



# Atlantics, Singles & Americans

ELEGANCE ON RAILS FROM THE COLLECTION OF FRED VAN DER LUBBE

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## 2 Introduction

Elegance on Rails (Eleganz auf Schienen - Die Enzyklopädie der Atlantic) is a beautiful large coffee table book by Wilhelm Reuter and Claus Bock on Atlantic type locomotives. The Atlantic (4-4-2) wheel arrangement is not only by me considered as a wheel arrangement that led to well-proportioned and beautiful locomotives. One would maybe think that many models of Atlantic locomotives would have been made by the various modeltrain-makers, but no. Larger or smaller locomotives seem to be more popular as models. An e-book on models from my collection of Atlantic locomotives only would not be very voluminous so I decided to also include models of Single (4-2-2) locomotives in this volume, being popular as express locomotive in Britain just



before the Atlantic type was popular. And because I consider the 4-4-0 (American or Eight Wheeler) type since I owned the beautiful LSWR large scale (1:8) live steam 4-4-0 also being very elegant (see picture left), I also included this type in this e-book.

I have these types of locomotives in various gauges and scales of different brands. Some of these are models, others are toys. Some of the toy types do have a recognisable prototype, but some others of these are just toys. The

catalogue is organised on country and further, when relevant, on locomotive type, railway company and gauge. The index in the back can be used to find locomotives via the maker or brand. The length of the locomotives in this catalogue is in centimetres. The mentioned track gauges are N (9 mm), H0/00 (16.5 mm), S (22.5 mm), 0 (32 mm) and 1 (45 mm). Most of the locomotives are running with clockwork, steam or electric propulsion, but some are static models. Some of the Atlantic type of locomotives were streamlined and these models were thus presented in a previous book by me: [Steamliners – Streamlined Steam Locomotives](#); they are also presented in this book.

There are locomotives with a separate tender and also tank locomotives with the 4-4-2, 4-4-0 and 4-2-2 wheel arrangements; this e-book will only picture the tender locomotives. Tank locomotives of all wheel arrangements will be the subject of a separate e-book.

This catalogue will not elaborate on the history of the locomotives. There are many books that go into this and a lot can be found in Wikipedia or other internet resources.

Again, another interesting but not covered area is the history of the makers or brands<sup>1</sup> of the toys and models described here.

### Acknowledgements

Thanks to Tamme and Jacques for tips and proofreading.

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### Remarks

Any remarks or comments are welcome, they can be given via [fred.van.der.lubbe at planet.nl](mailto:fred.van.der.lubbe@planet.nl).

### Further reading

The above-mentioned book *Eleganz auf Schienen : Die Enzyklopädie der Atlantic* by Wilhelm Reuter and Claus Bock is of course advised. Other books of interest on these locomotives are:

- Atlantic – The Well Beloved Engine: R.A.S. Hennessey
- Atlantic Era – The British Atlantic Locomotive: Martin Evans
- Single Wheeler Locomotives: Charles Fryer

Further there are numerous specific books on a specific type, like *The Book of the T9 4-4-0s* by Richard Derry.

I made a video ([https://youtu.be/sL81EKhRy\\_k](https://youtu.be/sL81EKhRy_k)) called “Eleganz Auf Schienen - Atlantic type Steam locomotives” showing H0/00 models of Atlantic type (4-4-2) steam locomotives.

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<sup>1</sup> The history of ASTER, a maker of three of the locomotives in this book can be read in another e-book I wrote: <http://snCF231e.nl/aster/>

## 3 British Elegance

The number of models of British Atlantics, Singles and Eight Wheelers is quite large. In my collection there are even no other Singles than British Singles. The number of Atlantics however is small, but there are some Eight Wheelers. The British locomotives in this e-book, as far as not in British Railways livery, are grouped by using the well-known grouping of railways: GWR, LMS, LNER and SR.

### 3.1 Atlantics

#### 3.1.1 LNER (London & North Eastern Railway)

0 gauge tinplate style GNR/LNER Atlantics were previously made by Märklin, Bing, Carette, Leeds and others. Recently also ETS made one commissioned by WJ Vintage. This is a 3-rail DC-electric modern tinplate model with a length of 43 cm.





This 00-gauge GNR (Great Northern Railway) Ivatt C1 large boiler Atlantic was modelled by Bachmann with catalogue number 31-760NRM. It was a special edition for the National Railway Museum. The 2-rail electric plastic model is nicely detailed and has a length of 24 cm.





## 3.2 Singles

The last 15 years of the 19<sup>th</sup> century witnessed the final flowering of a type of steam locomotive peculiar to Great Britain and considered by many to be the most handsome type ever to grace British metals: The Single. The single designed by the locomotive designer Patrick Stirling is of course called the Stirling Single, but many times incorrectly called sterling Single. But of course, it is a sterling locomotive! I have some 00 gauge Single models and one Gauge 1 Stirling Single.

### 3.2.1 GWR (Great Western Railway)

Triang made this 00 gauge Great Western Railway single “Lord of the Isles” based on the Dean Single class introduced in 1891. It is a 2-rail DC plastic model with a length of 23 cm made somewhere in the sixties with catalogue number R354.





### 3.2.2 LMS (London, Midland & Scottish Railway)

Triang made from 1963 to 1966 a model of the Caledonian Railway Single with number 123, a prototype of which only one was made in 1886. Catalogue number of this 4-2-2 with a striking blue livery is R554. Later Hornby Railways used the same tooling to re-issue this single in blue and in a maroon and a lined black LMS livery with catalogue numbers R2806 and R2683. Here are the Triang blue and the Hornby red and black versions of this 23 cm plastic long model which is sparsely detailed.





When visiting England with Dick in the early seventies we went to the Beatties model railway shop at High Holborn (the building that previously housed the Bassett-Lowke London shop). In that shop I saw this blue Triang Single and asked for the price. The shop assistant said that it was not for sale since it was not available anymore and part of the collection of the shop-owner. Then I learned that even recent issued locomotives could be collectable. Later I found and bought this example.







The Midland Railway had a number of Singles called Midland Spinners. One of these with number 673 is preserved and shown in the York railway museum. Del Prado made a N gauge static model of this locomotive in a range of World N Gauge Model Trains. This plastic model is 10 cm long (17 cm including the display plinth). As you can see there is some damage to the chimney.



### 3.2.3 LNER (London & North Eastern Railway)

ASTER made a Gauge 1 live steam model of the GNR Stirling Single as it is preserved in the railway museum in York. In January 1996 Mr Inoue and Mr Fujii from ASTER came to the Nurnberg Toy Fair to show the Stirling Single 4-2-2 at the booth of Fulgurex. On their return to Japan they flew via Schiphol Airport, Netherlands and visited some collectors in the Netherlands. They also came to my house and I showed my trains. Most memorable of the evening was that Mr. Inoue had brought the prototype of the Stirling Single as cabin luggage and brought it with him. So, there it was standing on the table in my living room. Of course, I could not resist to order one. This beautiful 1:32 Stirling Single I made from a kit. It is 50 cm long.



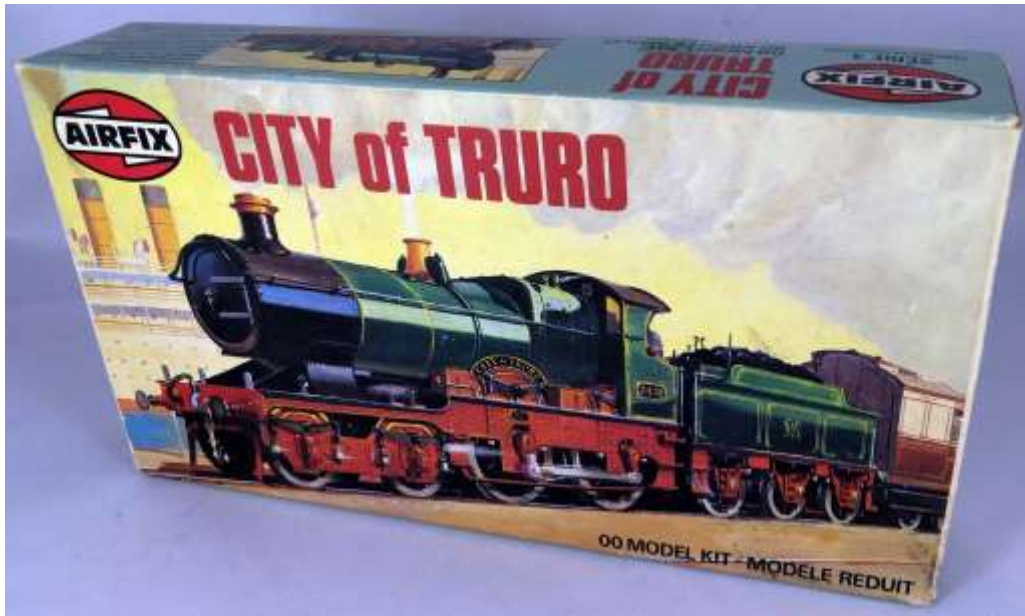


### 3.3 Eight Wheelers

There are a number of toy train or coarse scale 4-4-0 locomotives amongst the eight wheelers presented here. The 4-4-0 wheel configuration was very popular with model and toy manufacturers in the first half of the 20<sup>th</sup> century.

#### 3.3.1 GWR (Great Western Railway)

The City of Truro was one of the 10 Great Western locomotives of the City class and was, as the story goes, the first locomotive to attain a speed of 100 Mph. Kitmaster made a plastic kit of this locomotive in 00 gauge, which was later re-issued by Airfix. I made this kit more than 40 years ago and painted it in a bit too light green colour. Later I received an unbuilt kit as a gift, so both can be seen here. The build-up locomotive and tender have length of 23 cm.





### 3.3.2 LMS (London, Midland & Scottish Railway)

The Midland compound 4-4-0 locomotive made from 1902 until 1927 is a well-known 4-4-0, so I can show here a couple. Also some other 4-4-0's will be shown.

#### 3.3.2.1 Gauge 1

The small English Gauge 1 models manufacturer J&M Models made a Midland compound in LMS livery which was also available in kit. I bought and made this kit in 1984. This is a spirit fired live steam model with a length of 54 cm. Unlike the original the model is not a compound locomotive but a simple two cylinder locomotive with inside valves and slip eccentric valve gear. The model has been run many times and the lining did get a bit disturbed from that.





On the tender the spirit tank with filler and control can be seen; the oblong hole at the back is to be used for a handle for the tender feed water hand pump.

### 3.3.2.1 Gauge 0

Bing of Germany made for the English market a 4-4-0 which is known as the “George the Fifth” type based on a class of locomotives build by C.J. Bowen-Cooke. Here is a clockwork version in LMS livery named Mercury with running number 5320. Whether this was made for Bassett-Lowke or another English distributor I do not know. The lithographed tinsplate locomotive has a length of 40 cm including tender and was made around 1927.





Another 4-4-0 made in the same period is the Bassett-Lowke 0 gauge “Duke of York”. This was not based on a real locomotive but a freelance locomotive. Clockwork and electric versions were made through the years in various liveries all named after a future British monarch. This locomotive with the number 1927, which is the year it was made by Bassett-Lowke, is a clockwork version; it is 40 cm long.





Here is a gauge 0 model of the Midland compound. This is a Bassett-Lowke 3-rail electric DC locomotive. This version with running number 1108 was made by Bassett-Lowke in the period 1936-1940. This tinplate locomotive is 40 cm long.





In 2006 ACE trains made a coarse scale freelance 4-4-0, which looked a bit like a combination of Hornby and Bassett-Lowke; the year of production was used as the locomotive number. It was made in many liveries and called the Celebration class; they were 3-rail electric DC. The one shown here is in Caledonian Railway livery and came in a set with two Caledonian Railway coaches.





Here is an 0 gauge 2-rail Caledonian Railway Pickersgill 72 Class made from a Meteor Models brass kit. It is based on a 4-4-0 locomotive made by North British Locomotive Company in 1922. I bought this model ready-made and do not know who built and painted this locomotive. It is a very nicely built and painted model in the later lighter shade of blue livery used by the Caledonian Railway. The 2-rail DC model is 40 cm long.





A model of the same Caledonian locomotive was also made in 1922 by Leeds for Bassett-Lowke based on a Bassett-Lowke mechanism in clockwork or electric. Here is the clockwork version which I assume has been repainted.





### 3.3.2.2 Gauge 00

This Midland Railway compound 4P class locomotive model was made by Hornby between 1983 and 1985. This 2-rail DC model has the motor in the tender. Its catalogue number is R355 and the length is 23 cm.





R2217 is the Hornby catalogue number of this SDJR (Somerset and Dorset Joint Railway) class 2P 4-4-0 locomotive. The model was made in 2001 and is based on tooling for the Mainline Models brand which was sold to Hornby. The nicely detailed plastic 2-rail DC model is 22 cm long.





### 3.3.3 LNER (London & North Eastern Railway)

This Great Central Railway 4-4-0 locomotive looks like a model of a GCR, later LNER, Director class locomotive. However, it wears name nor number, so cannot be correctly identified. I assume the model is made from a kit, it has some resemblance to a Leeds (LMC) model, but according to Leeds specialists it is not a product of that company. It is a 3-rail DC electric all metal 0 gauge model with a length of 41 cm.





The Hornby model of the LNER Shire or Hunt class locomotive “The Fitzwilliam” was made in 1988. It is an 00 gauge 2-rail DC locomotive with a plastic body. The catalogue number of this 24 cm long model, which is based on a prototype from 1927, is R859.





Del Prado made a N gauge static model of the Claud Hamilton 4-4-0 locomotive in a range of World N Gauge Model Trains. This plastic model is 10 cm long (17 cm including the display plinth). The Claud Hamilton class is a famous Great Eastern Railway express locomotive class. Note that on the plinth it is called a 2-2-0 instead of a 4-4-0. Since Del Prado is from Spain they use here the Spanish method of wheel arrangements designation. Note also that the Midland Spinner 4-2-2 made by Del Prado (see 3.2.2) has 211 on its plinth, which is a correct French designation for that type, in Spain it would be described as 2-1-1. Why different methods are used for these two Del Prado models I do not know.



### 3.3.4 SR (Southern Railway)

The Southern Railway and its constituents had a large number of Eight Wheelers and I do have a number of models of these in the various gauges.

#### 3.3.4.1 Gauge 1

The Southern Railway Schools Locomotive was a 3-cylinder engine and ASTER made in 1975 a 2-cylinder live steam gauge 1 version with simplified but still good-looking valve-gear. The real Schools Class locomotive had a lifetime of 30 years, although 3 examples are preserved. As can be seen in the pictures my Gauge 1 Schools Class, which I made from a kit, is still looking good without any major maintenance after more than 45 years. More than 3000 Schools Class model locomotives were made by ASTER, all with the name Winchester. The simple but good looking 4-4-0 model has a length of 56 cm.





### 3.3.4.2 Gauge 0

The Mettoy Schools class locomotive was first introduced in the 1936 catalogue. The locomotive shown here is a post war version. This tinplate 0 gauge clockwork locomotive is 28 cm long and as can be seen not to scale but still recognisable as a Southern Railway Schools class 4-4-0 locomotive with the correct name Eton and running number 900.





The ACE Celebration 4-4-0 locomotive (see 3.3.2.1) was made in many liveries; here is the LB&SCR (London, Brighton and South Coast Railway) version.





### 3.3.4.3 Gauge 00

The Schools class is made in many versions, including British Rail versions, by Hornby. Here is a Southern Railway version made 1981/2 with the name Stowe and number 928. The 2-rail DC motor is in the tender; catalogue number of this 23 cm long model is R380.





Airfix re-issued many locomotive kits of the Kitmaster range originally made between 1959 and 1962. I acquired the kit for this Airfix Schools class somewhere in the seventies. This is an unmotorised plastic model of Schools class 919 named Harrow.





The next 00 gauge model of a Southern Railway Schools class locomotive is made from an unknown metal/brass kit. It is a model of Repton with number 926.





Sometime in the eighties, on a trip to London, I went, after a visit to the London Toy and Model Museum, to a model-train and book shop called The Booking Hall near Gooch Street. There I found a beautiful 00-gauge Southern Railway locomotive, a model of a Drummond K10, built from a kit by an unknown builder and painted, lined and lettered by Larry Goddard. It is a very nice 2-rail DC brass model with a length of 23 cm.





With catalogue number R2690 Hornby made a model of a Southern Railway (originally LSWR) Drummond T9 class 4-4-0 with the so called watercart 8-wheel tender. This nicely detailed model was made in 2009.





The next 00 gauge model of a Southern Railway T9 with a watercart tender is made from an unknown metal/brass kit.





A much older model is this Triang Southern Railway Maunsell L1 4-4-0. It was made in the early seventies. This 2-rail electric plastic model is 22 cm long.





The British hobby shop Rails of Sheffield commissioned from Dapol a version of the SE&CR (South Eastern & Chatham Railway) D Class 4-4-0 locomotive with number 488 in original SE&CR livery. This model was released in 2021. It is a very nicely detailed 2-rail DC model with a length of 22 cm.





### 3.3.5 BR (British Railways)

#### 3.3.5.1 Gauge 0

The Chad Valley British Railways blue liveried clockwork 4-4-0 toy-locomotive was called Lord Nelson type in the pricelist, it is however a 4-4-0 and does not really resemble the Southern Railway 4-6-0 Lord Nelson class. This tinplate clockwork 4-4-0 gauge 0 locomotive was made around 1950 and came in sets with coaches with Flying Scotsman name boards. It is 29 cm long.





A post-war version of the Bassett-Lowke 0 gauge 4-4-0 “Duke of York” freelance locomotive (see 3.3.2.1) was named Prince Charles. Clockwork and electric versions were made. This locomotive is a clockwork version; it is 40 cm long.





### 3.3.5.2 Gauge 00

British Trix (TTR) made this model of a British Railways, ex-LNER, "Hunt" class 4-4-0 locomotive named Pytchley. It is a rather crude model when compared with the LNER version made by Hornby (see 3.3.3). It was made in the late fifties with catalogue number 230. It is a 3-rail DC locomotive with a length of 22 cm. It is not very noticeable, but Trix gave the 6-wheel tender of this locomotive only 4-wheels.





## 4 American Elegance

The number of models of Eight Wheelers, or Americans as they are rightly also called, is large, but in my collection the number of American Atlantics from different American railroads is even (just) larger.

### 4.1 Atlantics

I have Atlantics in various scales, but most in H0, and from the following railroads: Chicago & North Western, Great Northern, Milwaukee, Pennsylvania, Reading and Southern Pacific.

#### 4.1.1 Chicago & North Western Railroad

Made in Japan by Tenshodo this Chicago & North Western 4-4-2 Atlantic was imported by Pacific Fast Mail in the US and by Fulgurex in Europe. It is a factory painted brass model; some 600 were made from 1955-1959. Length of this 2-rail model is 25 cm.





#### 4.1.2 Great Northern Railway

The importer NJ Custom Brass imported this brass model of a Great Northern K-1 4-4-2 Atlantic. 400 of these models were made by KSM (Korea Scale Models) in 1978. The brass model was painted and lettered by a previous owner. The 2-rail H0 model has catalogue number ST-228 and is 27 cm long.





### 4.1.3 Milwaukee Road

Models of the streamlined 4-4-2 Atlantic of the Milwaukee Road that pulled the Hiawatha trains are pictured and described in my e-book [Steamliners – Streamlined Steam Locomotives](#) so they are only limited presented here.

The American importer of gauge 1 trains G.R. International imported a Hiawatha Atlantic made by Samhongs. Apparently only 86 of these models were made. This 2-rail DC electric, completely metal, model is 85 cm long.



In 1935 Lionel introduced a Hiawatha train set. The 3-rail AC set included a diecast locomotive, a tinplate tender and a string of three tinplate lighted passenger cars. The Hiawatha was reissued by Lionel in 1988, using the original tooling and moulds. Here is the locomotive of the 1988 version.



One of the first models made by RivaRossi is a model of the 4-4-2 Hiawatha Atlantic. This was made already in the 1950's and was a bit over scale (between H0 and 00) and not completely correct, e.g. the tender has 4 axles instead of 5 and the number is incorrect.



Fox Valley had a complete 1935 Hiawatha made (in China) with catalogue number 10001 in H0 gauge. The Class A 4-4-2 No 1 is a very nicely and correctly detailed model with a length of 32 cm.



#### 4.1.4 Pennsylvania Railroad

“Apex of the Atlantics” is a book by Frederick Westing on the Pennsylvania Railroad E6 Atlantics. These Atlantics are famous and thus many different models exist. I have models in the gauges 1, 0 and H0.

The gauge 1 model is a spirit fired live steam locomotive made by Accucraft to a scale of 1:32. It is a completely metal model with 2 working cylinders and an axle pump to pump water in the boiler. The tender contains the spirit and extra water which can be pumped also with a hand pump in the boiler. The model is number 18 of a limited run and it has a length of 68 cm.





The 0-gauge model of the PRR E6 Atlantic is a factory painted brass model to a scale of 1:48 made by Sunset 3rd Rail. The 3-rail model with smoke and sound is one of a series of 260 models and has a length of 48 cm.





MDC Roundhouse made a kit for a Pennsylvania Atlantic. This plastic and metal kit originate from the seventies and is not very detailed but anyway recognisable. The tender body and cab were painted and lettered, the remaining parts had to be finished by the kit builder (me, in this case). The kit, with catalogue number 436, was “Designed for the advanced modeller” according to the catalogue. Length of the 2-rail DC electric model is 27 cm.





#### 4.1.5 Reading Railroad

The Reading Railroad Class P-7-s Atlantic was the inspiration for this S gauge American Flyer locomotive, without it being a real model. The 39 cm long plastic bodied locomotive with catalogue number 302 was made around 1953 replacing an earlier cast metal bodied version.



#### 4.1.6 Southern Pacific Lines

Here are two very different models of the Southern Pacific A-6 Atlantic, both in H0 gauge. The first is an older RivaRossi version with cab number 3000. This was produced by RivaRossi from 1952 to 1961. Total length of this plastic bodied 2-rail DC model is 28 cm.





This next factory painted Southern Pacific Atlantic was imported by Westside Model Company and made by Micro Cast Mizuno in 1976. Two of the Southern Pacific A-6 Atlantic were painted into Daylight colours and used on the Sacramento Daylight train. This 2-rail H0 brass model is nicely detailed and has a length of 27 cm.





## 4.2 Americans

Most of the models of US 4-4-0 types are models of early steam locomotives. By the 1870s well over three-quarters of all steam locomotives operating in the country at that time were American Types.

### 4.2.1 Virginia & Truckee Railroad

Many of the models are based on the locomotives of the Virginia & Truckee Railroad, since a couple of these locomotives are preserved and used in movies and thus known to the public. The Reno is one of these locomotives and as can be seen in the picture is popular as a model.



#### 4.2.1.1 Gauge 1

In 1976 ASTER introduced a live steam gauge 1 model of the Virginia & Truckee Railroad “Reno” which is a standard gauge locomotive. However, it was made to a scale of 1:28 instead of 1:32. I assume this was done, since the boiler of these American old-time 4-4-0 locomotives was rather small. By using a larger scale, a boiler with a content of 150 ml could be used. The ASTER Reno is a very colourful locomotive with its red boiler and brass details. This locomotive is 59 cm long and was made from a kit.







#### 4.2.1.2 Gauge 0

RivaRossi made two 4-4-0 models in their range of 0 gauge trains; they share some common parts. These locomotives were available as a kit or ready to run. The Reno shown here was a RTR model while the Genoa was made by me from a kit, including the extra kit to motorise the model. Both are plastic models with some brass detail parts. The Reno represents an oil fired locomotive while the Genoa burns wood. Catalogue numbers of the 32 cm long models is respectively 7203 and 7204.







#### 4.2.1.3 Gauge H0

Also in H0 gauge RivaRossi made the Reno and the Genoa locomotive. These 2-rail DC models have the motor in the tender with a shaft to the locomotive which drives the driving wheels. They are very similar to the 0 gauge models but the detail is brass coloured plastic. The Reno I bought separately (catalogue number 1211), while the Genoa came in a set with old time passenger cars called the Afternoon Express (catalogue number 224).





With catalogue number 1207 RivaRossi made a similar 4-4-0 American type V&TRR locomotive named Inyo.





## 4.2.2 Other Railroads

### 4.2.2.1 Gauge S

This American Flyer 4-4-0 is a late product made for cheap train sets for sale in department stores. It is know as the “Casey Jones” locomotive but that locomotive was a 4-6-0. So it is a freelance style plastic bodied product made in the early sixties. This locomotive is part of an “All Aboard” train set. One could ask whether this 4-4-0 should be presented in this book on Elegant locomotives; it must be the ugliest locomotive, not only in this book but maybe in my collection.





#### 4.2.2.2 Gauge H0

The Jupiter was an American type locomotive of the Central Pacific Railroad. It made history during the Golden Spike ceremony at the completion of the First Transcontinental Railroad in 1869. This model was made by Bachmann with catalogue number 41051024. It has tender drive and one assumes that Bachmann took a good look at the RivaRossi 4-4-0's.





The Slovenian manufacturer Mehano made a simple Baltimore and Ohio trainset headed by a 4-4-0 locomotive. I have not found the prototype locomotive this model is based on. It is a plastic 2-rail simple model.





#### 4.2.2.3 *Floor trains*

The American diecast toy maker Midgetoy made this cast American type 4-4-0 locomotive in a trainset (called "The Train That Won The West!") with two passenger cars.





Lesney Products made in the series of Matchbox Models of Yesteryear with number 13 this American 4-4-0 diecast locomotive. They never made a tender to go with it. The locomotive is 9 cm long.



## 5 German Elegance

There are many German train model manufacturers, but even then the range of models of German elegant locomotives is not that big; the so called Epoche 1 and 2 in which these locomotives were used on the various German railways is not that popular with German model makers and their customers. I do have some 4-4-2 and 4-4-0 locomotive types, which of course are called 2B1 and 2B in Germany.

### 5.1 Atlantics

This H0 gauge model of the Bavarian S2/5 Atlantic locomotive, of which ten were made in 1904, was part of the Fine Art range by Trix. Trix Fine Art was a range of detailed brass models introduced some 30 years ago. Catalogue number of this 22 cm long model is 22498. Unusual for a brass model, this 2-rail DC Trix locomotive has tender drive.





The 4 cylinder compound Prussian S9 Atlantic was introduced in 1908 and a total of 99 were made. This H0 gauge model of this Prussian 4-4-2 with number 912 was made by the German manufacturer Brawa. It is a very nicely detailed 2-rail model mainly made from metal. The model is 25 cm long and has catalogue number 40282.





The Badische IId four cylinder compound Atlantic locomotive of the Baden State Railway were introduced by Maffei in 1902. A total of 18 locomotives were built of which a couple had to be given to France after WW1. When the German locomotive renumbering system was introduced the remaining locomotives were supposed to be renumbered into Baureihe 14.4, however before the renumbering took actually place all the IId had already been put out of service. The model of the imaginary Baureihe 14.4 was made some 50 years ago by the small craftsman Hanns Heinen Modellbau using Fleischmann parts. For that time it was a very nice model with even sprung buffers.







## 5.2 Eight Wheelers

### 5.2.1 Gauge H0

Almost 600 Prussian S6 eight wheeler locomotives were built; they were a successful 2 cylinder type from 1904. Fleischmann made a series of Prussian trainsets and the one with catalogue number 4898 contained this S6 model with 4 passenger cars. This plastic/metal model is nicely detailed and wears a good looking red and green Prussian livery; it is 21 cm long.





Brawa made in 2011 a model of the Württemberg AD, which was an express locomotive with a 4-4-0 wheel arrangement built in 1899 for the Royal Württemberg State Railways. This rather small, only 18 cm long, locomotive and 4-wheel tender have a metal body. Catalogue number of this 2-rail DC model is 0640.





### 5.2.2 Gauge N

The N gauge manufacturer Arnold made with catalogue number 0236 a Prussian trainset with this P4 2B locomotive and 3 passenger cars. This 11 cm long model has the motor in the tender which drives the locomotive wheels via a cardan.





This small tinplate locomotive is the size of N gauge but does not run on rails. It is a floor runner made by Bing of Nurnberg in 1912 in a boxed set with eight-wheel passenger cars. It was also available in British LNWR livery. The locomotive is 13 cm long.

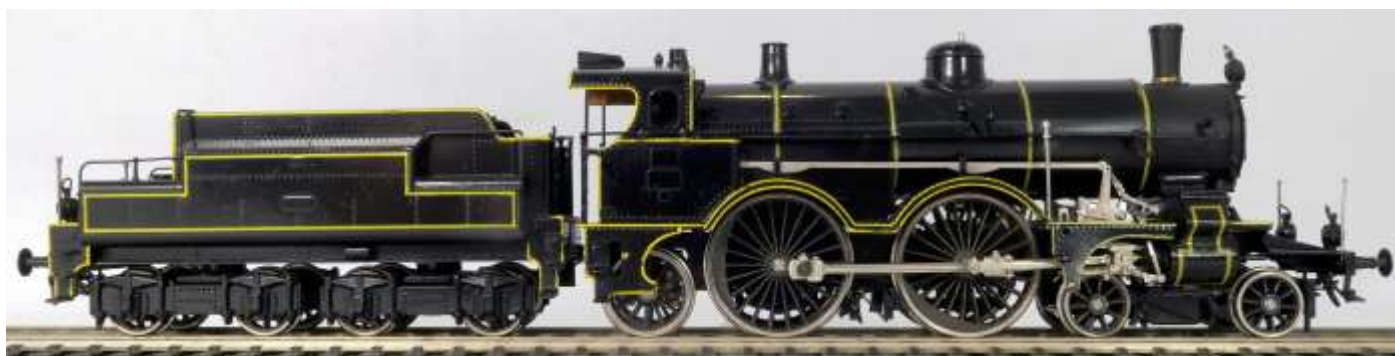
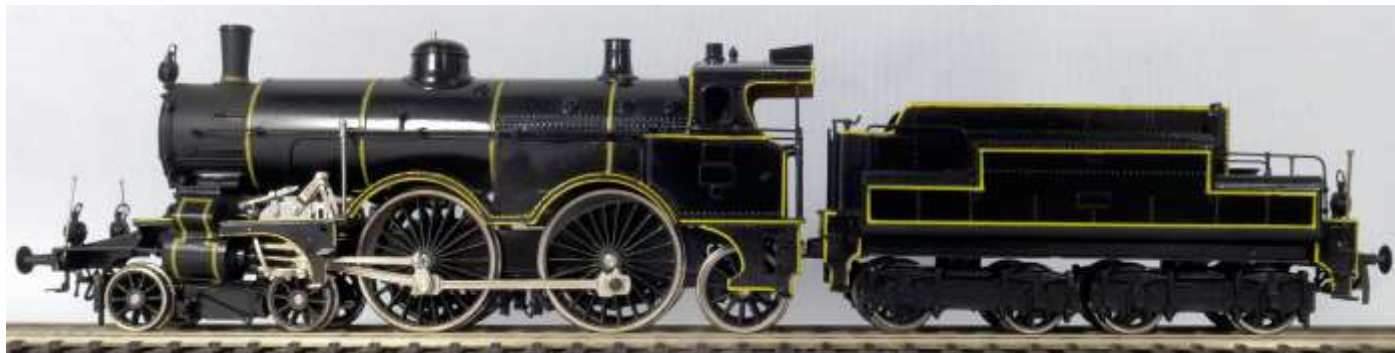


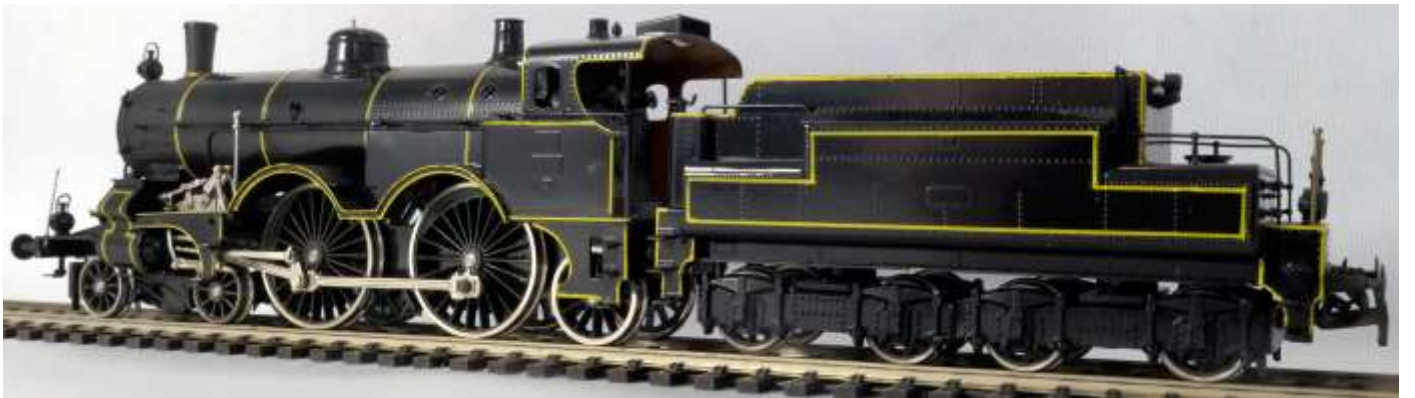
## 6 Elegance from Around the World

Besides models of Atlantics and Eight Wheelers from England, the USA and Germany I do have just a few of these types from other countries, i.e. Austria, Belgium, Denmark, France and Netherlands, which are pictured in this chapter.

### 6.1 Austria

Locomotives designed by the Austrian engineer Karl Gölsdorf have a recognisable look. This is an H0 model made by Metropolitan of an Austrian class 108 Atlantic designed by Gölsdorf. The painted brass model is 24 cm long and was made with catalogue number 900 in 1978 by Satoh in Japan, commissioned by Metropolitan.





## 6.2 Belgium

A famous Belgian Atlantic is the NMBS Type 12 4-4-2 Streamliner that was introduced in 1939 for fast trains between Brussels and the Belgian coast (Ostend). The Belgian model train shop Olaerts had H0 gauge models of the Type 12 made in Asia. This is a very nicely detailed metal model with a length of 25 cm which is also pictured in my e-book on [Steamliners](#).



### 6.3 Denmark

There are not many models available of Danish steam locomotives, but the Danish model manufacturer Heljan has made some including an Atlantic, the Litra P. The Danish models of Heljan are not generally available outside Denmark, so during a trip to Copenhagen in 2015 I bought this Atlantic in a model-shop over there. Catalogue number of this 21 cm long plastic, well detailed 2-rail DC electric model is 4381.





## 6.4 France

Although there were Atlantic type locomotives used by many French railway companies, I do not have many models of these. Also, the French Eight Wheeler type is not represented in large volumes in my collection. The main French manufacturers just did not make these.

### 6.4.1 Atlantics

Altaya, which is a publishing company that issues collectible items and associated booklets, issued an H0 gauge Orient Express set from 1910, which was made in China, with a French Nord Atlantic locomotive and teak cars. The Atlantic locomotive model with number 2670 is based on a NORD locomotive made in 1903. The plastic 2-rail model has reasonable detail but unlike the big example, which can be seen in the French railway museum in Mulhouse, it has rather ugly smoke deflectors.





## 6.4.2 Eight Wheelers

Both French Eight Wheelers in my collection are 0-gauge toy trains. The first is a 4-4-0 tinplate clockwork locomotive made by CR (Rossignol). It has markings of the French ETAT railway but is not based on any real locomotive. The locomotive has CR number 26 while the tender has CR number 27. This 33 cm long locomotive was made around 1930.





The French PLM had a number of different wind-cutting locomotive types in 4-4-0 and 4-6-0 wheel-arrangement. These were all called “Coupe Vent” and were modelled contemporary by Märklin and later by Fulgurex. A very small series of 0-gauge models in the style of the old Märklin locomotives of the 4-4-0 Eight Wheeler type was made by Francis Deshayes. This is a 3-rail DC locomotive with a length of 42 cm, which is also pictured in my e-book on [Steamliners](#).



## 6.5 Netherlands

The large model railway manufacturers have not made many, if any, models of a Dutch steam locomotive. The Dutch company PhiloTrain however has made a large number of these type of models, most of these as painted brass models in small series. Here I show an 0-gauge model of a Dutch 4-4-0 by PhiloTrain. It is a model of a Staatsspoorwegen series 800 locomotive, later series NS 1700, that was built for the Dutch Staatsspoorwegen in 1902 by Beyer Peacock of Manchester. The Dutch model of this locomotive with number 871 is made in a series of only 14 pieces by PhiloTrain in 2010 with catalogue number 435/76-1A. The 2-rail electric model is 37 cm long.





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