



Railway Mail Carriages – Many Red Ones

FROM THE COLLECTION OF FRED VAN DER LUBBE

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2 Introduction

From the beginning of the railway age, mail was transported by rail and, also in the early years, mail was sorted during the trip. Soon special carriages¹ to carry mail and also to pick-up, deliver and sort mail were introduced². In London there was even a railway which was only used for mail. Mail was normally transported in special mail-vans and when mail is handled and sorted during a run the van is called a TPO (UK) or RPO (US) van for Travelling Post Office or Railway Post Office³. In the US, depending on the volume of mail moving on a particular train, it could have a dedicated RPO car or be included within a combine (a type of car that housed types of services, such as space for general baggage or even a seating section for passengers). Many postal cars had a letterbox to be used at the station, mail put in this box was supposed to be delivered sooner. During the last 40 years most of the postal railway transport has been replaced by road transport.

My trains collection consists mostly of rolling stock (locomotives, coaches 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 passenger trains of yesteryear, i.e. the period that steam trains ruled. In many of these trains one or more mail cars were included, so I do have some mail cars or postal vans in my collection. The colours used mostly for postal attributes around the world, like letterboxes, are red and yellow. Many of my mail cars are however red and I do not have any yellow mail-van.

This small catalogue contains all mail cars from my collection; some of these are also presented in my book “[Non-CIWL luxury trains from my collection pictured and described](#)”. I have mail cars in various gauges and scales of different brands. This catalogue is organised on the countries the brand⁴ of the toy or model mail car originates from and further on Gauge. The index in the back can be used to find cars via the maker or brand. Measurements in this catalogue are in centimetres. The mentioned track gauges are 00 / H0 (16.5 mm), S (22.5 mm), 0 (32 mm) and 1 (45 mm).

This catalogue will not elaborate on the history of the makers or brands of the toys and models described here.

Further, another interesting but not covered area, is the operation and/or history of the prototype railway mail car.

Acknowledgements

Thanks to Dick, Jacques and Tamme for tips and proofreading.

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¹ I also use the terminology cars, postal vans or mail-vans

² The world's first official carriage of mail by rail was by the United Kingdom's General Post Office in November 1830, using adapted railway carriages on the Liverpool and Manchester Railway. Sorting of mail en route first occurred in the United Kingdom with the introduction of the Travelling Post Office in 1838 on the Grand Junction Railway.

³ In the UK a van used for handling and sorting mail is also called a sorting van, while a van only used to transport mail is a stowage van. In France these are called “bureau ambulant” or PA (Poste Atelier) and “allège postale” or PE (Poste Entrepôt) respectively.

⁴ Nowadays many models are made somewhere in Asia and not in the country the brand, issuer or commissioner resides.

3 Austria

3.1 H0 Gauge

3.1.1 Liliput

Liliput made with catalogue number 811 a set of 4 so called Prussian “Langenschwalbach” carriages, a type of 8-wheel coaches suitable for tracks with curves with a small radius. One of these cars is a brown baggage car with a green postal (Kaiserliche Post) compartment. This is a nicely detail plastic car with a length of 14 cm.



One of the cars of the Gotthard Bahn train issued by Liliput, further described in my [Luxury trains book](#), has a postal compartment. On this, as well as on some other mail cars, an envelope sign is displayed.



When I bought this red car made by Liliput with catalogue number 29170 I assumed it was a French postal van. However, it is a model of a car used by the French Postal and Telecommunication organization, The French PTT used older ex-AL fourgons as tool and work cars for telecommunication work around France. This plastic car is 19 cm long.



3.1.2 Roco

The baggage car which is part of the set made by Roco of a “Glaskasten” locomotive and train (catalogue number 43030) also has a postal compartment. This nicely detailed plastic car has a length of 11 cm.



Roco made a train set in Prussian livery with a T12 steam locomotive and 4 6-wheel carriages. One of these is a postal, or a postal/baggage, van with lettering of the “Kaiserliche Post”. Catalogue number of the set is 43025. Length of this plastic car is 14 cm.



4 Belgium

4.1 H0 Gauge

4.1.1 LS Models

The Belgian model train company LS Models started in 1992 noticing that most major brands had neglected the realization of many Belgian models; later they made many models for other European railways. The LS Models products, like this French postal car, are made in China. It is a very detailed plastic model of the standard French Postal car of type PAYi with a length of 24 cm. Catalogue number is 40402 and it is lettered for the Nord railway.



Some extra pictures to show the very nice detailing and finish of this LS Models product, which are certainly comparable to models in the large scales.



5 England

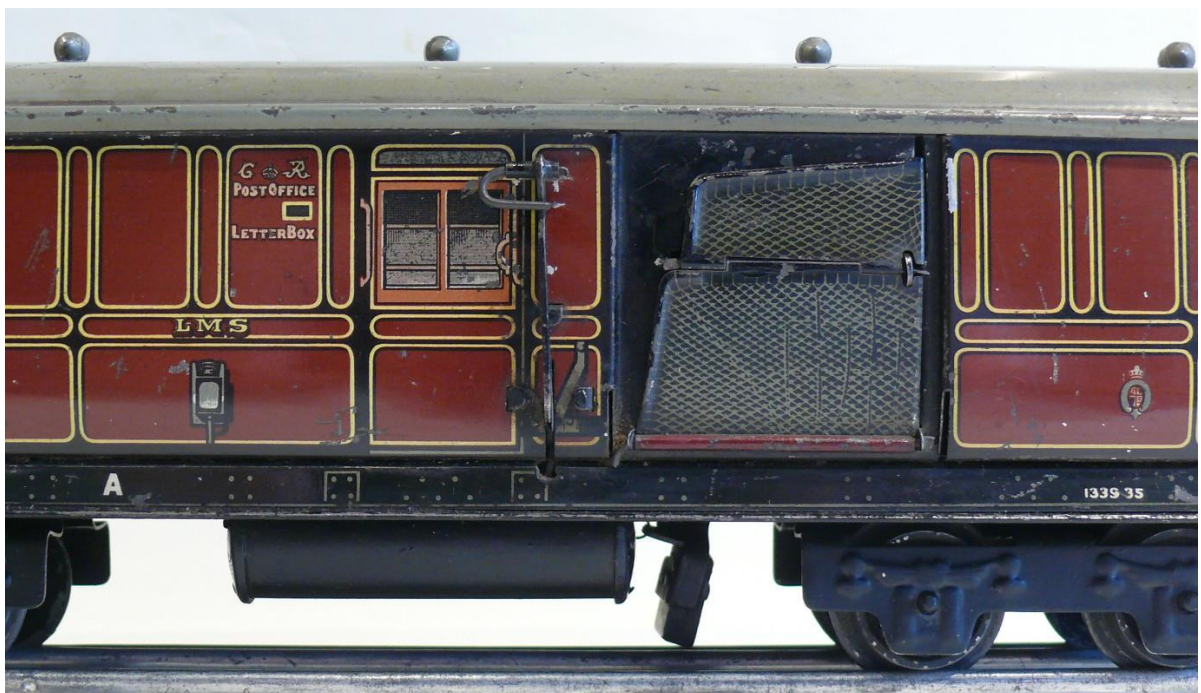
In England the use of apparatus to pick-up and drop mail-bags was widespread; I assume that that is the reason that many of my English postal vehicles models have a mechanism to simulate this.

5.1 0 Gauge

5.1.1 Bassett-Lowke

Bassett-Lowke first sold Post office mail-vans made by Carette, later they did make these themselves. I have a Lowke version in LMS livery. The van has a net to pick up and a hook to deliver mail-bags; a line side apparatus is needed which I do not have. This 8-wheel van is 30 cm long and all metal with lithographed sides and ends. The net is also lithographed. Like more Lowke (marked Lowko) products it does not look like a toy but it is also not a scale model.





5.1.2 Exley

This Exley Royal Mail van in LMS livery with number 30228 is a model of a 57 feet mail-van and was made around 1960. This is a scale model without a mechanism. Like normal for Exley this is a painted metal car with a wooden floor. The net and the two (non-working) floodlights low at the side, are nice details. Length of the car is 42 cm.





5.2 00 Gauge

5.2.1 Hornby Dublo

The Hornby Dublo TPO (Travelling Post Office) operating Royal Mail van is a popular accessory. The van and the line side apparatus, including an operating switch and some mail-bags, came as a set in a box; the line side apparatus is integrated in a full length straight Hornby Dublo 3-rail track. The operation is electrical for which a fourth rail is present. This set was made between 1959 and 1965; it is an all metal set. Length of the British Railways van, which is based on a LMS design, is 22 cm; catalogue number is 3400.



Mail-bags to be delivered are disposed (shot) from the first opening into the bin; a mail-bag hanging on the stand will be picked up by the net in the second opening (click the picture to see it happen).



Note the prototypical correct asymmetric position of the corridor connection. This was to make sure that postal van corridors were only available between postal vans and the general public in a train could not enter a postal van.



5.2.2 Hornby Railways

The Hornby Railways TPO (Travelling Post Office) operating Royal Mail van came, with the line side apparatus, including some mail-bags, as a set in a box; the line side apparatus should be placed next to a straight track section. The operation is mechanical and triggered by actuating ramps to be fixed between the rails. This set was made between 1991 and 1993, similar sets were made from 1978; it is an all plastic set. Length of the British Railways van, which is based on a LMS design, is 24 cm; catalogue number is R597w.





The top opening is the net for picking up while the bottom opening is used to drop the mail-bags.



5.2.3 Triang

This short Triang postal van is also made to pick-up and drop mail-bags; bags are picked on one side and dropped on the other. I do not have the line side apparatus; catalogue number for a complete set, which was made from 1955 – 1968, is R23. Length of this shortened plastic mail-van is 19 cm.



6 France

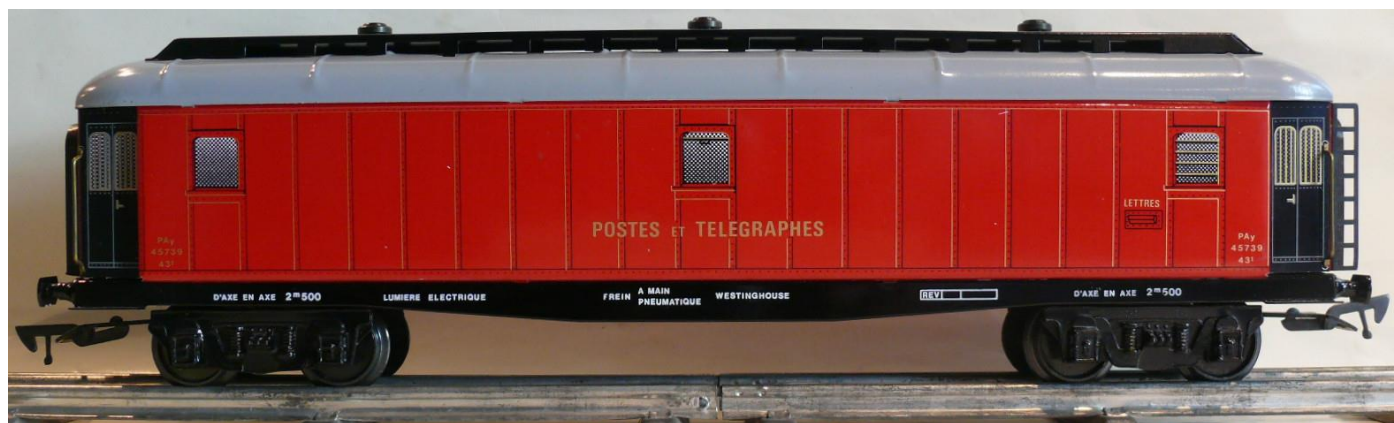
6.1 0 Gauge

6.1.1 AS

AS made tinplate type rolling stock in the eighties including this old-time postal van which has no lettering for the railway it was assigned to. This car is 32 cm long and has catalogue number PA-TN.



AS made also a more modern postal van looking like an OCEM type. It also has no lettering for the railway it was assigned to. Catalogue number of this 35 cm long and completely metal car is 322000.





AS also made a baggage car with postal compartment in their range of teak Orient Express cars; these cars are shown and described in my book on [CIWL carriages](#).



The postal compartment is at the right side and has a clerestory roof.



6.1.2 GMP

The French maker GMP (Gilardi, Mouraux, Pottier) made trains and accessories between 1955 and 1959 only. They made a small range which included 8 wheel cars in reasonable length. This is the postal car of this range. Length of this car is 41 cm



6.1.3 JEP

In contrast to the other (French) toy train manufacturers, JEP made a large number of different mail carriages in 0 gauge. JEP made a large number of clockwork and electric train sets in different sizes and having different prices. A postal car was part of most of these sets. I do have 10 of these postal cars in my, not complete, collection that are shown here from the smallest to the largest. All these cars are metal and most of them lithographed and having a “boîte aux lettres” (letterbox).

This first JEP postal car measures only 13 cm. This 4-wheel car was made from 1933 until 1937 with catalogue number 4362P.



This next JEP car measures only just above 13 cm, is quite low and is also not much wider than the gauge of 32 mm. It is a bit more modern with its streamlined style than the previous car. It was made from 1938 until 1957 with catalogue number 4331.P and has SNCF lettering. The four wheels have inside “axle boxes”.



JEP made also a 4-wheel car with a small clerestory roof between 1920 and 1931. This version with catalogue number 4634 was only available in one trainset with this type of special coupler called “effilochés” (frayed). Length is 15 cm.



These two 8-wheel postal vans with lowered bodywork are very similar and are each 19 cm long, they both have a ladder at one side; the one on the left is the newer one, which shows by the brighter colour, and is further recognised by the automatic couplers.



The older of the two has hook couplers ("à croc" in JEP parlance) and was made between 1938 and 1951 with catalogue number 5241.P and later 4341.P.



This newer version was made by JEP from 1952 until 1957 with catalogue number 4641.P. Contrary to the older version, this one has cast axle boxes



This next JEP (still marked JdeP) postal van has more detail like handrails, a real opening for the “boîte aux lettres” (letterbox) and lithographed detail on the axle boxes. Length is 19 cm and the catalogue number of this van, that was made in the twenties with the older JEP couplers, is 4664.



At the same length of 19 cm but with different lithography JEP made this 8 wheel postal van with catalogue number 5264.P. It also has handrails and was made from 1933 until 1937.



This larger JEP 8-wheel postal van with clerestory roof and ladders at both ends, has a length of 24 cm. The catalogue number of this version with couplers “à croc” is 5771P; it was made like this from 1933-1937.



This nicely lithographed postal van was made by JEP as part of their range of DEV type of carriages. It appeared in 1953 and stayed in production until the end in 1964. It is 29 cm long and has catalogue number 4761.P.



The largest JEP postal van made was this one as part of the range of streamlined carriages to go amongst others with the JEP 4-4-4 streamline locomotive (see [here](#)). This van, which is not based on any real postal van, was made pre-war with large hook couplers like shown and post-war with the smaller symmetrical couplers. The catalogue version of this 37 cm long version is 5262.P.



6.1.4 Hornby France

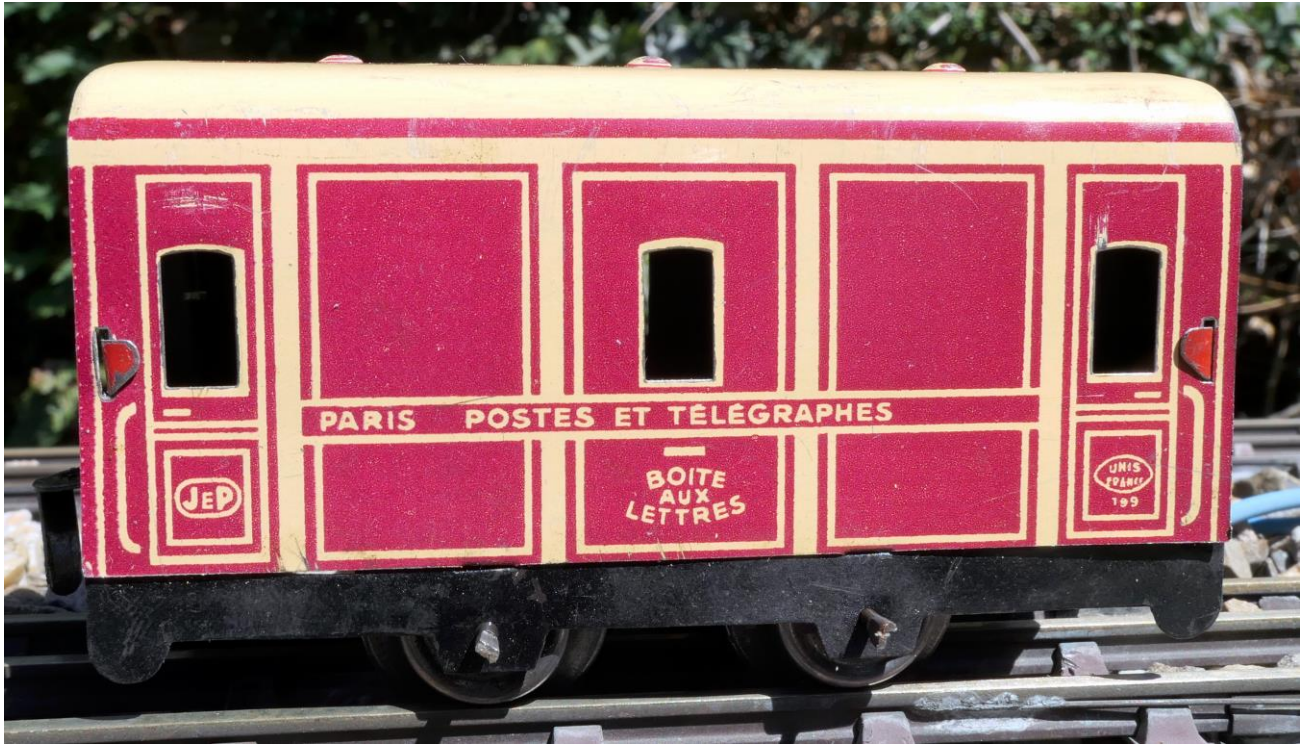
While their competitor JEP made a large number of different type of postal vans in 0 gauge, Hornby France only made one type. This 4-wheel van is however very nice with its bright lithography. It was made between 1935 and 1940 not reappearing after WW2. Length is 16 cm.



6.2 28 mm Gauge

6.2.1 JEP

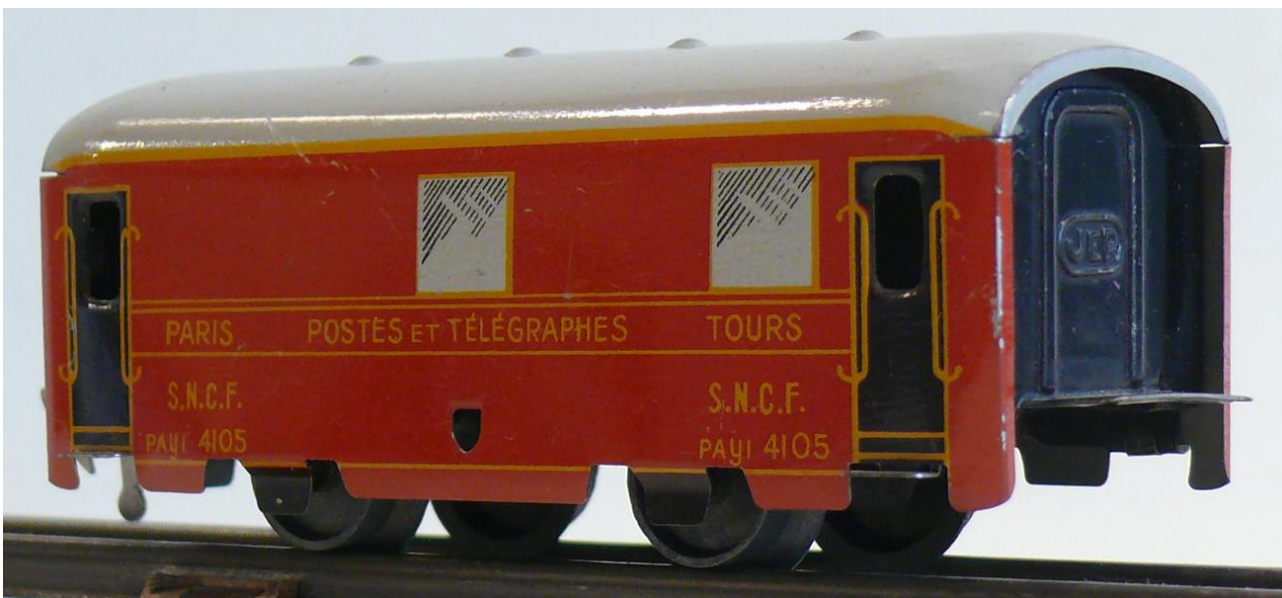
Also in the rare 28 mm gauge JEP made a postal car. JEP made some clockwork train sets in this size. A postal car was part of some of these sets. This postal red car is lithographed tinplate and has a “boîte aux lettres” (letterbox). It is only 9 cm long. The car has catalogue number 4311.P, but was only available in sets.



6.3 S Gauge

6.3.1 JEP

This lithographed S gauge JEP postal van does have a JEP look to it, however it does not seem to have a “boîte aux lettres”. It was made for a short period from 1956 until 1960. Length is 12 cm and the catalogue number is 4221.P. It was only available in two S gauge train sets.



6.4 H0 Gauge

6.4.1 France Trains

The model of this postal van, which was used to transport mail but not to sort mail “en route”, was made by France Trains. France Trains made this van in various liveries, this is the SNCF, ex PO, livery. This plastic car of the type “allège postale” or PE (Poste Entrepôt) was made in the seventies. It is 21 cm long and has catalogue number 406; later changed to catalogue number 3407.



6.4.2 HOrnby-acHO

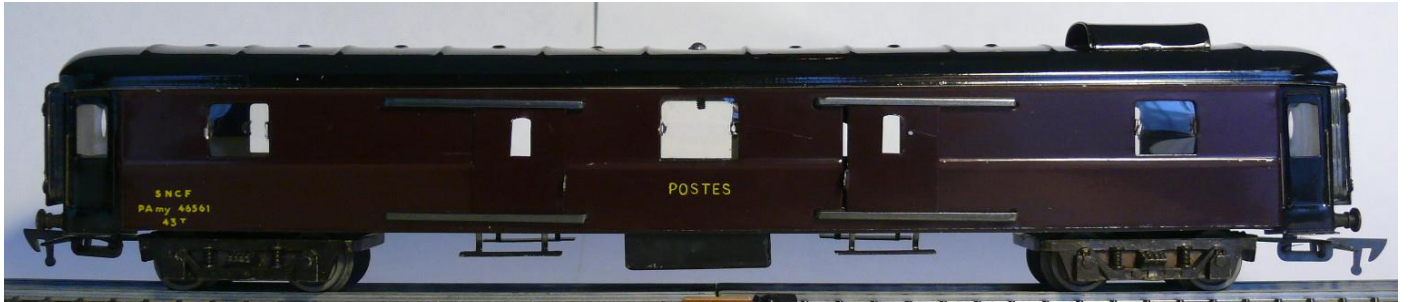
In their H0 range HOrnby-acHO the French Hornby factory made a postal van with catalogue number 7420. This was made from 1962-1973 and the version shown has the first type of HOrnby-acHO couplers, which are of a type as used by Hornby in England. This model, like more French H0 models, is based on the PA series (“bureau ambulant” or Poste Atelier) of French OCEM design 20 meter postal vans, which are recognisable by their asymmetrical clerestory roof. The plastic car is 24 cm long.





6.4.3 JEP

Most of the H0 tinplate coaches sold by JEP were made by Rateau. I assume that this postal van is also a Rateau product. The same body in blue or green was used as a (CIWL) baggage car. Catalogue number is 6657; with the same catalogue number a version without the 4 sliding doors was issued. Length of this metal car is 27 cm.



6.4.4 Jouef

Jouef made through their years as independent company a number of 8-wheel postal vans based on a number of prototypes; each an improvement of the previous one. They also reissued the France Trains van shown in 6.4.1.

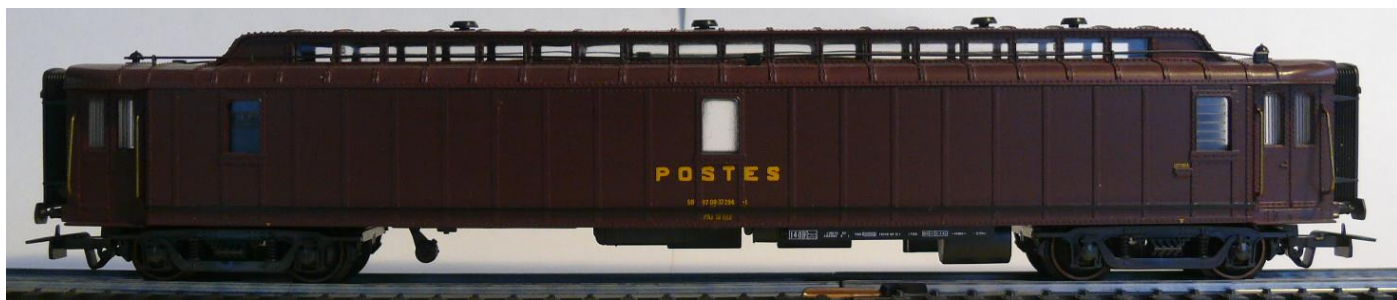
This first Jouef plastic postal van is marked Jouef for Playcraft and was also marketed in Britain. It has the older type of couplers used between 1958 and 1963. Catalogue number is 850 and length is 22 cm.



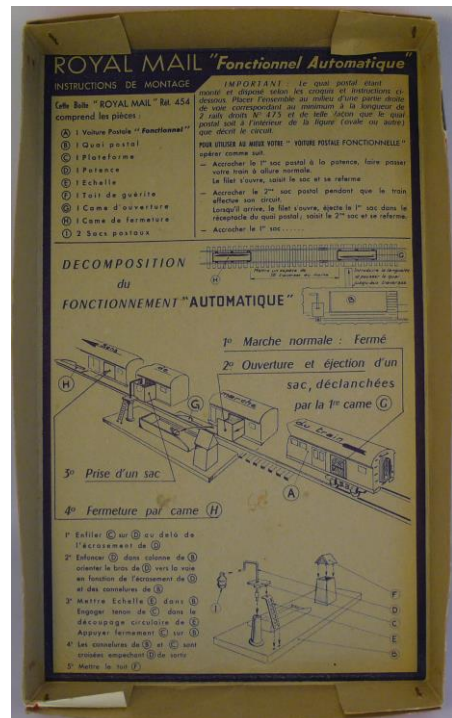
This next Jouef postal van uses the same body moulding as the previous one but has different bogies, couplers and lettering. Catalogue number is 5650 and this one was made between 1980 and 1985.



This third Jouef postal van is with 25 cm longer. It was made between 1984 and 2002 and is better detailed. Catalogue number of this, also plastic, version is 5651.

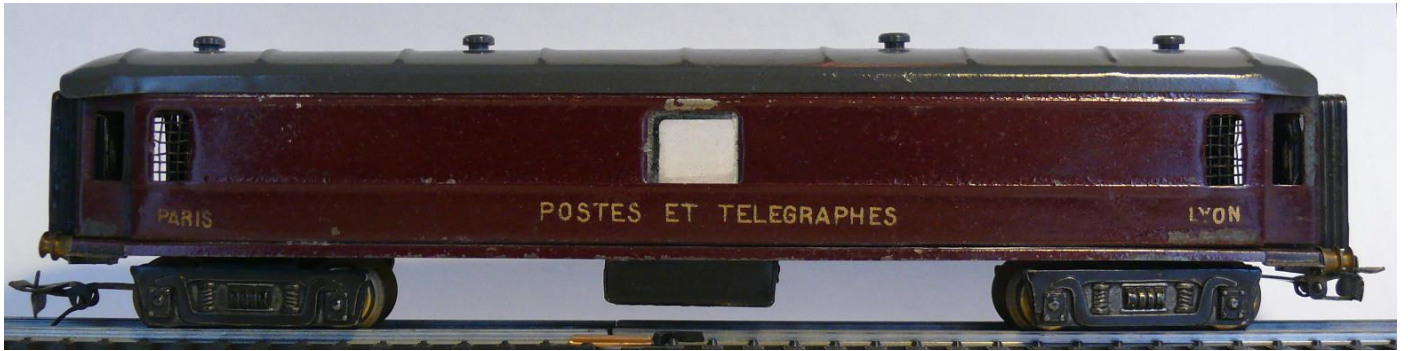


In the sixties Jouef made some items for the British Market, most of these were European (French) items but lettered for British Railways. This Royal Mail coach is however a genuine British (simplified) model which has similarities to both the Hornby Railways and Triang mail coach. The plastic operating car came in a set with accessories like mail pick-up apparatus; it has catalogue number 454 and is 21 cm long. The operating instruction in the box are in French.



6.4.5 Martin

The small and virtually unknown manufacturer of passenger cars in the fifties, Martin, made this mail car, which is not based on any real car. Catalogue number of the completely metal product is 2125. It is 22 cm long.



I a set with a complete Martin train there was another, almost the same, mail car. Note that this one has a bit orange colour and has ladders at the end.



6.4.6 SMCF

The French H0 trains manufacturer SMCF made various mail car models; the first picture shows the large metal one on the left and the smaller plastic version on the right (“bureau ambulant” or PA (Poste Atelier) and “allège postale” or PE (Poste Entrepôt) respectively). This plastic version was made with 3 and with 4 axles; this is the 4-axle version. SMCF did not use numbers in their catalogues.



This postal car was part of the range of “old timer passenger coaches” as mentioned in the SMCF catalogue of 1959. It was called a travelling post office, but it is a postal van. This 17 cm long car has a plastic body and plastic bogie frames. The car frame and footboards are metal. Except for the body of the car, I do not think that it is modelled after a real car; the lettering, also giving the car type, is wrong anyway and is just a copy of the lettering of the larger SMCF mail car.



The above car was also made by SMCF in a 6-wheel version. This only has the lettering POST which on one side was rather clumsy applied. The red color is more subdued on this car.



The larger SMCF car is part of their range of “Voitures Voyageurs Grandes Lignes SNCF”. This car is 24 cm long. The body of this car is a heavy bronze casting.



7 Germany

7.1 1 Gauge

7.1.1 Märklin

In the twenties Märklin made a German postal car in tinplate with catalogue number 2998/1 P and a length of 32 cm. Here is a French version of this car. I am not sure whether this is original or that the livery and number (No 522) is changed by a previous owner.



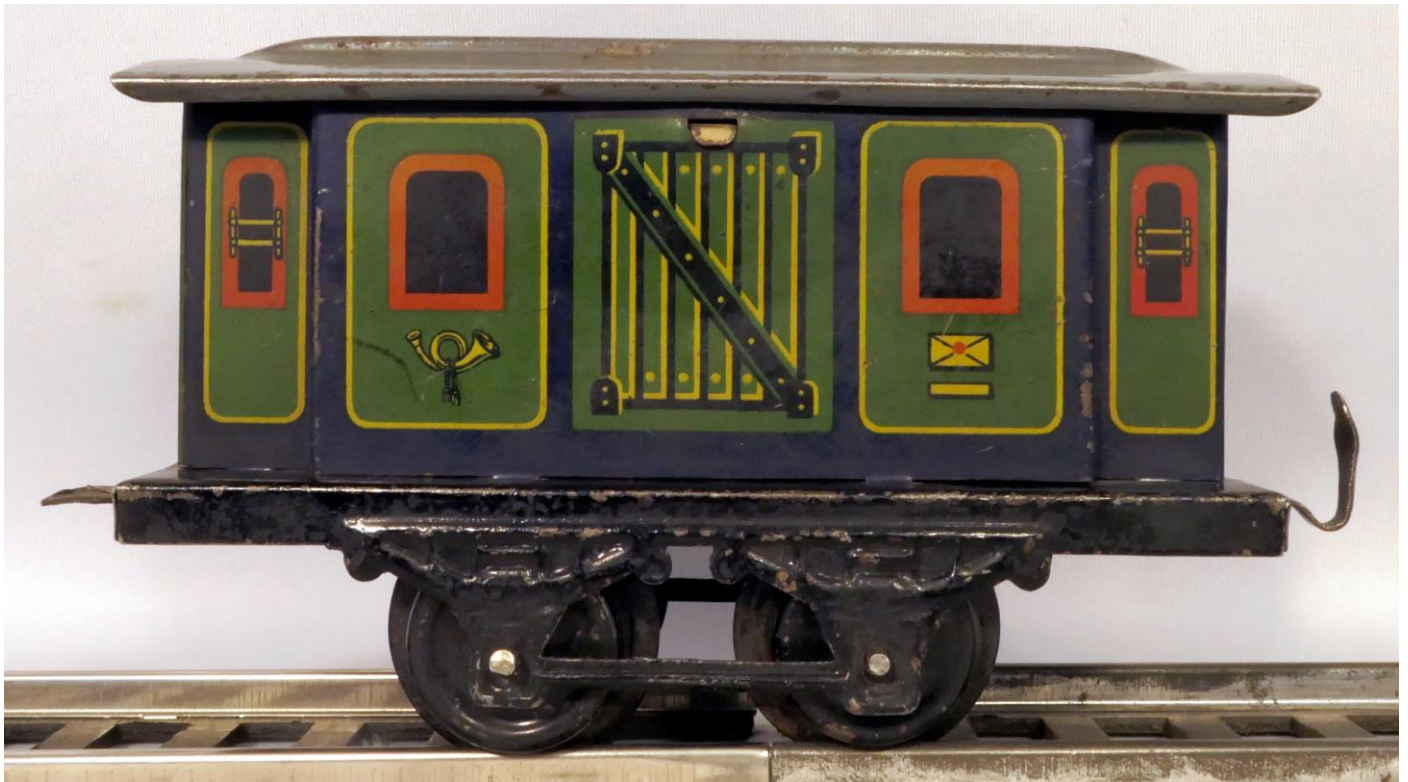
This is not a normal railway mail carriage; Märklin made this flatcar with a mail road-van with catalogue number 85804 as a special product for the year 1991 sold only in the Märklin Museum. The flatcar is plastic while the road van is metal with plastic detailing. Catalogue number of this 27 cm long car is 85804.



7.2 0 Gauge

7.2.1 Bub

Here is a Bub No. 820P 4-wheel baggage/postal car made 1927-1928. This lithographed small car is 11 cm long, it has no markings at all.



7.2.2 Distler

The German toy manufacturer Distler, with the marking JDN for Johann Distler Nurnberg, made a clockwork trainset containing also this baggage/postal car. This is a lithographed toy train car with a length of 17 cm.



7.2.3 Fleischmann

After WW2 Fleischmann made a range of 2-rail 0 gauge trains with tinplate rolling stock. The range was not large, but still some items, like the four wheel passenger cars, were made in two sizes. Here is the small size (15 cm) baggage/postal car in red/cream livery. It has catalogue number 401 and the sliding doors can be opened.



This larger (17 cm long) green Fleischmann baggage/postal car with catalogue number 403 is not in a very good state. This larger version has also opening end doors and steps under the sliding doors.



7.2.4 Hübner

In 1969 the Swiss company Fulgurex distributed with catalogue number 2552 a postal van made by Hübner of Germany. This is, as common with Fulgurex, a very detailed scale model for that period. It is made of metal and brass and is based on the OCEM PA postal van with ETAT lettering. Only 120 copies have been built of this model by Hübner, so it is rather rare.





7.2.5 Lenz

Lenz made a series of small 4-wheel cars based on Bavarian prototypes in Deutsche Bundesbahn (DBN) livery. This is the postal/baggage car of this series (Post-/Gepäckwagen PwPostL Bay 06) which has catalogue number 41146-01. It is a very nicely detailed model with opening doors and interior lights. The length is 21 cm.





7.2.6 Schuhmann

Schuhmann (trademark AS from Adolph Schuhmann) made a this postal/baggage car in a series of small passenger cars around 1935. The sliding doors can be opened; length is of this small tinplate car is 14 cm.



7.3 S Gauge

7.3.1 Stadtilm

The East German S gauge manufacturer Stadtilm made a short 4-wheel and a long 8-wheel baggage and postal car. Both are simple models made of tinplate and both lettered with the same decals. The sliding doors can be opened. The short one is 14 cm and the long one 21 cm long.



Note that the location of the Postal compartment on these cars is unclear, i.e. at the right side of both sides.



7.4 H0 Gauge

7.4.1 Fleischmann

With the name "Die alten Preußen" Fleischmann issued train sets in Prussian (KPEV) livery. This car with brown baggage and green postal compartment was part of a limited set issued in 1985 with catalogue number 4882 which included a T3 0-6-0 locomotive and 5 cars. This plastic 4-wheel car is nicely detailed and lettered; it has a length of 11 cm.



Fleischmann introduced this 4-wheel combined postal/baggage car based on the German type “Pw Posti” in 1985 with catalogue number 5060. Length of this nicely detailed plastic model is 14 cm.



7.4.2 Hobbytrain

With catalogue number H44011 Hobbytrain made a set for the Ostende-Wien Express with a restaurant car and a 3-axle postal/baggage car as described in [my book on CIWL carriages](#). The same postal/baggage car was also made in N gauge.



H0 gauge



N gauge

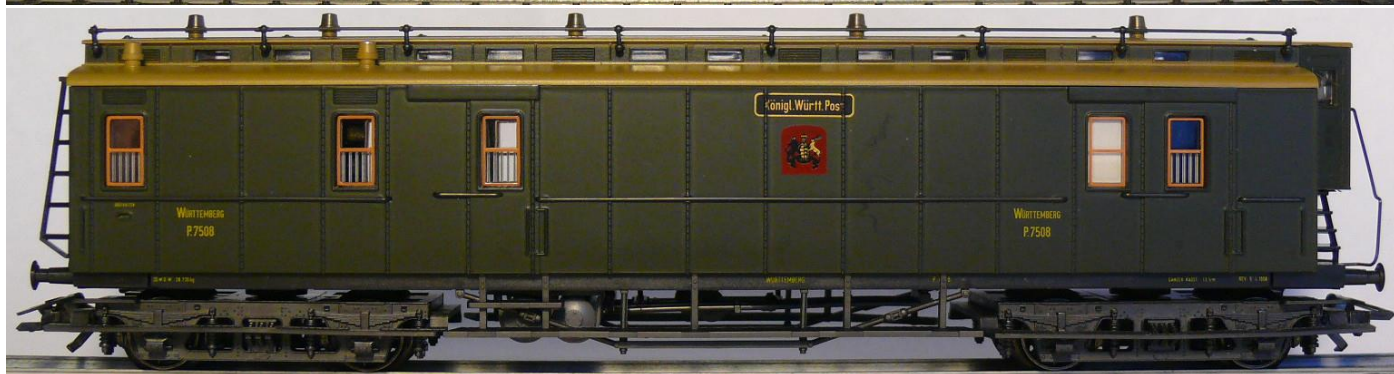
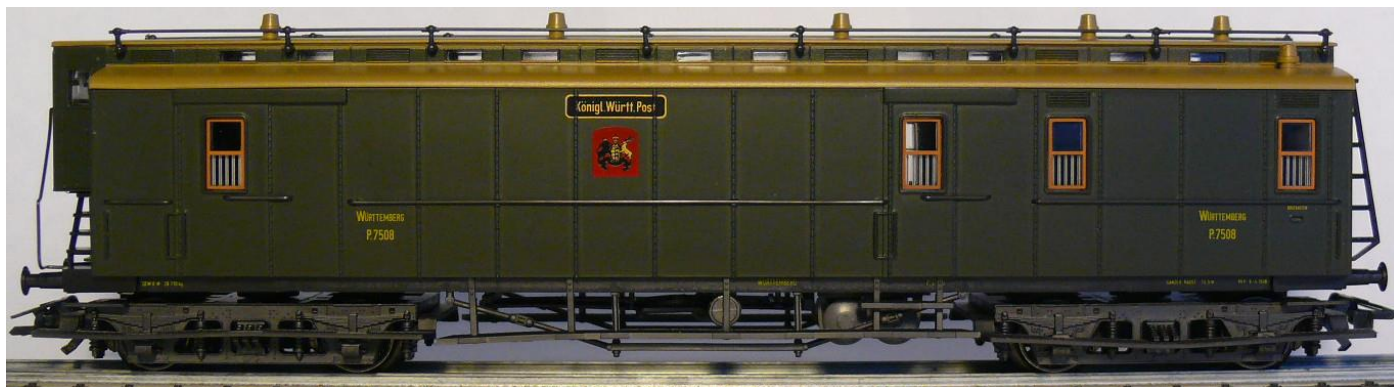


7.4.3 Märklin

Thanks to Dick Märklin is here well represented with its Postal vans. This first postal van was issued by Märklin on the occasion of the 500th anniversary of the German Post. It is a Prussian 4-wheel detailed plastic van with a length of 11 cm. Catalogue number is 4500.



Märklin made some 8-wheel coaches to go with their Württembergische C pacific locomotive. At the celebration of 500 years German Post they added this 8-wheel postal van with catalogue number 4229 to this train. This is a very detailed car with a length of 19 cm.



This Märklin postal/baggage car with open end-platforms is based on a Bavarian prototype, but in German Railways (DB) livery. This is a nicely detailed 4-wheel plastic van. It has a length of 11 cm and has catalogue number 43030.



This older postal van with catalogue number 346/5 or 4013 was made by Märklin in the fifties. It is a metal model of a postal van of the German Post with windows in the roof. It is of the streamlined series (Schürzenwagen) with a length of 21 cm.

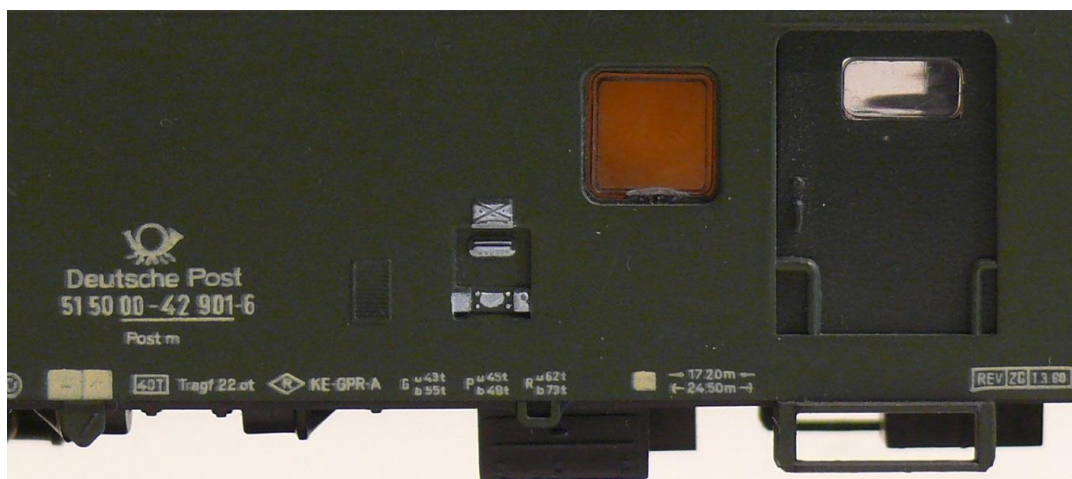
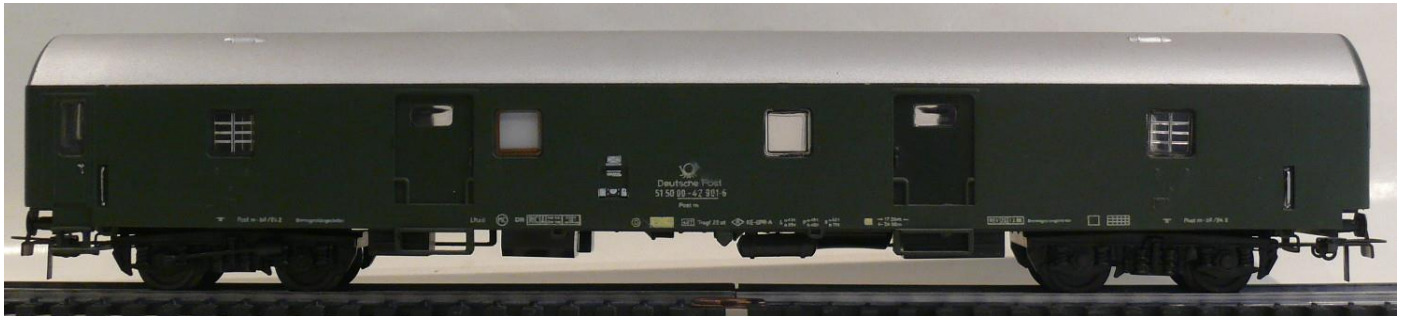
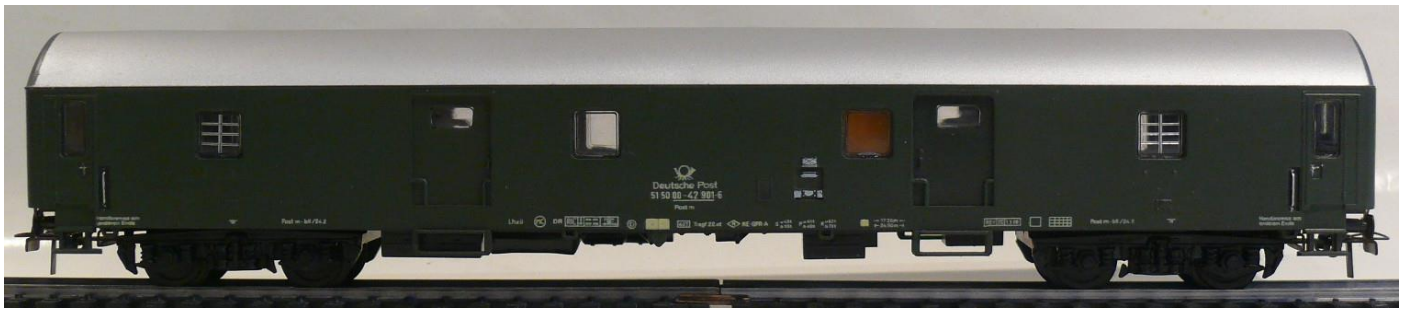


Another 8-wheel German Post van by Märklin is this one with catalogue number 4047. It was made in the sixties. It is a metal car with separately applied windows. The length is 24 cm.



7.4.4 Piko

In DDR times Piko made a model of an 8-wheel postal van that was used by the East German post-office and originated from another Eastern country (Hungary or Yugoslavia). This is a plastic car; catalogue number 42672; length 25 cm.



7.4.5 Trix

German Trix made a series of small 4-wheel carriages in Bavarian livery to go with their smaller Bavarian locomotives. The coach shown is a combined third class/postal car. The postal compartment is lettered for Royal Bavarian Mail. Catalogue number of this small (10 cm) plastic car is 3716.



7.5 Floor train

7.5.1 Hess

This small pennytoy floor-train is marked JLH (John Leonard Hess) and I assume made some 100 years ago. The green lithographed wagon is a postal van, it has an envelope and letterbox on each side. This van is 8 cm long.



7.5.2 Bing

Bing, the large toymaker from Nürnberg, made a very small miniature push-train in a British and a continental livery. My train is a mix, but the baggage car/postal van is a continental version resembling a bit the Hess car above and also showing an envelope and letterbox. This small lithographed 8-wheel car is only 8 cm long.



8 Italy

8.1 0 Gauge

8.1.1 Dottori

The small Italian company Dottori made for Fulgurex a range of CIWL teak cars including a postal/baggage car, these CIWL cars are shown and described in my book on [CIWL carriages](#), here are some pictures of the postal/baggage car.



8.1.2 Elettren

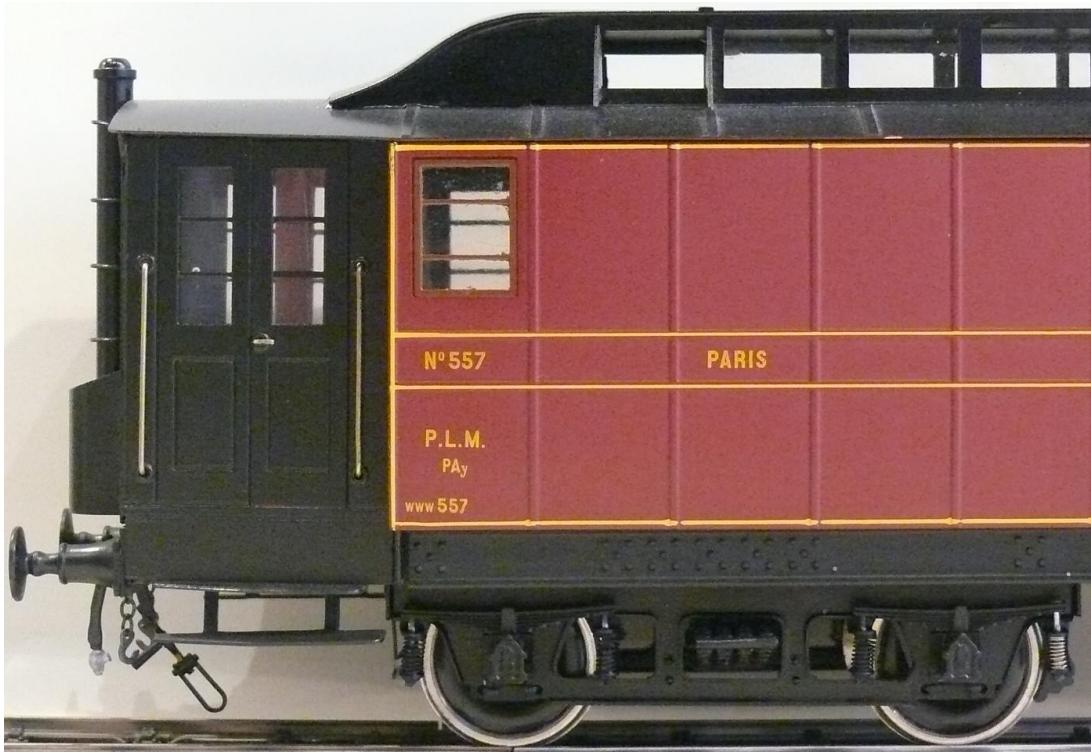
As far as I know the only locomotive type with a postal compartment were the “Gr. 60” 0-4-2 tender locomotives from the Italian railway FS. Elettren made a model of the Gr. 60 with number 616. This is a highly detailed brass fine-scale model made in limited numbers. The model is 23 cm long. It can be seen running here: [Elettren FS 616 postal locomotive](#).





Elettren made a range of coaches for the Compagnie des chemins de fer de Paris à Lyon et à la Méditerranée (usually known simply as the PLM) to go with PLM locomotives marketed by Fulgurex. One of these coaches is a postal van. This van is a highly detailed brass fine-scale model made in limited numbers; its length is 50 cm.





In their range of tinsplate cars Elettren made this Italian baggage car. Since it shows an envelope on its sides it was apparently also intended to transport mail. This is a metal car made for 3-rail running with interior and interior lights. Catalogue number is B-026 and the length is 42 cm.



8.2 H0 Gauge

8.2.1 ACME

The Italian company ACME made with catalogue number 55151 a set of Italian passenger cars of the sixties consisting of two wooden “Centoposte” passenger cars and one 4-wheel postal/baggage car. It is a very nicely detailed plastic car with a length of 14 cm.



8.2.2 Ingap

In the sixties Ingap from Italy made a small series of passenger cars including a postal/baggage car which was loosely based on the same original as the grey RivaRossi car shown below. It has no printed or decalced lettering but the “Poste” emblem can be seen being engraved. This very simple plastic car has a length of 19 cm.



8.2.3 RivaRossi

In Italy the historical train “Brianza 1888” was set up in 1974 to celebrate 100 years of UIC (Union Internationale des Chemins de Fer). RivaRossi made a model of this train which included a third class coach with a postal compartment. This FNM (Ferrovie Nord Milano) Treni della Brianza which was issued with catalogue number 148 was a nicely detailed trainset. The red 4-wheel third class/postal car is 14 cm long.



This grey Italian baggage/postal van was made by RivaRossi for a long period. From 1958 to 1977 (approximately) this model presented a relief coat of arms, on both sides, consisting of a scroll with the words "Poste" subjected to an oval empty frame. Catalogue number of this plastic, 27 cm long, car is 12537.



RivaRossi made RPO (Railway Post Office) combines in various layouts and liveries. The Santa Fe car has catalogue 2716. The Alton Limited car was part of a set of 8 cars made by RivaRossi for the American market and was sold under the AHM (Associated Hobby Manufacturers) brand. These cars are further described in my [Luxury trains book](#).



8.2.4 Pocher

I had not noticed that this Pocher baggage car was also a postal car; I noticed a glue mark at the corner but recently saw a picture of another example and this showed a plaque with the car number 1364, an envelope sign and a letterbox. Further the box of this car, with catalogue number 221 had “bagagliaio postale tedesco” written on it. This is a nicely detailed car with a length of 14 cm.



9 Spain

9.1 H0 Gauge

9.1.1 Electrotren

This baggage car, recognised as a postal van by the Spanish word Correos meaning Post office, was made by Electrotren with catalogue number 856. It is a nicely detailed plastic car with a length of 10 cm. The clerk has the looks of a post-master.

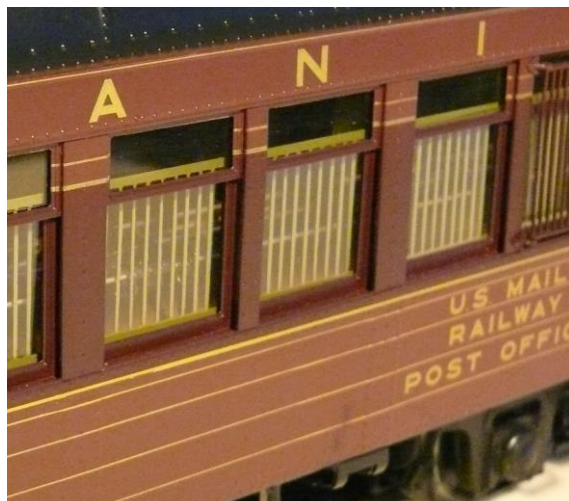
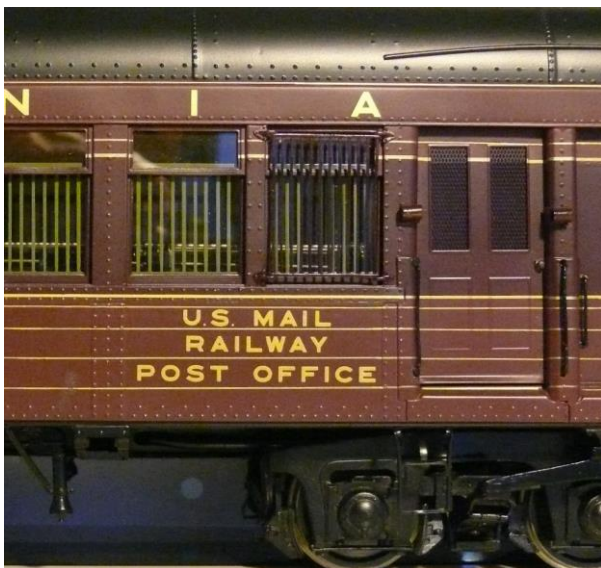


10 USA

10.1 1 Gauge

10.1.1 FAM

FAM (Fine Art Models) made this Pennsylvania Railroad 1938 Broadway Limited Railway Post Office Car. The RPO doors and mail hook are explicitly shown here but the car is described in my [Luxury trains book](#).



10.2 0 Gauge

10.2.1 American Flyer

About 1926 American Flyer made a set with a RPO car, coach and observation. The United States Mail Railway Post Office car is shown here but further described in my [Luxury trains book](#).

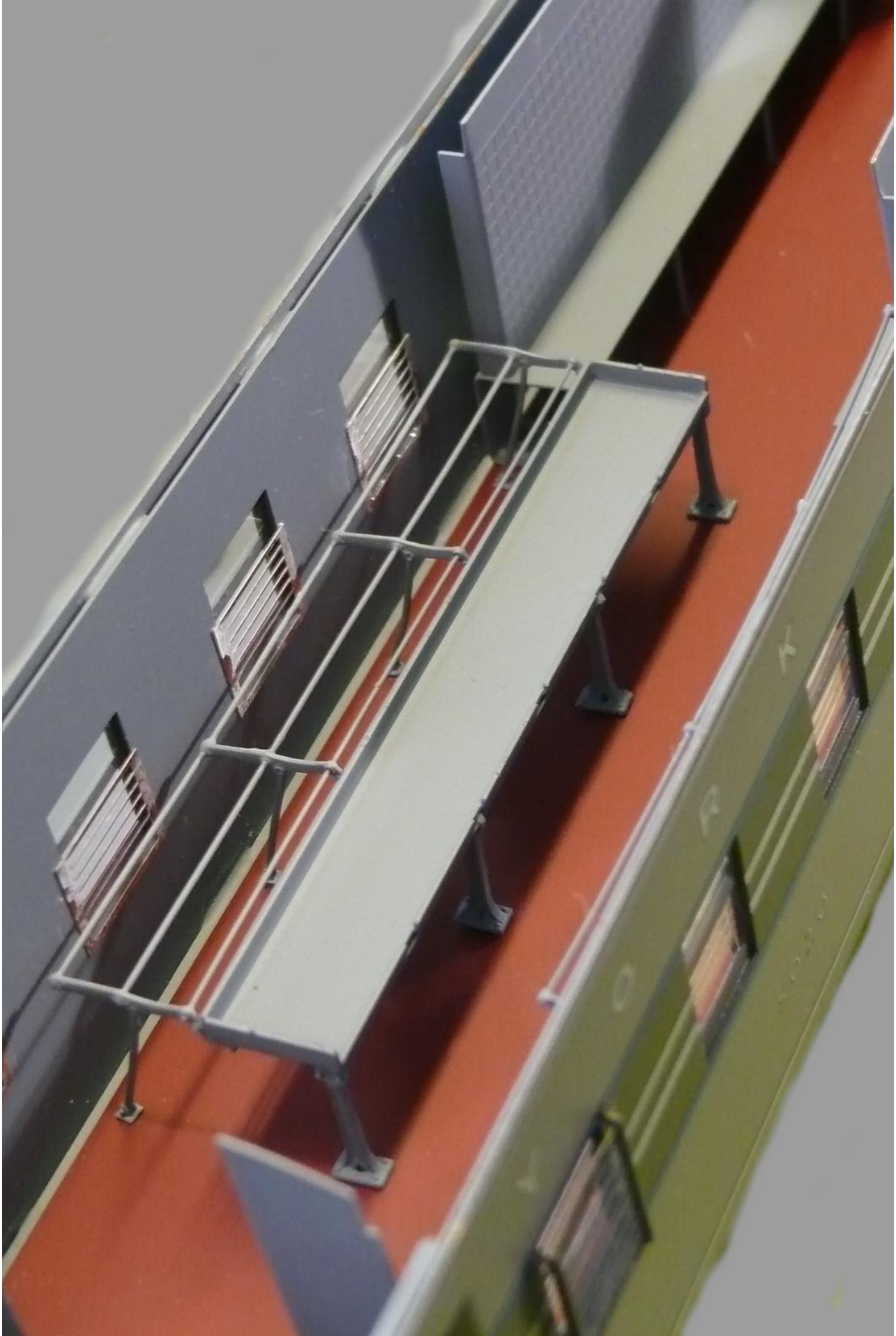


10.2.2 Lionel

This RPO of the 1938 20th Century Limited is an O Scale 2-rail brass model from the Lionel Smithsonian Collection under control of Fine Art Models (FAM) and built in South Korea by SJ Models in 1992. This car is further described in my [Luxury trains book](#).



Here is a picture of the car interior after I removed the roof. Visible at the lower side are a large mail sorting table and racks where mail-bags could be hung; at the higher side are the pigeon holes used to sort letters. Also notice the barred windows. The Broadway Ltd mail car in gauge 1 (see 10.1.1) has a similar interior, but I did not dare to remove the roof to take pictures.



10.3 H0 Gauge

10.3.1 Athearn

Athearn made this RPO (Railway Post Office) combine in various liveries. The New York Central car has catalogue number 1807. The Southern Pacific car was part of a set of 4 cars made by Athearn but marketed by RivaRossi with catalogue number 2706. These cars are further described in my [Luxury trains book](#).



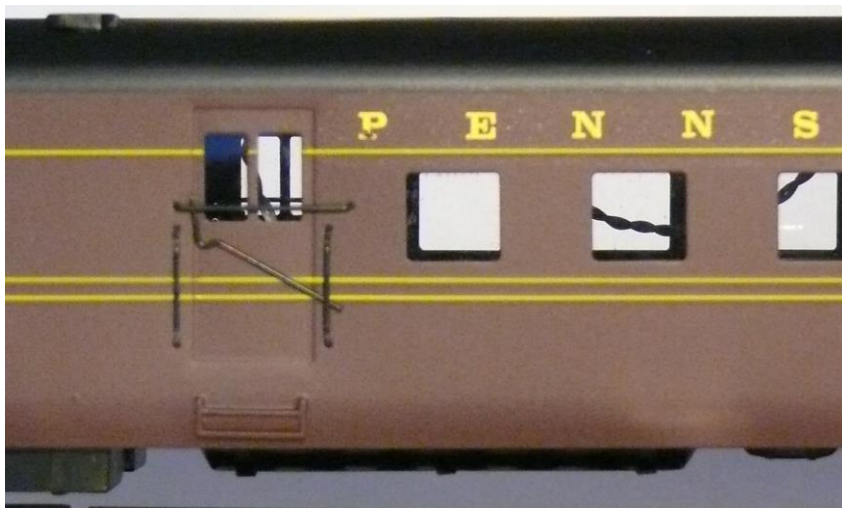
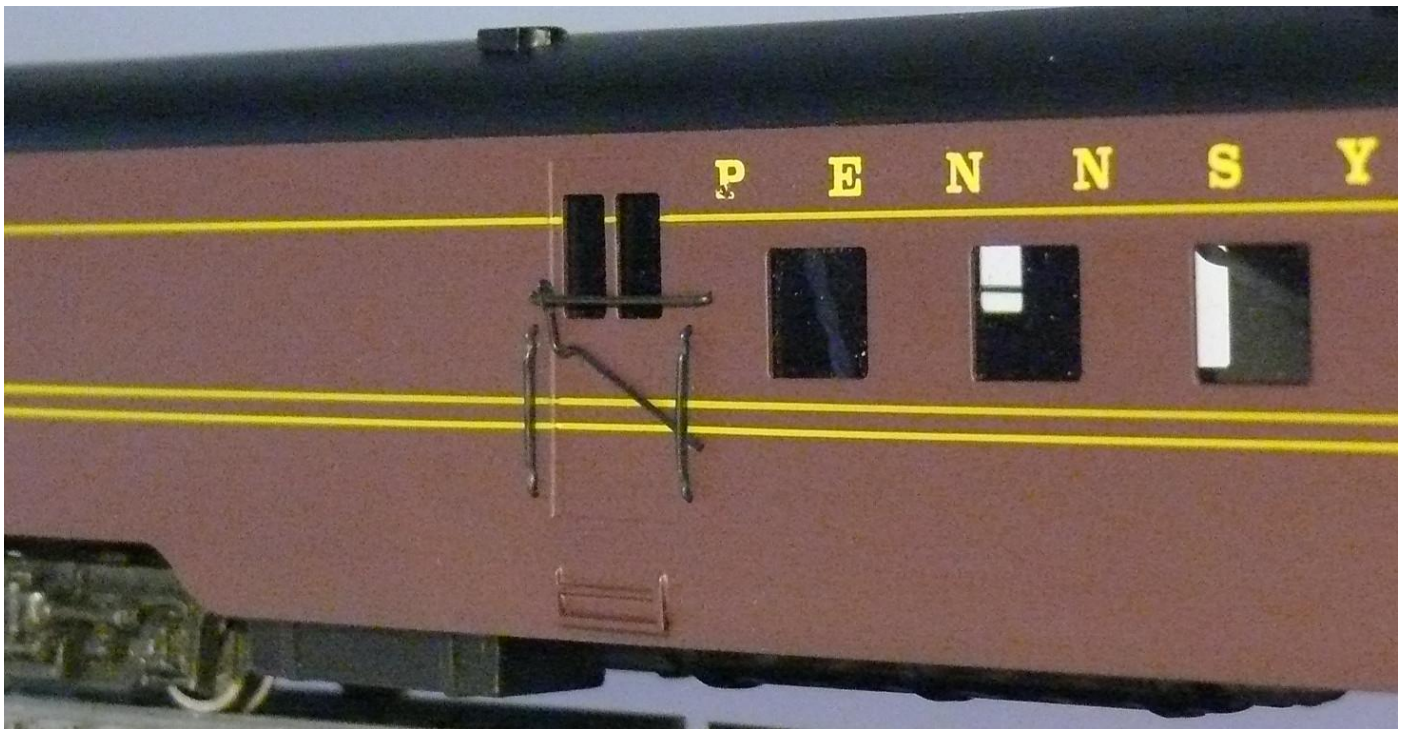
10.3.2 Gilbert

This H0 gauge 2-rail Gilbert American Flyer New Haven RPO is from a train set (catalogue number H0141) with an oval of track, NYC Hudson 4-6-4, 2 New Haven coaches and this mail/baggage car. The car body is plastic, the remainder is metal. The car is 23 cm long.



10.3.3 Westside

The brass importer Westside imported a brass Pennsylvania car set, made in Japan by Katsumi,. including a baggage /RPO car recognisable by the mail-hook. This car is further described in my [Luxury trains book](#).



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