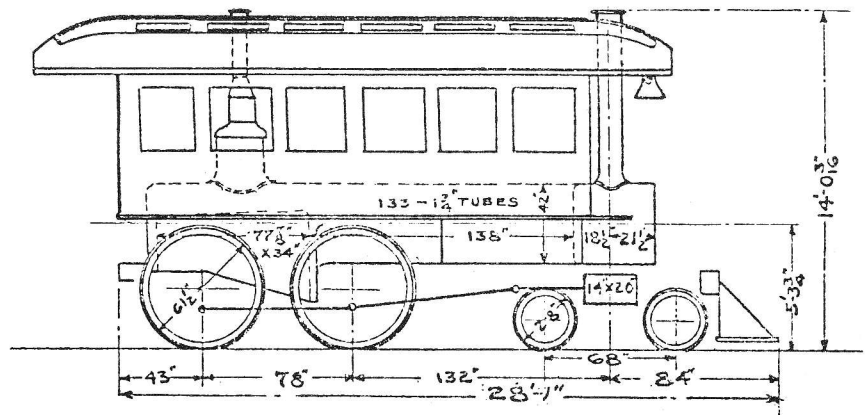
Built-Baldwin 1898

Originally #1

INSPECTION ENGINE

101

Boiler Pressure 180 lbs.
 Tractive Power 9,750 lbs.
 Weight on Drivers 53,625 lbs.
 Weight on Truck 30,025 lbs.
 Weight - Total 83,650 lbs.
 Heating Surface, Firebox 63 sq. ft.
 Heating Surface, Tubes 701 sq. ft.
 Heating Surface - Total 764 sq. ft.
 Grate Area 18.5 sq. ft.



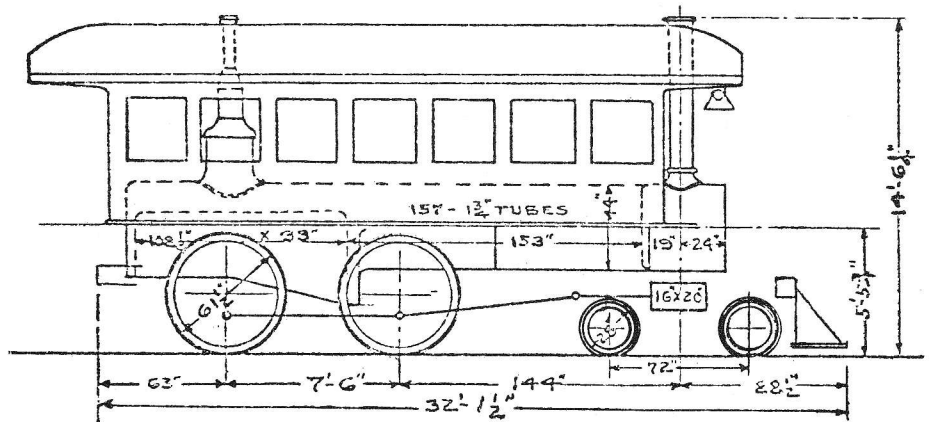
Built-Baldwin 1902

Originally 100

INSPECTION ENGINE

102

Boiler Pressure 200 lbs.
 Tractive Power 14,150 lbs.
 Weight on Drivers 66,625 lbs.
 Weight on Truck 35,425 lbs.
 Weight - Total 102,050 lbs.
 Heating Surface, Firebox 81 sq. ft.
 Heating Surface, Tubes 911 sq. ft.
 Heating Surface, Total 992 sq. ft.
 Grate Area 24.7 sq. ft.

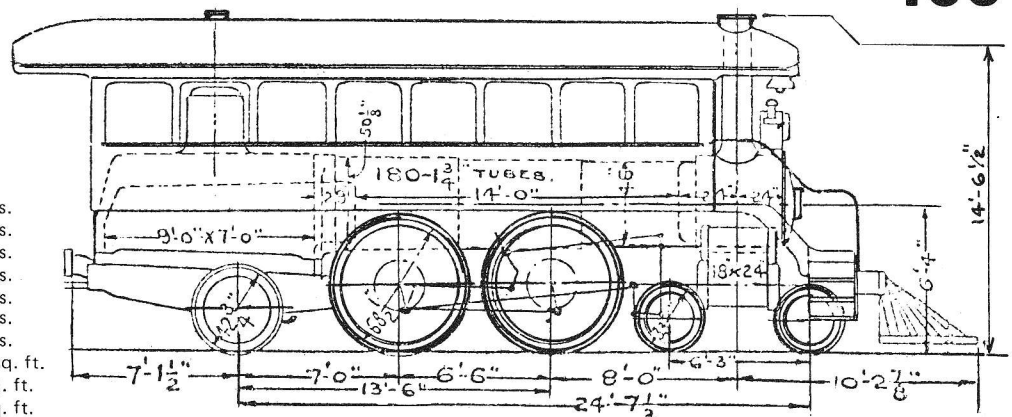


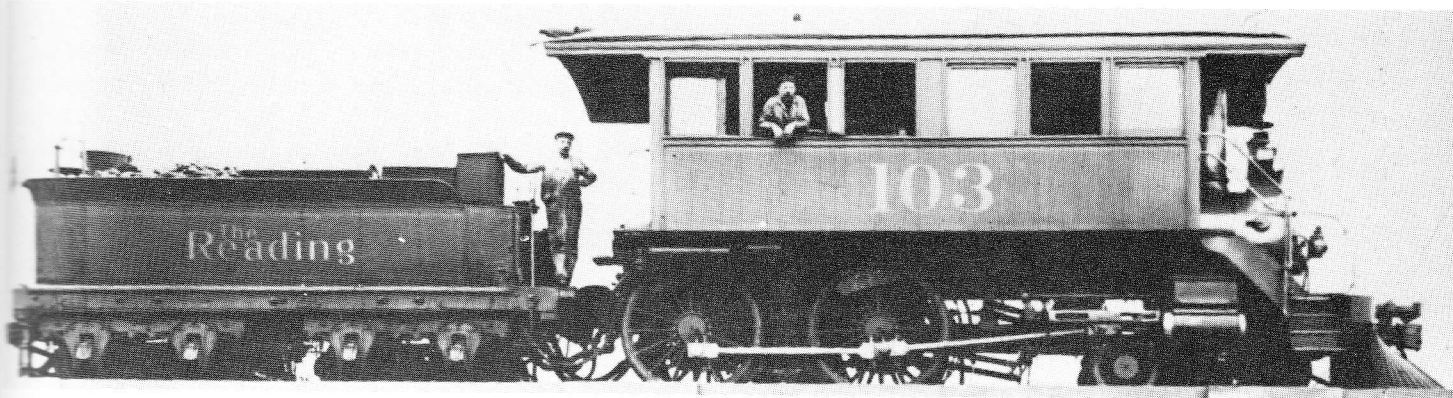
Built 1913 P&R

INSPECTION ENGINE

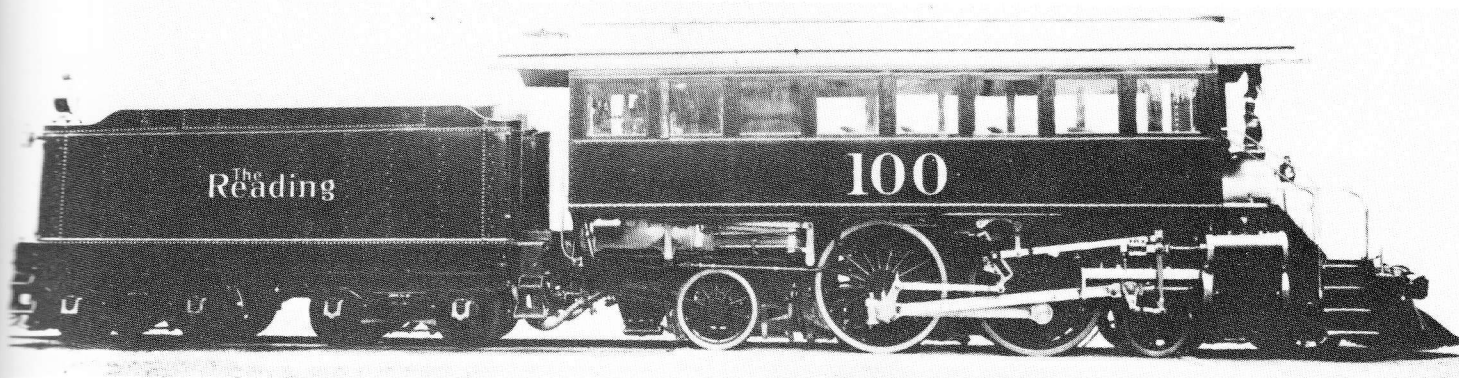
100

Boiler Pressure 200 lbs.
 Tractive Power 19,298 lbs.
 Weight on Drivers 97,575 lbs.
 Weight on Lead Truck 26,775 lbs.
 Weight on Trailer 36,350 lbs.
 Weight - Total 160,700 lbs.
 Weight Eng. & Tender 298,700 lbs.
 Heating Surface - Firebox 120 sq. ft.
 Heating Surface - Tubes 1,154 sq. ft.
 Heating Surface - Total 1,274 sq. ft.
 Grate Area 63 sq. ft.

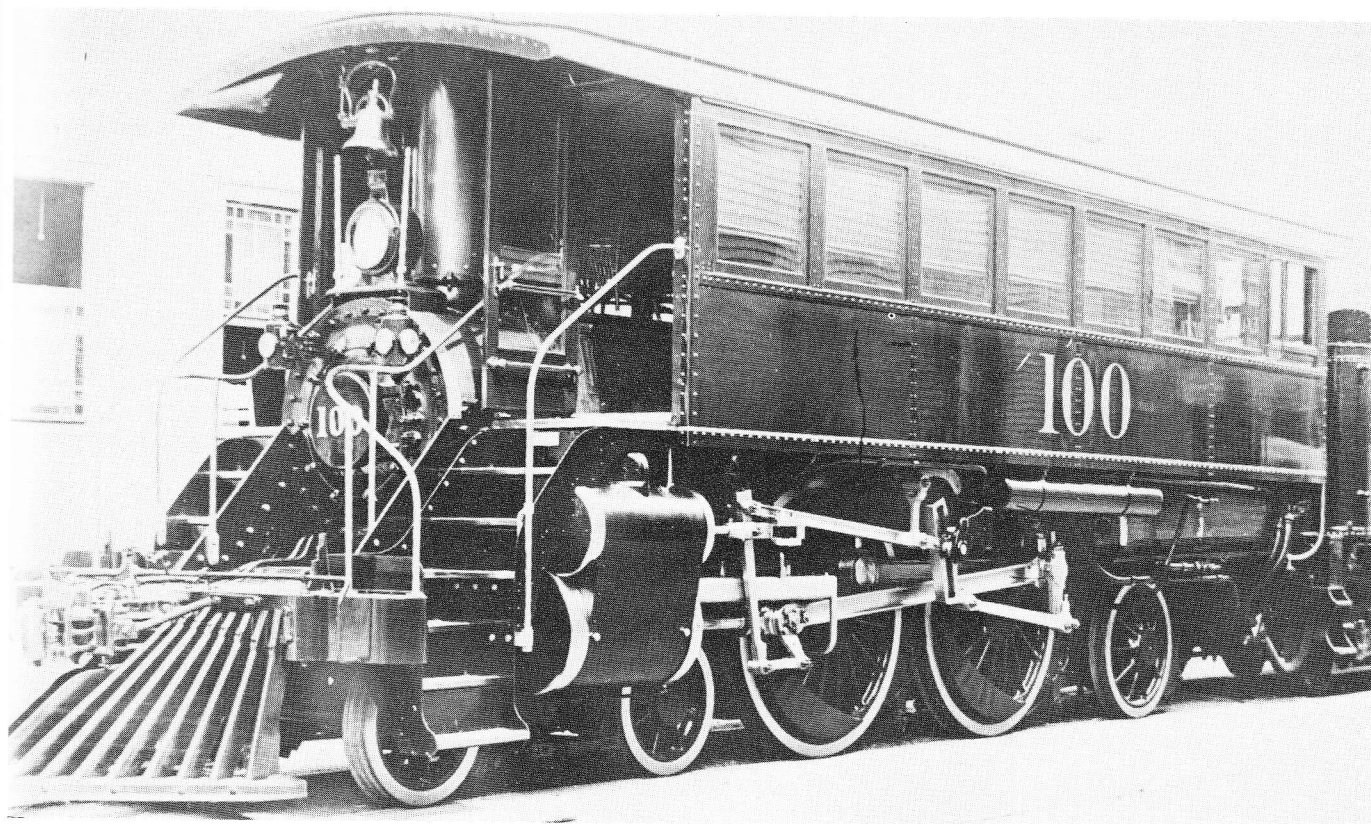




103 was one of the few Inspection Engines that was rebuilt from a standard engine. It was rebuilt by the P & R in 1903 from an old C3 Class, named SITKA, built in 1871, then later renumbered to 116.



Inspection Engine 4-4-2, 4-1900, the second 100 as built new in 1913, was scrapped in 1929.



Last of the unusual and picturesque Inspection Engines, the second 100 was built by Baldwin in 1913 on an Atlantic, 4-4-2 frame and provided with a standard tender. None of the Inspection Engines were given any class identification. They all remained "unclassified."