



# Steamliners – Streamlined Steam Locomotives

FROM THE COLLECTION OF FRED VAN DER LUBBE

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## 2 Introduction

By issuing e-books on modeltrains and discussing modeltrains on fora on the internet I get to know people who share part of the same interest. One of these, Peter B, when discussing streamlined NYC Hudsons told me about an interesting book called The Steamliners – Streamlined Steam Locomotives and the American Passenger Train by Kevin J. Holland. Not only did I enjoy reading this book, I also thought the terminology Steamliners was a good one. So, here is my e-book Steamliners showing models and toys from around the world of streamlined steam locomotives from my collection.

Three of my previous e-books (Non CIWL Luxury Trains, LNER Pacifics & NYC Hudsons and Pacifics from Continental Europe) show a large number of Steamliners. After counting I found out that many of my Steamliners were already included in one of these e-books. Anyway, I liked to record this cross-section of my collection in a picture e-book, this time of a different size. Of course, the locomotives not yet pictured in a previous book are given extra attention.

I have Steamliners in various gauges and scales of different brands. Some of these are models, others are toys. Some of the toy steamliners do have a recognisable prototype, but many of these are just toys. Of course, it is easier for a toymaker to make a streamlined locomotive than a non-streamlined one. Real steamliners and toy steamliners were often made with a matching train, I generally show only the locomotive here. The catalogue is organised on country and further, when relevant, on railway company and/or locomotive type, gauge and maker. The index in the back can be used to find locomotives via the maker or brand. The length of the locomotives in this catalogue is in centimetres. The mentioned track gauges are Z (6.5 mm), N (9 mm), H0/00 (16.5 mm), S (22.5 mm), 0 (32 mm) and 1 (45 mm). Most of the locomotives are running scale models, but some are static models or toy trains that represent a streamlined steam locomotive. Many of the steamliners in H0 gauge are also presented in a series of videos I have made, which can be seen via my website: <http://sncf231e.nl/steamliners-in-h0-scale/>

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

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

### Acknowledgements

Thanks to Tamme en Jacques for tips and proofreading. Thanks to Arne (Sammelwahn) for his help to assign brands to trains.

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## Further reading

The above-mentioned book *The Steamliners – Streamlined Steam Locomotives and the American Passenger Train* by Kevin J. Holland is of course advised. Other books on streamlining which include a good amount of Steamliners are:

- *The Streamline Era* - Robert C. Reed
- *Stromlinienform* - Claude Lichtenstein, Franz Engler
- *Locomotive* - Raymond Loewy
- *Stromlinien Album* - Alfred B. Gottwaldt
- *Streamlined Steam* - A.J.Mullay
- *Streamlined Steam, Quadrant Press Review 1* - Eric H Archer

A number of famous streamlined luxury trains, amongst others *The 20<sup>th</sup> Century Ltd*, *The Broadway Ltd*, *The Hiawatha* and *The Super Chief*, have books dedicated to them showing also the Steamliners used to pull these trains. And further, as mentioned, my previous e-books *Non CIWL Luxury Trains*, *LNER Pacifics & NYC Hudsons* and *Pacifics from Continental Europe* are of interest for this subject, these books can be seen on and downloaded from my website: <http://snCF231e.nl/>.



Streamlined (un)official speed record holders: PRR T1, DR 05, LNER A4 as H0/00 models.

### 3 English Steamliners

With very few exceptions the English steamliners were all of the Pacific type. I have models of steamliners originating from the LNER, the LMS and the SR which all were later running at British Railways.

#### 3.1 LMS

The streamlined Coronation Class locomotives were specially developed for the Coronation Scot, this was a named express passenger train of the London, Midland and Scottish Railway inaugurated in 1937. These streamlined 4-6-2 Pacifics were amongst the most powerful steam locomotives to operate on British railways. I have a number of models of the Coronation class. In 0 gauge here is shown a brass Coronation locomotive which is a Tower Models product based on a DJH kit. It is a 2-rail 1:43.5 scale metal/brass very detailed model with a length of 51 cm.





Here is Hornby Railways Coronation class locomotive no 6225 “Duchess of Gloucester” in red (maroon) livery. This is a plastic 2-rail 00-gauge model made in China in 2001 to a scale of 1:76 and 30 cm long. Catalogue number is R2179.



This small clockwork locomotive made by Brimtoy has number 6220 and is named "The Prince" while the real 6220 was called "Coronation" but it is anyway recognizable as a Coronation class locomotive in the later maroon livery.



## 3.2 LNER

One of my favourites is the LNER A4. This appeared in a number of versions/colours which of course are all in detail pictured and described in my e-book on LNER Pacifics. Here are model versions of the fastest steam locomotive in the world Mallard in 1 Gauge (Aster), 0 gauge (ACE) and 00 gauge (Hornby Railways and Trix).



The first LNER A4's including No 2512 Silver Fox wore a silver/grey livery. Here is Silver Fox in 0 gauge by Sunset 3<sup>rd</sup> Rail and in 00 gauge by Hornby Railways.



Hornby Dublo and later Wrenn made models of the A4 in different liveries in 00 gauge. Here is Peregrine in black by Wrenn and Silver King and Golden Fleece in British Railways green livery.



An early A4 model is this Hornby Dublo Sir Nigel Gresley version.



Sir Nigel Gresley was also made in N gauge by Minitrix



Other small scale A4 models are this Lone Star version (separately packaged locomotive and tender) and static Mallard models by Wills, Del Prado and Britains.



Of course, some toy makers were also inspired by the A4 like (from left to right, top to bottom) Brio, Mettoy, Dinky Toys, Hornby and Brimtoy.



Another LNER streamlined locomotive type, which was not a Pacific 4-6-2 but a Mikado 2-8-2, is the P2 class 3-cylinder Cock o' the North. It is not a full streamlined locomotive but has very much a streamlined look. The 00-gauge model is by Hornby Railways with catalogue number R3171. It is a nicely detailed locomotive for 2-rail DC running.



### 3.3 SR

The Southern Railway's only steamliners were the Bulleid Pacifics. Their designer Oliver Bulleid however did not call these locomotives streamlined but used the terminology "air smooth". There were heavy (Merchant Navy Class) and light (West Country and Battle of Britain Classes) versions made. I have a model in 0 gauge and some models in 00 gauge. The 0-gauge model shown here is by ACE and is a model of West Country Class locomotive 21C108 named Padstow in Southern Railway livery. It is a 3-rail electric completely metal model. It wears the Golden Arrow headboard, arrows and flags.



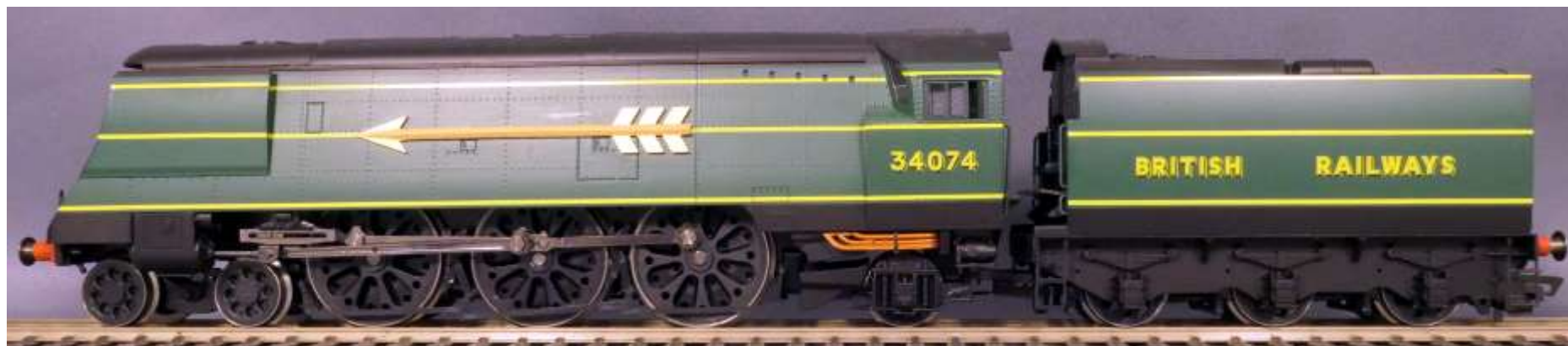
The first 00-gauge model shown is a Battle of Britain Class locomotive model that I made from an Airfix kit. It is British Railways livery with number 34057 and named Biggin Hill. This is a completely plastic, static model with a length of 27 cm.



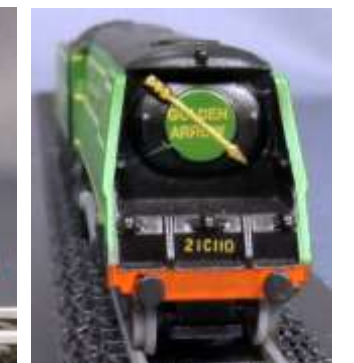
I have 2 Hornby Railways versions of a Bulleid Pacific, an early and a later one. The early one is Battle of Britain Class "41 Squadron" number 34076 in British Railways livery.



Hornby Railways made more recent in 00 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. For unknown reasons the model of Bulleid Battle of Britain 4-6-2 34074 does not wear his name: 46 SQUADRON. The locomotive is 27 cm.



Edition Atlas made in his series of static models of famous trains in 1:220 scale also a model of the Golden Arrow. The locomotive is a West Country Class locomotive with number 21C110 in Southern Railway livery but not showing the name, which was Sidmouth. The description with this train however mentions in error that it is a Merchant Navy Class locomotive. The small plastic static locomotive is only 10 cm long.



Many of the Southern Railway Pacifics were rebuilt in the fifties losing most of their streamlining or air-smoothing; here are two 00-gauge models showing that these locomotives still had a smooth appearance. The green model is a rebuilt West Country Class 34005 Barnstaple made by Wrenn while the blue one is made by Hornby Railways and represents Merchant Navy Class 35005 Canadian Pacific.



The size difference of these locomotive classes is also visible in the models. The Wrenn model is 27 cm while the Hornby Railways model is 29 cm long.

Bulleid used the air-smoothing design also for a 0-6-0 freight locomotive he designed for the Southern Railway. This is the Hornby Railways model (catalog number R2343A) of this locomotive called Q1 type. It has a clean austere look which indeed cannot be called streamlined.



### 3.4 British toy steamliners

Here are three small toy steamliners that as far as I know are British. The blue one is marked Crescent and Made in England, the red one has no markings and the silver one bears the name Rapido LCB. The blue locomotive is 11 cm long while the red one is 7 cm, both are die-cast. The silver locomotive is 11 cm long and made of tinplate.



## 4 French Steamliners

Streamlining was in the second half of the thirties popular in the whole world; in France, unlike some other countries, most streamlining was done on existing locomotives and in general only with one copy. In the realm of French toy trains however all of the important toy-train manufacturers (CR, Hornby France, JEP and LR) made steamliners. So, a large paragraph will be filled with toy train steamliners but this chapter will also show some models of Pacific and Hudson type streamlined locomotives. But first: Le Coupe Vent.

### 4.1 Coupe Vent

A precursor to streamlining was so-called wind-cutting, i.e. having a sharp front on the locomotive to cut through the air. The French PLM had a number of different wind-cutting locomotive types in 4-4-0 and 4-6-0 wheel-arrangement. These were all called “Coupe Vent” and were modelled contemporary by Märklin and later by Fulgurex. A very small series of 0-gauge models in the style of the old Märklin locomotives was made by Francis Deshayes. This is a 3-rail DC locomotive with a length of 42 cm.





## 4.2 Pacifics

In my e-book on Continental Pacifics the streamlined Pacifics are presented in detail. One of the Nord Super Pacifics was streamlined in 1937 and Etat Pacific 231-761 received in 1935 a streamline shroud and in 1936 also a streamlined tender. Fulgurex has made a model of the NORD steamliner in H0 in blue as it was painted in 1938 for a short period for a visit of King George VI and Queen Elizabeth. The small French modeltrain maker BLZ made a model of the Etat steamliner in cast metal. It is found in either black or green, here is the green version.



### 4.3 Hudsons

At the end of the thirties in France a design was made and an order given for 8 fast and heavy locomotives of the 4-6-4 wheel arrangement in two different versions (named 232R and 232S) with regards to the layout of the cylinders. The last 232R was never finished and after the war completed as a different type, the 232U. The 232R was made in H0 gauge by JEP in black and green and with or without a yellow stripe. Here is the first black version which was for 3-rail AC.



The yellow striped black version is a later DC 3-rail model. Note the streamlined tender, the real 232R had a standard SNCF tender. Length is 30 cm.



The SNCF 232U1 is a single example made after WW 2 using parts of an unfinished 232R. The locomotive incorporated the latest technology available at the time and is known in France as “La Divine”. It can be seen in the railway museum in Mulhouse. I have 2 models of the 232U1, the first being a gauge 1 live steam model which I made from a kit by ASTER. The model has, as the real thing, four cylinders working in compound mode. It is of course completely metal and has a length of 79 cm.





Jouef made a H0 model of the 232U1. This locomotive is for 2-rail running and has a motorised tender. Catalogue number of this model from the eighties is 8249.



## 4.4 Toy trains

The toy train French steamliners are arranged here by their makers CR, Hornby France, JEP, Jouef and Le Rapide.

### 4.4.1 CR

CR or Rossignol made many toy-steamliners, all as lithographed tinsplate and mostly clockwork trains. I assume that these were easier to make as a toy than non-streamlined locomotives and that the colourful CR steamliners were popular with children; these trains do not follow any prototype. Most CR items wear a CR number. The first CR streamliner shown here with CR number 100 is made for a gauge of 28 mm. This locomotive came in a set made around 1935. The wheels of this locomotive are set such that it can only run in circles.



The next CR steamliners are also made for track with a gauge of 28 mm. These were made around 1950 and have both CR number 50. The front of these locomotives seems to be inspired by the NYC Dreyfuss Hudson. The wheels of the green version (as can be seen below), but not those of the grey version, are set that it can only run in circles.





The next 0-gauge locomotive with CR number 300/301 looks very similar. It is however much larger being 30 cm long while the one above is only 20 cm long.



CR used the brand name Éclair for many of their steamliners. They came in sets with coaches, track and some accessories. This green 0-gauge version with CR number 60/61 is 26 cm long. Although it has SNCF lettering it is not recognizable as a model of a real locomotive.



The red and black, yellow striped, version of CR number 60/61 shown right gives a completely different impression, but has exactly the same form.



This red and black version of CR number 60/61 has a different tender such that a set of articulated coaches could be connected.



This next 0-gauge clockwork locomotive is with 25 cm a bit shorter. It wears CR number 80/81 and also has its wheels set such that it can only run in circles. It was made in a red and a blue version





The next two CR Éclair steamliners, both wearing CR number 300, have the same locomotive body but a very different colour combination.



The green version has a non-reversing clockwork unit and is 29 cm long.



The red CR steamliner came in a set with two coaches and fixed corridor connections making it a complete train of 60 cm long. This version has a reversing clockwork; running backwards with a train like this being of course quite dangerous. The start/stop lever is, very noticeable, protruding from the roof.



The largest CR steamliner has a 0-4-4 wheel-configuration and is 33 cm long. It was available in clockwork and electric, the clockwork version with CR numbers 26/27 is shown.



CR also made a streamlined floor train. This mechanical wind-up tinplate locomotive was available separately and also a matching non-streamlined tender was available. The locomotive with number CR400 and a funny SNCF livery is 23 cm long. It looks like a 4-6-4 but has only 4 wheels.



#### 4.4.2 Hornby France

The French Hornby factory made 2 steamliners, both based on real prototypes. In the M series Hornby France made from 1937 till 1940 a train inspired by a PLM (Paris-Lyon Marseille) railway streamlined fast train capable of connecting Paris to Marseille in nine hours. The shrouded locomotive was a 4-4-2 Atlantic; Hornby's version is a 0-4-0.



Hornby made a clockwork and an electric version; the clockwork version can be seen in the picture left at the front, note the key-hole. The clockwork version has red wheels while the electric version has unpainted wheels. Hornby also made a matching coach with the prototypical correct shrouded connection (see below).



In 1939 Hornby France made a shortened and small-wheeled, but recognizable, 3-rail electric 4-4-2 version of the NORD Super Pacific 4-6-2 that was streamlined 80 years ago in 1937. The SNCF was established in 1938, so the locomotive received SNCF markings. Hornby catalogue number is N° 4E and the length of loco and tender is 43 cm. More pictures can be seen in my e-book on Continental Pacifics.



Since I had two of these Hornby France locomotives I changed the livery of one of these to the blue livery the real locomotive wore in 1938 when the British King and Queen visited France. Also of this locomotive more pictures can be seen in my e-book on Continental Pacifics.



### 4.4.3 JEP

In 1938 JEP introduced streamlined locomotives replacing most of their former Nord type locomotives in their catalogue. Their steamliners do not resemble any prototype, however, according to Clive Lamming, two different types are recognized. An American type, looking a bit like the American New York Central Commodore Vanderbilt steamliner, and a French type which looks like a combination of French NORD and ETAT steamliners. The first steamliner shown is made for S gauge. This 0-4-0 steamliner, which is 21 cm long, was only made in a clockwork version.



JEP also made a range of simple 28 mm gauge trains, which were meant to compete with the cheap CR trains. From 1938 till 1950 they made this small 0-4-0 clockwork steamliner. This locomotive is 4 cm shorter than the S gauge version (which runs at a smaller gauge!). It had catalogue number 4311 and is 18 cm long.



The picture on the right shows the S gauge and 28 mm together showing the shortness of the larger gauge steamliner.



This boxed JEP floor-train or pull-along train (catalogue number 414-6) was made in 1949. The streamlined locomotive has four wheels but shows a dummy 4-6-2 layout. With the SNCF lettering it looks French, but I do not recognise a specific French Pacific in it. The locomotive is 21 cm long.



Looking very similar to the locomotive above this JEP NORD streamlined tinplate floor-train is much larger (41 cm) and has a clockwork mechanism.



This toy was available as locomotive only, with a tender and complete as seen here with a matching Pulman car; it has catalogue number 1440-I and shown in the 1939 JEP catalogue.



For 0-gauge JEP made a varied collection of streamlined locomotives.



This picture shows that, although all running on 0-gauge tracks, different sizes were made for the different budgets of the parents buying a train for their boy.

The smallest 0-gauge steamliner was a 0-4-0 with catalogue number 4321.LT. It is 25 cm long; JEP made this locomotive in black and blue.



The just a bit larger small 0-gauge steamliner is this blue 2-4-0 (catalogue number 4331.LT) It is 29 cm long. JEP made this locomotive also in blue and black and only in clockwork.



JEP used the body of the blue steamliner shown above with an electric motor to make this red articulated train. They combined the steamliner with one of their railcars resulting in a train with a tail-car with (not illuminated) front lights. This train with catalogue number 5733.2 has a length of 60 cm. The train has markings of the NORD railway, while the streamliners above have SNCF markings.



The tender has no back side, since it is articulated connected to the first car.

Two versions of a larger streamlined 2-4-0 with 4-wheel tender, which had a total length of 35 cm, were made by JEP: A lithographed and a painted version.



The painted version of the 2-4-0 steamliner is shown here. These are painted in NORD brown but wear the SNCF markings and were made from 1938 until 1950. These were available in clockwork and electric; the electric version (catalogue number 5751LT) is shown at the back. The clockwork version of this locomotive (catalogue number 4351LT) had a headlight with power supplied by a battery in the tender; on the tender top an on/off switch is present as can be seen. This locomotive's paint was largely damaged, so I repainted it.



Electric version top and clockwork version bottom.



The lithographed version of the 2-4-0, made by JEP from 1951 until 1956, is shown in clockwork (catalogue number 4341LT) at the front and electric (catalogue number 5741LT) at the rear. The lithographed versions are made of thinner metal and were some 10% cheaper than the painted versions.



The electric version has red wheels, while the wheels of the clockwork version are unpainted.



The largest JEP steamliner has a 4-4-4 wheel configuration, called 222 in France, with 8 wheel tender. This was only available in an electric version (catalogue number 5761LT) and is 46 cm long. Various versions with different electric motors and with or without automatic reverse unit were made between 1937 and 1952.



#### 4.4.4 Jouef

This Jouef clockwork locomotive, their first locomotive model made in the fifties, is known as “Diabolic” or “Pacific Présidentiel”. With some imagination one can recognise the streamlined Etat Pacific in this toy train. The locomotive has a plastic body and is 21 cm long.

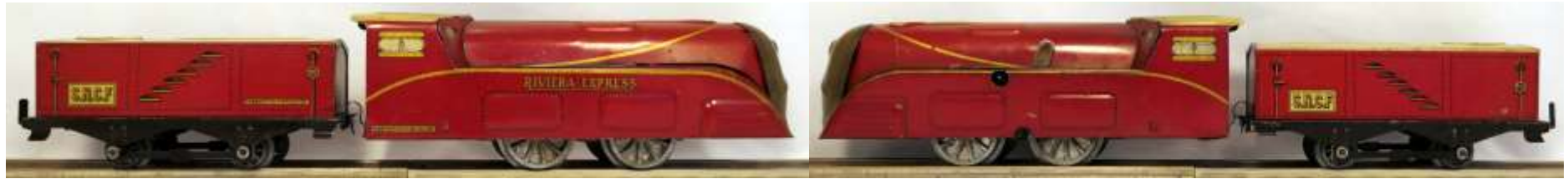


#### 4.4.5 Le Rapide

Le Rapide is the brand for trains from the French toy company LR (Louis Roussy). The most famous and costly LR steamliner is the Super Rapide locomotive, a large 4-8-4 streamliner cast in aluminum, but that is not in my collection. Here you see a clockwork tinplate 0-4-0 steamliner LR made with matching coach in colours which resemble the Hornby PLM steamliner shown above. It has catalogue number 102 and a length of 48 cm. It does not seem to be based on a prototype; the tender is an oil version.



LR made this same locomotive later without any LR or Le Rapide markings but marked with Riviera Express on one side only and SNCF on the tender.



LR made a streamlined tank locomotive with a cast body which looks a bit like a SNCF 232R. They used this body for a 0-4-0 clockwork tank locomotive and a 0-4-2 electric tank locomotive; later with some minor changes the same body was used for a 0-4-2 locomotive with tender.



The electric 0-4-2 is shown left and the 0-4-0 clockwork version at the right side. Both are 21 cm long. As can be seen these locomotives were of a tank locomotive type but you could wonder where they kept their water.



The cast body of the steamliner shown above was, with minor changes, also issued with a tender, LR choose to use the body of the tender of their Nord Pacific for this model. The combination looks a bit strange. Total length is 37 cm.



Somewhat looking like the previous type, the next LR steamliner has better proportions. This 3-rail electric 4-4-2 with matching 8-wheel tender has catalogue number 1024L and a length of 36 cm. Many Le Rapide trains, like this one, look like they had a hard life. I have never seen a Le Rapide mint example.



## 5 German Steamliners

The Bavarian S 2/6 locomotive is considered a forerunner of streamlining. Apart from some series of Pacific steamliners, of which models are fully pictured and described in my e-book on continental Pacifics, a number of experimental large streamlined locomotives was built in Germany.

### 5.1 Forerunner of streamlining

The Bavarian S2/6 4-4-4 locomotive is, like the PLM Coupe Vent (see 4.1), considered a forerunner of streamlining. The smokebox, chimney, cylinder cover and cab do have an arrow like form which was assumed to “cut the air” when the locomotive was running at speed. Fulgurex made the S2/6 in a number of gauges. I show the 0 gauge and the H0 gauge model. The 0 gauge model is made by Kodama of Japan, it is a very detailed model in brass with a length of 49 cm.







This is with catalogue number 2015 the Fulgurex brass model of the Bavarian S2/6 in H0 gauge. It is a nicely detailed model with a length of 25 cm.





## 5.2 Pacifics

The Baureihe 01.10, 03.10 and 10 were built as streamlined Pacific locomotives and some models of the streamlined versions of these Pacifics are shown in my book on Continental Pacifics. Just for completeness here are three H0 gauge models of the 03.10, the first made by Fleischmann, the next two by Märklin.



And here are three versions, one in 1 gauge and two in H0 gauge, of the Baureihe 10, the first one by KISS, the other two by Bub and RivaRossi.



### 5.3 The large steamliners of the thirties

In the 1930's the Deutsche Reichsbahn in Germany made a number of, some experimental, large streamliners. I have models of the Baureihe 05 4-6-4 and the Baureihe 06 4-8-4 steamliners. Liliput made this H0 gauge model of 05.001, which was similar to the 05.002 that attained a speed world record for steam locomotives.



One of the three Baureihe 05 locomotives was made with a cab, and the boiler back head, at the front; it was made to be fired with coal dust. Liliput made a H0 gauge model of this locomotive. Catalogue number of this model with a metal body is L131540; length is 32 cm.



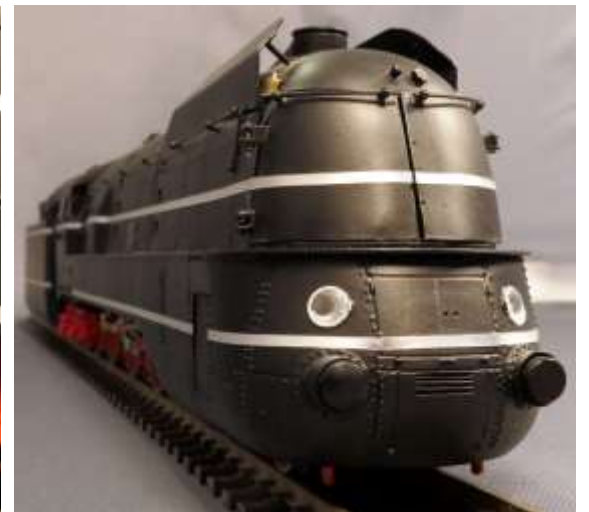
Note the chimney not being at the front. At the back of the tender there was a dummy corridor connection to avoid air swirls when connected to a train.



The Baureihe 06 4-8-4 steamliner was modelled by Märklin already in 1939, but in a 4-6-4 wheel arrangement. The model I have is from the fifties. It is a 3-rail AC metal model with catalogue number SK800 with a length of 30 cm.



Lemaco made a brass model of the Baureihe 06 in H0 gauge. This finely detailed model is 32 cm long.



## 5.4 Tank locomotives

The smallest steamliners might well be these 2-4-2 streamlined tank locomotives that were built in 1933 for the LBE (Lübeck-Büchener Railway) for fast trains between Hamburg and Lübeck. Lima from Italy made simple plastic H0 gauge models of these trains in LBE and Deutsche Reichsbahn (DR) liveries. Here is the locomotive in DR livery which came in a set with matching coaches with catalogue number 149802. Length is 15 cm.



The 2 locomotives of the Baureihe 61 were built especially for the streamlined Henschel-Wegmann train between Berlin and Dresden. The 61.001 was a 4-6-4 tank locomotive. RivaRossi made with catalogue number 0339 a model of the Henschel-Wegmann train in H0. This nicely detailed steamliner is 21 cm long.



## 5.5 German toy steamliners

Beckh made some clockwork H0 trains in the sixties, among others this steamliner. Beckh trains were cheap trains to be sold in department stores. This locomotive, which does not seem to be based on a real locomotive, has a plastic body and is 19 cm long.



Beckh (Ottmar Beckh KG, Nürnberg) made between 1963 and 1969 this tinplate clockwork streamlined trainset in 28mm gauge named Pacific with catalogue number 704/3



The German toy maker Distler made this toy steamliner which is marked Made in Western Germany; it is 23 cm long.



The colour and form of this toy steamliner do look a bit like the Baureihe 05.



At about the same time the German makers Fleischmann and Märklin made similar streamlined plastic bodied clockwork H0 toy trains, both show here.



The Fleischman locomotive has the looks of a German Baureihe 60 2-4-2 tank locomotive. It is 14 cm long and can run forwards and backwards.



Although made in Germany by Märklin this clockwork H0 gauge toy locomotive is based on an US prototype, the streamlined K4 locomotive of the Pennsylvania Railroad, see 6.3. I had this locomotive before, it was part of my first trainset in 1956. I recently bought this one for sentimental reasons ☺. The locomotive and tender body are plastic.



## 6 USA Steamliners

In the USA many of the steamliners were made, so this chapter will be the largest in this book. In the USA the introduction of streamlined trains coincided with the introduction of diesel power and also of complete streamlined trains matching the power unit. Of course, I only show steam locomotives. Many steamliners were of the Hudson (4-6-4) type, but also other wheel arrangements were used, with some special types by the PRR (the, in this case, not so Standard Railroad of the World).

### 6.1 Hudsons

Since I have a large number of Hudson from the New York Central railroad a special paragraph is dedicated to these.

#### 6.1.1 NYC Hudsons

One of my favourites is the NYC Hudson. This appeared in a number of streamlined guises which of course are all in detail pictured and described in my e-book on NYC Hudsons. Here are model versions of the first NYC steamliner Commodore Vanderbilt in 0 gauge (Lionel), Z gauge (Märklin), 1 Gauge (Aster), and H0 gauge (Key).



And then there were the famous streamlined NYC Hudson drawn by the industrial designer Henry Dreyfuss. Here are models by Lionel (left) and Weaver (right) in 0 gauge and two different versions by RivaRossi in H0 gauge.



Another streamlined guise of the NYC Hudson was the version made for the Empire State Express. The 0-gauge model is by MTH and the H0 gauge model by RivaRossi.



The interpretation of toy train makers in gauge 0 of the NYC Hudson Commodore Vanderbilt is represented by a Lionel 1689E locomotive, two small clockwork locomotives made in Germany, the colourful one possibly by Bub for Renwal and the other by Konrad Dressler, and a black and a red Marx tinplate version.



### 6.1.2 Hudsons from other Railroads

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. This 0-gauge model of C&NW 4008 is made by MTH in their Premier line. It is a heavy cast metal model to a scale of 1:48 and 64 cm long.



The brass model importer NKP (Nickel Plate Products) had in 1975/1976, this E4 4-6-4 factory painted steamliner made in Japan by KMT (Kumata) in H0. The locomotive is a brass and metal construction and nicely painted; it is a good-looking model but the driving wheels are a bit too small. The scale is 1:87 and it is 35 cm long.



The Chicago, Milwaukee, St. Paul and Pacific Railroad (also known as the Milwaukee Road) made some F7 Hudsons that were used after the famous Atlantics were considered too light for the Hiawatha when that train did get longer. The livery was using the same Hiawatha colours. RivaRossi made a model of these Hudsons in H0 with a length of 35 cm. Also shown on this page the Hallmark F7 Hudson.



In 2004 Hallmark (the card company) made, licensed by Lionel, this Hiawatha F7 Hudson as Xmas tree ornament. The locomotive and tender each have a small hole in the top where a hook was placed to hang these in the tree. The small locomotive is approximately to a scale of 1:150.



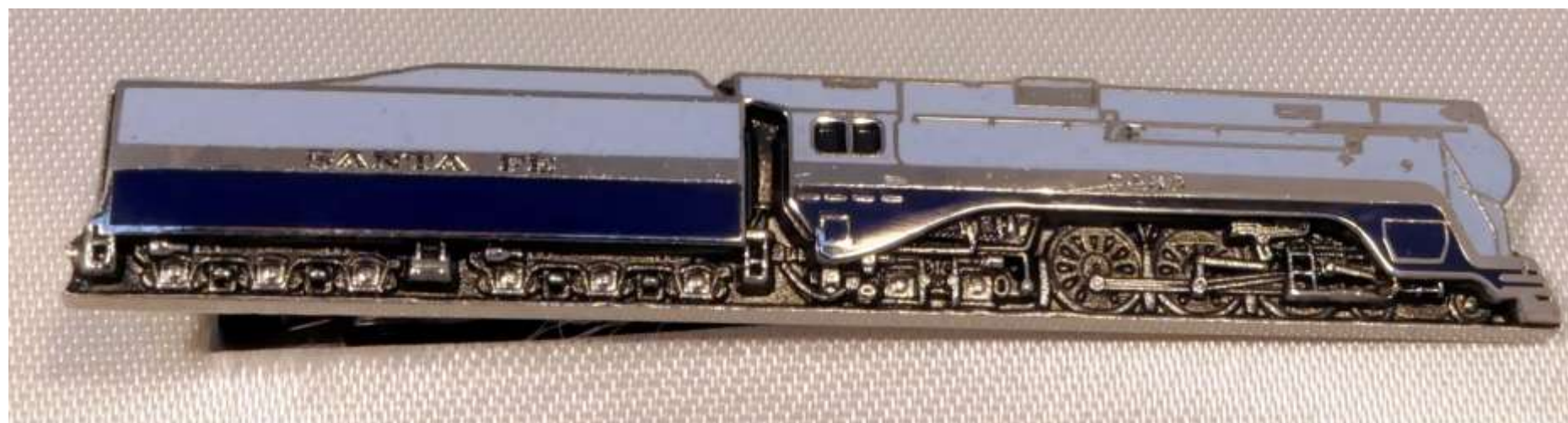
The first locomotive, #3460, of a series of Hudson locomotives for the Atchison, Topeka and Santa Fe Railway (Santa Fe) was built streamlined and painted light, robin's egg blue and silver, it became known as the "Blue Goose". It was the Santa Fe's only streamlined steam locomotive. It featured extensively in the Santa Fe's publicity and was modelled by various manufacturers. Weaver made a 0-gauge model of the Blue Goose. This is a nicely detailed factory painted 3-rail brass model with a length of 66 cm.



Also RivaRossi, who obviously preferred colourful trains, made a model of the Blue Goose and also some non-prototypical cars in the same colours to go with it. The H0 gauge model is based on a more or less generic Hudson type with a streamline casing and colours of the Blue Goose.



The Japanese maker of detailed locomotives in brass Tenshodo also made a model of the Blue Goose which is not (yet) in my collection. Tenshodo, who is not only a train maker but also a jeweller, made also this tie-pin with the Blue Goose.



## 6.2 Atlantics

The Milwaukee Road Class A was a class of high-speed, 4-4-2 Atlantic type steamliners built by the American Locomotive Company in 1935-37 for the Milwaukee's Hiawatha trains. They were the only US Atlantic steamliner and very famous for that. Many manufacturers have made models and or toy representations of this locomotive. The American importer of gauge 1 trains G.R. International imported a Hiawatha Atlantic made by Samhongs. Apparently only 86 of these models were made. This 2-rail DC electric, completely metal, model is 85 cm long.





In 1935 Lionel introduced a Hiawatha train set. The set included a diecast locomotive, a tinplate tender and a string of three tinplate lighted passenger cars. The Hiawatha was reissued by Lionel in 1988, using the original tooling and moulds. Here is the 1988 version which has catalogue number #6-51000. Length of 3-rail AC electric train is 172 cm.



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



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



## 6.3 Pacifics

In the USA the notion of stream-styling, i.e. colourful as a streamliner and snappy painted but not really streamlined. This was true for the locomotive of the Valley Flyer, a short-lived named passenger train of the Atchison, Topeka and Santa Fe Railway. Baldwin built Santa Fe Pacifics number 1369 and 1376 were painted for this train. Here is a 3-rail brass 0-gauge model made by Weaver in a limited series with catalogue number G1088LP of number 1376. Weaver also made a Valley Flyer passenger train set in matching colours, see <https://youtu.be/Sewsw4KxaTM>.





The Baltimore & Ohio railway asked industrial designer Otto Kuhler to design the 1937 Royal Blue steamliner. The bullet-style streamlining was applied to a ten-year-old Pacific locomotive. American Flyer made this S Gauge Royal Blue Pacific with catalogue number 350. 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 die cast locomotive body and a sheet metal tender body. Length is 40 cm.



In 1953 American Flyer introduced the Silver Bullet in S gauge of which the locomotive was based on the Royal Blue Pacific seen above and for which also silver coloured coaches were available to match. The catalogue number of the 40 cm long locomotive is 354. The example shown is a bit damaged but still in running condition.





The John Wilkes named train ran from New York to Pittston, PA and was operated by the Lehigh Valley Railroad. The train was pulled by a streamlined 4-6-2 Pacific locomotive which was styled by famed industrial designer Otto Kuhler. RivaRossi made this H0 model of this locomotive based on their generic Hudson but now as a 4-6-2 Pacific. The locomotive is 35 cm long and has catalogue number 1579.



The Pennsylvania Railroad's K4s 4-6-2 "Pacific" was their premier passenger-hauling steam locomotive. K4s number 3768 was streamlined by famed industrial designer Raymond Loewy in 1936. This was a very concealing streamlined casing leading to its nickname of "The Torpedo". I have models of the Torpedo in 0 and S. The 0-gauge model is made by MTH and is part of the Broadway Limited set with catalogue number 20-34821. The locomotive is a heavy cast metal nicely detailed model with sound, smoke and light. Length of the locomotive is 59 cm.





American Models, a manufacturer of American Flyer compatible S gauge products, made this 2-rail electric steamliner, a model in bronze colour of the PRR K4s number 3768. The model uses a combination of plastic and metal and has a length of 46 cm.



Tootsietoy made a Broadway Ltd floor train, this is a set with catalogue number 188 from 1950. The locomotive with Loewy design is 15 cm long but does have the wrong number 5435 instead of 3768.



The Crusader was a steamliner operated by the Reading Railroad introduced in 1937. The streamlined Pacific pulled a 5-car stainless steel train with observation cars at both ends (such that the train did not have to be turned at the end points). I have two Crusader models to show. The first Crusader is a 3-rail 0-gauge model by Weaver with number 118. The locomotive is a limited edition made of brass with catalogue number G1089-L and a length of 59 cm.



The tender has an overhang which wrapped around the first car.





The American importer GHB International had a Crusader train made in China. The train could be had without a locomotive or with a locomotive with number 117 or 118. Here shown is locomotive number 117. The locomotive has a length of 31 cm and has a plastic body. It is very nicely detailed and runs on 2-rail DC.





A unique feature of the Crusader was that it had 2 Coach-Observation cars. It had one coach-observation car at each end of the train so it did not have to be turned at the end of the line for the return trip. The tenders on the steam locomotives had an extension piece so the round end of the Observation car, behind the loco would fit into it and present a continuous line of stainless steel down the train.

The Union Pacific streamlined 2 steam locomotives for their 49er train, a Mountain 4-8-2 type and the 4-6-2 Pacific shown here. This is a 3-rail brass 0-gauge model made by Weaver in a limited series with catalogue number G1087L; it 55 cm long.





## 6.4 Northerns

The locomotive famous for pulling Norfolk & Western passenger trains was the 4-8-4 streamlined J class. I have two models of the J class. In their less detailed Railking line MTH made, with catalogue number 30-1105, a model of the locomotive with number 611, which was preserved. The locomotive is cast metal and is at a length of 56 cm a bit small for 0 gauge.



With catalogue number 410658A4 Bachmann made an H0 gauge model of the N&W J class. It has a plastic body for locomotive and tender and has detailing as was acceptable in the eighties when this locomotive was made. It is 38 cm long.



When the preserved J class locomotive was running enthusiasts trains an extra water tender was added, since many water towers were not available anymore. Bachmann also made an extra water tender for its model as can be seen in the picture below.



The Southern Pacific GS4 class in Daylight colours is popular with model makers. I have models of this steamliner in 1, 0, H0 and N gauge. Aster made a kit for a brass and metal model of the Daylight 4-8-4 GS4 locomotive no 4449 around 1986. The 1-gauge live steam locomotive is 105 cm long.



In their Premier line MTH made a 3-rail 0-gauge model of the Southern Pacific GS4 no 4449, i.e. the only surviving locomotive of this class. The locomotive with tender is 70 cm long and has bodies made from cast metal.



Bachmann made with catalogue number 410550D9 this Southern Pacific GS4 Daylight locomotive. This is a plastic model with detailing fitting for the period it was made (1970/80).



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.



The Japanese train maker Kato, known for making realistic N gauge models, made a model in 1:160 of the Southern Pacific Daylight GS4 locomotive (catalogue number 126-0301). This also wears the locomotive number 4449; it is 21 cm long.

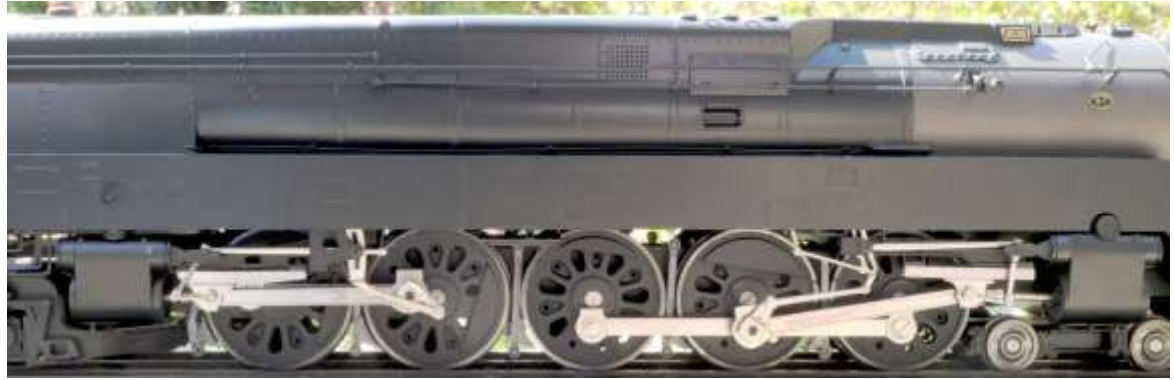


## 6.5 Other wheel arrangements

The Pennsylvania Railroad made a number of steamliners with unusual wheel arrangements. I have models of the Q1 4-6-4-4, the Q2 4-4-6-4, S1 6-4-4-6 and the T1 4-4-4-4 Duplex locomotives.

The Q1 is a 2-rail model made by Sunset 3<sup>Rd</sup> Rail. It is a very large and heavy brass model with a length of 78 cm. It is a model of a prototype which had its rear cylinders against the firebox behind the driving wheels. The tender has 16 wheels. The streamlining was designed by Loewy. Some of the skirting was later removed but the model shown has the full skirting.





The Q2 model is a 0-gauge 3-rail 80 cm long brass model made by Sunset 3<sup>Rd</sup> Rail. One could discuss whether this locomotive, made for freight trains, is streamlined, but it does have some skirting.





The S1 6-4-4-6 locomotive (nicknamed "The Big Engine") was a single experimental duplex locomotive designed to demonstrate the advantages of duplex drives and was the longest and heaviest rigid frame steam locomotive that was ever built. The streamlining was designed by Raymond Loewy. This is a Lionel 3-rail 0 gauge metal model with a length of 90 cm.





This 0-gauge T1 was made by MTH in their Premier line. It is a 3-rail model of the first T1 6110 which, together with 6111, had a bit more streamlined look than the later T1's. The body of the locomotive and tender are cast metal making this a very heavy model. With its long tender it is 78 cm long.





The Pennsylvania T1 4-4-4-4 locomotive was made by Broadway Ltd with catalogue number 017 in H0 gauge. This is a metal model with sound; the length is 43 cm. This model of 5528 shows a bit different streamlining of the nose than that of 6110 shown above. Also, in later years some of the screening around the cylinders was removed/changed as can be seen on this model.



## 6.6 US toy steamliners

American Flyer made this lithographed clockwork steamliner with articulated coaches for 0 gauge. It is known as Minnehaha and not Hiawatha, I assume anyway that it is meant to be a toy version of the Hiawatha. The locomotive has a battery powered headlight; it is 27 cm long.



This clockwork Hafner 1010 locomotive was generally sold in sets with matching cars. It was available in a number of different colour combination and not replicating a real locomotive. This metal steamliner is 35 cm long.



This Mercury locomotive is a clockwork 0-4-0 made by Marx. The tender and cars are articulated and have each only one axle. It was made from 1938 till 1952, I do not know whether my version is pre- or post-war. Length of the locomotive is 35 cm.



## 7 Steamliners from around the world

Besides models of steamliners from England, Germany, France and the USA I do have just a few steamliners from other countries, i.e. Belgium, Canada, China, Japan and Spain, which are pictured in this chapter.

### 7.1 Belgium

A famous Belgian steamliner is the NMBS Type 12 4-4-2 Atlantic that was introduced in 1939 for fast trains between Brussels and the Belgian coast (Ostend). The Belgian modeltrain shop Olaerts had H0 gauge models of the Type 12 made in Asia. This is a very nicely detailed metal model with a length of 25 cm.





As shown in my e-book on Continental Pacifics the Type 1 locomotive of the NMBS was based on the Gresley P2 class 2-8-2 (Cock o' the North) which shows in the semi-streamlined look. I do have 3 models of the Type 1 all in H0. Two are shown in the picture below. Left is a model made from a metal kit by DJH Models and right a toy-like model being a 0-4-0 locomotive made by Elec.



Märklin also made a H0 gauge model of the Belgian Type 1 Pacific. This is a metal model for 3-rail running with sound and smoke in a Post-war livery, it is 28 cm long..



The brothers Verelst, owners of a hobby shop in Turnhout, Belgium, made in the eighties based on a design by CAM design a series of about twenty gauge 0 locomotives of the Type 1. The model is 60 cm long.



The Belgian toy-train maker Gils made a steamliner called Express Gils which is not based on a real locomotive. It is a 0 gauge 3-rail electric locomotive made in red, blue and black versions. This is the red version from 1948. It is a metal locomotive with a length of 32 cm.



And here is a black and later version, i.e. from 1951, which has smoke deflectors. Gils used two different tenders at that time for this locomotive. Both can be seen here.



## 7.2 Canada

The Canadian Pacific Class F1A was a semi-streamlined 4-4-4 Jubilee locomotive type. Number 2929 of this class, of which the model is shown here, was built in 1938. The model is a 3-rail AC electric brass model by Weaver with catalogue number G1732LP. Length of this gauge 0 model is 48 cm.



This next toy train by Marx in Canadian Pacific colours could be based on the Class F1A. It has a 2-4-2 wheel arrangement and is 38 cm long. It is a metal 3-rail electric 0 gauge steamliner with Marx catalogue number 3000.



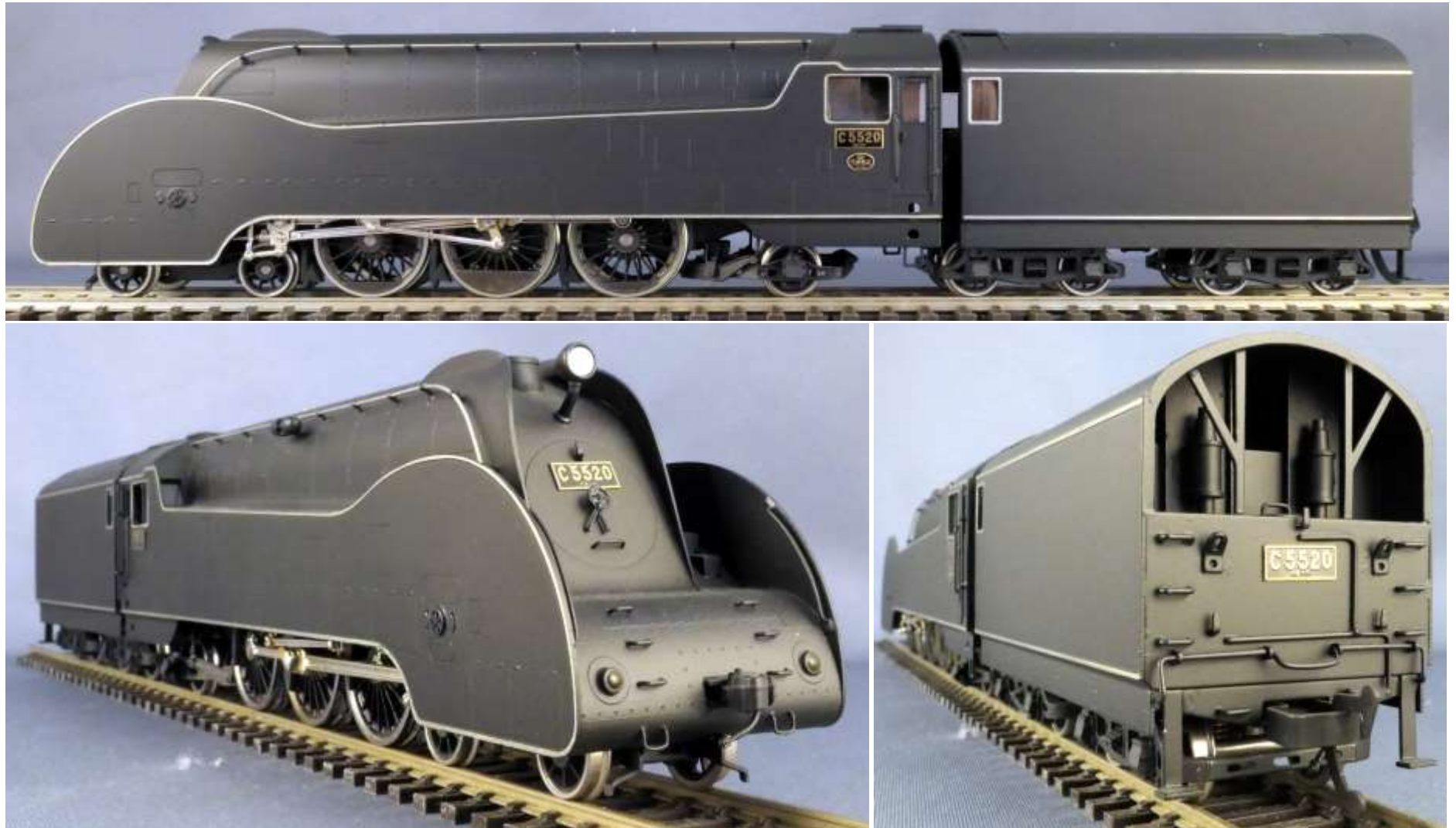
### 7.3 China

Here is a model of the LD1 Mantetsu Dabusa class. Only 2 of these 4-4-4 streamlined tank locomotives were built, originally for the South Manchuria Railway in China, by Kawasaki of Japan. Kairyu Co, a brand of Bachmann of Hongkong, made an H0 model of this locomotive in a number of liveries. This striking blue 2-rail DC locomotive is 17 cm long.



## 7.4 Japan

Not only had Japan some steamliners for their own railways, they also made streamlined trains for the Manchurian Railways when Manchuria was under their control (see 7.3). The streamlined 2-rail DC electric H0 gauge model of the Japanese Railways locomotive C5520 was made by Tenshodo. The C55 class was a passenger type locomotive of which two (5520 and 5540) were streamlined; like all Japanese steam locomotives it was made to a gauge of 1,067 mm, so the model is to a scale of 1:80.



The JNR C53 class was a 3-cylinder 4-6-2 type of which one (C53 43) was streamlined in 1934; the C53 class is noted for having Gresley conjugated valve gear. This is an N gauge model by Micro Ace with catalogue number A7001 of the only Japanese 3-cylinder streamliner. It is 15 cm long.



This next toy steamliner is made by the Japanese company Sakai, but is as far as I know not based on a real locomotive. It is a 3-rail electric 0-gauge locomotive made of metal and with a length of 41 cm. The wheels are not original, I assume they were replaced by a previous owner because of “zinc pest”.



This floor train is made in Japan by SKK. It is a tinplate toy with a length of 22 cm. Marx made a Super Chief floor train which looks exactly the same, so I assume the SKK floor train is a copy.



## 7.5 Spain

There have been no streamlined steam locomotives in Spain. The Ex M.Z.A. 2-4-1 Mountain type from 1939 had some faint streamlining, a bit like the LNER “Cock o’ the North” (see 3.2). The only steamliner from Spain I know is this toy steamliner made by the Spanish toymaker Josfel. It is an electric 3-rail 2-4-0 with a locomotive body that looks like a carbon copy of the JEP 2-4-0 toy steamliner (see 4.4.3). The Josfel is however a tiny bit larger, so I assume it is not based on the same tooling.



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