Non CIWL Luxury Trains

FROM THE COLLECTION OF FRED VAN DER LUBBE

fredlub |SNCF231E | 27 april 2026

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2 Introduction

My trains collection consists mostly of rolling stock (locomotives, coaches[1] 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[2]. 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 IN MINIATURE FROM THE COLLECTION OF FRED VAN DER LUBBE.

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 were 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 while 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; 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. The mentioned track gauges are Z (6.5 mm), N (9 mm), TT (12 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.

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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[1] 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.

[2] So TEE (Trans Europ Express) trains, which were indeed first class luxury trains, cannot be found in my collection.

3 England

3.1 The Cornish Riviera Limited

The Cornish Riviera Limited, also known as the Cornish Riviera Express, is a British express passenger train that has run between London Paddington to Penzance since 1904. After WW II, in British Railways days, the train was pulled by a Castle class locomotive. My 0 gauge Cornish Riviera Limited is pulled by an ACE Trains of London 3-rail DC No 4073 Castle class locomotive with catalogue number E/7 and named “Caerphilly Castle”; the coaches are the contents of Set A (3 coaches: brake third, third and first/third) and B (3 coaches: brake first, first and restaurant car) of Darstaed ex-GWR coaches in blood and custard livery.

CORNISH RIVIERA
130

RESTAURANT CAR

RESTAURANT CAR

W 3819W

W 3819W

W 3828W

RESTAURANT CAR
W 9368 W

3.2 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.

3.2.1 0 Gauge

In 0 gauge I have a brass Coronation locomotive and a set of plastic coaches to go with it. The 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. The coaches are a set of 4 from MTH with catalogue number 20-60055. The coaches are 2-rail nicely detailed plastic models with a length of 42 cm each. There are 2 corridor first and 2 corridor first brake coaches with the correct numbers 1069, 1070, 5052 and 5054 respectively. These coaches have the correct layout but the real train had only one of each in his consist (and a further 7 different coaches).

CORONATION
6220
L M S

L M S
6220

CORONATION

L M S
L M S

THE CORONATION SCOT
L M S
1069

THE CORONATION SCOT
L M S
1071

THE CORONATION SCOT
L M S
5052

THE CORONATION SCOT
L M S
5054

1071
LMS

LMS

1071

LMS

3.2.2 00 Gauge

Hornby Railways[3] 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.

[3] The Hornby Railways name was later changed to just Hornby; I use Hornby Railways to differentiate with Hornby Dublo or Hornby 0.

THE CORONATION SCOT
L M S
9770

THE CORONATION SCOT
L M S
9770

THE CORONATION SCOT
L M S
9782
3

THE CORONATION SCOT
3
L M S
3
9782

9782

3.2.3 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 tinplate set with plastic wheels on tender and coaches; total length of the set is 45 cm.

3.3 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.

3.3.1 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=gHMlbHSlPkc. 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.

L N E

L N

THE FLYING SCOTSMAN

THE FLYING SCOTSMAN

ACE
TRAINS
LNER

ACE
TRAINS
LNER

3.3.2 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.

3.4 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.

3.4.1 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. 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

PULLMAN
CECILIA

PULLMAN
MONTANA

PULLMAN
MONTANA

LYDIA
FLÈCHE D'OR

P U L
GOLDEN ARROW

A N

P U L
MONT

3.4.2 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 Chloria. 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.

PULLMAN

PULLMAN

Recently Hornby Railways made a set with 3 Pullman cars, catalogue number R3400, which were models of Pullman cars modified to run with the new FESTIVAL OF BRITAIN “U“ type Pullman cars that were made in 1952/52 for the Golden Arrow. Noticeable are the square instead of oval windows. The cars (Minerva, Car No 34 and Car No 36) with interior and lighted table lamps are 26 cm long. Car No 34 and 36 only differ in their number. The set originally included a locomotive, but was also available without.

The lamps on the tables are illuminated

3.4.3 Z Gauge

In the Edition Atlas collection of Minitrains a set with a Southern Railway Bulleid Pacific locomotive and two Pullman cars was made, named Golden Arrow, to a scale of 1:220. This is an unmotorized display item including display track. The locomotive and cars, which are nicely detailed for their scale including arrows on the locomotive, are respectively 10 and 8 cm long.

PULLMAN

PULLMAN

PULLMAN

PULLMAN

PULLMAN

3.5 The Royal Scot

The Royal Scot was a British named express passenger train that ran between London Euston and Glasgow Central, the length of the West Coast Main Line, with previously a portion also going to Edinburgh. For many years it departed from both ends at 10:00 (mirroring the Flying Scotsman on the East Coast Main Line). It first ran in 1862. The modern and more powerful LMS Royal Scot Class 7P 4-6-0 locos took over from 1927. RivaRossi introduced a H0 gauge Royal Scot in 1979 in their range of "The most famous trains in the world". Lima at that time also introduced some British H0 gauge. The Brits kept of course with their 00 gauge and RivaRossi made no other British outline models. RivaRossi made a Royal Scot set with catalogue number 312 with a 4-6-0 locomotive with the same name as the train ("Royal Scot" number 6100), one first class (No.15933), two third class (No.14250, 14289) and one third class brake coach (No.16100). The coaches are LMS Reid panelled stock with very nice lined livery. The locomotive and coaches were also available separately and I added one first class coach with catalogue number 2932 (No.15604). The locomotive and coaches are very nicely detailed. The bodies are all plastic, length of the locomotive is 24 cm while the coaches are 22 cm each.

6100
3
3
3

3
3
3
3
3
3
3
3

3
3
3
3

1
3

1
1

L M S
1
1
1

L M S
3
3
3
3
3

L M S
3
3
3

16100
3
3

1

1

3
3

3
3

16100

3.6 The Silver Jubilee

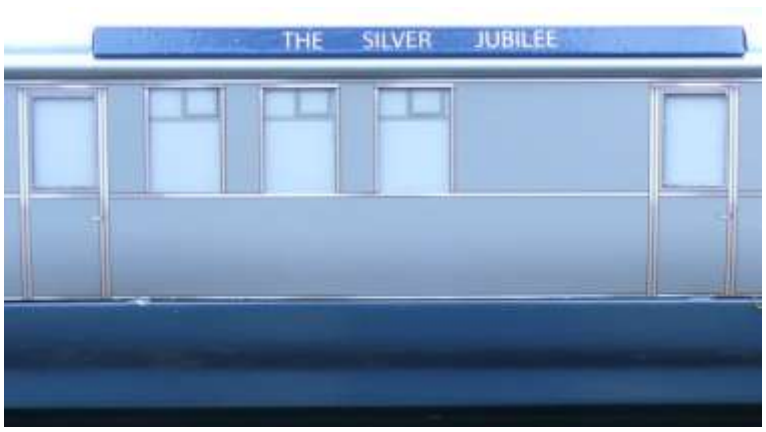
The Silver Jubilee was a named train of the London and North Eastern Railway (LNER). It commenced service on September 30, 1935. The train was made in the year of King George V's Silver Jubilee, and was painted silver throughout. It was composed of two twin-set articulated coaches, and one triple-set; 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.

3.6.1 0 Gauge

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=1iF56I_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.

D
3

E
3


THE SILVER JUBILEE

3.6.2 Toy Trains

This Hornby Silver Jubilee lithographed tinplate clockwork train set for 0-gauge track is from the late thirties. The articulated coaches have destination boards for The Silver Jubilee; the locomotive name is Silver Link. Total length of the train is 43 cm.

3.7 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.

3.8 Pullman cars

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

3.8.1 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

PULLMAN
CAR Nº 41 THIRD CLASS

PULLMAN
CAR Nº 41 THIRD CLASS

3.8.2 0 Gauge

3.8.2.1 *ACE*

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 tinplate 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.

3.8.2.2 *Darstaed*

Darstaed made, commissioned by Ellis Clark Trains, a large range of all-steel “K-type” Pullman cars that became available in 2025. I have four of these highly detailed cars which are made from brass, cast metal and plastic parts. They have interior lighting, table lamps as well as ceiling lights, and highly detailed interior. These cars are very free running and have a length of 46 cm. The cars I have are:

Catalogue number D25-03D - First Class Ursula

Catalogue number D25-01E - First Class Kitchen Loraine

Catalogue number D25-02C - Third Class Kitchen Car No 70

Catalogue number D25-05A - Third Class Brake Car No 77

P U L L M A N
URSULA

P U L L M A N

P U L L M A N

PULLMAN
LORAINE

PULLMAN

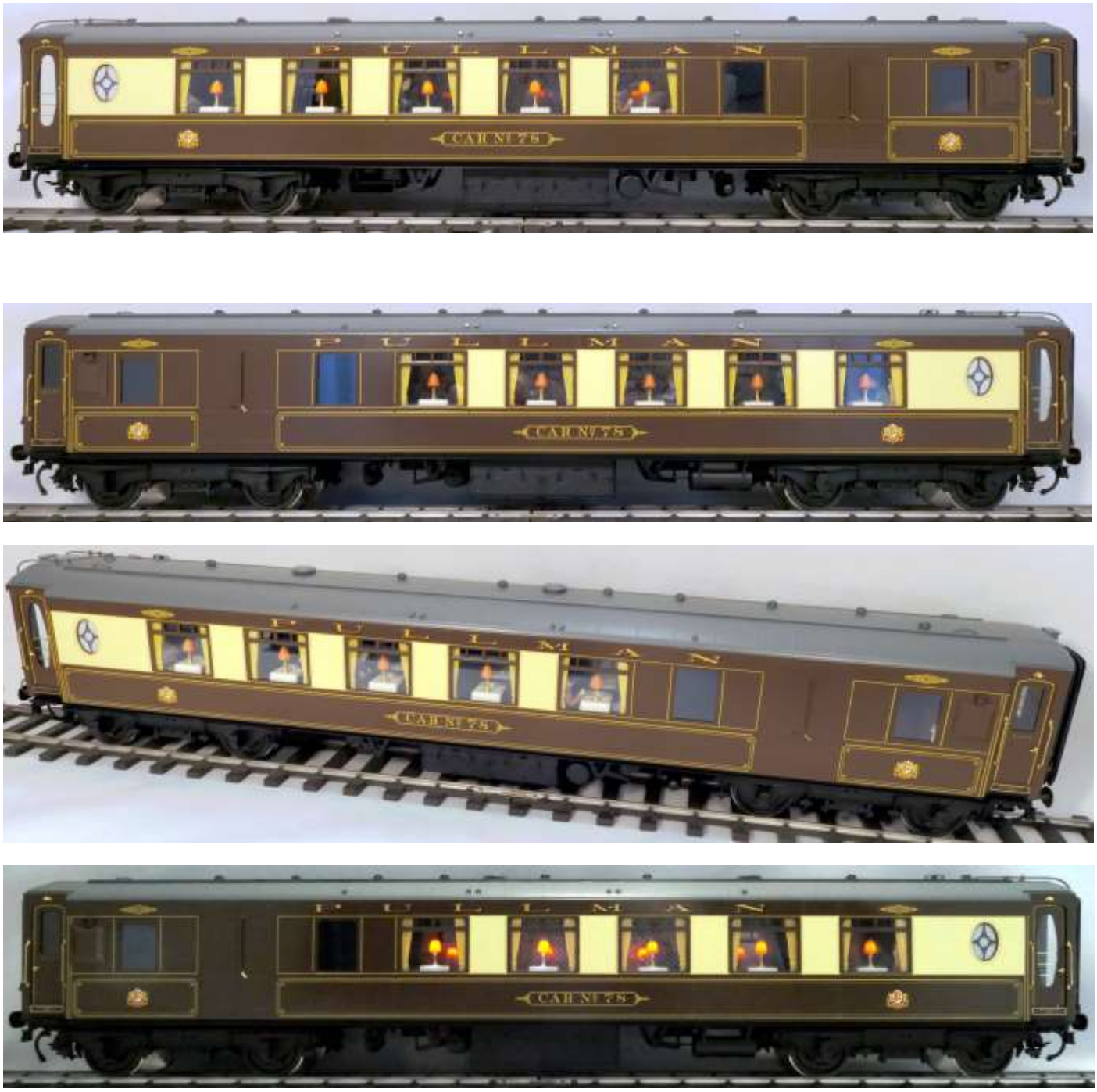
PULLMAN
LORAINE

PULLMAN
LORAINE

GUARD

3.8.2.3 *Golden Age Models*

The English Golden Age Models company had brass Pullman cars made in 00, 0 and 1 gauge by the Korean builder F.C. Models. Here is an 0 gauge model of all-steel “K-type” Car no. 78 of that brand. The model is finely detailed and has a very good looking livery. It has interior and lighted table lamps. A previous owner put some passengers in the Pullman chairs. The car is 45 cm long and has no catalogue number, but is labelled on the box as 1-E Third Guard Parlour (Grey roof).



Lighted table lamps

CAR Nº 78

3.8.2.4 *Westdale*

The three all-steel “K-type” Pullman cars shown here were made from Westdale (UK) kits. I do not know who made these, but the finish and lettering look quite good. These are metal cars with wood and paper interior. The length is 46 cm. The three cars are parlour car Thelma, 3rd class kitchen car No 74 and 3rd class brake car No 55. The car names and numbers seem not to be correct for the window arrangement, Thelma looks like the real Pullman car Sheila and car No 74 looks like car No 81 or 82.

PULLMAN
THIRD CLASS CAR Nº74

PULLMAN
THIRD CLASS CAR Nº 74

PULLMAN
THIRD CLASS CAR Nº 55

PULLMAN
THIRD CLASS CAR Nº 55

PULLMAN

PULLMAN
THELMA

PULLMAN
THELMA

PULLMAN
THIRD CLASS CAR

PULLMA
THIRD CLASS CAR Nº 74

PULLMAN
THIRD CLASS CAR Nº 74

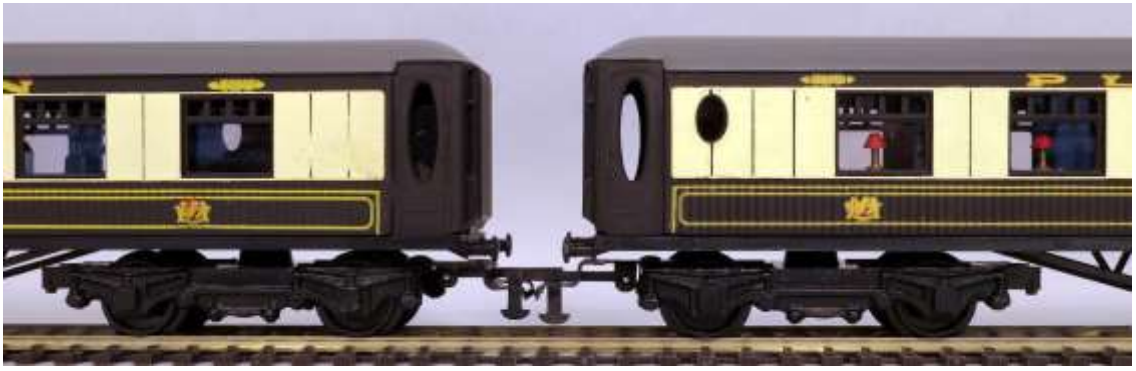
PULLMAN
THIRD CLASS CAR Nº 55

PULLMAN
THIRD CLASS CAR Nº 55

3.8.3 00 Gauge

3.8.3.1 *Graham Farish*

In the seventies Graham Farish (Grafar) made their latest versions models of a Pullman Parlour car and a Third-Class Brake. Earlier versions of these cars were made by Grafar from material which after some time lost its shape and resulted in deformed carriages. The cars, catalogue number B64 for the Parlour class and B65 for the Brake, came with blank names or number boards but with transfers such that the owner could add a name or number of his choice. I have a Parlour car with name Orion and 2 Brake cars with numbers 75 and 80. The plastic cars are 28 cm long and do have interior and (non-lighted) table lamps.



PULLM
ORION

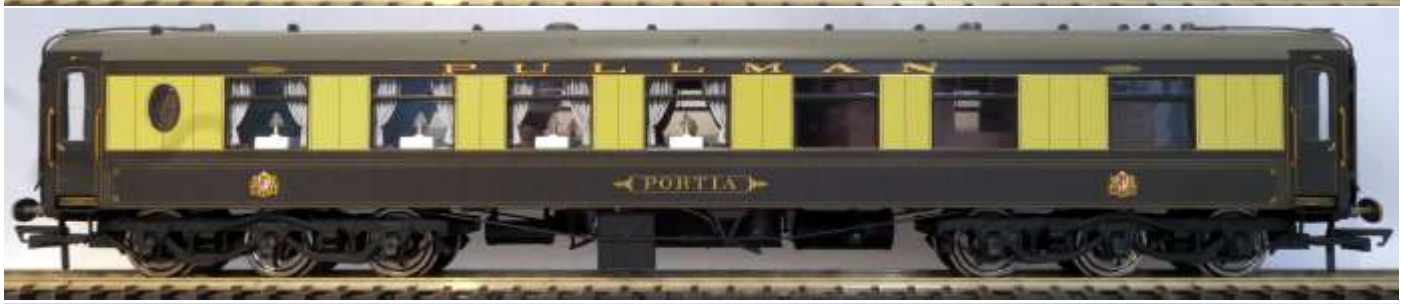
PULLMAN
CAR Nº 75

3.8.3.2 *Hornby Railways*

With catalogue number R.229 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.78”. These are plastic cars which do not have the detail of later Hornby Railways Pullmans (see 3.7). 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.

Around 2010 Hornby Railways issued some 12-wheel Pullman cars. They made a first class kitchen and a third class parlour car. These cars have lighted table lamps and are very nicely detailed with however handgrips that are prone to break. The cars are 26 cm long. I have three of the first class kitchen cars, Monaco, Portia and Neptune. These plastic cars with catalogue number R4384, R4476 and R4420. As can be seen on the picture Neptune was “weathered” by a previous owner.

Kitchen at the left



PULLMAN
MONACO

PULLMAN

PULLMAN
PORTIA

PULLMAN
NEPTUNE

The third class parlour cars, catalogue number R4385 was made as Car No.98, however the previous owner changed the number in 99.

3.8.3.3 *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

PULLMAN
CAR NO.79

PULLMAN
CAR NO.79

PU

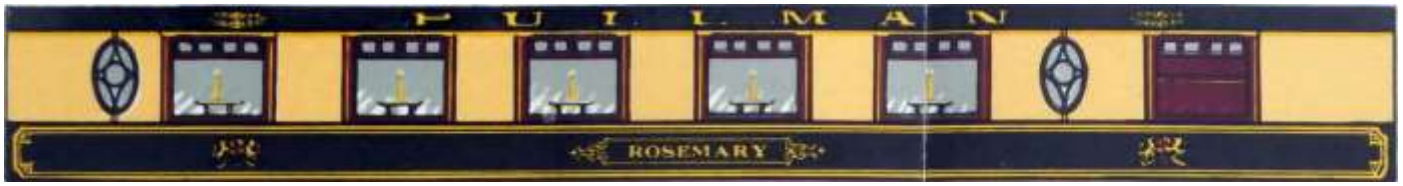
PUL

3.8.3.4 *Lima*

The Italian train maker Lima introduced in the middle of the seventies some British H0 (16.5 mm track with a scale of 1:87) trains including a Pullman car named Anne. They found out after a few years that the Brits like to stick to 00 gauge (16.5 mm track with a scale of 1:76) and they started making trains in that scale, however they did not change the scale of the Pullman car and just added English type couplers. The Pullman, now named Louisa, is based on the body of a continental CIWL Pullman car. It is a simple plastic model with a length of 22 cm. It has interior but this represents a corridor with compartments while Pullman cars did not have compartments.

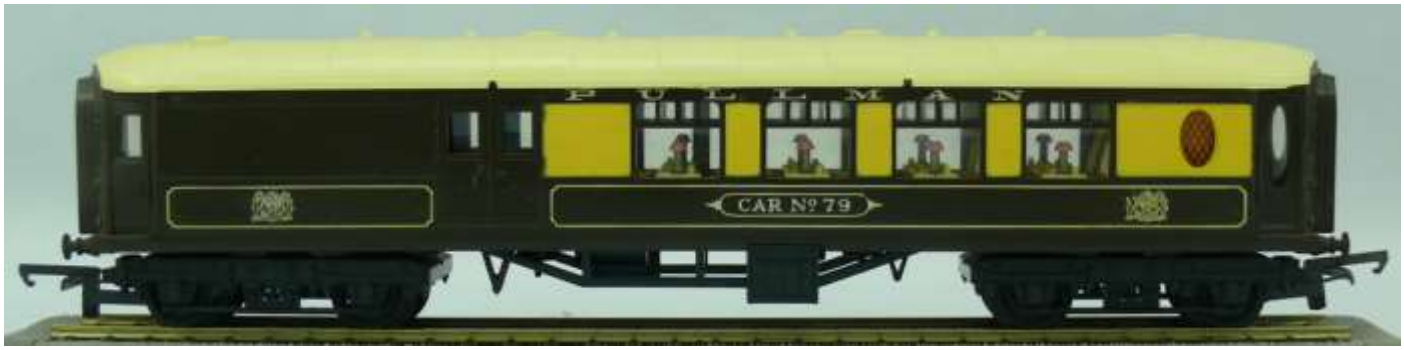
3.8.3.5 *Merco*

Merco was a Scottish supplier of accessories that produced amongst others litho paper scaled to 00 gauge to make your own Pullman car based on wooden or any other material bodies. These papers could be found at the London model railway shop Hamblings; parts to complete your cars like bogies and wheels were also available there. The sheet shown could be used to make a Pullman Parlour car, a Pullman kitchen car and a Pullman third class brake car with a selection of names and numbers.



3.8.3.6 *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.


PULLMAN
CAR Nº 79

3.8.3.7 *Trix*

This Trix[4] 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.

[4] Trix in England is also known as British Trix, TTR for Trix Twin Railway and Trix Trains.

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.

3.8.4 TT Gauge

Hornby announced TT gauge trains using the name “Hornby TT:120” in October 2022. Their first train was a set called The Scotsman, but not the Flying Scotsman, with 3 Pullman cars. Note that there never was a named LNER train “The Scotsman”. The Pullman cars are two first class parlour class with kitchen named Chloria and Cecilia and a Third class brake with number 64.

The detailed plastic cars do have interior lights as can be seen in two pictures on the previous page and are 17 cm long, they have closed coupling couplers.

PULLMAN
CELIA

PULLMAN
CELIA

PULLMAN
CELIA

3.8.5 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.

3.8.5.1 *Bing*

This 0 gauge Pullman car with the name Minerva was made some hundred years ago by the German company Bing for the British market. It is 31 cm long, has opening doors and interior.

3.8.5.2 *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 litographed interior between the first/third car and the Pullman is obvious; the Pullman is posh.

3.8.5.3 *Distler*

The German manufacturer Distler (Firma Johann Distler KG) from Nurnberg made somewhere in the thirties this small Pullman car which I assume was for the British market. This painted metal 4-wheel car is only 11 cm long.

3.8.5.4 *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.

3.8.5.5 *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.

PULLMAN
ARCADIA

PULLMAN
ARCADIA

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[5]. These lithographed tinplate 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.

[5] 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.

3.8.5.6 *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. Four different models are made: a car without and a car with kitchen, a Pullman Restaurant car and a Pullman car with guard/baggage compartment. The names used are respectively Minerva, Othelo, Penelope and Margareth.

PULLMAN
RESTAURANT CAR
PENELOPE

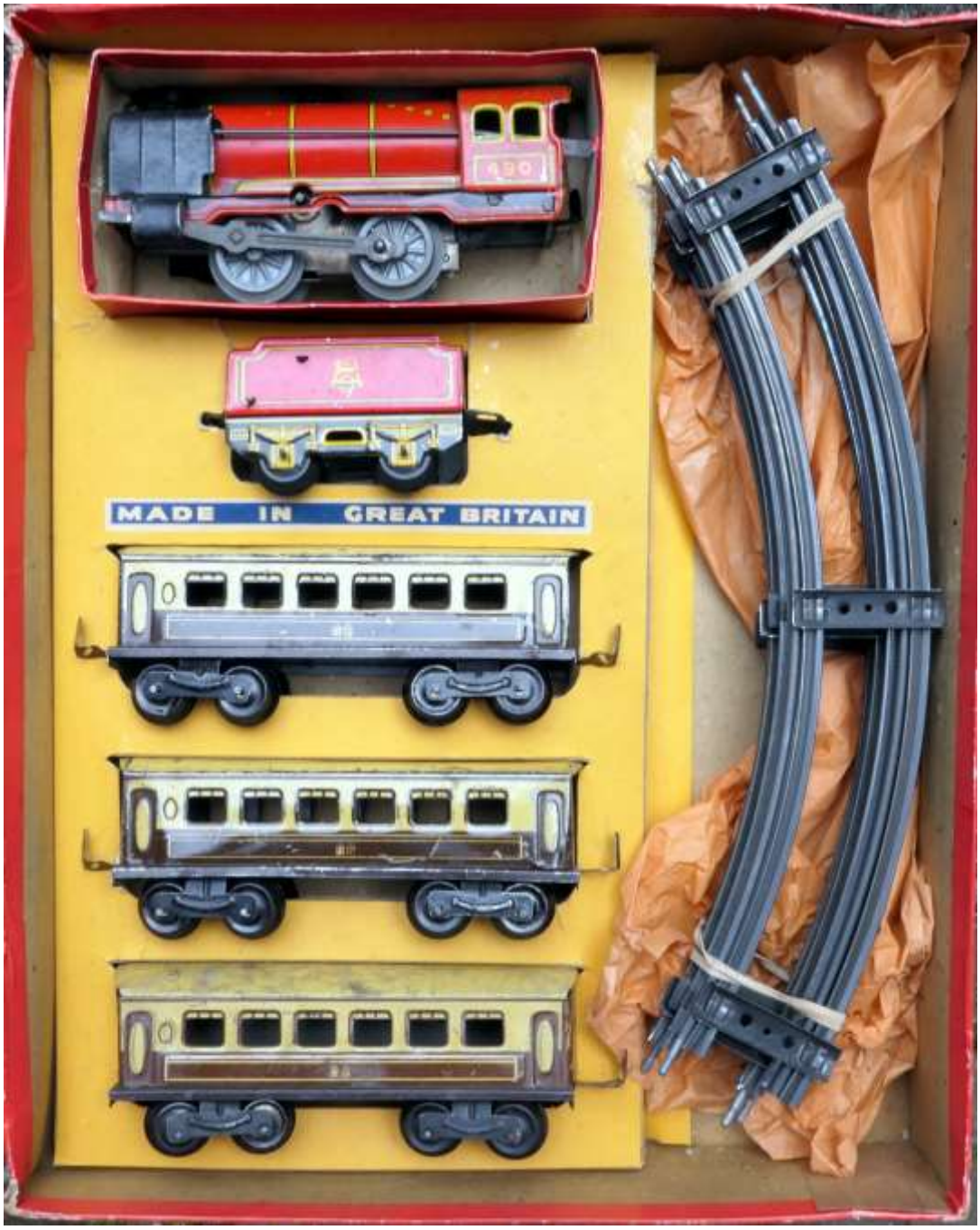
PULLMAN
MARGARETH

PULLMAN
MARGARETH

3.8.5.7 *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 boxed trainset by Mettoy includes three 8-wheel tinplate cars which look like Pullman cars; these are each 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.

3.8.5.8 *Wimmer (HWN)*

Around 1950 Wimmer (HWN) made this small Pullman car with Pullman spelled wrong. This second/third class car might have been part of a trainset. The tinplate car with plastic wheels is 12 cm long.

3.9 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.

3.9.1 1 Gauge

Bassett-Lowke made in the mid-twenties this 12-wheel LMS restaurant car in gauge 1, based on original Carette tooling. IT has a lithographed tinplate body and opening doors, but no interior. The length is 50 cm.

3.9.2 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.

3.9.3 00 Gauge

3.9.3.1 *Exley*

Exley made a large range of 00 gauge models in the livery of the various British railway companies until 1962. I do not know when this first class sleeping car in Great Western livery was made. It has a metal body and is 24 cm long.

Compartment side

Corridor side

3.9.3.2 *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

SLEEPING CAR

SLEEPING CAR

LNER

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

This British Railways 68 Ft dining car was made by Hornby Railways between 2002 and 2005 with catalogue number R4131B. This car, with post war Restaurant Car with BR lettering and number M239M is based on a LMS 12-wheel dining car. It is a nicely detailed plastic model with a length of 28 cm.

Kitchen at the left

3.9.3.3 *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.

3.9.3.4 *Trix*

This Trix or TTR (for Trix Twin Railways) LMS restaurant car is from around 1938 and has catalogue number 2/587. 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. As the box shows it was designed by Bassett-Lowke.

This next Trix or TTR restaurant car is from the 1950's and has catalogue number 1/589. It is based on the same model as the previous one buth is called restaurant car instead of dining car.

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.

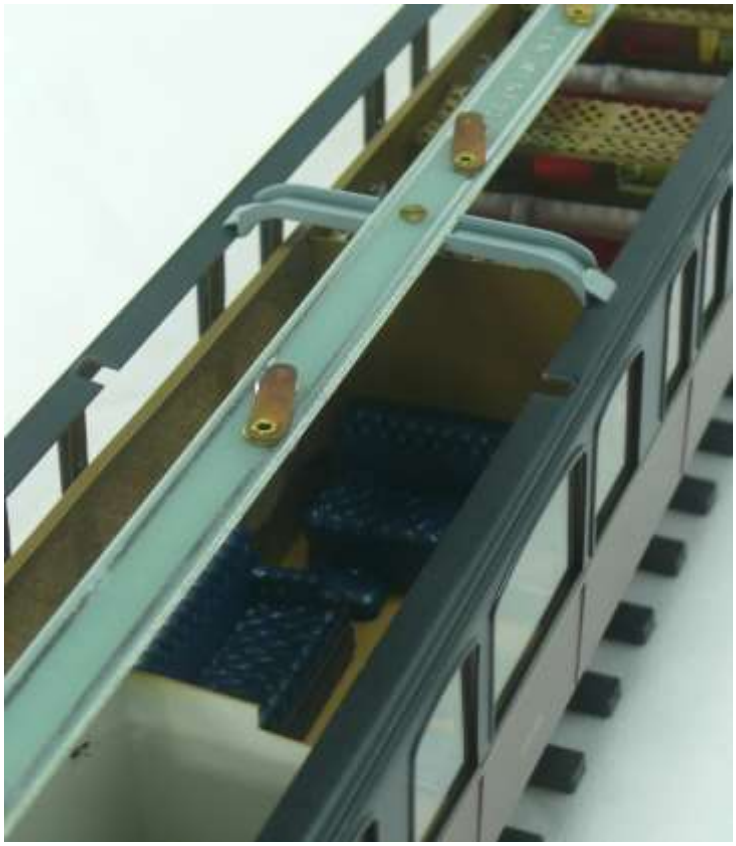
The PLM 1st class car is made by Wilag in gauge 1 as part of a train of PLM cars. This is a metal model with interior and interior lights. Length of the car is 63 cm.

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=xQN11w20F3g

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

EXPRESS EUROPEENS
DINING-CAR



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. In the south it was steam-hauled by 241P Mountains and beyond Marseille by the 141R. The train consisted of new stainless steel cars, so called DEV Inox 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 cars were airconditioned and electricity for that was generated in a special generator car, a so called “fourgon-generateur”. 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.

4.2.1 1 Gauge

ASTER made a live steam model in kit of the 141R and supplied a Mistral headboard with it. I attached this and no matter which train it pulled the Mistral headboard is present, since it cannot easily be taken of and put on again.

4.2.2 0 Gauge

The Swiss company Darstaed made in 1971 models of the Mistral DEV Inox cars of which I acquired one. The body of these cars was made by the German maker Horst Gebauer. This cars is made of metal. It is not very detailed but does represent the stainless steel very good. It has interior and interior lights. The car is to a scale of 1:43.5 and has a length of 54 cm To pull this car I added a Mistral headboard to my Sunset Models 0 gauge 141R locomotive.

4.2.3 H0 Gauge

My model Mistral is made by Jouef for the 241P locomotive and LS Models for the cars. The locomotive has catalogue number HJ2238 and is part of the Hornby International Jouef range. The CIWL cars are described in CIWL IN MINIATURE FROM THE COLLECTION OF FRED VAN DER LUBBE; the remainder of the train can be seen here. The train is catalogued in two sets by LS Models with number 41101 for the “fourgon-generateur”, a first class and a first class with bar car and number 41102 for the 2 mentioned CIWL cars and a first class stainless steel car.

Bar at the right

1
SNCF

1
SNCF

1
SNCF

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 al 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 made in H0 gauge by France Trains, LS Models and Lemaco. I have a couple of the models made by France Trains and by LS Models. 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; lenght is 27 cm. I do not know whether the color of the models have changed over time or that they were delivered like this from different production runs.

Kitchen at the left

Kitchen at the left

ÉTAT

II
II ÉTAT

II
II ÉTAT
ÉTAT II

Here is a first class couplage made by LS Models marketed by Models World in 1:87. The are very detailed plastic cars with a correct length and a multi-coloured interior. These cars also have interior lights (and are highly priced).

Kitchen at the left

Car with kitchen.

Car without kitchen.

4.5 Toy Trains

4.5.1 Le Rapide

This LR (Le Rapide) 0 gauge train set has the name Riviera Express. The name Riviera Express has been used for a number of trains, all of course bound for the south coast of France. As this train has a Pullman car (Voiture Pullman) without any CIWL markings or colour it is included here as a non-CIWL luxury train. It is a clockwork tinplate train with an 0-4-0 locomotive, a 4-wheel tender and a 4-wheel Pullman car, all with SNCF markings. A similar violet coloured LR train is presented in my CIWL book. The train is overall 48 cm long.

Similar train in violet colours

S.N.C.F
PULLMAN CAR
VOITURE PULLMAN

S.N.C.F
VOITURE PULLMAN
FABRICATION FRANÇAISE

S.N.C.F

4.5.2 Rossignol

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.

800
CR
CR 800

CR
CR 800

SLEEPING CAR
CR

SLEEPING CAR

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 tinplate 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.

0288
BALKANZUG
Berlin (Stadtbahn)-Konstantinopel
über
Breslau-Budapest-Sofia

0288
BALKANZUG
Berlin (Stadtbahn)-Konstantinopel
über
Breslau-Budapest-Sofia

BALKANZUG

BALKANZUG

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.

61 001

61 001

SPEISERAUM

3
2
3

3
2
3

3
2
3

3
3

3

3

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 tinplate 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.

DEUTSCHE REICHSBAHN
19441

RHEINGOLD 1

5.4.1.2 *Märklin, KISS and KM1*

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 KM1 product. The al 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 KM1 PW4u-37 car with catalogue number 203604 is a metal car. These cars which have interior and interior lights are 67 cm long.

DEUTSCHE BUNDESBAHN

DEUTSCHE BUNDESBAHN

DEUTSCHE BUNDESBAHN

DEUTSCHE BUNDESBAHN

DEUTSCHE BUNDESBAHN

DEUTSCHE BUNDESBAHN

14 540 Kar

17 469 Kar
3
1

2
1

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 no scale 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.

1180
2120

1180
2120

2
3

2
3

D 1724

D 1724

2
3

5.4.2.2 *Elettren*

As mentioned above the post-war Rheingold was made up of so called “Schürzenwagen” (skirted cars) which were blue with large “Deutsche Bundesbahn” lettering. Elettren made tinplate style representations of these cars. I have a combined first, second and third class skirted car and a matching baggage car. These full metal cars with interior, light and opening doors are 43 cm long.

105681 Mü

5.4.2.3 *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[6]. 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.

Kitchen at the left

[6] 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".

1
2
DEUTSCHE BUNDESBAHN
1
2

1
2
DEUTSCHE BUNDESBAHN
1
2

1
2
DEUTSCHE BUNDESBAHN
3

3
DEUTSCHE BUNDESBAHN
1
2

3
DEUTSCHE BUNDESBAHN
3

3
DEUTSCHE BUNDESBAHN
3

SPEISEWAGEN

3

5.4.3.2 *Märklin*

The pre-war Rheingold was also made by Märklin is 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 tinplate 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

1

2

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.

REICHSBAHN
105 001

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

5.5.1.1 *Elettren*

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

5.5.1.2 *Fleischmann*

With catalogue number 411 Fleischmann made a DSG restaurant car in its short-lived range of 2-rail 0 gauge trains. Both sides of the car are the same. The same body was used also for a blue CIWL sleeping car. The car has no number. The body is painted tinplate while the roof is plastic. Length of this car which has no interior is 24 cm.

The small windows at the left could be the kitchen windows, however at the other side they are at the right.

5.5.1.3 *Kraus-Fandor*

Kraus-Fandor made 4-wheel and short and long 8-wheel Mitropa cars. The dining cars are red, however the matching sleeping cars are blue; when these would not have Mitropa written on them one would think they were CIWL sleeping cars. Here is the short 8-wheel dining car version with catalogue number 1107. It is 22 cm long and has opening doors and interior (two tables and four chairs), the roof can be opened to view the interior.

Here is the blue Kraus-Fandor Mitropa sleeping car with catalogue number 1108 and a length of 22 cm. It has the same window arrangement as the dining car.

The interior shows three compartments with beds and sink and a separate toilet room with pot and sink.

5.5.1.4 *Märklin*

Märklin made a number of different Mitropa cars in 0 gauge; all in tinplate style but the larger ones looking more like the real Mitropa cars. This is a small sized restaurant car with catalogue number 17520 and sleeping car with catalogue number 17530. These have opening doors and an opening roof but no interior and are pre-war products. Length of each is 24 cm.

MITROPA
SPEISEWAGEN
17520

SCHLAFWAGEN
MITROPA
17530

SCHLAFWAGEN
17530

SCHLAFWAGEN
17530

Here is the Märklin medium sized Mitropa restaurant car. It has a length of 30 cm and catalogue number 18420 and was made in the thirties. It was made with and without interior, my version has no interior.

Kitchen at the left

Opening doors

5.5.2 S Gauge

5.5.2.1 *Bub*

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.

5.5.2.2 *Stadtilm*

The S gauge manufacturer from East Germany Stadtilm made a Mitropa restaurant car. The same car body was used for a passenger car, so the location of the kitchen is not clear. It is a simple tinplate car with plastic wheels and lettering with decals. It has no interior and is 21 cm long.

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 repaints 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 *Lima*

Lima made a DSG MU type sleeping car in blue livery, which makes it look like a CIWL car. As far as I know these DSG cars were always red. Catalogue number of this 26 cm long car is 309206 while the car number is 33235.

Compartment side

Corridor side

5.5.3.5 *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.

This 6-axle restaurant car made by Liliput (catalogue number 385531) is a model of a former saloon car made for Mussolini and after quite a history, including use by the USA army in Germany, it was rebuilt as a DSG restaurant car. It is a nicely detailed plastic car with interior and has a length of 27 cm.

Kitchen at the left

5.5.3.6 *Märklin*

Märklin made in the fifties a range of tinplate H0 cars. The same body was used for a CIWL car and the DSG restaurant car shown here with catalogue number 346/2. It is a metal tin printed car without interior and with a length of 21 cm.

Kitchen at the left

Here are two later 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 (Deutche 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

5.5.3.7 *Piko*

The East German train-maker Piko or Schicht 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.

5.5.3.8 *Pocher*

This DSG sleeping car is a model made in H0 by Pocher of one of the 33200 series of cars build in 1959. This older model is lengthwise not to scale at 24 cm. It has the DSG number 33201. Pocher made these cars for 2-rail and 3-rail track. This is the 3-rail version with catalogue number 216/3 S.M. (Super-Model). Pocher Super Models had detailed interiors and some passengers in the interior.

Corridor side

5.5.3.9 *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?

5.5.3.10 *Roco*

Roco made a set of 6 so called “Hecht” (pike) cars with catalogue number 04060S. These were DRG (Deutche 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.

5.5.3.11 *Schicht*

The East German train-maker Schicht, later becoming part of Piko, made a model of a teak Mitropa restaurant car with wrong car-number 772; 772 was a 6-axle car originally made for the DESG by Görlitz in 1908. This is a nicely detailed plastic model with interior and interior lighting, length is 23 cm.

Kitchen at the left

The lights are on!

5.5.3.12 *Trix*

Like Schicht, Trix made also a model of a teak Mitropa restaurant car with wrong car-number 772. And like the Schicht car it is a nicely detailed plastic model with interior, length is 23 cm.

Kitchen at the left.

5.5.4 WESA 13 MM Gauge

This is a Swiss made Mitropa sleeping car in CIWL blue and looking like a Swiss passenger car. It is made by WESA in the late forties. WESA made trains to a gauge of 13 mm. It is a plastic bodies car with interior light and a length of 17 cm.

5.6 King Ludwig Train

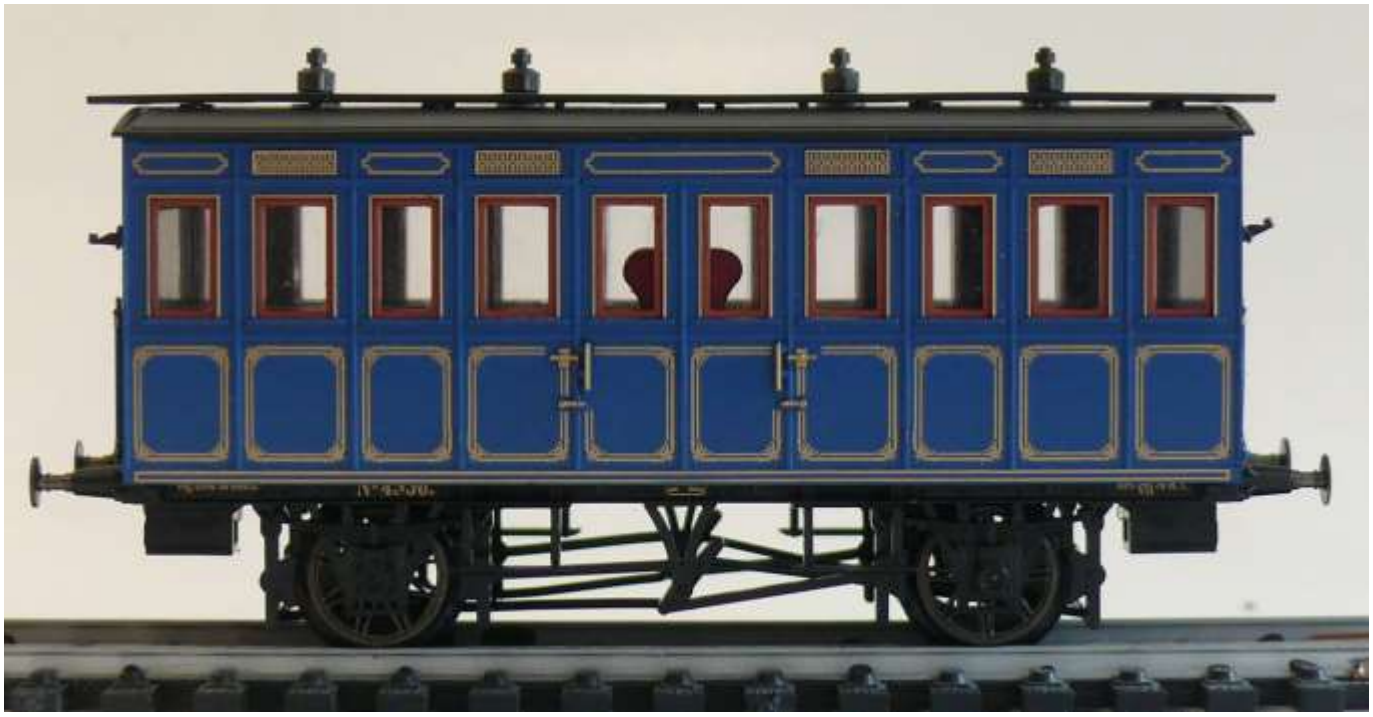
Ludwig II (25 August 1845 – 13 June 1886) was King of Bavaria from 1864 until his death in 1886. He is sometimes called the Swan King (English) and Der Märchenkönig (German, the Fairy Tale King). After Bavaria became part of the new German Empire led by Prussia, Ludwig remained King of Bavaria but withdrew 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)

TRISTAN
K.Bay.Sts.B.

K.Bay.Sts.B.
TRISTAN



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.

G.B.

G.B.

F 1655

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*

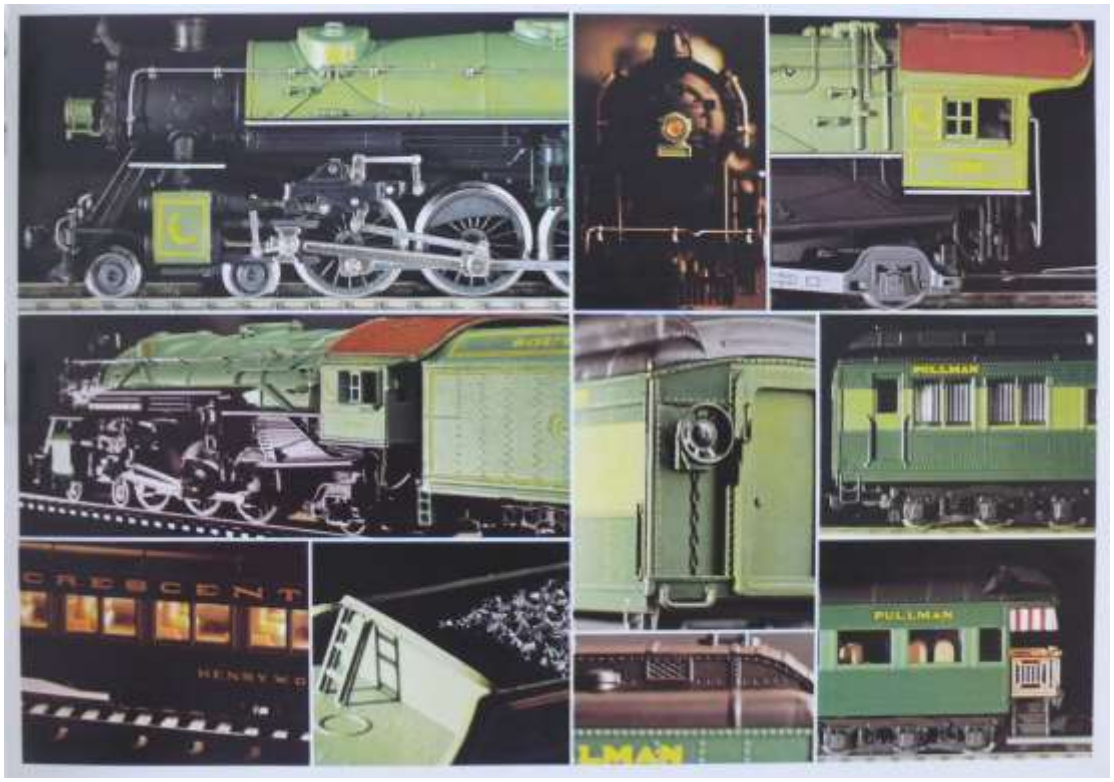
The Italian firm Pocher used the model of CIWL restaurant car number 2419 to issue a model of car number 7 of the Compagnie Suisse de Wagons Restaurants. It is a nicely detailed model made of plastic. It is made to a scale of 1:87 and is 23 cm long without interior. In the first year the Compagnie Suisse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

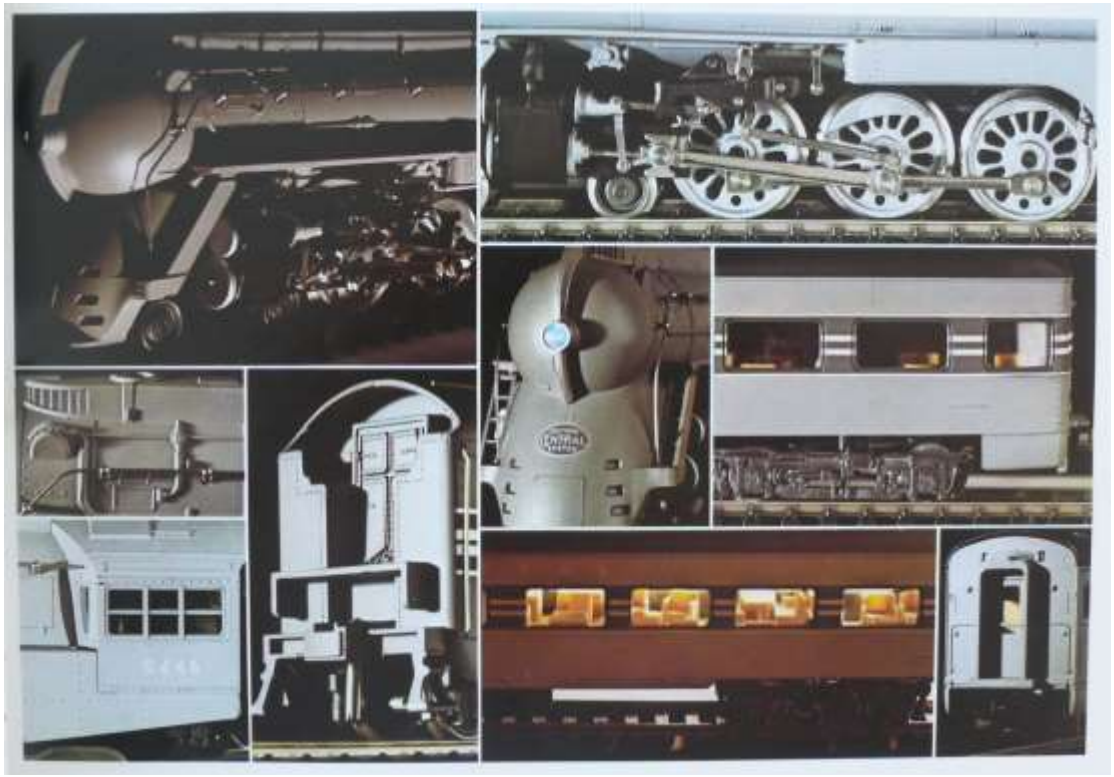
Kitchen at the left

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.

5265
NEW YORK CENTRAL

NEW YORK CEN

PULLMAN
PULLMAN

Kitchen at the left

381

20-TH
CENTURY
LIMITED

PULLMAN
20-TH
CENTURY
LIMITED
NIAGARA VALLEY

7.2.2 0 Gauge

7.2.2.1 *Lionel*

This 1938 20th Century Limited with Dreyfuss Hudson is an O Scale 2-rail DC Brass Model Train from the Lionel Smithsonian Collection under control of Fine Art Models (FAM) and built in Korea by SJ Models in 1992. This model train is, as can be seen in the pictures, very detailed, but it is also very fragile. Lionel made a 2-rail and a 3-rail version of the Dreyfuss Hudson in their Smithsonian Collection series; I bought a locomotive that was advertised as the 3-rail version but when it arrived it proved to be the 2-rail version. I can run 2-rail and 3-rail on my garden layout so I decided to keep it, but I had no train to pull, any 3-rail car was electrically no go. Recently I found out that the 2-rail Lionel Smithsonian passenger cars were getting lower in price so I acquired a 6 car train, all 54 cm long and very nicely detailed with detailed interior and lighting. The consist is:

- Catalogue number 18026 Dreyfuss Hudson 4-6-4 locomotive number 5453
- Catalogue number 651234 6-axle NYC Railway Post Office car number 5020
- Catalogue number 651231 4-axle Pullman Century Club car with lounge, buffet, barber shop and dormitory
- Catalogue number 651239 4-axle Pullman Cascade Spirit sleeping car with 10 Roomettes, 5 Double Bedrooms
- Catalogue number 651233 6-axle NYC Dining car number 684
- Catalogue number 651224 4-axle Pullman Imperial Falls sleeping car with 4 Compartments, 2 Drawing Rooms, 4 Double Bedrooms
- Catalogue number 651232 4-axle Pullman Thousand Islands observation car with 1 Master Room, 1 Double Bedroom, Buffet, Lounge, Observation

NEW YORK CENTRAL

NEW YORK CENTRAL

RAL

NEW YORK CENTRAL

NEW YORK CENTRAL

PULLMAN

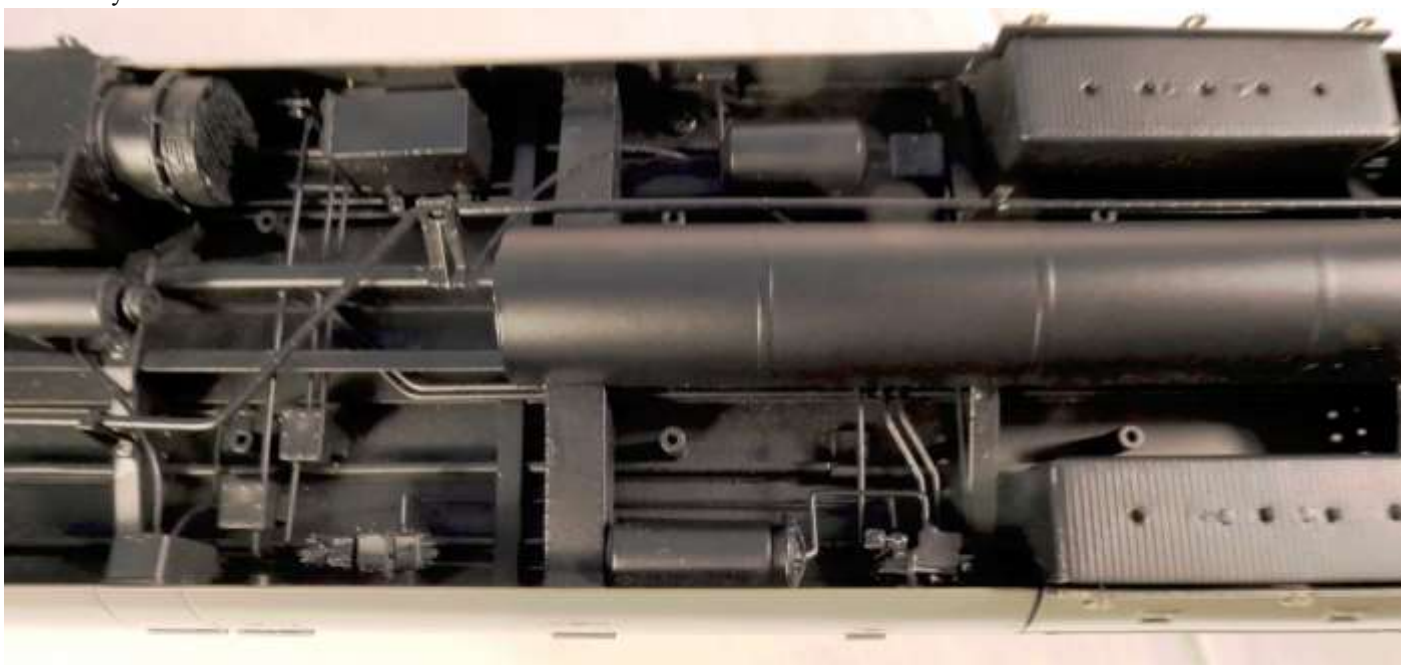
PULLMAN

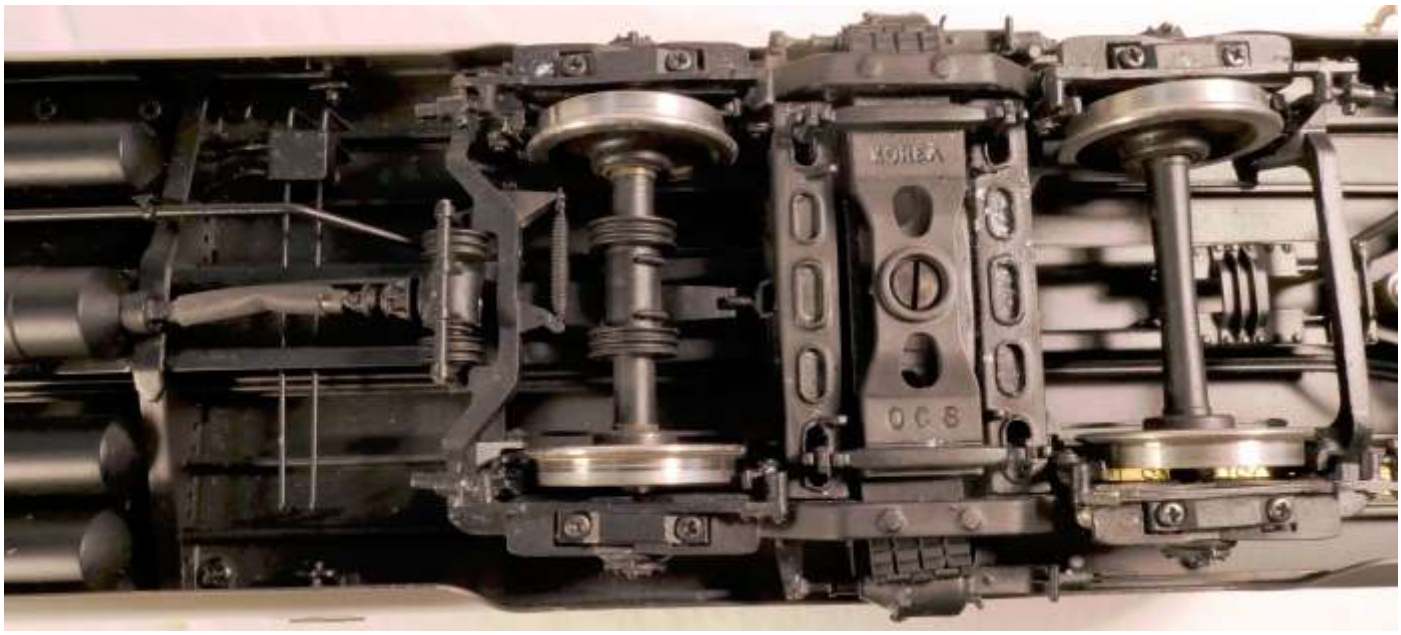
PULLMAN

PULLMAN

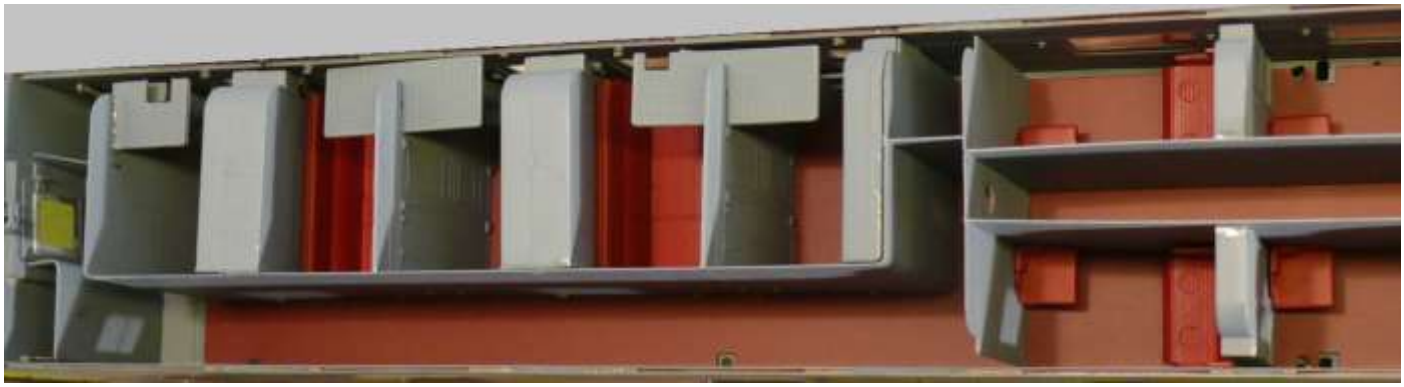
Kitchen at the left

Underbody details:



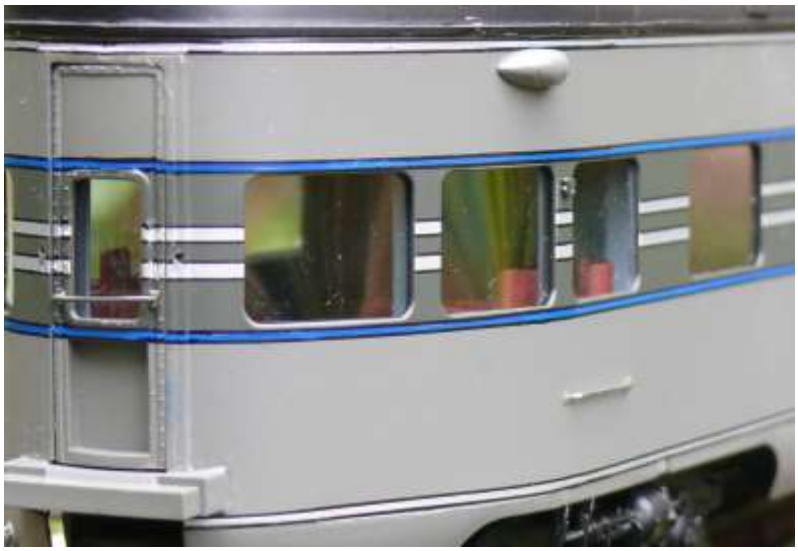


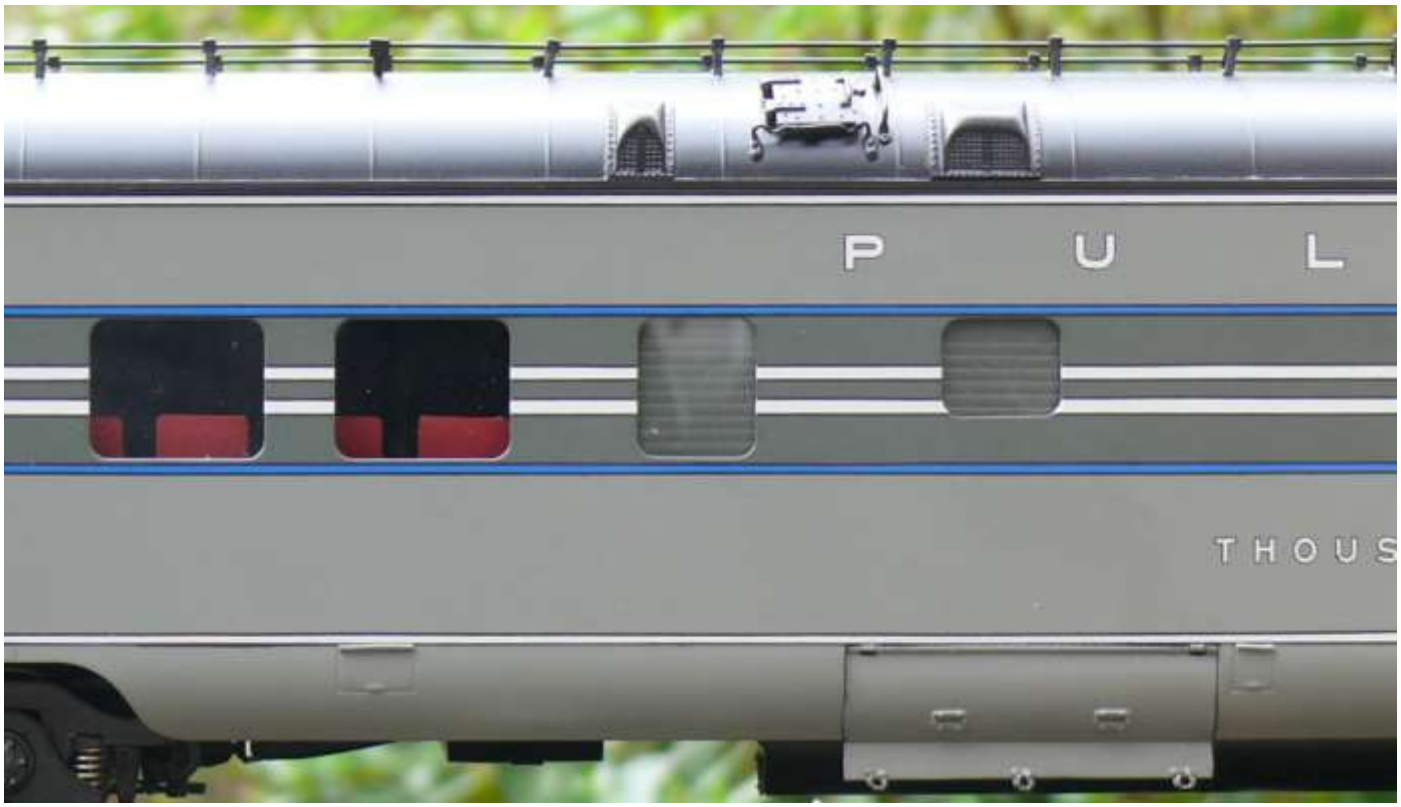
Interior of the Century Club car, left lounge, right barber shop



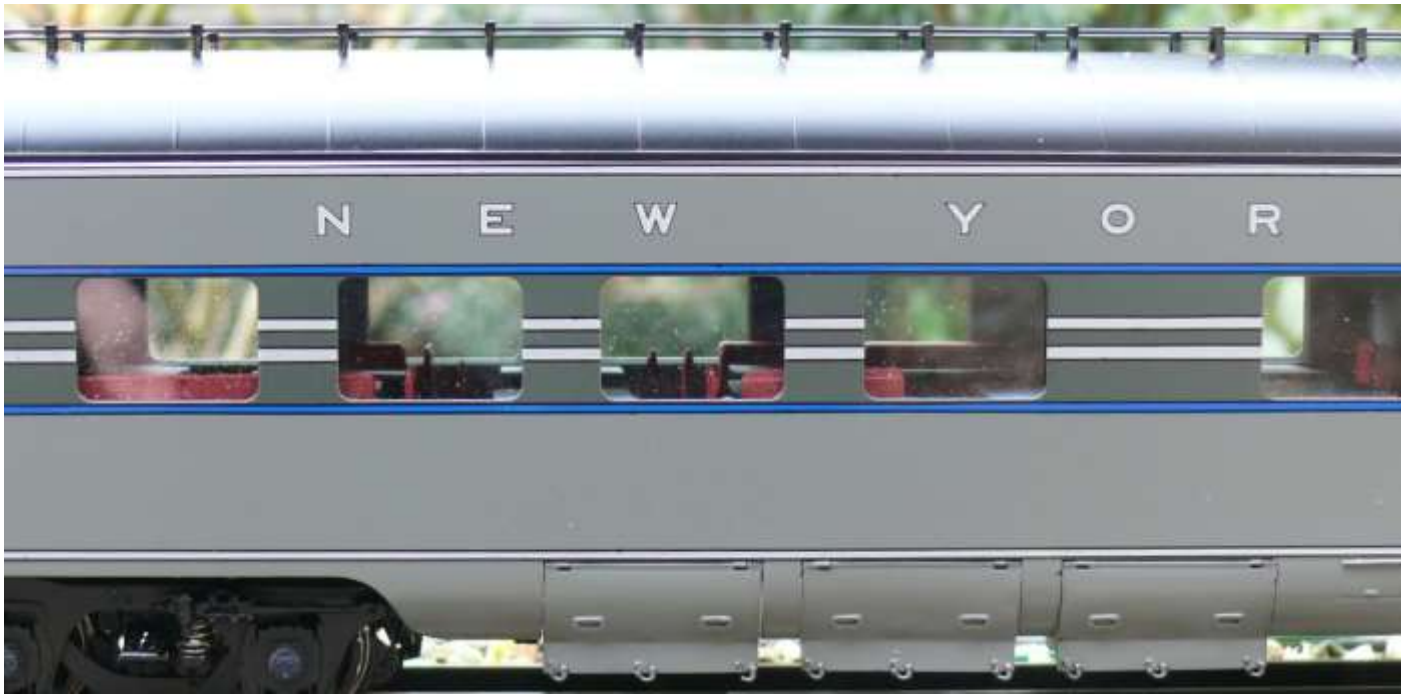
Sleeper interior, left double bedrooms, right roomettes

Details of the observation car:





Details of the restaurant car:



Car ends:

7.2.2.2 *Weaver*

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.

NEW YORK CENTRAL

NEW YORK CENTRAL
RAILWAY EXPRESS
AGENCY

NEW YORK CENTRAL
IMPERIAL CANYON

NEW YORK CENTRAL
IMPERIAL CANYON

NEW YORK CENTRAL
HICKORY CREEK

NEW YORK CENTRAL
JAMES BAY

NEW YORK CENTRAL
THOUSAND ISLANDS

NEW

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

PULLMAN
CENTSTAR

PULLMAN
CENTRAL PLAINS

PULLMAN
CENTRAL PLAINS

NEW
NYC
3360

383

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.

NEW YORK CENTRAL

NEW YORK CENTRAL

NEW YORK CENTRAL

NEW YORK CENTRAL

NEW YORK CENTRAL

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.

CHICAGO AND NORTH WESTERN

CHICAGO AND NORTH WESTERN

CHICAGO AND NORTH WESTERN

CHICAGO AND NORTH WESTERN

CHICAGO AND NORTH WESTERN

CHICAGO AND NORTH WESTERN

CHICAGO AND NORTH WESTERN

CHICAGO AND NORTH WESTERN

400

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[7] 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”

[7] Some RivaRossi products for the American market were sold under the AHM (Associated Hobby Manufacturers) brand. I have classified these all as RivaRossi.

THE ALTON LIMITED
C&A
ARMSTRONG

THE ALTON LIMITED
C&A
AMERICAN RAILWAY
EXPRESS

THE ALTON LIMITED
C&A
CHICAGO
AND
ST LOUIS
MISSOURI

THE ALTON LIMITED
C&A
WEBSTER GROVES

THE ALTON LIMITED

THE ALTON LIMITED

THE ALTON LIMITED
BLOOMINGTON

THE ALTON LIMITED
WILSON

THE ALTON LIMITED
CHICAGO

C&A
UNITED STATES MAIL
RAILWAY POST OFFICE

C&A

C&A

C&A

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

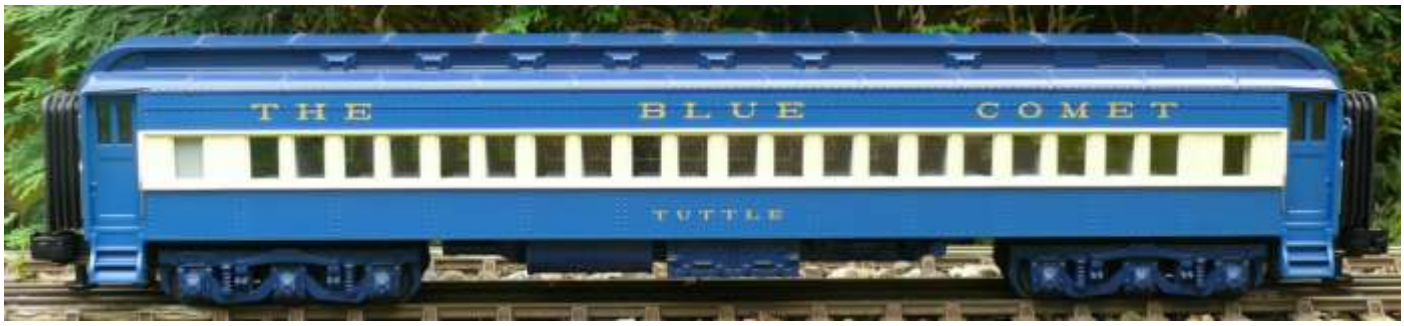
833

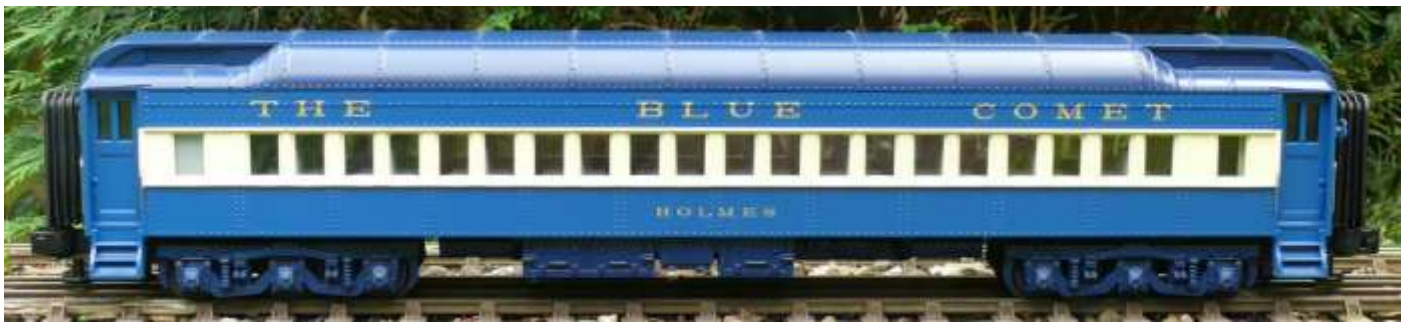
833

THE BLUE COMET
833
833

THE BLUE COMET
BERNARD

THE BLUE COMET
WINNECKE


THE BLUE COMET
TUTTLE


THE BLUE COMET
HOLMES

THE BLUE COMET
DE VICO

THE
BLUE
COMET
THE

COMET

THE

BLUE
COMET

7.5.2 H0 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.

832

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[8] 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)

[8] Other errors have to do with valve gear, feedwater heater, position of the bell, sandbox form…

Kitchen at the left

THE BLUE COMET

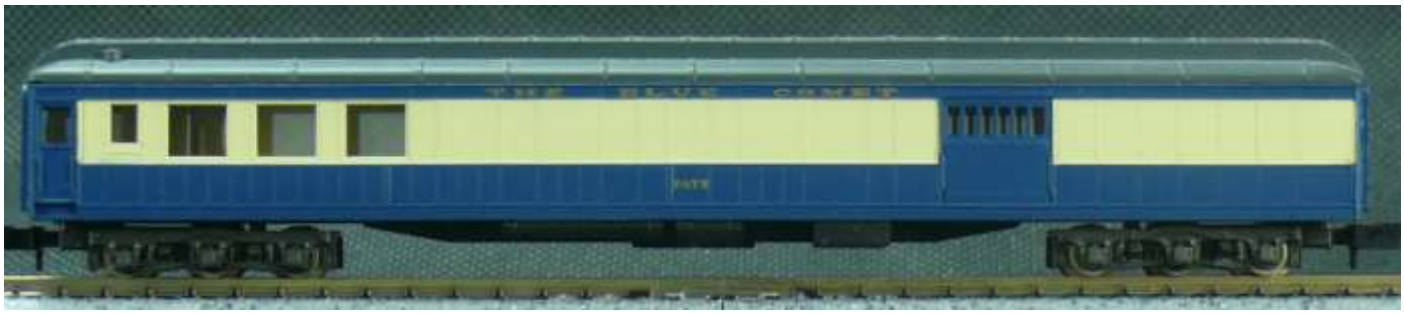
THE BLUE COMET

THE BLUE COMET

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.

PENNSYLVANIA

PENNSYLVANIA

PENNSYLVANIA

PENNSYLVANIA

PENNSYLVANIA

BROADWAY
LIMITED

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.

A N I A
PENNSYLVANIA

P E N N S Y L V A N I A
BAGGAGE

P E N N S Y L V A N I A
UNIONTOWN

P E N N S Y L V A N I A
UNIONTOWN

P E N N S Y L V A N I A
MANHATTAN

PENNSYLVANIA
IRVINGTON

PENNSYLVANIA
MADISON

PENNSYLVANIA
MADISON

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 *Tenshodo*

From 1958 until 1968 the Japanese manufacturer Tenshodo made a range of flush side Pennsylvania passenger cars which were rather short at 22 cm. I have the following types as shown below with catalogue number 423-Baggage car, 429-Combination, 426-Sleeper, 424-Coach, 525-Diner and 427-Observation which make up a short Broadway Limited train. The cars have brass sides and cast metal ends and trucks. They have interior light and have interior added by a previous owner.

Baggage car

Combination car

Sleeper car (compartment side)

Coach

Restaurant car

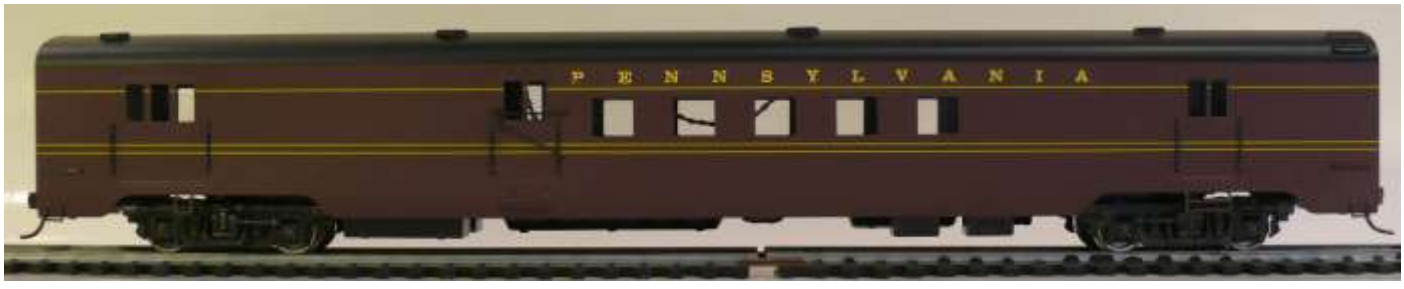
Observation car

Observation end

Interior of Restaurant car above, corridor side of Sleeper car below

7.6.3.3 *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 4-4-4-4 locomotive which was made by Broadway Ltd with catalogue number 017. This is a metal model with sound; the length is 43 cm.



PENNSYLVANIA

PENNSYLVANIA

PENNSYLVANIA

PENNSYLVANIA

PULLMAN
PENNSYLVANIA
PULLMAN

PULLMAN
PENNSYLVANIA
PULLMAN

PENNSYLVANIA

PENNSYLVANIA

PULLMAN

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.

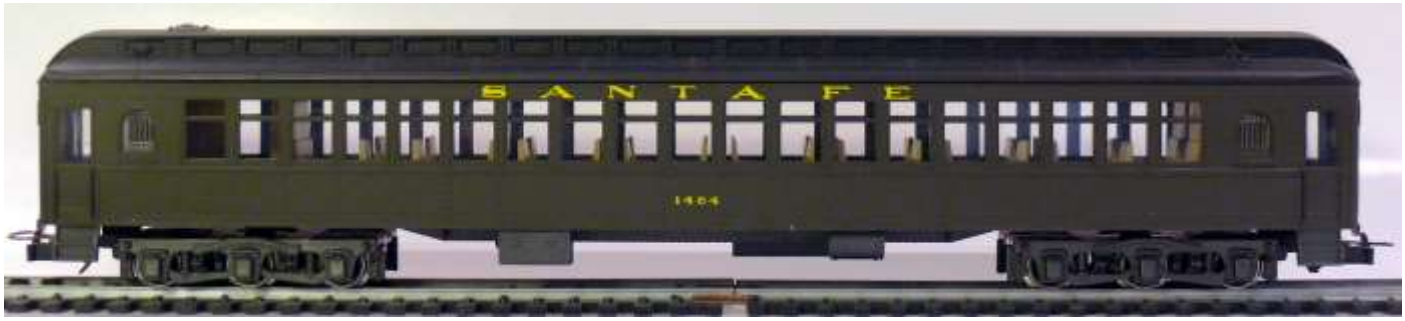
7.6.4.2 *Tootsietoy*

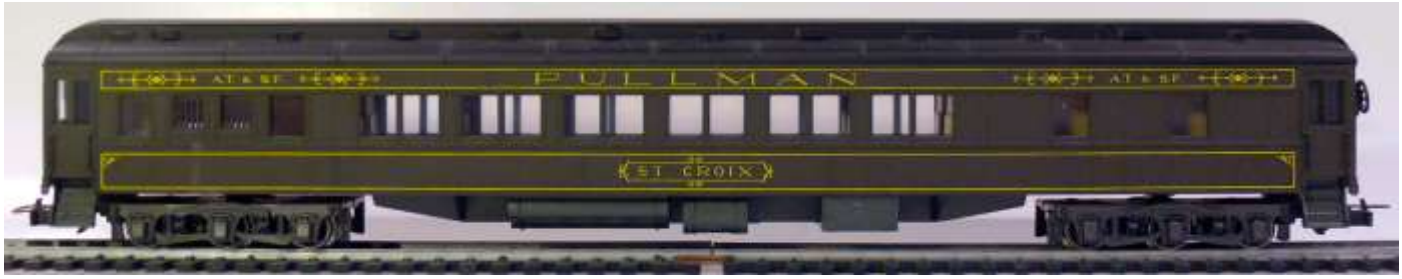
This Broadway Ltd floor train is made by Tootsietoy. Tootsietoy is an American manufacturer of die cast toy cars and other toy vehicles which was traditionally based in Chicago, Illinois. This is a set with catalogue number 188 from 1950. The locomotive with Loewy design is 15 cm long, the coaches are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

SANTA FE
1877

SANTA FE
1877

SANTA FE
9241

SANTA FE
9241

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 0 Gauge

Until 1977, Lionel MPC-era steam engines shared the same colour characteristic of their Post-war ancestors: black. That changed in 1977, when Lionel announced the Southern Crescent passenger set, headed by a green, silver and gold 4-6-4 with smoke, magnetraction, and electronic sound of steam. The locomotive is an Hudson type while the Southern Railway PS4 locomotive that pulled the Crescent was a Pacific. The locomotive is heavy cast metal, tender and cars are plastic. The cars have no interior but do have light. The locomotive is 52 cm long, while each car is 32 cm long. The catalogue numbers are #8702 for the locomotive and 6-9630 Baggage: Joel Chandler Harris, 6-9631 Combine: Andrew Pickens, 6-9632 Coach: P. G. T. Beauregard, 6-9633 Coach: Gen. Stonewall Jackson, 6-9634 Observation: Robert E. Lee.

SOUTHERN
CRESCENT LIMITED
8702

SOUTHERN
CRESCENT LIMITED
8702

SOUTHERN

CRESCENT LIMITED
9530
JOEL
CHANDLER HARRIS
9530

CRESCENT LIMITED
9530
JOEL
CHANDLER HARRIS
9530

CRESCENT LIMITED
9531
ANDREW
PICKENS
9531

CRESCENT LIMITED
9531
ANDREW
PICKENS
9531

CRESCENT LIMITED
9532
STONEWALL
JACKSON
9532

CRESCENT LIMITED
9532
P.G.T.
BEAUHARNOIS
9532

CRESCENT LIMITED
9584
ROBERT E. LEE
9584

CRESCENT LIMITED
9584
ROBERT E. LEE
9584

CRESCENT LIMITED
ROBERT E. LEE
9584

CRESCENT LIMITED

CRESCENT LIMITED

CRESCENT LIMITED

CRESCENT LIMITED

7.10.2 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.

Kitchen at the left

PULLMAN
CRESCENT LIMITED
PULLMAN
JOEL CHANDLER HARRIS

PULLMAN
CRESCENT LIMITED
PULLMAN
JOEL CHANDLER HARRIS

PULLMAN

SOUTHERN

PULLMAN

7.10.3 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 7.10.2). 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.

SOUTHERN
CRCS

PULLMAN

PULLMAN

PULLMAN
PULLMAN

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"[9]. 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.

[9] More trains received this description; I do not make a choice.

4449
RN PACIFIC

4449

4449
4449
SOUTHERN PACIFIC

SOUTHERN PAC

SOUTHERN PACIFIC LINES

SOUTHERN PACIFIC LINES

SOUTHERN PACIFIC LINES

SOUTHERN PACIFIC LINES

SOUTHERN PACIFIC LINES

SOUTHERN PACIFIC LINES

SOUTHERN PACIFIC LINES

SOUTHERN PACIFIC LINES

SOUTHERN PACIFIC LINES

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 is 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.

SOUTHERN PACIFIC LINES

SOUTHERN PACIFIC LINES

SOUTHERN PACIFIC LINES

SOUTHERN PACIFIC LINES

SOUTHERN PACIFIC LINES

SOUTHERN PACIFIC LINES

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.

SOUTHERN PACIFIC

SOUTHERN PACIFIC

PACIFIC

SOUTHERN PACIFIC

SOUTHERN PACIFIC

SOUTHERN PACIFIC

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.

NEW YORK CENTRAL
4861

NEW YORK CENTRAL
4861

NEW YORK CENTRAL
5020

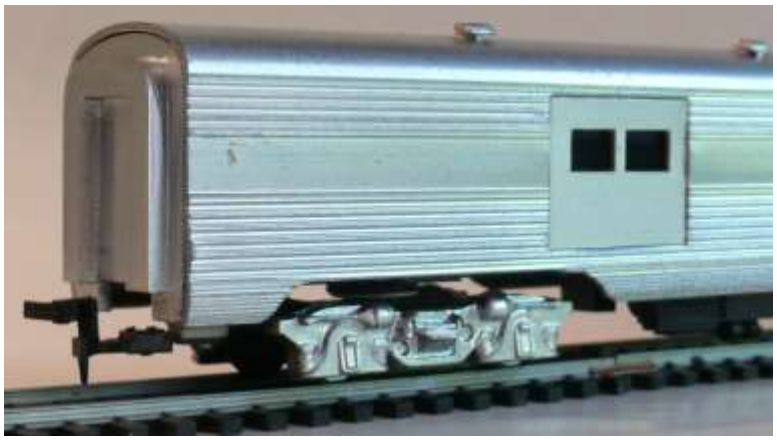
NEW YORK CENTRAL
9800

NEW YORK CENTRAL
9500

NEW YORK CENTRAL
5001

NEW YORK CENTRAL
5001

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!").

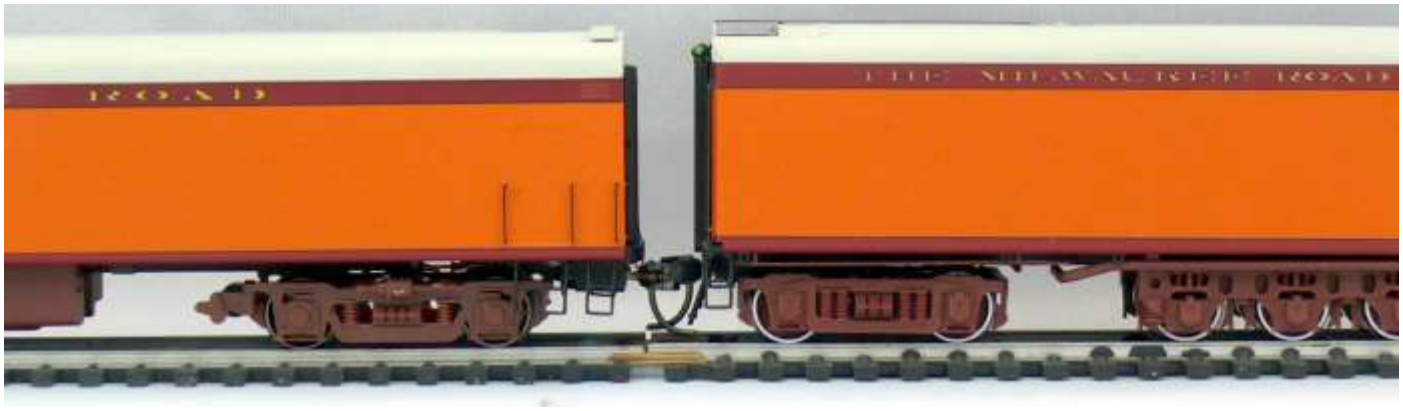
7.13.1 1 Gauge

The American importer of gauge 1 trains G.R. International imported a Hiawatha 4-4-2 Atlantic made by Samhongsa. 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”.



Hiawatha

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

THE MILWAUKEE ROAD

THE MILWAUKEE ROAD
SHILLER

THE MILWAUKEE ROAD
SHILLER

A D

7.13.3 N Gauge

Also in N gauge RivaRossi made a trainset for the Chippewa Hiawatha, it has catalogue number 9015. The locomotive is a generic model of a pacific but in the correct livery; while in H0 gauge this locomotive has a 6-axle tender (see 7.13.2.3) the N gauge tender is shorter with 4 axles, but both wear the number 6139. The set contains four 6 axle heavyweight coaches: a combine, two Pullman cars and an observation car; according to the catalogue there should be only one Pullman car. The length of the locomotive and cars is 16 cm.

CHIPPEWA
6139

THE MILWAUKEE ROAD
106

THE MILWAUKEE ROAD

ROAD
123

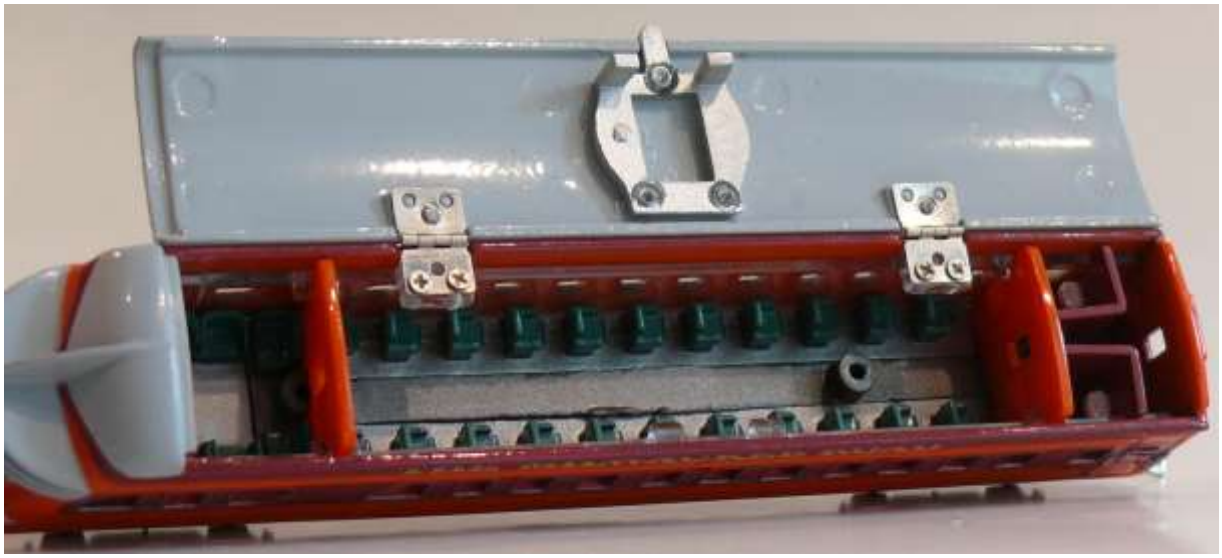
7.13.4 Toy Trains

7.13.4.1 *American Flyer*

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.

7.13.4.2 *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.



7.13.4.3 *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 tinplate tender and a string of three tinplate 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.

THE MILWAUKEE ROAD
884
LIONEL LINES
884

882

884

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.

OVERLAND

UNION PACIFIC

UNION PACIFIC

PULLMAN

PULLMAN

9055

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.

NORFOLK AND WESTERN
RAILWAY EXPRESS
AGENCY

NORFOLK AND WESTERN
545
545

NORFOLK AND WESTERN
545
545

NORFOLK AND WESTERN
535
535

NORFOLK AND WESTERN
535
535

NORFOLK AND WESTERN
582
582

NORFOLK AND WESTERN
582
582

NORF
582

OLK AND WES

STERN
582

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.

THE ROYAL BLUE
AMERICAN FLYER

7.19 Pullman and Observation cars

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

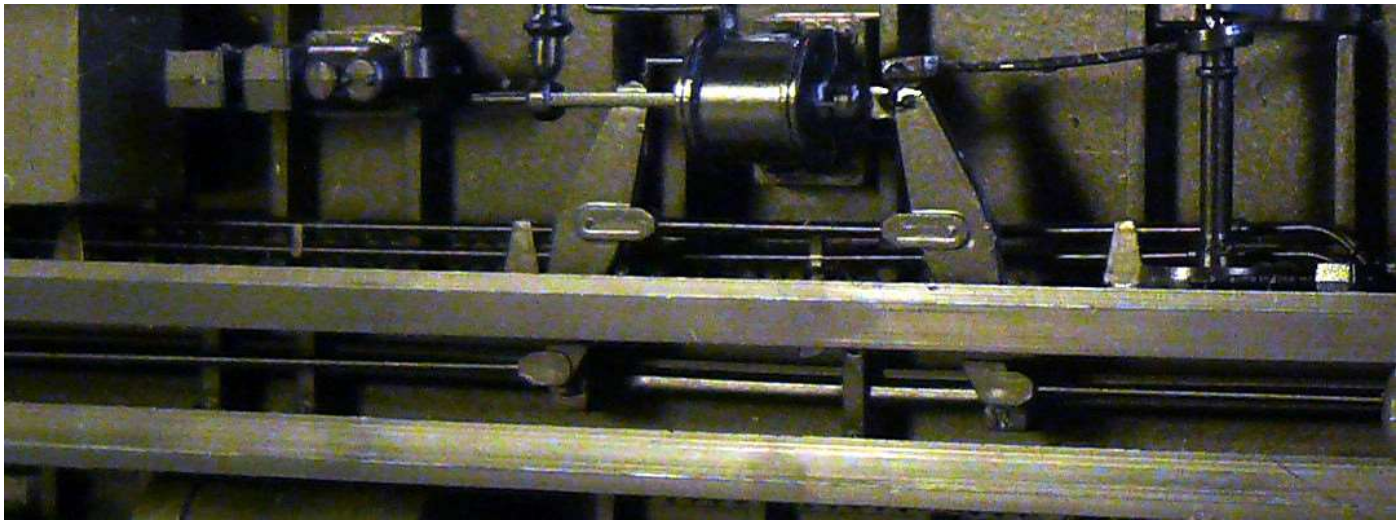
7.19.1 H0 Gauge

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 *Branchline Trains Pullman car*

Branchline Trains made in their Blueprint Series a large number of different kits for Pullman cars. I made a kit of a 12-1 Pullman car named “Orange County”. This kit results in a very nice highly detailed plastic car with a length of 30 cm. The car has interior and full underbody detail and the kit is very well engineered.



7.19.1.3 *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

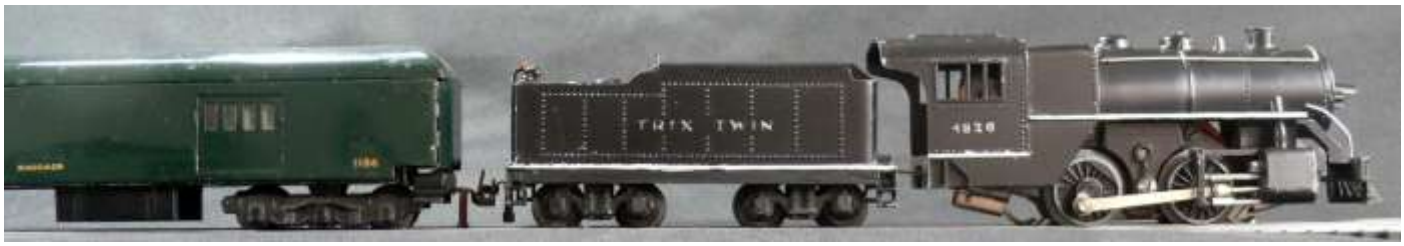
PULL

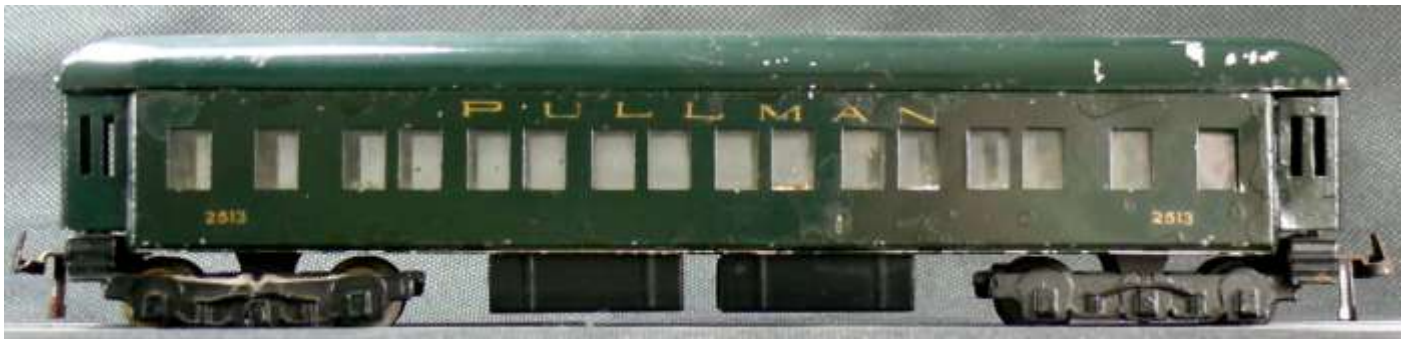
7.19.1.4 *Suydam Pullman Observation car*

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.

7.19.1.5 *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*

About 1926 American Flyer made this set with a baggage car, coach and observation. I do not have the locomotive of this set, but assume that was an electric outline locomotive. These 8-wheel cars are lithographed tinplate and the coach and observation are lighted with one bulb (which just can be seen in the pictures). The baggage car has number 1205 and the coach and observation strangely have the same number 1206 and name Seattle; they were based on the same litho. Each car is 16 cm long.

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.

LINES

LINES

AMERICAN FLYER LINES
GRAND CANYON
AMERICAN
FLYER

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*

This 610 Pullman car and the 612 Observation car were made by Lionel around 1930. I acquired these with a Lionel 257 2-4-0 steam locomotive which was made in the same period, so I assume this was a set. The cars are painted metal with printed lettering, the Lionel Lines lettering has become faded. The cars have an interior light, they have lost their windows and also some of the axle box covers.. Each car is 22 cm long.

610
PULLMAN

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.

1691
LIONEL LINES
1691

R.R. LINES
1690
1690

1691
LIONEL LINES

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 MTH

MTH made in their Premier line a set with catalogue number 20-64179 containing a Union Pacific sleeper and diner. These are streamlined cars which are a bit shortened at 46 cm long. The cars have opening doors, interior and interior lights. There are even some passengers sitting in the cars. The cars are 0 gauge for 3-rail running and have a plastic body.

At left the sleeping car, right the restaurant car; below first the dining car with its lighted interior.

The sleeping car below has the name Western Trail while the dining car above has number 4805.

7.20.2 E&B Valley

The American kit manufacturer E&B Valley made these H0 gauge 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 7.20.5), UP still runs trains with steam locomotives.

PULLMAN

7.20.3 Pocher

Pocher of Italy made with catalogue number 224/2 in the sixties an H0 model of the so-called Lincoln Funeral car. A Pullman car, as the story goes the first car made by the Pullman company with the name Pioneer, specially decorated for the Funeral of President Lincoln. This is a plastic car with, rather exceptionally, 16 wheels and a length of 16 cm.

7.20.4 Tyco

This streamlined Budd style Pullman car for the New Haven railroad is made in H0 gauge by Tyco; this same car was also available in other road-names and sometimes lettered as coach instead of Pullman. It wears the number 238 which might be the Tyco catalogue number. Length of this plastic car is 24 cm.

Note the passenger silhouettes in the windows

7.20.5 RivaRossi

RivaRossi, like E&B Valley, also made a 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 Vista-dome 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 H0 gauge cars without interior are 21 (baggage) and 25 cm long

SOUTHERN PACIFIC
3424

SOUTHERN PACIFIC
3515

SOUTHERN PACIFIC
3515

RAILWAY EXPRESS
AGENCY INC.

550

8 Extras

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

8.1 Australia

The New South Wales Government Railways in Australia had some express train pulled by their streamlined C38 class pacific. As far as I know these were not luxury trains but they did have some sleeper and buffet cars. Lima of Italy makes models of trains from around the world. They made the C38 locomotive with some cars. The sleeping car is included here. This plastic car with 6-wheel trucks has no interior and is 25 cm long.

The former Australian model railway company Trax (which is Succeeded by Powerline) also made some New South Wales Government Railways S type carriages. I have a “BSR” buffet coach with catalogue number 6048. This is a rather simple plastic car with a length of 23 cm, it does not have interior.

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 5.5.3.7) Piko (or Schicht) also made a Czech version. This plastic and nicely detailed car has catalogue number 42660. It has interior and light; length is 25 cm.

8.4 Spain

The Spanish railway company FCA (Compañía de los Ferrocarriles Andaluces) operated the Andalusian Pullman Express from 1929. The 6 Pullman cars of this train were the same as the CIWL Fleche d'Or cars. So RivaRossi redecorated its Fleche d 'Or Pullman cars in the livery of the FCA. Here is the WP (Pullman without kitchen) car with number 3 of the FCA which RivaRossi released with catalogue number 3514. The car is nicely detailed with interior and to a scale of 1 :87, its length is 27 cm, however because of the wider loading gauge these Spanish cars were some 15 cm wider than the CIWL cars. The model is thus some 2 mm too narrow.

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20-TH
CENTURY
LIMITED