



# Non CIWL Luxury Trains

FROM THE COLLECTION OF FRED VAN DER LUBBE

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## 2 Introduction

My trains collection consists mostly of rolling stock (locomotives, coaches<sup>1</sup> and wagons). All locomotives in my collection are steam outline locomotives (running on live steam, clockwork power or electricity). One of the collecting goals is to make it possible to run representations of the luxury trains of yesteryear, i.e. the period that steam trains ruled<sup>2</sup>. The luxury trains in continental Europe were largely initiated and operated by the Compagnie Internationale des Wagons-Lits et Grands Express Européens; a catalogue of carriages for these trains is available with the title CIWL CARRIAGES FROM THE COLLECTION OF FRED VAN DER LUBBE (<http://traincollectors.co.uk/ciwl-in-miniature>).

The current catalogue represents all non-CIWL luxury trains in my collection. I have model and toy trains in various gauges and scales of many different brands. The catalogue is based on the countries where the luxury trains ran in more or less alphabetic order. I do not follow a strict definition of what a luxury train is, but in general a luxury train is a consist (locomotive and rolling stock) and a route where eating, and sleeping for non-day trains, could be done in comfort. Examples to be found in the catalogue are: The Deutsche Reichsbahn Rheingold from Hook of Holland to Basel, the New York Central 20th Century Limited from New York to Chicago and the London & North Eastern Railway Silver Jubilee from London to Newcastle. In general, a luxury train is a named train but a named train does not have to be a luxury train. Royal trains were in general also luxurious; the one Royal train in my collection is also included here.

The previous CIWL catalogue only contained carriages (CIWL had no own locomotives<sup>3</sup>); this non-CIWL catalogue also includes locomotives since some of the luxury trains had matching pulling power; in some instances, I only have a locomotive of a luxury train and not the carriages. I do have in my collection carriages that were not specific to a luxury train but still were luxurious stock (for luxurious sitting, sleeping or dining); these are also included in this catalogue. Of course models of British and American Pullman cars do form a large part of the luxury train collection. The index in the back can be used to find model or toy carriages via the maker or brand.

This catalogue will not elaborate on the history of the trains, their route or equipment. There are many books that go into this, a well-known example being History of Trains de Luxe by George Behrend. Again another interesting but not covered area is the history of the makers or brands of the toys and models described here.

The length of the vehicles in this catalogue is in centimetres<sup>4</sup>. The mentioned track gauges are Z (6.5 mm), N (9 mm), 00 / H0 (16.5 mm), S (22.5 mm), 0 (32 mm) and 1 (45 mm). The scales associated with the track width are not always standard, especially in the toy trains. With scale models the scale used is indicated.

The pictures in the catalogue are made with various camera's; most of them with a Panasonic DMC-FZ50. I am not that good in making pictures (as you can see); especially the colours are not consistent, the real colours can be seen, by the happy few, in my collection ;-)

### Acknowledgements

Thanks to Tamme and Dick who always respond enthusiastically when I purchase some luxury train item. Thanks to Tamme and Jacques for proofreading and tips.

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<sup>1</sup> I use the term coach, car and carriage for "something" pulled by a locomotive and holding passengers. In England the term coach or carriage is normally used with exception for Pullman or Dining carriages which are called cars; In USA the term car is used with exception for cars which only have rows of normal seats, these are called coaches.

<sup>2</sup> So TEE (Trans Europ Express) trains, which were indeed first class luxury trains, cannot be found in my collection.

<sup>3</sup> CIWL did have one or two small locomotives for shunting in their carriage works.

<sup>4</sup> Rounded to full centimeters.

## 3 England

### 3.1 The Coronation Scot

The Coronation Scot was a named express passenger train of the London, Midland and Scottish Railway inaugurated in 1937 for the coronation of King George VI and Queen Elizabeth which ran until the start of the war in 1939. The streamlined Coronation Class locomotives were specially developed for the service, and were amongst the most powerful steam locomotives to operate on British railways.

#### 3.1.1 0 Gauge

In 0 gauge I only have the Coronation locomotive, no train to go with it. This locomotive is a Tower Models product based on a DJH kit. It is a 2 rail scale metal/brass very detailed model. The model is 51 cm long including tender, the scale is 1:43.5.



### 3.1.2 00 Gauge

Hornby Railways<sup>5</sup> made the streamlined Coronation Scot locomotive in blue and in red (maroon) livery. I have a red version of 6225 Duchess of Gloucester with catalogue number R2179. It is seen here with two blue coaches, catalogue number R422 first class coach number 1070 and catalogue number R423 brake/third 5972; both have The Coronation Scot destination boards. The locomotive and tender housing are plastic and made in China in 2001; the coaches are also plastic but from around 1990. The locomotive is 30 cm long, the coaches, which have interior, are 24 cm long. The scale is 1:76.



<sup>5</sup> The Hornby Railways name was later changed to just Hornby; I use Hornby Railways to differentiate with Hornby Dublo or Hornby 0.  
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### 3.1.3 Toy Trains

This small clockwork train set is made by Brimtoy. The coaches of this set are also used in other Brimtoy sets. The locomotive has number 6220 and is named “The Prince” while the real 6220 was called “Coronation” but is anyway recognisable as a Coronation class locomotive in the later maroon livery. This is a tinsplate set with plastic wheels on tender and coaches; total length of the set is 45 cm.



## 3.2 The Flying Scotsman

The Flying Scotsman is an express passenger train service that has been running between Edinburgh and London—the capitals of Scotland and England respectively—since 1862. The 1928 non-stop Flying Scotsman had improved catering and other on-board services - even a barber's shop. The locomotive with number 4472, "Flying Scotsman" was used to haul the inaugural train from London on 1 May 1928, and it successfully ran the 392 miles between Edinburgh and London without stopping.

### 3.2.1 0 Gauge

The locomotive of this 0 gauge Flying Scotsman is a product from Asia by the American company Sunset Models. This is a 3-rail locomotive with coarse scale wheel flanges, although it is a brass and metal fine scale (1:43.5) product. The three Flying Scotsman 3-rail coaches are made by ACE of London; the train can be seen running here:

<https://www.youtube.com/watch?v=gHM1bHSIPkc>. The ACE coaches are lithographed tinplate, they do not have interior and there is a red tail light on the brake coach. The locomotive is 51 cm long; the coaches have a length of 35 cm each.







### 3.2.2 Toy Trains

This Chad Valley Flying Scotsman tinplate clockwork train set for 0-gauge track is from the fifties. The coaches have destination boards for The Flying Scotsman; the locomotive is not recognisable as a type that pulled the Flying Scotsman, but anyway it came with these coaches. Total length of the train is 68 cm.



### 3.3 The Golden Arrow

The Golden Arrow was a luxury boat train of the Southern Railway and later British Railways. It linked London with Dover, where passengers took the ferry to Calais to join the Flèche d'Or of the Chemin de Fer du Nord and later SNCF which took them on to Paris. The coaches of this train had arrows painted on their sides; the locomotive also was decorated with flags, arrows and a Golden Arrow nameplate.

#### 3.3.1 0 Gauge

My "tinplate style" 0-gauge Golden Arrow has two locomotives; an un-rebuilt Southern railway Bulleid pacific "Padstow" and a British Railways Britannia class "William Shakespeare". Both are made by ACE. The coach set of 5 Pullman cars is made by Darstaed and although the bosses of these two companies ACE and Darstaed are quarrelling the combination of their products looks good; see also: <https://www.youtube.com/watch?v=ngUuNKCDs7I> and [https://www.youtube.com/watch?v=MUVf\\_Sh9a24](https://www.youtube.com/watch?v=MUVf_Sh9a24). The locomotives are metal products made for 3-rail running. The Darstaed coaches are lithographed tinplate with interior and with lighted table lamps. Also the tail lamp is lighted. The coaches are 35 cm long and the locomotives respectively 45 cm and 48 cm.





Kitchen at the left





### 3.3.2 00 Gauge

Hornby Railways made in OO Gauge (1:76 Scale) with catalogue number R2369 a trainset with a Battle of Britain class 4-6-2 pacific loco in British Railways malachite green and three 1st class Pullmans named Cecilia, Niobe and Chlora. The set was called "The Golden Arrow" train pack; a set with 3 additional Pullman cars was available. The largely plastic locomotive and cars do have the Golden Arrow insignia; for unknown reasons the Hornby Railways model of Bulleid Battle of Britain 4-6-2 34074 does not wear his name: 46 SQUADRON. The cars with interior are 26 cm long, the locomotive is 27 cm.





### 3.4 The Silver Jubilee

The Silver Jubilee was a named train of the London and North Eastern Railway (LNER). It commenced service on September 30, 1935. The train was made in the year of King George V's Silver Jubilee, and was painted silver throughout. It was composed of two twin-set articulated coaches, and one triple-set; seven coaches in all. 4 Grey A4 locomotives were made for this train: The first was 2509 Silver Link, followed by 2510 Quicksilver, 2511 Silver King and 2512 Silver Fox. The locomotive of this 0 gauge Silver Jubilee is a product from Asia by the American company Sunset Models. This is a 2-rail locomotive to a scale of 1:43.5. The Silver Jubilee 7 coach train is an ACE of London 3 -rail product of which all axles are replaced for 2-rail running as can be seen here: [https://www.youtube.com/watch?v=1iF56L\\_qqWQ](https://www.youtube.com/watch?v=1iF56L_qqWQ). The locomotive is a brass and metal fine scale product. The ACE coach set is lithographed tinplate. As can be seen the coach set is a good representation of the prototype with coaches A, B, C, D, E and F and the kitchen in between C and D. The cars do not have interior but do have lights and there is a red tail light on coach F. The kitchen windows are blanked. The locomotive is 51 cm long, the 7 coach train 262 cm.





### 3.5 Southern Belles

The British Southern Railway ran three Pullman trains with the suffix “Belle”. The Bournemouth Belle, the Brighton Belle (originally the Southern Belle) and the Devon Belle. I do have some Hornby Railways 00 gauge coaches for the Bournemouth Belle and an observation car for the Devon Belle. The Bournemouth Belle was a named train run by the Southern Railway (Great Britain) from 1931 until nationalization in 1948 (with a break for the war until 1947) and subsequently by British Railways until it was withdrawn on 9 July 1967. This Bournemouth Belle set of Pullman cars, made in 2003, has catalogue number R4169 and consist of three cars: Car No.63, Car No.66 and Fingal. These plastic nicely detailed cars with interior have a length of 27 cm.



Luggage compartment at the left; note the Bournemouth Belle board





Kitchen at the left.



The Devon Belle was a luxury express passenger train in England which ran between London Waterloo station and Ilfracombe and Plymouth in Devon in the years from 1947 to 1954. Two distinctive observation cars were used on the service. These carriages were remodeled as observation cars in 1947, especially for the Devon Belle service. They had seating for 27 passengers, and a bar for a drinks service. The observation cars were 'single-ended', due to the large windows that allowed passengers to see out from the back of the train. The carriages therefore had to be turned on the turntable at the end of each journey for the return journey. This Hornby Railways model was made in 2009 with catalogue number R4377. It is a nicely detailed plastic car with interior as shown. Length of the car is 27 cm.



## 3.6 Pullman cars

These cars were not assigned to a specific luxury train, but were luxurious cars.

### 3.6.1 1 Gauge

J&M Models made 4 axles and 6 axles British Pullman cars. I have 3 of the 6 axles version with names Calais (Parlour First), Rosalind (Kitchen First), and Car No 41 Third class. The first class Pullmans were part of an order placed in 1919 for twelve cars constructed by the Birmingham Railway Carriage & Wagon Company Limited. Car No 41 (Kitchen Third Class) went into service in August 1921 and was constructed by the same company. These Pullmans were not assigned to a specific train; I use them with some Live Steam ASTER British locomotives to run in my garden as can be seen here

<https://www.youtube.com/watch?v=jBEbeQVPdmc> and here <https://www.youtube.com/watch?v=skb5SKQohfE>. These cars are metal with exception of the roof and interior, they have interior light and are 63 cm long. Their scale is 1:32 and the catalogue numbers are GP/311, GP/310 and GP/312.



Kitchen at the left





### 3.6.2 0 Gauge

The Metropolitan Railway (MET) competed with the Great Central Railway for the lucrative first-class passenger trade. To attract customers, the MET arranged for the famous Pullman Car Company to operate two saloon carriages on services between London and Verney Junction and Aylesbury. This is one of the carriages, named Mayflower. The other was named Galatea. This tinsplate car is recently made by ACE Trains of London. It is a metal car with interior light but no interior. The length is 37 cm.



### 3.6.3 00 Gauge

#### 3.6.3.1 Hornby Railways

With catalogue number R.223 Hornby Railways made from 1980 a model of Pullman First Class Parlour Car “Lucille” and with catalogue number R.233 Pullman Third Class Parlour Brake “Car No.79”. These are plastic cars which do not have the detail of later Hornby Railways Pullmans (see 3.5). They do have interior, are 26 cm long and to a scale of 1:76. There is a colour difference in the cream on both cars which is (this time) not caused by the photographer.



### 3.6.3.2 Hornby Dublo

Hornby Dublo introduced Pullman cars in 1961. These plastic cars have interior and a previous owner placed a large number of passenger figures in the cars. The cars are 23 cm long, which is a bit short for their scale of 1:76. Hornby Dublo made 3 different cars:

- Aries first class with kitchen, catalogue number 4035
- Car No 74 second class, catalogue number 4036
- Car No 79 second class brake, catalogue number 4037



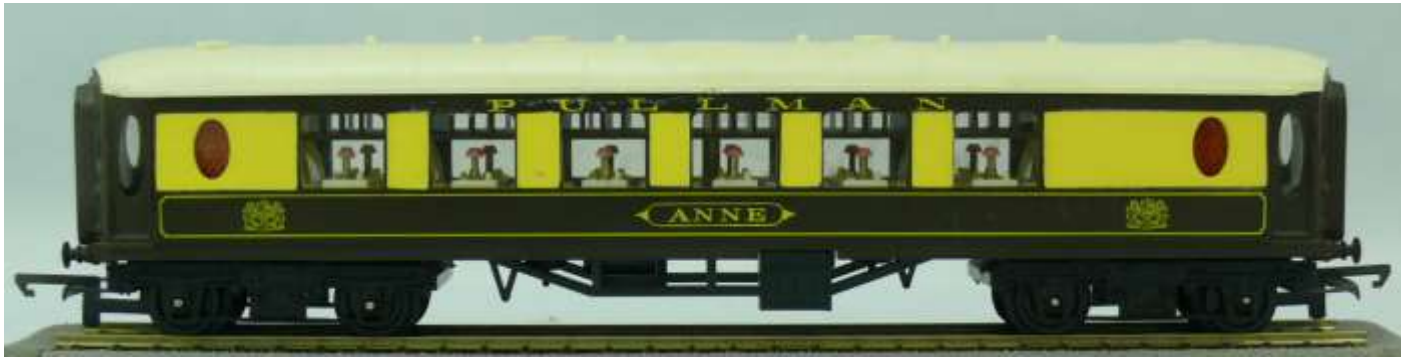
Kitchen at the left





### 3.6.3.3 *Triang*

Triang made around 1960 with catalogue number R228 a Pullman first and with catalogue number R328 a Pullman brake second. The Pullman firsts came with names Anne, Jane, Mary and Ruth. The brake was "Car no 79". Length of these plastic cars: 23 cm which is a bit short for their scale of 1:76. The cars do have interior including (non-lit) table lamps.





### 3.6.3.4 Trix

This Trix<sup>6</sup> Pullman car is from the 1950's. It is a metal model and at a length of 23 cm a bit short for their scale of 1:76, The TRIX TWIN name and the window arrangement is a bit odd for a Pullman. Catalogue number for this car without interior is 598.



<sup>6</sup> Trix in England is also known as British Trix, TTR for Trix Twin Railway and Trix Trains.  
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Trix introduced these models of the British Railway Mk1 first class Pullman kitchen car in 1962. The same model was introduced with catalogue number 1931 with different names; shown here are Hawk, Heron and Eagle. These plastic cars have interior and a length of 25 cm; the scale used by Trix at that time was 1:80.



### 3.6.4 Toy Trains

A number of British makers made toy-train Pullman cars. Also some German makers made Pullman cars for the British market. Some are recognisable as a Pullman car, others just wear the Pullman inscription.

#### 3.6.4.1 *Brimtoy*

Although this small 4 wheel Pullman car is only marked “British Made” I assume that it is a Brimtoy product. This 0 gauge all metal, lithographed car has a length of 11 cm.



The difference of lithographed interior between the first/third car and the Pullman is obvious; the Pullman is posh.

#### 3.6.4.2 *Fischer*

The German manufacturer Fischer (Firma Heinrich Fischer & Co, Nürnberg, Deutschland) made this Pullman car which I assume was for the British market; it came in a set with an English style clockwork locomotive which was manufactured around 1925. This small painted metal 4-wheel car is 11 cm long.



### 3.6.4.3 Hornby

Hornby made over the years various sizes and types of Pullman cars in 0 gauge. This Hornby No. 2 Pullman was made from 1930 till 1941. So this car is newer than the No.2/3 Pullman cars here after although it looks older and more toy-like. The car is all metal, the livery with paint and transfers; length is 33 cm.



The next No. 2/3 Pullman cars were made in a Pullman Saloon and a Pullman brake version. The Saloon is called Iolanthe and the brake Arcadia. These cars are restored; they have a repainted roof and new window inserts with table lamps. Length of these cars is 33 cm.





The next 4 wheel Pullman cars, the No. 1 type, were made between 1935 and 1941. I have a train of three cars: Cynthia, Corsair and a brake Ansonia. These cars are considered ugly by most Hornby collectors. They were not re-introduced after WWII; "it was felt that Britain had suffered enough without reviving this unsatisfactory monstrosity". The cars are lithographed tinplate and have a length of 17 cm.



The small M1 Pullman coaches were made by Hornby between 1946 and 1957. I have an M1 train with two Pullman cars both named Marjorie<sup>7</sup>. These lithographed tinsplate cars have a length of 12 cm.



M0 Pullman coaches Zena and Joan were made in an M0 clockwork trainset between 1947 and 1954. These lithographed cars have a length of 10 cm.



<sup>7</sup> I once had an 00 gauge Hornby Pullman train with 4 cars of which 3 carried the name Lucille, Gijs made a joke out of this.

#### 3.6.4.4 Merkur

The Czech firm Merkur made a series of Pullman cars. These are of course toys and not models, but there is something not Pullman with these cars; the cream/brown colour looks right but the lining and lettering does not. These metal cars have interior and interior lighting, length is 39 cm.



### 3.6.4.5 *Mettoy*

This small clockwork trainset with Pullman car is made by the English toy manufacturer Mettoy. With his oval windows and brown/cream colour this car must be a Pullman car even when it only had 4 wheels and is 11 cm long. The train is all metal.



This larger 8-wheel tinplate car which looks like a Pullman is also made by Mettoy. It is 15 cm long.



This even larger 8-wheel tinplate car which has Pullman printed on is also made by Mettoy. It is 18 cm long.



### 3.7 Sleeping cars and Restaurant cars

Not all British sleeping and restaurant cars were assigned to a specific luxury train. These other sleeping and restaurant cars are catalogued here.

#### 3.7.1 0 Gauge

ACE Trains of London made this articulated first class LNER sleeper. The destination board (which are not very visible in the pictures) mention “LONDON (King’s Cross) - EDINBURGH”. This 6-axle set of coaches is made of tinplate with lithographed sides and ends; it does not have lights or interior. Total length is 70 cm.



### 3.7.2 00 Gauge

#### 3.7.2.1 Hornby Railways

Hornby Railways made over the years in 1:76 scale, two plastic models of an LNER (London & North Eastern Railway) first class sleeper. The first one with car number 1316 and catalogue number R413 was made at the end of the eighties while the second one (car number 1208 and catalogue number R4174) was made around 2005. Both are plastic cars with interior; the newer issue is with 25 cm 1 cm longer, has more detail and the livery looks much better.



Compartment side



Corridor side





In the same style and length as the previous sleeper Hornby Railways made a buffet car. This car has number 32372 and catalogue number R4173A; it is 25 cm long.



Kitchen at the left



### 3.7.2.2 *Hornby Dublo*

This Hornby Dublo British Railways restaurant car with catalogue number 4049 was made around 1960. It is lithographed tinplate car with plastic wheels and without interior detail. The length is 22 cm.



Hornby Dublo made a series named super detail cars of which this British Railways sleeping car is an example. It has plastic roof and ends but lithographed tinplate sides. The catalogue number is 4078 and the length is 24 cm.



### 3.7.2.3 Trix

This Trix or TTR (for Trix Twin Railways) restaurant car is from the 1950's and has catalogue number 1/589. It is a metal model and reasonably to scale at a length of 23 cm, but the window layout does not show a kitchen which is a bit odd.



Trix made this British Railways MK1 buffet car with catalogue number 1903 around 1970. This plastic car has number M1820 and is reasonably detailed with interior. Length is 25 cm.



## 4 France

### 4.1 Cote d'Azur Rapide

Long before the CIWL " Riviera Pullman Express" was inaugurated in 1929 a luxurious daytime train by the PLM was started in 1904 to join Ventimiglia with Paris: it was the famous extra fast train called "Cote d'Azur Rapide ". The composition of this train was 6 cars:

- PLM van (type Dp 3-axle)
- A CIWL teak Restaurant car
- A PLM 1st class car
- A PLM 1st class Lits-Salon car
- A CIWL teak Salon car
- PLM van (type Dp 3-axle)

I do have a part of this consist in gauge 1 and 0.

#### 4.1.1 1 Gauge

The traction of the "Cote d'Azur Rapide " was provided by the most powerful steam locomotives of the PLM in the early 20th century; locomotives of the Coupe Vent type are associated with this train. I assume the PLM pacific in its original form was also used on this train; ASTER made a live steam model in gauge 1 of this locomotive.



The PLM 1<sup>st</sup> class car is made by Wilag in gauge 1 as part of a train of PLM cars. This is a metal model with interior and exterior lights. Length of the car is 63 cm.





#### 4.1.2 0 Gauge

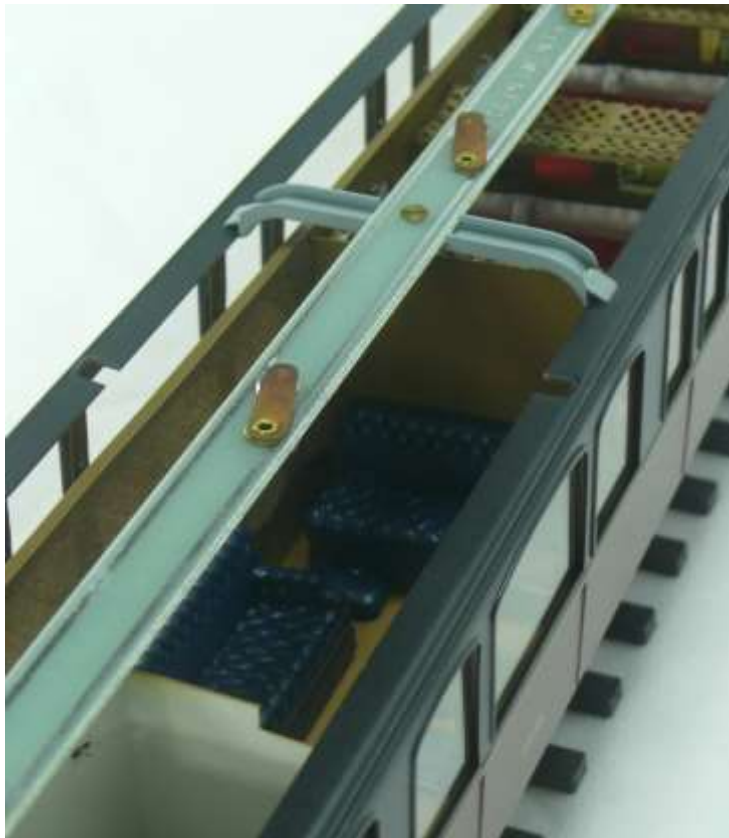
Elettren made a set of PLM carriages including a first class car and a Lits-Salon car. The first class car has catalogue number 1401, the Lits-Salon has catalogue number 1405. These cars are made of metal and have opening doors. They are very detailed and have interior and interior lights. They are to a scale of 1:43.5 and have a length of 47 cm for the first class and 51 cm for the Lits-Salon car. A video of the 0-gauge Cote d'Azur Rapide can be seen here: <https://www.youtube.com/watch?v=xON11w20F3g>



CIWL Restaurant, PLM First class, PLM Lits-Salon, CIWL Salon; The teak CIWL Salon and Restaurant car are further pictured in my CIWL catalogue.







The Salon of the Lits-Salon car

## 4.2 Le Mistral

In 1952 the Mistral Paris - Nice, the pride of French railways SNCF, between Paris and Dijon became the fastest train of the world. On the 1.5 kV dc section it was hauled by the 2D2-9100, then the CC7100 and the BB9200 series. In the south it was steam-hauled by 241P Mountains and beyond Marseille by the 141R. The train consisted of new stainless cars, built under Budd license, and a blue CIWL restaurant car and one of the blue/cream coloured Pullman saloons 4151, 4161 or 4163 of the Cote d'Azur type. The four-cylinder compound 241P, developed from PLM's 241C by engineer Chan, was among the last highlights of steam. The olive/black giants had an easy ride with the train, rolling smoothly at 140 km/h through the Provence, its stainless steel cars sparkling in the afternoon sun, unforgettable to everybody who had that experience. My model Mistral is made by Jouef for the 241P locomotive and LS Models for the cars. The CIWL cars are catalogued in *CIWL IN MINIATURE FROM THE COLLECTION OF FRED VAN DER LUBBE*; the remainder of the train can be seen [here](#).





### 4.3 Train aerodynamique PLM

With the progress of aviation and competition posed by this means of transport over long distances, the Paris-Lyon-Mediterranean railway (PLM), who wanted to attract luxury customers, created a fast train capable of connecting Paris to Marseille in nine hours. This train was operated from May 22, 1937 till September 3, 1939. The only “model” I know of this train is the Hornby France version shown here, which has an 0-4-0 locomotive while the real train was pulled by a streamlined 4-4-2. Hornby France made this train in clockwork and electric. The electric version, which is shown first, is a complete train with coach. The clockwork version I have I acquired without a coach; later I found a Hachette remake of the Hornby France coach. The train is all metal with exception of the Hachette coach wheels, which are plastic. The bodies are lithographed tinplate. Length of the train is 40 cm.





Clockwork version



Clockwork version left, electric version right



Electric version

## 4.4 Transatlantiques

The only de-Luxe expresses connecting with Ocean steamers on the European continent were the French "Trains Transatlantiques" from Paris to Cherbourg and Le Havre. From 1931 until WWII the Transatlantiques were equipped with green/turquoise coloured "voitures-salons" of the ETAT railway with superb CIWL service. Models of these green/turquoise cars are, as far as I know, only made in H0 gauge by France Trains and Lemaco. I have only a couplage of these made by France Trains. As a matching ETAT locomotive I use a model of the ETAT 241.101. This was a prototype locomotive designed to pull the Transatlantiques, however it failed and was not used regularly for this train. The model is a factory painted brass model made in Japan and imported by Metropolitan with catalogue number 509.



These France Trains cars are plastic; they are to a scale of 1:87 and are nicely detailed with interior; length is 27 cm.



Kitchen at the left



## 4.5 Toy Trains

This small Charles Rossignol or CR clockwork train includes a blue sleeping car so it might even be a CIWL train. I classify it as a (very small) luxury train however not based on any real train. This train set has catalogue number 8003 and is from 1928, it runs on 30 mm track (a gauge also called 33 mm). It is in a very good condition so I assume it was never played with, which is logical since the running qualities are abominable. The wheels of the locomotive are set such that the locomotive can only run in circles and a small circle of 30 mm track is included. It is a lithographed tinplate train with a length of 32 cm. As usual with CR the items all have a number printed on it; the locomotive is 800 while the sleeping car is 802.





## 5 Germany

### 5.1 Der Balkanzug

When Austria declared war on Serbia, the CIWL Orient Express came to a standstill. In 1916 Germany and its allies started running their own luxury train to Constantinople: The Balkanzug. For Germany, the Balkanzug was more than a train. It was a way of bothering the French CIWL. And it allowed the Germans to increase their influence in the Balkans and Middle East. The Balkanzug ran only for a few years and is scarcely modelled. Bing of Nurnberg made in 0 gauge some tinsplate coaches for this train, a green and a brown coach, the type of coach is not clear but the printing explicitly mentions the train name and route. Each coach is 17 cm long. I assume these coaches were made in the same years the train ran, I do not think this cars came in a set with a matching locomotive.





## 5.2 Der Blauer Enzian

The Blauer Enzian was an express train introduced in 1951 that linked northern Germany with Munich. The train was named after the mountain flower Blue Gentian. The train's classification and formation (consist) varied over time. In 1951, the German Federal Railways announced the introduction of the Blauer Enzian as part of the then-new F-network. From 1953 to 1959 the carriages of the Henschel-Wegmann Train were used (see 5.3). Due to the long distance one set of carriages was not enough. A second carriage set, the so-called Henschel Wegmann-Gegenzug was composed, which consisted of a former saloon car rebuild into a first class car, some older DRG cars and a dining car. As a final car of this train composition, a third-class carriage of streamlined type (Schürzenwagen) was remodeled to feature a Henschel-Wegmann Train comparable tail car with a rounded glass end. Liliput of Austria made with catalogue number 813 a set of 5 coaches representing the Blauer Enzian in 1:87. This is a nicely detailed set with interior and with Blauer Enzian lettering. Length of the plastic coaches is 25 cm and 27 cm for the saloon and restaurant car.





Kitchen at the left





### 5.3 Der Henschel-Wegmann-Zug

The Henschel-Wegmann Train was a unique train operated by the Deutsche Reichsbahn in Germany, which ran non-stop express passenger services between Berlin and Dresden from June 1936 to August 1939. Both the DRG Class 61 steam locomotive at its head as well as the coaches were streamlined. Models of this train were made in several gauges, I have one model of this train which is made by RivaRossi with catalogue number 0339 in H0 (1:87). The set consists of the streamlined tank locomotive and 4 coaches with special couplers. The locomotive body and coaches are plastic. The detail including interior and livery is nicely done. Length of the locomotive is 21 cm and of the set of four coaches is 103 cm.









## 5.4 Der Rheingold

The Rheingold was introduced in 1928 and ran with the cream/violet cars until WWII. After WWII a Rheingold with blue cars was introduced which was still pulled by steam. The later cream/blue and cream/red Rheingold trains were not steam hauled and thus are not in my collection.

### 5.4.1 1 Gauge

#### 5.4.1.1 Wilag

Wilag of Switzerland made a set of Rheingold cars in the style of pre-war Märklin 0 gauge but for gauge 1. Wilag made, apart from the luggage car, first and second class cars with and without kitchen. For reasons not known anymore I do have two first class cars with kitchen (one with Luzern and the other with Hoek van Holland as destination) and one second class car without kitchen and a luggage car. These cars are in tinsplate style and are for 3-rail or steam running (non-insulated wheels) and have a length of 56 cm. The doors can be opened and the cars do have interior and interior lightning. The scale is approximately 1:32.





Kitchen at the left.





#### 5.4.1.2 Märklin, KISS and KMI

The post-war Rheingold was made up of so called “Schürzenwagen” (skirted cars) which were blue with large “Deutsche Bundesbahn” lettering. At first the restaurant car was a blue WR from the CIWL, later a red DSG car was included. A couple of express steam locomotives were also painted blue; I have a KISS Baureihe 01.10 3-cylinder locomotive to go with this train. The blue cars of the post-war era and the DSG restaurant car are made by Märklin. The accompanying luggage van is a KMI product. The all metal KISS locomotive is a beauty, so deserves some extra pictures; it is to a scale of 1:32 and has a length of 76 cm. The Märklin cars (respective catalogue number 58131 and 58132) are plastic and very nicely detailed, however they are a bit fragile for garden running; the KMI PW4u-37 car with catalogue number 203604 is a metal car. These cars which have interior and interior lights are 67 cm long.









The CIWL WR, a J&M Models product, is further described in my [“CIWL in Miniature”](#) catalogue; the Märklin DSG restaurant car is a plastic car with a length of 74 cm. It has interior and interior lights; catalogue number is 58133.



Kitchen at the left



## 5.4.2 0 Gauge

In 0 Gauge I have only toy train like Rheingold items.

### 5.4.2.1 Distler

The German toy manufacturer Distler, with the marking JDN for Johann Distler KG, Nurnberg, made this clockwork trainset of which the passenger car is clearly a Rheingold car even if it does not wear the Rheingold lettering. This train is lithographed tinplate with an oval of tinplate track. Length of the train is 75 cm.







#### 5.4.2.2 *Paya*

The only 0 gauge item with Rheingold lettering in my collection is this Paya car. It is rather toy-like but has the cream-violet colour and the text Rheingold on the side. I do not know why it has Hamburg and Essen as destination boards, rather strange but maybe the Paya designer knew only these two cities. Length of this metal car is 35 cm.



### 5.4.3 H0 Gauge

#### 5.4.3.1 Liliput

The H0 model of the pre-war Rheingold by Liliput is one of the classic H0 models. Liliput set a standard when introducing this nicely detailed and correctly scaled train set. The set has catalogue number 830 and contains a baggage car, two first class cars (with and without kitchen) and two second class cars (also with and without kitchen). The plastic cars do have interior and a length of 23 cm for the baggage car and 27 cm for all other cars.



Kitchen at the left





Kitchen at the left



Liliput also made a version of the post-war Rheingold which later did get the name Loreley<sup>8</sup>. This set with catalogue number 838 consists of a baggage car, a restaurant car and 3 so called Schürzenwagen with various class layouts. To pull this train the Märklin Baureihe 03 1043 locomotive in blue seems a good choice. The Liliput plastic cars have interior and a length of 25 cm for the baggage car, 27 cm for the restaurant car and 24 cm for the Schürzenwagen.



<sup>8</sup> As of May 1953, the "Rheingold-Express" with train number F 164/163 was named "Loreley", while the train with number F 10/9 that since May 1952 ran on the same route under the name "Rhein-Pfeil" received the name "Rheingold Express". Then in May 1954 this was changed to simply "Rheingold".





### 5.4.3.2 Märklin

The pre-war Rheingold was also made by Märklin in different versions. With catalogue number 26506 you see here a set with the S3/6 locomotive, 2 baggage cars and 4 coaches (two first class cars (with and without kitchen) and two second class cars (also with and without kitchen)). The livery of this set is supposed to be the first Rheingold livery; later the Rheingold lettering was added to the side of the cars. These metal cars with plastic interior do have printed tinfoil sides and are lighted. Length of the locomotive is 25 cm and 23 cm for the baggage cars and 27 cm for all other cars.





Kitchen at the left





Kitchen at the left





## 5.4.4 Z Gauge

With catalogue number 8133 Märklin made a boxed Rheingold trainset consisting of a Reichsbahn S3/6 4-6-2 pacific locomotive, a baggage car, a first class without and with kitchen and a second class without and with kitchen. This train, which is the consist as introduced in 1928, can be seen running here: <https://www.youtube.com/watch?v=-RM6tiLwnuo>. The locomotive and cars are to a scale of 1:220 and are correctly detailed for this scale. Locomotive and car bodies are plastic. The length of the locomotive is 11 cm while the baggage car is 9 cm and the other cars are 10 cm in length.







First class; Kitchen at the left





Second class; Kitchen at the left



## 5.5 Mitropa and DSG

I do have some German restaurant and sleeping cars that were not used for a specific train. These cars were operated by different German organizations like Pre-war Mitropa, Post-war East German Mitropa, West German DSG and others.

### 5.5.1 0 Gauge

These DSG sleeping car and restaurant car are made by Elettren in a tinplate style. They do not follow a specific prototype. These coaches are all metal. They have detailed interior and interior lights and have a length of 43 cm.





The doors can be opened



Kitchen at the left



### 5.5.2 S Gauge

After WWII the German company Bub made a range of S gauge trains. In a set with 3 carriages and a Baureihe 05 4-6-4 steam locomotive a DSG sleeping car was included. This is a tinplate car with a length of 26 cm.



### 5.5.3 H0 Gauge

#### 5.5.3.1 Fleischmann

Fleischmann makes some Prussian (KPEV) trainsets. In the sets with catalogue number 4885 ("Preußens Gloria") and 4898 ("Preußischer Schnellzug") a DESG (predecessor of Mitropa) restaurant car is included. These cars are identical but have a different number (0782 and 0793). These are nicely detailed plastic models with interior and a length of 24 cm.



Kitchen at the left



### 5.5.3.2 France Trains

France Trains made a couple of CIWL LX models; based on these an East German Mitropa sleeping car with catalogue number 332 was made. This car with Mitropa number 054-013 was CIWL LX 3488 that was “lost” in WWII. The doors of the car, also in the model, were changed (LX cars have oval windows in their doors). This is a detailed plastic model with interior to a scale of 1:87 with a length of 27 cm.



Corridor side



Compartment side



### 5.5.3.3 Jouef

Also Jouef made East German Mitropa cars based on their CIWL cars. They made a restaurant car with Mitropa number 055-010 (in reality a rebuild into a restaurant car of CIWL WL type Y no 3590) and a sleeper with Mitropa number 054-104 (in reality CIWL WL type ST 2646). The models are however incorrectly repainted of the Jouef CIWL WR 2975 and WL 3590, mixing up the types; catalogue numbers are 5304 and 5305. These are models with interior and a length of 27 cm.



Kitchen at the left



Corridor side



#### 5.5.3.4 Liliput

Liliput made during the 1950's a first series of CIWL cars which are a bit crude. Based on these cars DSG versions were issued. This is the sleeping car of this series. It is a plastic car with metal bogies and no interior; the length is 22 cm and the Liliput catalogue number is 282d.



### 5.5.3.5 Märklin

Here are two restaurant cars made by Märklin, the first is a tinplate DSG car without interior which is shortened at a length of 24 cm.



Kitchen at the left



The second Märklin car is a plastic DB (Deutsche Bundesbahn) restaurant car. It is a model of a car in so called “POP Farben” (popular colours) used in Germany in the 1970’s. This car at a scale of 1:87 but shortened has interior and a length of 27 cm.



Kitchen at the left



### 5.5.3.6 Piko

The East German train-maker Piko made this Mitropa sleeping car somewhere in the 1970's. This plastic and nicely detailed car has catalogue number 42658. It has interior and light; length is 25 cm.



### 5.5.3.7 Primex

Märklin used the name Primex for a series of simpler models to be sold via department stores. This Mitropa restaurant car is made of lithographed tinplate; this is not a model of a specific car, the same body with similar window arrangement was also used for other (CIWL) cars. This car has catalogue number 4196 and is 22 cm long.



Where is the kitchen?



### 5.5.3.8 Roco

Roco made a set of 6 so called "Hecht" (pike) cars with catalogue number 04060S. These were DRG (Deutsche Reichsbahn before WWII) cars. One of these is this Mitropa sleeping car. This plastic car is nicely detailed and has a length of 25 cm.



## 5.6 King Ludwig Train

Ludwig II (25 August 1845 – 13 June 1886) was King of Bavaria from 1864 until his death in 1886. He is sometimes called the Swan King (English) and Der Märchenkönig (German, the Fairy Tale King). After Bavaria became part of the new German Empire led by Prussia, Ludwig remained King of Bavaria but withdrew from many state affairs remaining within the powers of Bavaria, in favor of extravagant artistic and architectural projects. One of these projects was his extravagant and luxurious royal train. Märklin made a model of this train in H0 gauge of which the Royal saloon coach is decorated very exuberant. The German company Preiser made some H0 figures to go with this train. King Ludwig (in a blue jacket) and Empress Elisabeth (with flowers in her hair) can be recognized.



This H0 gauge model came partly in a set with later issues to complement the train. This set is very nicely detailed with interior and interior lights. Total length of the train is 70 cm. The saloon car is 16 cm long. The consist of the train pictured here is as follows:

- 2-4-0 locomotive with 4-wheel tender of the Bavarian Railways “Tristan” (catalogue number 2880)
- 8-wheel Royal saloon coach (catalogue number 2880)
- 4-wheel terrace car (catalogue number 2680)
- 4-wheel entourage and travel commissary wagon (catalogue number 2880)
- 4-wheel servant car (catalogue number 4398)
- 4-wheel kitchen and service car (catalogue number 4398)









## 6 Switzerland

### 6.1 Gotthard-Express

The coaches of the Gotthard railway were characterized from the outset by a particularly high level of comfort. Early on they went from the initial two-axle cars to modern four-axle vehicles. By having (in the former three-class system) exclusively 1st and 2nd class the Gotthard Express caused in 1897 a sensation throughout Europe with the, by the company Van der Zypen & Charlier in Cologne-Deutz supplied, car types A4ü (10 cars 1st class), AB4ü (5 cars 1st and 2nd class), B4ü (5 cars 2nd class) and FZ4ü (3 baggage / mail vans). These were among the first all-steel car of the continent. Liliput made in a scale of 1:87 with catalogue number L350114 a set of 4 Gotthard Bahn cars, one of each type mentioned. With catalogue number L131970 they made a matching A3/5 locomotive. These models are very nicely detailed; the plastic coaches have interior and a length of 22 cm. The locomotive is metal/plastic with a length of 21 cm.







## 6.2 Restaurant cars

### 6.2.1 0 Gauge

The Italian company Elettren made a series of Swiss cars including a restaurant car. These coaches were a first of Elettren to make coaches of brass in fine scale, consequently these had no opening doors. This highly detailed restaurant car is a model of a car made in 1930 for the Schweizerische Speisewagen-Gesellschaft or Compagnie Suisse des Wagons Restaurants. This car with number 25 is restored and still running in historic Swiss trains. The model is to a scale of 1:45 which is the scale for 0 gauge used in Switzerland. It has interior and interior light and a length of 45 cm.



Kitchen at the left



## 6.2.2 H0 Gauge

### 6.2.2.1 Roco

The Austrian company Roco made with catalogue number 45916 a set of coaches including this restaurant car. This is a model of the same car as described above (see 6.2.1) but in 1:87 scale. It is a nicely detailed plastic model with interior and a length of 24 cm.



Kitchen at the left



### 6.2.2.2 Pocher

The Italian firm Pocher used the model of CIWL restaurant car number 2419 to issue a model of car number 7 of the Compagnie Suisse de Wagons Restaurants. It is a nicely detailed model made of plastic. It is made to a scale of 1:87 and is 23 cm long without interior. In the first year the Compagnie Suisse des Wagons Restaurants was operated by the CIWL, so I included this car also in my CIWL catalogue.



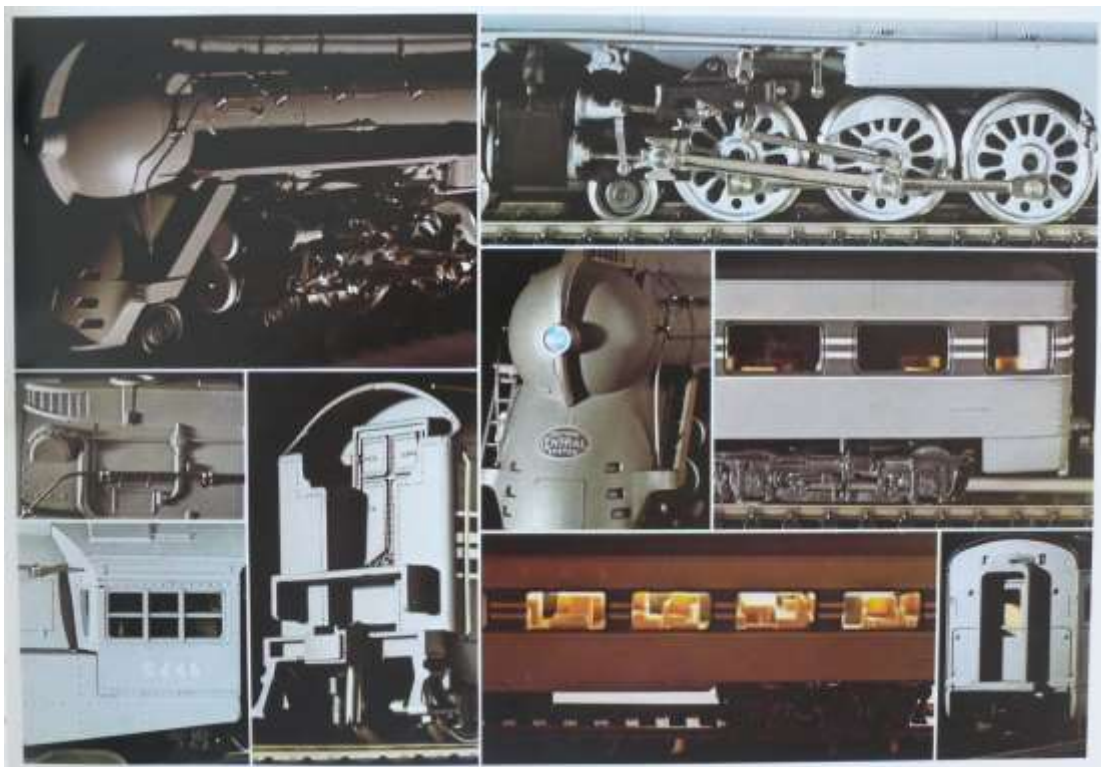
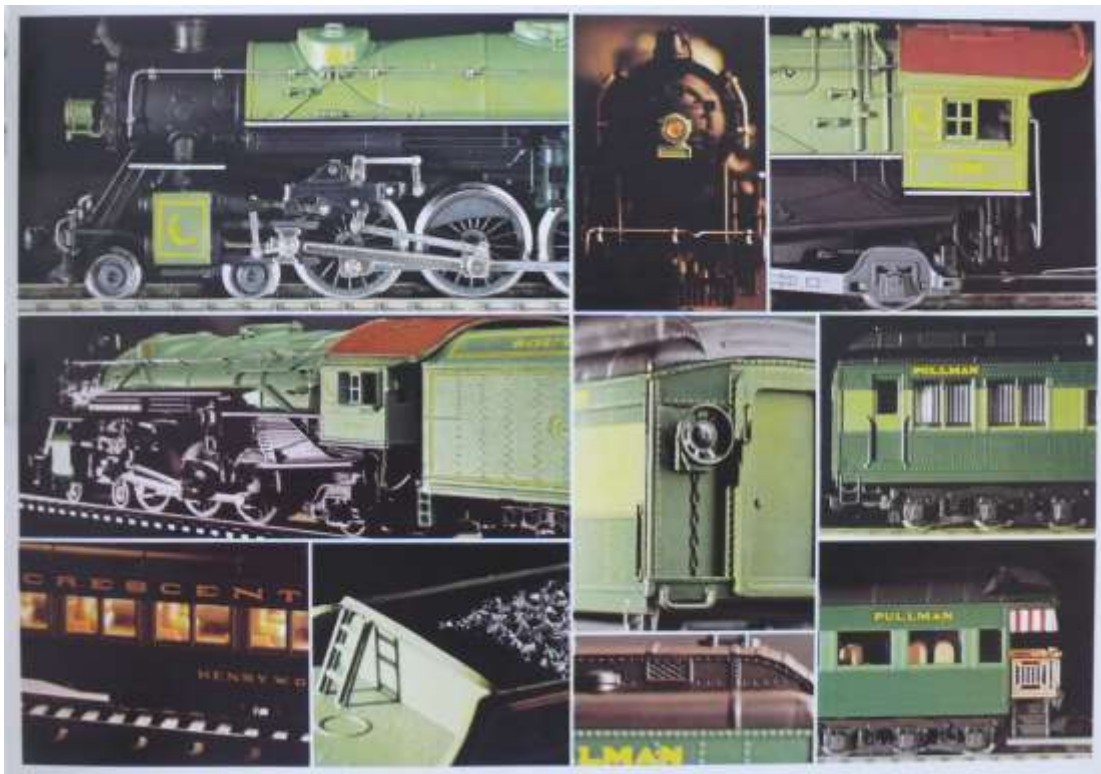
Kitchen at the left



## 7 USA

### 7.1 Intermezzo

RivaRossi made, starting around 1975 and until 1995, a large number of H0 trainsets. The USA trainsets, which consisted of a locomotive and 4 cars, were based on a series of generic 6-axle heavyweight cars and another series of generic 4-axle streamline cars. The steam locomotives in most of these sets were either based on a generic pacific 4-6-2 type or on a Hudson 4-6-4 type. By reusing standard parts RivaRossi made convincing but not correct in every detail models of the proper locomotives for these sets. The heavyweight passenger car models were first made in ATSF or Santa Fe lettering. The first streamline sets included 4 coaches but only 3 types; each set had two of the same roomette cars and no restaurant car. The streamlined observation is a bit odd; it is blunt ended while most streamlined observation cars are round ended; the streamlined models were based on the 1949 Broadway Limited. All in all, these RivaRossi trainsets, which were attractively painted, gave a (bit too) colourful view on the American named trains. RivaRossi made a number of these trainset also in N Gauge. Here 2 pages from the RivaRossi catalogue of 1975-76.



## 7.2 The 20th Century Limited

The 20th Century Limited was an express passenger train on the New York Central Railroad (NYC) from 1902 to 1967, advertised as "The Most Famous Train in the World". In the year of its last run, The New York Times said that it "...was known to railroad buffs for 65 years as the world's greatest train". The train travelled between Grand Central Terminal (GCT) in New York City and LaSalle Street Station in Chicago, Illinois, along the railroad's "Water Level Route". In the Thirties the Century was pulled by the J-class 4-6-4 Hudson locomotives. This type of locomotive is considered as THE locomotive for the Century. I have a number of 20th Century Limited's in my collection in the different scales.

### 7.2.1 1 Gauge

ASTER made 3 gauge 1 (1:32) models of NYC Hudson locomotives: electric versions of J-1e Hudson 5344 and J-1e Hudson 5344 streamlined Commodore Vanderbilt and a live steam version of J-1c Hudson 5265. The J-1c Hudson I made from a kit. At the time these were made by ASTER J&M Models of England was making a matching train of 6-axle heavy weight Pullman cars. Four of these cars run with the different ASTER Hudson locomotives; here we see with the J-1c live steam locomotive:

- Catalogue number G1A/220 Club/baggage car (combine) named Van Twiller
- Catalogue number G1A/210 Restaurant car with number 381
- Catalogue number G1A/200 Pullman sleeper named Churchville
- Catalogue number G1A/230 Observation car with name Niagara Valley

These cars are made of brass and metal with a plastic roof; they have interior and interior light and are 80 cm long.







Kitchen at the left







### 7.2.2 0 Gauge

Weaver made a 3-rail electric streamlined 20th Century Limited with the Dreyfuss Hudson and 5 cars. The locomotive is a reasonable but not too detailed brass model of NYC Dreyfuss Hudson no 5445; the cars however are of a generic type in NYC livery of the 1938 streamlined Century. The car set include a vista-dome car, the real Century never had such a car. The cars are made of aluminum with plastic vestibules, are lighted and do not have interior but silhouettes passengers in the windows. They are each 38 cm long while the locomotive measures 64 cm.







### 7.2.3 H0 Gauge

RivaRossi made 3 sets for the 20th Century Ltd in 1:87 scale: a heavyweight set with a J-3a Hudson, a streamlined set with a Dreyfuss Hudson and a streamlined set with diesel power, the latter is of course not in my collection. The heavyweight set (catalogue number 260) which looks similar to the ASTER/J&M Gauge 1 20th Century Ltd has the following consist:

- J-3a Hudson 5405
- NYC Bagage car (not part of the set, catalogue number 6561/0)
- Combine Van Twiller (same name as used by J&M Models)
- NYC Restaurant car 383
- Pullman sleeper Centstar
- Observation Central Plains

The body of the locomotive and tender and the cars are plastic. The cars are nicely detailed but as mentioned before generic and not specific for the Century; they do have interior. The locomotive is a typical RivaRossi product: it captures the prototype without many details and has the motor in the cab; the RivaRossi finish is to my liking. The locomotive is 34 cm long; the baggage car is 25 cm and the other cars are 29 cm long





Kitchen at the left





The RivaRossi streamlined 20th Century Ltd set has catalogue number 221 and consists of:

- Dreyfuss streamlined 4-6-4 Hudson No 5446
- NYC Baggage car
- 2 Pullman Roomette cars, both named Cascade Valley
- Pullman Observation Manhattan Island

The last 3 cars have New York Central lettering but should have Pullman lettering. The locomotive and tender body and the cars are plastic. The cars have interior. Length of the locomotive is 35 cm, the baggage car is 26 and the other cars are 30 cm long.





## 7.3 The 400

The 400 (later named the Twin Cities 400) was a named passenger train operated by the Chicago and North Western Railway between Chicago and Saint Paul, with a final stop in Minneapolis. The train took its name from the schedule of 400 miles between the cities in 400 minutes. It was an express train with limited stops between Chicago and the Twin Cities. It ran from 1935 to 1963 and spawned a number of "400" trains. The Chicago and North Western Railway's Class E-4 comprised nine coal-burning streamlined 4-6-4 "Hudson" steam locomotives built in 1937 by Alco. They were built to haul the road's famous "400" express passenger trains but soon they were replaced by diesel power.

### 7.3.1 0 Gauge

A 3-rail model of the E-4 Hudson was made by MTH in their Premier line. This is a heavy cast metal model of locomotive 4008. Length of this locomotive is 64 cm; it has electronics for sound and smoke and has lights.



### 7.3.2 H0 Gauge

The brass model importer NKP (Nickel Plate Products) had a couple of models of The 400 made in Japan by KMT (Kumata). Of these I have the E4 4-6-4 factory painted locomotive, a set of 2 coaches and a set with a restaurant and an observation car. These models were made in 1975/1976. The locomotive and coaches are all brass and metal construction and nicely painted. The locomotive is a good looking model but the driving wheels are a bit too small. The coaches have no interior and not even window glass. The scale is 1:87 and the locomotive is 35 cm long, while the cars measure 28 cm.







## 7.4 The Alton Limited

The Alton Limited (later known as simply the Limited) was the Chicago & Alton Railway's (C&A) flagship service between Chicago, Illinois and St. Louis, Missouri. It was introduced in 1899, and reequipped in 1905 and in 1924. The name and service was ultimately discontinued in late 1971. Pulled by a 4-6-2 pacific the cars were richly appointed, and the Alton Limited was advertised as "The Only Way" and as "The Most Beautiful Train in America!". Here is a RivaRossi 4-6-2 locomotive and a RivaRossi or AHM<sup>9</sup> set of 8 cars representing the Alton Limited; note that the real Alton Limited had 6 cars. The locomotive as well as the cars are more or less generic models which wear the Alton Limited livery. The cars are all plastic, including wheels, and have no interior. Length of the locomotive is 34 cm; length of the Post office and the baggage car and of the coach is 25 cm and the other cars are 29 cm. The consist of the train is:

- 4-6-4 pacific number 5299
- Railway Post office car Armstrong
- Express baggage car no 326
- Combine
- Coach "Webster Groves"
- Duplex sleeper no 1034
- Pullman sleeper "Bloomington"
- Restaurant car "Wilson"
- Observation car "Chicago"



<sup>9</sup> Some RivaRossi products for the American market were sold under the AHM (Associated Hobby Manufacturers) brand. I have classified these all as RivaRossi.





## 7.5 The Blue Comet

The Blue Comet was a named passenger train operated by Central Railroad of New Jersey from 1929 to 1941 between the New York metropolitan area and Atlantic City. Designed by Central Railroad of New Jersey (CNJ) president R.B. White in 1928, this train whisked passengers from Communipaw Terminal in Jersey City to Atlantic City, making the total trip from Manhattan (via ferry to the Jersey City terminal) to Atlantic City in three hours. The colours chosen for the Blue Comet's locomotive and passenger cars were ultramarine and Packard Blue, for the sea, cream, for the sandy coastal beaches, and nickel. The tickets for the train were blue, the dining car chairs were upholstered in blue linen, and the porters were dressed in blue as well. Three brand-new G3s Pacific locomotives were assigned to the train; numbers 831, 832 and 833 (all 3 numbers are modelled, see hereafter). The locomotives were capable of 100 miles per hour, and the railroad claimed the train itself was the first east of the Mississippi to be equipped with roller bearings for easy starting and stopping. Each car was named for a different comet.

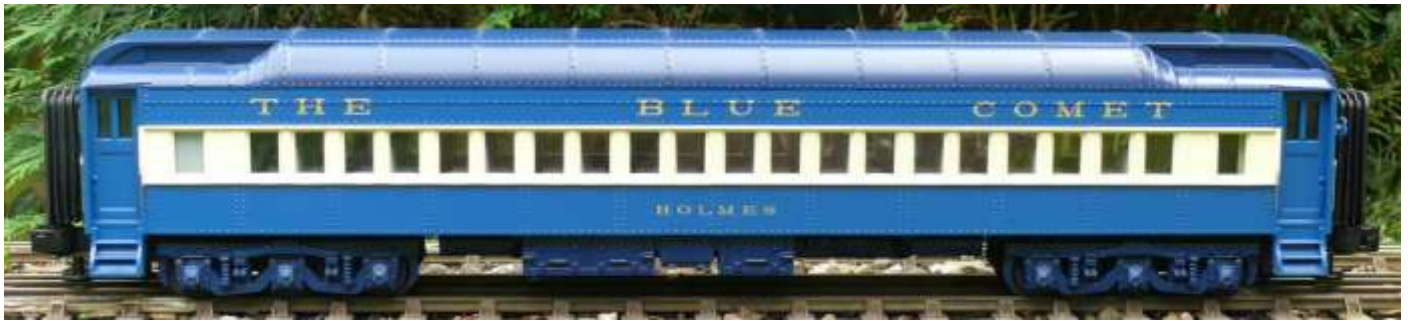
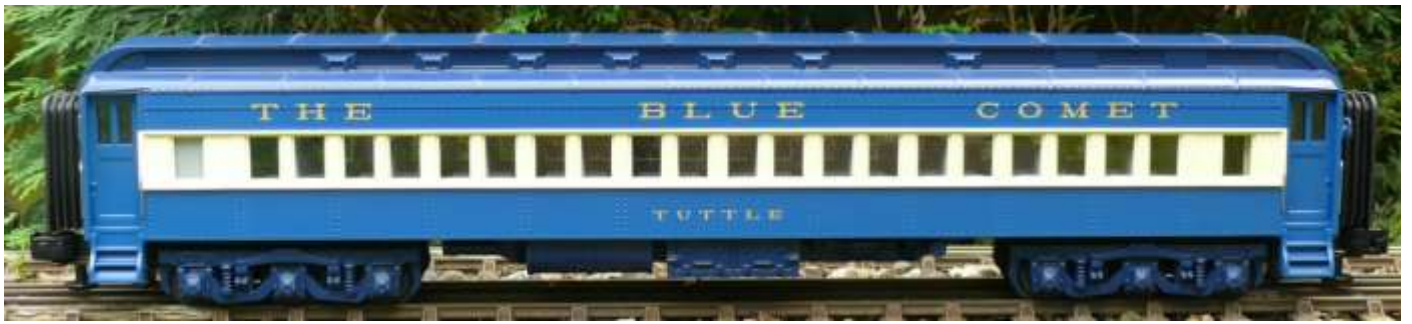
### 7.5.1 0 Gauge

MTH made in their Premier line a Blue Comet pacific locomotive and a set of coaches. The 3-rail electric locomotive, which is heavy cast metal with metal details, has electronics for sound and smoke and has lights. The set of coaches (catalogue number 20-4021) has plastic bodies with metal bogies and wheels. The cars have interior and are lighted; they are of a generic heavyweight type with 6-wheel trucks. The consist is:

- G3s pacific 4-6-2 number 833 (MTH catalogue number 20-3082)
- Baggage car Bernard
- 3 Coaches: Winnecke, Tuttle and Holmes
- Observation car De Vico









## 7.5.2 HO Gauge

### 7.5.2.1 Overland

Overland models imported HO-scale brass limited editions of the Blue Comet G3s Pacific locomotives made by Ajin in Korea. These models are accurately detailed and considered valuable. I bought the model of locomotive number 832 new in 1993 when in New York in a shop on 45th Street called The Red Caboose; this shop was on the 4th floor, you were delivered directly to the store via a very tight elevator. Since it is such a beautiful model here are some extra pictures.





### 7.5.2.2 RivaRossi

The Blue Comet train was also made by RivaRossi (locomotive and cars as a set with catalogue number 2684). For comparison here a few picture comparing the plastic RivaRossi locomotive with the brass Overland model. One of the notable errors<sup>10</sup> in the RivaRossi model is that the tender has 6-wheel trucks; these should be 4-wheel. The RivaRossi locomotive is 33 cm long; the Overland model is 31 cm.



The RivaRossi locomotive and tender have plastic bodies; the cars are also plastic with metal wheels. The cars are of a generic heavyweight type, but RivaRossi correctly did not include a Pullman sleeper in this set and included a coach. The cars have interior and are 29 cm long, the coach however is shorter at 25 cm. The consist of the RivaRossi H0 Gauge Blue Comet is as follows:

- CNJ pacific 4-6-2 no 831
- Combine Faye
- Coach with no name
- Restaurant car Giacobini
- Observation car De Vico (same name as the 0 gauge MTH observation)

<sup>10</sup> Other errors have to do with valve gear, feedwater heater, position of the bell, sandbox form...



Kitchen at the left

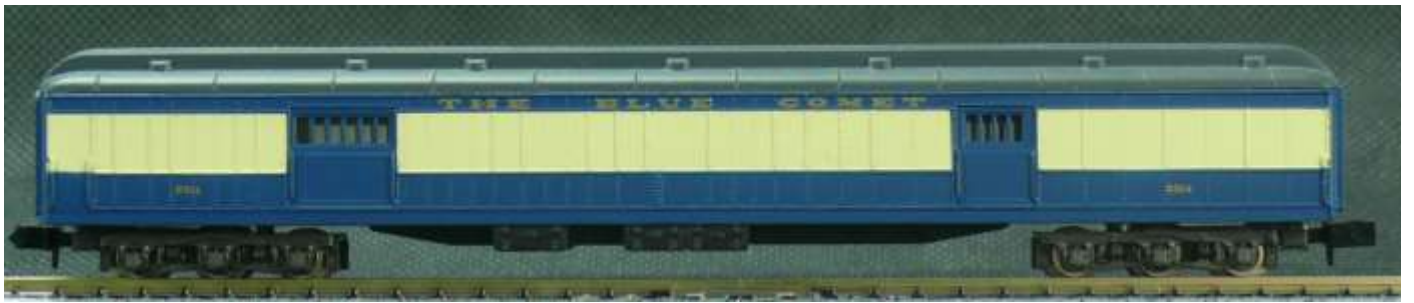


### 7.5.3 N Gauge

RivaRossi made the Blue Comet also in N Gauge. This train differs from the H0 set and has six cars. Locomotive and tender bodies and the cars are plastic. The cars do have interior and are each 15 cm while the loco is 18 cm. The consists of the train is:

- CNJ 4-6-2 pacific locomotive no 831 (catalogue number 9206)
- Bagage car 2314 (catalogue number 9598)
- Combine Faye (catalogue number 9594)
- Coach Westphal (catalogue number 9597)
- Pullman car Halley (catalogue number 9596)
- Restaurant car Giacobini (catalogue number 9595)
- Observation car De Vico (catalogue number 9599)





Kitchen at the left





## 7.6 The Broadway Limited

The “Standard Railroad of the World” was the claim the Pennsylvania Railroad made for itself at the height of the passenger train era and its flagship train became the New York–Chicago Broadway Limited. I do have a number of Pennsylvania Railroad luxury passenger trains in different gauges which are not all explicitly named Broadway Limited; they are however all included here.

### 7.6.1 1 Gauge

FAM (Fine Art Models) has designed and built models of the original 13 car consist of the 1938 Broadway Limited, using the drawings from Pullman’s original archives - the first company ever permitted to do so. The livery of this train was designed by Raymond Loewy. I have in my collection only one of these cars; the Pennsylvania Railroad 1938 Broadway Limited Railway Post Office Car. This is an all metal car with extensive detailing and interior; the length is 70 cm



## 7.6.2 0 Gauge

### 7.6.2.1 MTH

MTH issued with catalogue number 20-34821 this K-4 Streamlined Passenger Set. It consists of the streamlined K4s locomotive 3768, of which the streamlining was designed by Raymond Loewy, which pulled the Broadway Limited and a 4 car set. The car set is not really a correct consist for the Broadway Limited, but it wears the correct livery of the 1938 Broadway Limited. The cars are an express reefer, 2 coaches (numbered 4194 and 4244) and an observation numbered 1122. The front end and tail end of the train say: Broadway Limited. Also the announcements (see and hear: <https://www.youtube.com/watch?v=Sdbx9YDX06E>) mention Broadway limited. The locomotive is a heavy cast metal nicely detailed model with sound, smoke and light. The cars are plastic and have interior and interior lights. Length of the locomotive is 59 cm, of the reefer 33 cm and of the other cars 45 cm.







### 7.6.2.2 Williams

Williams Electric Trains made in their Crown Edition a PRR K4s pacific 4-6-2 with catalogue number 5000 and a matching Madison car set with catalogue number 2501. The 3-rail electric locomotive is brass while the cars are plastic with metal bogies and wheels. The cars of heavyweight type and with 6-wheel trucks, are lighted and do not have interior but do have passenger silhouettes. The locomotive is 53 cm long, the cars are 35 cm. The consist is: K4s pacific 4-6-2 number 5400; Baggage car; Combine “Union Town”; Pullman cars “Manhattan” and “Irvington”; Observation car “Madison”. As far as I remember this was advertised as the Broadway Limited.







## 7.6.3 H0 Gauge

### 7.6.3.1 *Bachmann*

Bachmann made in its Spectrum line a K4s Pacific 4-6-2 and matching cars to represent the Broadway Limited or another Pennsy express train. The plastic and metal locomotive wears a green livery with extra lining and is nicely detailed; it has a length of 29 cm. The cars are of heavyweight type and have 4-wheel (for the two coaches) and 6-wheel trucks (restaurant and observation cars). The cars are plastic and have lights and interior; their length is 28 cm.





Kitchen at the left



### 7.6.3.2 Westside

The brass importer Westside imported a brass Pennsylvania car set which was made in Japan by Katsumi. These cars are lighted but do not have interior (seats were supplied in the set, but no description of how the interior looks). The cars have name nor number so I do not know which train this is supposed to be. The cars of streamlined type are baggage, coach, restaurant, Pullman sleeper and observation. The cars are 29 cm long. This train looks good running with the Pennsylvania T1 4-4-4 locomotive which was made by Broadway Ltd with catalogue number 017. This is a metal model with sound; the length is 43 cm.







## 7.6.4 Toy Trains

### 7.6.4.1 Bing

This lithographed tinplate observation car with Broadway Limited sign is made by Bing, Nurnberg and runs on 0-gauge track. It has the later (1930-1934) type of coupling so I assume it was made in that period. Bing made also matching coaches and a combine to make a complete Broadway Ltd. Length of this car is 16 cm.



#### 7.6.4.2 Tootsietoy

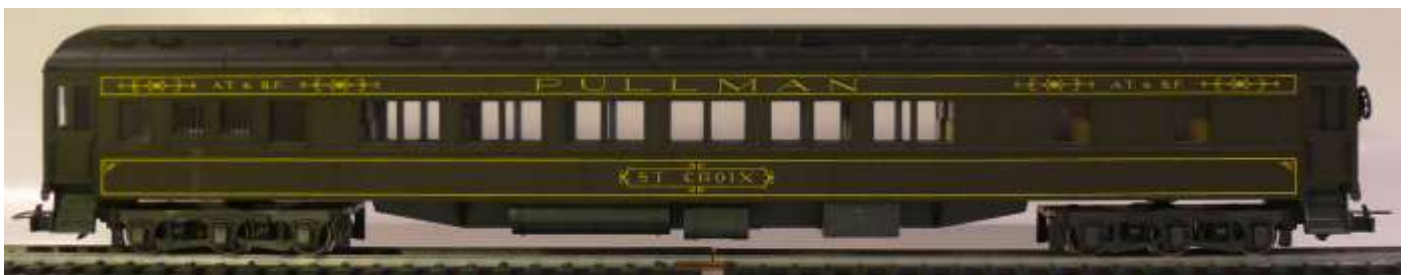
This Broadway Ltd floor train is made by Tootsietoy. Tootsietoy is an American manufacturer of die cast toy cars and other toy vehicles which was traditionally based in Chicago, Illinois. This is a set with catalogue number 188 from 1950. The locomotive with Loewy design is 15 cm long, the coaches are each 12 cm long.



## 7.7 The California Limited

The California Limited was one of the named passenger trains of the Atchison, Topeka and Santa Fe Railway (in short ATSF or Santa Fe). It ran between Chicago, Illinois and Los Angeles, California. As mentioned in 7.1 the first heavyweight passenger car models made by RivaRossi wore ATSF lettering. According to the RivaRossi catalogue these cars were for the California Limited. These cars were never sold as a set and a matching locomotive, which should have been an ATSF mountain 4-8-2 type, was not in the RivaRossi range. I run them (incorrectly) with the wrongly numbered Mantua ATSF pacific shown here. The plastic cars, which had 6 wheel bogies and interior, are 29 cm long, the coach however is shorter at 25 cm. The consist is:

- Combine car 2602, catalogue number 2716
- Coach 1464, catalogue number 2743
- Pullman sleeper St. Croix, catalogue number 2717
- Dining car 1418, catalogue number 2732
- Café Observation car 35, catalogue number 2718





Kitchen at the left



## 7.8 The Capitol Limited

The Capitol Limited was an American passenger train run by the Baltimore and Ohio Railroad, originally between New York City and Grand Central Station in Chicago, Illinois via Union Station, Washington, D. C. and Pittsburgh. For almost 48 years, it was the B&O's flagship passenger train, noted for personalized service and innovation. RivaRossi made two different sets for the Capitol Limited, one in Pullman green and one in blue and grey, both with heavyweight cars. The blue and grey version, which was produced first, should however have been a streamlined version. I do have the locomotive for the green version and the RivaRossi set (catalogue number 225) with 4-6-2 locomotive and a 4 cars representing the blue and grey version. The locomotives as well as the cars are more or less generic models which wear the Capitol Limited livery. The pacific locomotives for the Capitol Limited were of the Presidents class named after USA presidents. The green locomotive (catalogue number 1540) is President Fillmore and the blue grey locomotive is President Washington.



The consist of the blue/grey train is:

- 4-6-4 pacific President Washington number 5300
- Express baggage combine car number 2003
- Restaurant car “Margaret Corbin”
- Pullman sleeper number 3612
- Observation car number 5014

The plastic cars have interior and are 29 cm long.





Kitchen at the left.





## 7.9 The Chief

The Chief was one of the named passenger trains of the Atchison, Topeka and Santa Fe Railway. Its route ran from Chicago, Illinois to Los Angeles, California. The Chief became famous as a "rolling boudoir" for film stars and Hollywood executives. The first locomotive, #3460, of a series of Hudson 4-6-4's for the Santa Fe was built streamlined; painted light, robin's egg blue and silver, it became known as the "Blue Goose". It was the Santa Fe's only streamlined steam locomotive, featuring extensively in railroad publicity and was a rail fan favourite.

### 7.9.1 0 Gauge

Weaver made a model of the Blue Goose locomotive number 3460. This is a nicely detailed factory painted 3-rail brass model with a length of 66 cm.



## 7.9.2 H0 Gauge

The "Blue Goose" has pulled the Chief on occasions, but the streamlined chief was a stainless steel train and did not have the colours of the Blue Goose. RivaRossi (and other train makers) anyway made this representation of the Blue Goose with a blue streamlined train. This RivaRossi set with catalogue number 250 is called The Super Chief. The consist is the Blue Goose locomotive, a baggage car no 3431, 2 roomettes no 1377 and an observation car no 3241. The plastic cars have the Blue Goose colours and are not models of any real Santa Fe train car; they have interior and the baggage car is 26 and the other cars are 30 cm long. The locomotive is a more or less generic Hudson type with a streamline casing and colours of the Blue Goose.





## 7.10 The Crescent Limited

The Crescent has its beginnings dating back to a Southern predecessor, the Richmond & Danville in which the train was then named the Washington & Southwestern Vestibuled Limited and was inaugurated in 1891 (three years before the Southern itself was created!). In 1925 the train was renamed the Crescent Limited and updated with new equipment. It was a year later that the train became so well remembered when the Southern's famous Class Ps4 Pacific, arguably the most beautiful steam locomotive design ever built, took over as power adorned in a beautiful livery of Virginia green with gold and silver trim.

### 7.10.1 H0 Gauge

Here is a RivaRossi Crescent Limited set with catalogue number 222 consisting of a pacific locomotive and 4 heavyweight cars (combine, restaurant, Pullman sleeper and observation). The locomotive and tender have plastic bodies; the cars are also plastic with metal wheels. The cars are of a generic heavyweight type. The cars have interior and are 29 cm long, the locomotive is 33 cm.







## 7.10.2 N Gauge

RivaRossi made an N Gauge Crescent Limited set with catalogue number 9013. This set contains a 4-6-2 pacific locomotive with 6 axle tender and three 6 axle heavyweight coaches: a combine, a Pullman car and an observation car. This set is similar to the H0 set (see 7.10.1). After some years the locomotive did not run anymore; zinc pest had ruined the frame. Repairs have not yet been successful. The cars are plastic with plastic interior and have a length each of 16 cm.



Locomotive at the work bench.





## 7.11 The Daylight

The Daylight or Coast Daylight was a passenger train run by the Southern Pacific Railroad between Los Angeles and San Francisco, California. The train ran on SP's coast line tracks which was considered to be the most beautiful route of all their passenger trains. The passenger cars and locomotive were painted red, orange, and black. The colors were so striking against the California coastline that the train was often called the "Most Beautiful Train in the World"<sup>11</sup>. The streamlined Daylight began running on March 21, 1937. Daylight GS4 4-8-4 locomotive no 4449 is restored and kept and is a prototype for a number of models; other models use no 4454 for unknown reason.

### 7.11.1 1 Gauge

ASTER made a kit for a brass and metal live steam model of the Daylight 4-8-4 GS4 locomotive no 4449 around 1986. The Canadian Gauge 1 coach model builder David Leech made a complete 14-car Daylight train to go with this ASTER locomotive. I have 4 of these cars with this locomotive:

- Baggage 44 seat Coach
- Tavern Lounge Car
- 44 Seat Coach
- Observation 22 seat Parlour Car

These cars are not very detailed but do have the correct window layout for each type; they have no interior and are built for running. They give a very good impression when running with the Daylight locomotive (<https://www.youtube.com/watch?v=BaRB1jOieWk>). The cars are metal with plastic ends and trucks. The cars are 76 cm long; the locomotive is 105 cm long.



<sup>11</sup> More trains received this description; I do not make a choice.









### 7.11.2 0 Gauge

This Daylight train is made by MTH. The locomotive is a model of the Southern Pacific GS4 no 4449. The coach set is a generic set of streamlined MTH coaches in Daylight colours and not models of actual Daylight coaches. The locomotive with tender is 70 cm long and has bodies made from cast metal. The coaches, each 43 cm long are plastic and do have interior and interior lights.





As far as I know a dome car like this was never included in the Daylight.





Former Great Northern observation car 1290 APPEKUNNY MOUNTAIN graces the rear of the DAYLIGHT.

### 7.11.3 H0 Gauge

#### 7.11.3.1 *Sunset Models*

The brass importer Sunset Models imported in 1989 this Southern Pacific GS4 4-8-4 locomotive no 4454 which was made by SMI. This is a nicely detailed brass model to a scale of 1:87 and 39 cm long.



### 7.11.3.2 *Bachmann and Concor*

Bachmann made with catalogue number 410550D9 this Southern Pacific GS4 Daylight locomotive. This is a plastic model with detailing fitting for the period it was made (1970/80). Since at that time Bachmann did not make matching cars I added some Concor H0 cars made from plastic kits without interior. These cars are generic 4-axle streamline cars in Daylight colours; the cars, including of course the Vista Dome car, are not prototypical, but make a nice train with the Bachman locomotive. The cars, with a length of 27 cm for the baggage car and 29 cm for the other cars, are catalogue number 7107 coach, 7207 Vista dome, 7407 Observation and 7507 baggage car.







### 7.11.3.3 *RivaRossi*

RivaRossi never made a Daylight steam locomotive but did make this plastic, 29 cm long, dome car with catalogue number 6405.



## 7.11.4 N Gauge

The Japanese train maker Kato, known for making realistic N gauge models, made a model in 1:160 of the Southern Pacific Morning Daylight train with a GS4 locomotive (catalogue number 126-0301) and a full length train (catalogue number 106-060) including articulated cars. The consist, which is shown here in the given order, is:

- GS4 4-8-4 locomotive number 4449
- Baggage-Chair 3302
- Articulated
  - Coffee Shop 10258
  - Kitchen 10257
  - Dining Car 10256
- Chair Car 2492
- Articulated
  - Chair Car 2474
  - Chair Car 2473
- Tavern Car 10315
- Parlor Car 3002
- Parlor Observation 2955

Length of this complete train is 165 cm.







## 7.12 The Empire State Express

The Empire State Express was one of the named passenger trains and onetime flagship of the New York Central Railroad. On December 7, 1941, the New York Central inaugurated a new stainless-steel streamlined (Budd) train, powered by a streamlined J-3a Hudson (4-6-4) steam locomotive. Like many long haul passenger trains through the mid-1960s, the "Empire State Express" carried a 60-foot stainless steel Railway Post Office (R.P.O.) car operated by the Railway Mail Service of the United States Post Office Department.

### 7.12.1 0 Gauge

In his Premier series MTH made a model of the Empire State Express Hudson locomotive number 5429; I do not have a matching coach set. This is a 3-rail locomotive with heavy cast loco and tender body.



### 7.12.2 H0 Gauge

Here is a RivaRossi Empire State Express locomotive (catalogue number 1552) with Athearn cars: catalogue number 1807 - RPO car, catalogue number 1787 – baggage, catalogue number 1827 - vista dome and catalogue number 1837 observation. These plastic cars are simple and a bit shortened (length 21 cm for the RPO and 25 for the other cars) but their stainless -steel finish looks very good.







Here are 3 coaches in H0 made from Kasiner Hobbies kits (a baggage, a vista dome and an observation car) which have name nor number but I assume they were meant for the Empire State Express. These simple cars are made from aluminum which shows a very good representation of the Budd stainless steel material. Their length is 29 cm.





## 7.13 The Hiawatha

The Hiawatha's were a fleet of named passenger trains operated by the Chicago, Milwaukee, St. Paul and Pacific Railroad (also known as the Milwaukee Road) between Chicago and various destinations in the Midwest and Western United States. The most notable of these trains was the original Twin Cities Hiawatha, which served the Twin Cities in Minnesota. The Chippewa-Hiawatha was another of several regional trains to carry the "Hiawatha" brand. The Twin Cities Hiawatha used streamlined Class A 4-4-2 Atlantic steam locomotives. The Hiawatha trains were named for the epic poem The Song of Hiawatha by Henry Wadsworth Longfellow (with the famous verse: "He could shoot an arrow from him, And run forward with such fleetness, That the arrow fell behind him!").

### 7.13.1 1 Gauge

The American importer of gauge 1 trains G.R. International imported a Hiawatha 4-4-2 Atlantic made by Samhonga. Apparently only 86 of these models were made. As far as I know no gauge 1 Hiawatha coaches were ever commercially made, so a Hiawatha 1-gauge train cannot be shown. If the model-train police are not looking of course the loco can be run with Daylight coaches:

<https://www.youtube.com/watch?v=lbWkX1tFBLQ>

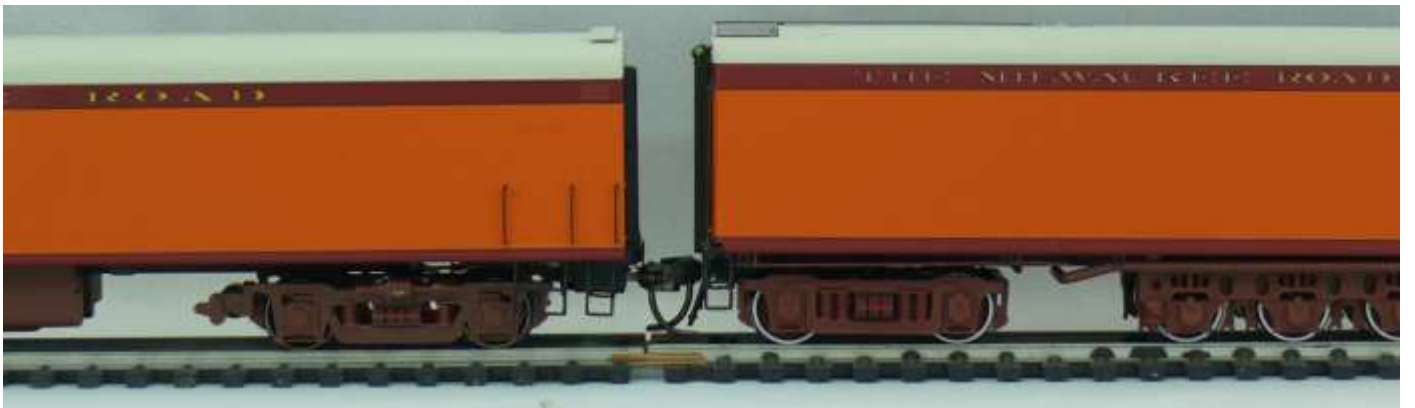


## 7.13.2 H0 Gauge

### 7.13.2.1 Fox Valley

The small (1-man) American model-company Fox Valley had a complete 1935 Hiawatha made (in China) with catalogue number 10001. It is a very nicely and correctly detailed model. The train is led by the sleek and powerful Class A 4-4-2 No 1. Following is America's first Tap - Cafe car, three Coaches (numbers 4428, 4439 and 4449), Parlor car "Minnewawa" and Milwaukee's unique Beaver Tail Observation "Wenonah".







### 7.13.2.2 *Overland*

This 4-6-2 pacific model with number 6160 in Hiawatha colours is made by Ajin in Korea for Overland models. The real 6160 locomotive was the relief locomotive for the Twin Cities Hiawatha. It is a highly detailed factory painted brass model.



### 7.13.2.3 RivaRossi

RivaRossi made a number of locomotives and cars for the different Hiawatha's. First is a model of the 4-4-2 Atlantic. This was made already in the 1950's and was one of the first RivaRossi models. This model is a bit over scale (between H0 and 00) and not completely correct, e.g. the tender has 4 axles and that should be 5.



Next RivaRossi made a trainset (locomotive and cars) for the Chippewa Hiawatha. Of this I only have the locomotive with catalogue number 1214. This is a generic model of a pacific but in the correct livery. The length is 33 cm.



Later RivaRossi made a model of the F7 Milwaukee Hudson that was used after the Atlantics were considered too light for the Hiawatha when the train did get longer. The livery was changed, but still using the same colours. RivaRossi also made matching cars: coaches with number 437 and 442 (catalogue number 6636 and 6637), restaurant car (catalogue number 6638) and observation (catalogue number 6639) each with a length of 30 cm. Length of the locomotive is 35 cm.





Kitchen at the left



### 7.13.3 Toy Trains

#### 7.13.3.1 Lionel

In 1935, Lionel's 0-gauge model of the Hiawatha was introduced at a retail price of \$32.50. The set included a die cast locomotive, a stamped tinsplate tender and a string of three tinsplate lighted passenger cars. Produced between 1935 and 1942, the Hiawatha was later reissued by Lionel in 1988, using the original tooling and moulds. My Hiawatha is the 1988 version which has catalogue number #6-51000. Length of the train is 172 cm.



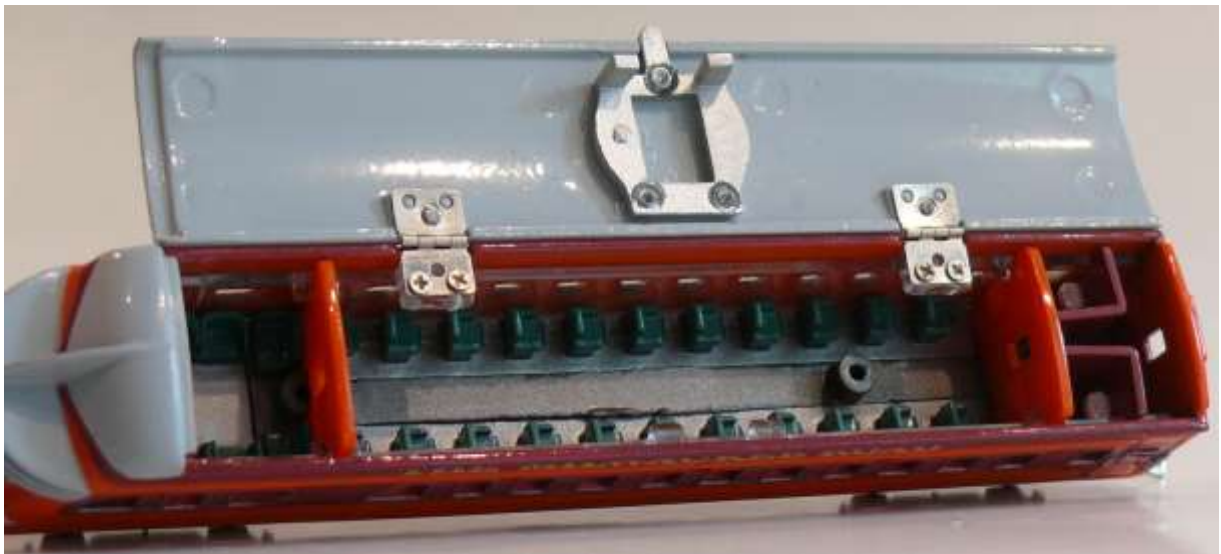


This American Flyer set is known as Minnehaha and not Hiawatha, I assume anyway that it is meant to be a toy version of the Hiawatha. It is a fixed key clockwork tinplate streamlined train with 3 articulated coaches. Total length of the train is 88 cm.



### 7.13.3.2 Hallmark

In 2004 Hallmark (the card company) made, licensed by Lionel, these Xmas tree ornaments; Hallmark has made a series of ornaments trains over the years. The locomotive, tender and observation car each have a small hole in the top where a hook was placed to hang these in the tree. The train is approximately N scale (1:160) but the wheels do not fit N gauge track. The roof of the observation car can be opened and reveals a realistic interior. Length of the train is 31 cm.



## 7.14 The John Wilkes

Known as "The Route of the Black Diamond" the Lehigh Valley Railroad was a north-eastern line known primarily for hauling hard, pure anthracite coal which made up the backbone of its traffic. The railroad did feature several crack passenger trains and "The John Wilkes" was one. The John Wilkes ran from New York to Pittston, PA and was named for a member of Parliament during Revolutionary days. The train was pulled by a streamlined 4-6-2 pacific locomotive which was styled by famed industrial designer Otto Kuhler. RivaRossi made a model of this train based on their generic Hudson but now as a 4-6-2 pacific and heavyweight cars. I only have the locomotive.



## 7.15 The Mercury

Mercury was the name used by the New York Central Railroad for a family of daytime streamliner passenger trains operating between midwestern cities. The Mercury train sets were designed by the noted industrial designer Henry Dreyfuss, and are considered a prime example of Art Deco design. This Mercury toy-train is a clockwork train made by Marx. The tender and cars are articulated and have each only one axle. This train was made from 1938 till 1952, I do not know whether my version is pre- or post-war. Length of the train is 71 cm.



## 7.16 The Portland Rose

The Union Pacific ushered in its new train, the Portland Rose on September 12, 1930 as its top train to the Pacific Northwest. In reality it was simply the rechristened Portland Limited albeit offering upgraded features more closely tailored to the "City of Roses" for which it was named. At first the cars were clad in standard Pullman green to match the Pullman-owned equipment. However, by the late 1940s they wore a matching two-tone grey livery. RivaRossi made a set by using their UP Challenger in grey and adding generic streamlined coaches. The catalogue number is 248. The plastic cars have interior. Length of the locomotive is 43 cm, the baggage car is 26 and the other cars are 30 cm long.





## 7.17 The Powhatan Arrow

The Powhatan Arrow was one of the named passenger trains of the Norfolk and Western Railway. Its route ran from Norfolk, Virginia, to Cincinnati, Ohio, USA. The locomotive famous for pulling this train and other N&W passenger trains was the 4-8-4 streamlined J class. In their Railking line MTH made, with catalogue number 30-1105, a J class locomotive and with catalogue number 30-6014 a set of 4 matching passenger cars. The locomotive is cast metal; the cars are aluminium with plastic ends using, as far as I know, the same tooling Weaver used for its 20th Century Limited (see 7.2.2). The cars, with a length of 35 cm, do not have interior but do have passenger silhouettes in the windows.







## 7.18 The Royal Blue

Industrial designer Otto Kuhler designed the 1937 Royal Blue, which was the Baltimore & Ohio's attempt to compete with the Pennsylvania in the New York-Washington corridor. His bullet-style streamlining was applied to a ten-year-old Pacific locomotive that had been built by Baldwin. American Flyer made this S Gauge Royal Blue pacific with catalogue number 350 but no matching coaches, it was sold in a set with freight cars. The tender does not mention the Baltimore & Ohio but at the front of the locomotive the B&O insignia can be seen. It is a 2-rail simply detailed model in 1:64 scale with a plastic locomotive body and a sheet metal tender body. Length is 40 cm.





## 7.19 Pullman and Observation cars

These cars do not have a railroad name but just wear the Pullman name.

### 7.19.1 H0 Gauge

#### 7.19.1.1 *Alco Models Pullman car*

Alco Models made a kit of a Pullman green Pullman car. This car is a heavyweight type with 6-wheel trucks. It is a plastic car without interior and a length of 29 cm.



7.19.1.2 Roundhouse Pullman Palace cars

Roundhouse MDC made a series of 4 kits to build what they called Pullman Palace cars. I made these kits and to pull these Pullmans I also build a Roundhouse MDC PRR 4-4-2 Atlantic kit (catalogue number 436). I detailed these Pullman kits with interior sets which were available from Walthers. The four cars are: a combine (catalogue number 6083), a dining car (catalogue number 6084), a sleeping car (catalogue number 6081) and an observation car (catalogue number 6082). The cars kits are unpainted plastic which were put together, painted and lettered. The interior set were made of cardboard and wood with some metal parts. Length of each car is 28 cm.



Kitchen at the left.





Compartment side



Corridor side





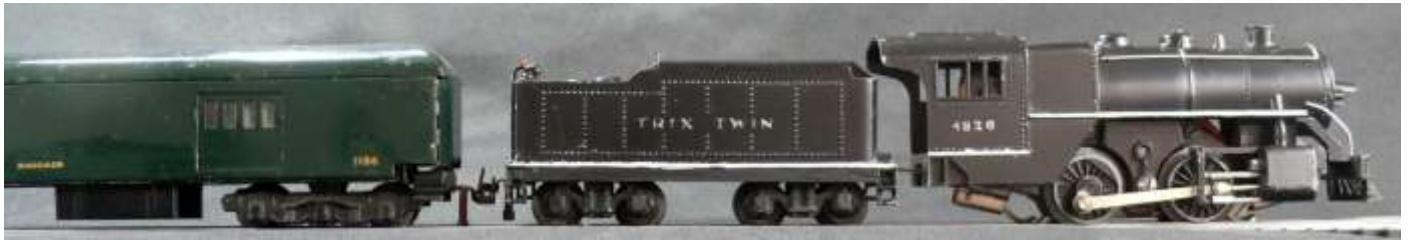
### 7.19.1.3 *Suydam Pullman Observation car*

E. Suydam & Co. imported in 1962 from Japan a range of passenger cars to be painted and lettered by (or for) the buyer in a road name of his choice. I left this car in its brass colour. This is a brass car with a length of 30 cm.



#### 7.19.1.4 *Trix Pullman cars*

British Trix made shortly after WWII some trains for export to the USA. The passenger train they produced had an American outline 0-4-0 locomotive with some Pullman cars. The train was not based on a specific prototype. The export plans were not a success: the story goes that large stocks of the Pullman cars were bulldozed in a hole when Trix ceased to exist. The train consisted of locomotive 4826, baggage car 1186, Pullman sleeper 2513, observation 9106. The cars, which are all metal and have no interior are each 21 cm long



## 7.19.2 Toy Trains

### 7.19.2.1 American Flyer

This pre-war American Flyer 0 gauge tinplate American Flyer Lines observation is only 14 cm long and has only 4 wheels.



American Flyer started to make S-gauge trains after the war; here we have an American Flyer Lines Pullman combine and observation with catalogue numbers 953 and 954. These plastic cars have 6-wheel metal trucks, no interior but interior lights. They are 31 cm long.





### 7.19.2.2 Bing

The German company Bing from Nurnberg made small so called Tischbahn (table top layout) trainsets around 1930. This is an Americanised version and the observation car makes this small train a luxury train. This is 2-rail electric and the cars are 4-wheeled tinplate cars with lithographed windows so nothing inside. The observation car is 8 cm long.



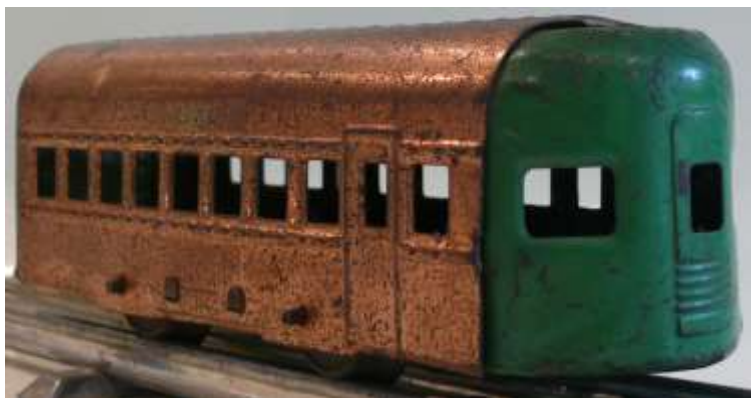
### 7.19.2.3 Dorfan

These 0 gauge 8-wheel Pullman cars are made by Dorfan. These two coaches only differ in their name (Boston and Seattle). Dorfan produced trains between 1924 and 1934 so these Pullman cars are from that period. These are 8-wheel metal cars with lithographed passengers in the windows, which are typical for Dorfan. Length of these coaches is 17 cm.



#### 7.19.2.4 *Hafner*

This small fixed key clockwork train with Pullman lettering was made by Hafner around 1940. It is a metal train with lithographed car sides; The same type of coach was also made with a copper clad livery without any lettering. The locomotive has catalogue number 1010; I do not know the set number of this set. The cars are each 17 cm long.



### 7.19.2.5 Lionel

Lionel made under their own name and during 1931-1932 under the Ives name these small Pullman cars. Catalogue numbers for the Lionel version as well as the Ives version were 1690 for the Pullman car and 1691 for the observation car. This metal lithographed cars do not have interior; their length is 19 cm.





The next Lionel cars with catalogue number 6440 and 6441 are post-war cars. These are painted and stamped metal cars without interior and a length of 24 cm.



#### 7.19.2.6 Marx

Small 4-wheel Pullman cars in simple and deluxe versions were made by Marx. The two Pullman deluxe coaches only differ in their name (Bogota and Montclair). The observation just bears the name Observation. This coaches are lighted, the observation even has two bulbs, one in the car and one at the observation end. Length of these coaches is 15 cm. These coaches came in a set with a Commodore Vanderbilt locomotive.



The next two Marx coaches, which are a later and simpler version, only differ in their name. They have black frames, no lights, no grab irons on the doors and tinplate windows.



7.19.2.7 *Tootsietoy*

Tootsietoy made a small boxed floor train set named the Tootsietoy Express with catalogue number 193. The cars of this train look like Pullman cars so this train is considered a luxury train and included here. The train consists of a 2-6-0 locomotive with tender, a green Combine, a yellow Pullman and a blue Observation.



### 7.19.2.8 Unique Art

Unique Art Manufacturing Company was an American toy company, founded in 1916, based in Newark, New Jersey that made inexpensive toys, including wind-up mechanical toys, out of lithographed tin. This lithographed clockwork set includes 2 identical Pullman cars both named Garden City. The cars have no interior, the passengers being lithographed in the windows. Each car is 22 cm long.



## 7.20 Unclassified

Some coaches or coach sets look like a luxury train but I could not assign them to a specific train; these are mentioned here.

### 7.20.1 E&B Valley

The American kit manufacturer E&B Valley made these Union Pacific cars; they have name nor number so all I know is the first is a Pullman sleeper, the second a restaurant car and the third a coach. These cars are made from all plastic kits including the bogies, so running quality is not that good. The finish of these cars is excellent. They might not be from the steam era but I use them as part of the UP Historical Equipment (see also 7.20.2), UP still runs trains with steam locomotives.





## 7.20.2 RivaRossi

RivaRossi also made a Vista-dome car that is part of the UP Historical Equipment which I combine with the RivaRossi Union Pacific Northern 8444, which is also still retained (now with number 8344) by the Union Pacific. The car is named Colorado Eagle; the plastic nicely detailed model with interior has catalogue number R6729 and is 29 cm long.



RivaRossi made in 1961 a set of cars (catalogue number 2706) with Southern Pacific lettering but not looking like any Southern Pacific named train. Since the set includes an observation and a dome car I assume it represents a luxury train. These plastic cars without interior are 21 (baggage) and 25 cm long





## 8 Extras

Here are some single cars that do not fit in one of the previous chapters.

### 8.1 Australia

Lima of Italy makes models of trains from around the world. They made an Australian steam locomotive with some cars. I could not define this train as a luxury or named train, but it has a sleeping car which is included here. This plastic car with 6-wheel trucks has no interior and is 25 cm long.



## 8.2 Belgium

Based on a Jouef CIWL Pullman an, I assume Belgian, amateur made this restaurant car in the livery of the Belgian railways. This plastic car has interior including table lamps (but not lighted). It is 23 cm long.



### 8.3 Czechoslovakia

Based on their Mitropa sleeper (see 5.5.3.6) Piko also made a Czech version. This plastic and nicely detailed car has catalogue number 42660. It has interior and light; length is 25 cm.



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