

“Models of Atlantic locomotives - Hard to come by” - Fred van der Lubbe

When compiling my e-book *Elegance on Rails* (available for download using this link: <http://snCF231e.nl/elegance/>) I became again aware that models of Atlantic locomotives seem to be rare. So I looked around in books and catalogues and on the internet to see if it was just an idea or if it was really the case. This article is the result of this small and certainly not complete investigation.

The Atlantic (4-4-2) locomotive was a passenger or express type of locomotive used from around 1890 till 1910. Of course not all Atlantics disappeared in 1910, but they were superseded by the Pacific (4-6-2) locomotive for express passenger service and spent their time on less important and lighter trains. When mentioning Atlantic locomotives here I mean 4-4-2 locomotives with a separate tender and not 4-4-2 tank locomotives. The Atlantic locomotive type was used around the world. To mention a few well-known, at least by Atlantic lovers, types:

- America: Pennsylvania Railroad E6s, Milwaukee Hiawatha, Southern Pacific A6
- England: Great Northern C1 Ivatt-Atlantic
- Germany: Bavarian S2/5, Pfalzbahn P4
- France: Nord de Glehn Atlantic
- Austria: KKÖSB Golsdorf Atlantic
- Belgium: Type 12

The Atlantic type was once very popular in larger gauge Miniature Railways as described in *The Little Giant Story*. I am limiting myself here to the smaller models up to gauge 1. Models of Atlantic locomotives might be fine scale or coarse scale, but not every 4-4-2 toy or model locomotive is considered to be an Atlantic locomotive. For instance the Hornby No 3 4-4-2 locomotive were made to represent 4-6-0 (GWR, SR or LMS) or 4-6-2 (LNER, NORD (see Figure 1)) locomotives.



Figure 1

When I looked at the complete range of models of gauge 1 live steam locomotives that the Japanese company ASTER has made through the years I noticed that it represents an almost complete World Locomotive Museum of all main types even including a Stirling Single, however an Atlantic type is missing. I suggested some twenty years ago to Toyoki Inoue, the then overseas sales manager of ASTER to include an Atlantic. He responded as follows: *“Thank you for your suggestion for this type of locomotives. Yes, this type is missing in our products. Just after our introduction of the NYC Hudson we had studied the Milwaukee “Hiawatha” as our next engine after the K-4. However, a Korean manufacturer had done this loco before us (see Figure 2). Thus we had to postpone this engine. However, when our American market will be stronger enough we may have a chance to introduce this locomotive. As for the Nord “de Glehn” Atlantic, she is so famous and we think FULGUREX will ask us to introduce it in the future, though we are not*

sure. We are having the same opinion as you do on the Atlantic type locos. As a manufacturer of gauge One live steam, we must introduce this type of engine.”



Figure 2

No Atlantic was made by ASTER. A few years ago Accucraft introduced a first live steam Atlantic; a model of the Pennsylvania E6s, see Figure 3.



Figure 3

For gauges 0 and smaller I took a look at the main countries supplied by toy and model locomotive makers.

England

The Atlantic type was still popular on railways when the first models that looked like real locomotives were made in the beginning of the twentieth century. So Bassett-Lowke sold models of the GNR Atlantic made by Carette and Bing, both of these also in gauge 1. The GNR, later LNER, Atlantic was apparently very popular but why model-train makers did not look further I do not know. This Atlantic was made in 0 gauge before WW2 not only by Bing and Carette, but also by Leeds (see Figure 4), Märklin and Beeson. The only other British Atlantic somewhat recognizably modelled was the NBR Atlantic by Märklin in gauge 1 and 0.



Figure 4

When 00 gauge became popular the real Atlantic locomotives were gone and beside some locomotive kit manufacturers no one made any Atlantic until a few years ago Bachmann introduced the GNR Atlantic, what other (see Figure 5) , and later also a LB&SCR Atlantic.



Figure 5

Recently WJ Vintage announced a coarse scale 0 gauge version of the GNR/LNER Atlantic to be made by ETS.

USA

In 1904 Carlisle & Finch from Cincinnati, Ohio, introduced in 2 inch gauge a NYC&HR (New York Central and Hartford Railroad) 4-4-2 locomotive model. This early model looked very convincing and was advertised correctly as "made

exactly according to scale and no pains were spared to make it complete as to workmanship and finish".



Carlisle & Finch #45 NYC & HR 4-4-2 Locomotive & Tender in 2" gauge

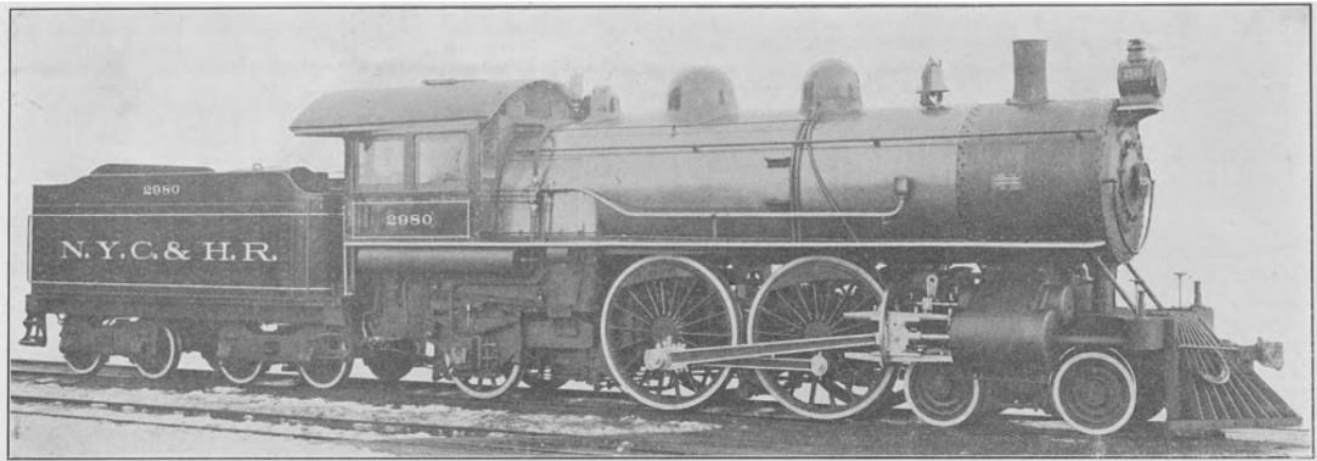


Figure 6

Other early and later train-makers from the USA however have not made any convincing Atlantic locomotive before WW2. For instance, the Lionel 4-4-2's in Standard and 0 gauge were a generic type and not meant to be models. A notable exception is the Lionel Hiawatha streamlined Atlantic; this was made when the introduction of the real Hiawatha was a major railroad event. Other makers, like American Flyer, also made contemporary representations in 0 gauge of the Hiawatha, but these were much more toylike. But the Hiawatha Atlantic stayed popular so recent models in H0 gauge are also available.

In the fifties the first brass locomotives were made in Japan and exported to the USA. In the vast range of brass locomotive models, which were later also made in other countries in Asia, there are a number of correct Atlantic models; one of the first being the Tenshodo C&NW factory painted one, see Figure 7.



Figure 7

Although the Lionel locomotives in 0 gauge started to look more prototypical no Atlantics were made, American Flyer however introduced in S gauge a pretty good looking model of a Reading Lines 4-4-2, see Figure 8. More recently Weaver, MTH and 3rd Rail introduced some 2 or 3-rail 0 gauge Atlantic models like the Pennsylvania E6s.



Figure 8

Germany

Of course Bing, Märklin etc. made some Atlantics for the British market. For their own market the number of Atlantics before WW2 is rather small. Bing made a somewhat correct interpretation of a Bavarian S2/5 Atlantic, see Figure 9. BUB and Märklin made similar locomotives; some of these were also made in gauge 1. Märklin made an Atlantic in gauge 0 and 1 that looked like a model of a Württembergian 4-4-2, however there never was a Württembergian Atlantic; Märklin looked at the Württembergian Pacific and made an Atlantic version. BUB and Märklin did something similar with the standard German O1 Pacific, making also non-prototypical Atlantic (and 4-4-0 !) versions.



Figure 9

The number of German model Atlantics after WW2 is very small. Trix and Brawa made one each in H0, see the Brawa Prussian Atlantic in Figure 10, and some Atlantics were made by small series manufacturers like Micro-Metakit. In larger gauges 0 and 1, which are recently becoming more and more popular, Atlantics are completely forgotten.



Figure 10

France

The most famous French Atlantic is the NORD DE Glehn 4-4-2. I have found no toy or model of this locomotive or any other French Atlantic from before WW2. Even Fournereau did not include an Atlantic in his range. When JEP and LR made their first steam locomotives that looked like a real one, they made representations of NORD 4-6-2 Pacifics. Later after WW2 some models were made of the NORD Atlantic in H0 and O gauge, but most of these as expensive models by small series manufacturers like Fulgurex. The only H0 model available at a “normal” price was the plastic Altaya version, see Figure 11. No other French Atlantic seems to be modelled.



Figure 11

Conclusion

When Atlantic locomotives were popular on the railways around the world, not many correct locomotive models were made anyway, so not many Atlantics models can be found. When locomotive models became more and more prototypical the Atlantic seemed to be forgotten and mainly small series manufacturers have made some, a notable exception being the Hiawatha Atlantic which was made in many toy and model representations in true TCS fashion: Any Make - Any Gauge – Any Age.