



# Pacifics from Continental Europe

FROM THE COLLECTION OF FRED VAN DER LUBBE

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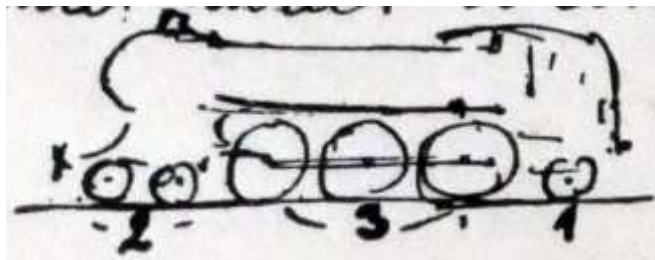
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## 2 Introduction

In my e-book on LNER Pacifics and NYC Hudsons I mentioned: “the German S3/6 and the French PLM Pacifics came also into view but were put aside for the moment”. Since then I acquired, amongst others, a nice example of an 0-gauge S 3/6 made by Spring, so I thought it was time to photograph and describe these Pacifics.

When listing the German S3/6 and the French PLM Pacifics from my collection I came across my models of German Baureihe 01 and Chapelon Nord Pacifics and then decided to make a catalogue of all my German and French Pacifics and to also include the few other Pacifics that ran in continental Europe (i.e. Italy and Belgium) from my collection.

Those who love the Pacific type of locomotive are in the company of a number of famous artists that considered the Pacific as THE large, heavy and fast express train locomotive. The composer Arthur Honegger wrote in the preface to his ‘Mouvement symphonique nr.1- Pacific 231’: ‘J’ai toujours aimé passionnément les locomotives; pour moi, ce sont des êtres vivants et je les aime comme d’autres aiment les femmes ou les chevaux.’ (‘I have always loved locomotives passionately; for me, they are living beings and I love them as others like women or horses.’). The French filmmaker Jean Mitry used the orchestral work of Honegger as the soundtrack for a tribute to the steam locomotive in a French award-winning film. The Dutch poet Pierre Kemp wrote a (long) poem named Pacific which he related to the Honegger orchestral work. The drawing is from a letter of Pierre Kemp on Pacific and correctly portrays the locomotive type.



I have Pacifics in various gauges and scales of different brands. The catalogue is organised on country (Belgium, France, Germany, Italy) and locomotive type and further, when relevant, on gauge. The index in the back can be used to find locomotives via the maker or brand. The length of the locomotives in this catalogue is in centimetres. The mentioned track gauges are Z (6.5 mm), N (9 mm), H0 (16.5 mm), 0 (32 mm) and 1 (45 mm). Most of these models are running scale models, but some are static models or toy trains that represent a 4-6-2<sup>1</sup> Pacific locomotive, even when not having the correct wheel arrangement.

This catalogue will not elaborate on the history of the locomotives. There are many books that go into this, some will be mentioned in the text with the given locomotive.

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.

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<sup>1</sup> I use the Whyte notation 4-6-2 for Pacifics; in France this type is known as 231 while in Germany it is called 2C1



## 3 Belgian Pacifics

In contrast to the Netherlands, where the largest locomotives had a 4-6-0 axle layout, there were a number of Pacifics of different types in Belgium. There are models of all these types; I do have models of the type 1 and the type 59.

### 3.1 Type 1



The Type 1 locomotive was a steam locomotive of the NMBS (Nationale Maatschappij der Belgische Spoorwegen) in service between 1935 and 1962, and mainly used for express trains. 35 of these locomotives were made and number 1.002 has been preserved. The design of the 4-6-2 locomotive was based on the Gresley P2 class 2-8-2 (Cock O' the North) which shows in the semi-streamlined look. The locomotive has driving wheels of 198 cm and a 4-cylinder simple expansion mechanism. The Belgian Association of "Those Interested in Public Transport (VeBOV)" issued a 130-page booklet, in the Dutch language, dedicated to this locomotive type in 1979. Models of this locomotive were made, as far as I know, in 0 gauge and H0 gauge.

I do have 2 models of the Type 1, both in H0 and shown in the picture below. Left a model made from a metal kit and right a toy-like model being a 0-4-0 locomotive but nevertheless showing that it is based on the Type 1.



The British railway kit maker DJH Models made a kit for the Type 1. I acquired this kit ready built and do not know the builder. The model is all metal and nicely detailed. The builder has done an excellent job and the livery is outstanding. Length of this model is 28 cm.











The Belgian company Les Constructions Metalliques Belges made trains in what they called 00 gauge with the brand name ELEC. In their only available catalogue of 1946 their small range, including only one locomotive, is shown and mentioned to be at a scale of 1:86. The picture shows a complete Belgian train in a set-box. The locomotive is made for 3-rail AC running like Märklin.



### 3.2 Type 59

Based on the settlement of the armistice of WWI, Germany had to hand over a large number of locomotives to other countries. Belgium received three S3/6 Pacifics which only ran in Belgium until 1923/1924 after which they were scrapped. The S3/6 locomotive with number 3620 was numbered 5920 in Belgium. Märklin made a model of 5920 for the Belgian market, based of course on their S3/6 model for the German market (see 6.6.3). The Märklin catalogue number is 3111. I assume the livery of this locomotive is correct, but there seem to be no pictures of these S3/6 locomotives in Belgium to verify this.



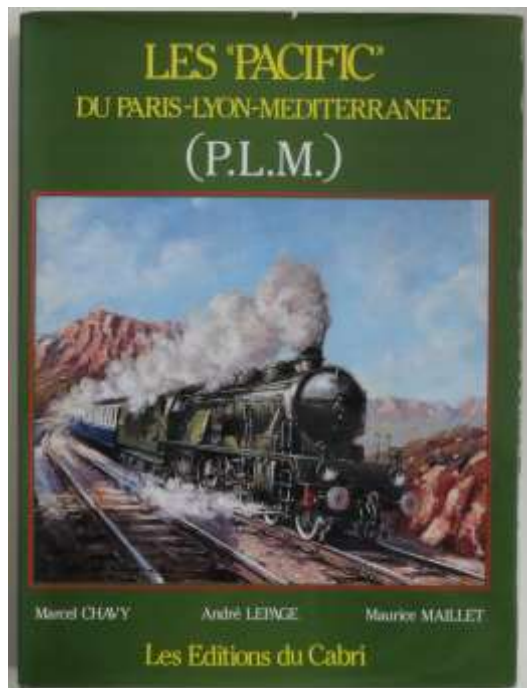




## 4 French Pacifics

The most famous French locomotives, would that be the PLM Pacifics or the Pacifics Chapelon? Both are presented here among others like the ETAT Pacifics and the Nord Super-Pacifics.

### 4.1 PLM Pacifics



For the PLM railway company (Chemins de fer de Paris à Lyon et à la Méditerranée) a total of 462 Pacifics (of the 4-6-2 type!) were built in a number of series between 1909 and 1932. Many of these locomotives were later rebuilt and also used at other regions of France, some of these until the end of steam in France. The book on this type of locomotive by Les Editions du Cabri explains it all; the life cycle of this series of locomotives is rather complicated. The popularity of the PLM Pacifics is sustained by a large number of models made in various scales, some of which are in my collection.

#### 4.1.1 1 Gauge

ASTER of Japan made, commissioned by Fulgurex from Switzerland, an alcohol fired live steam version of locomotive 6101. Pacific 6101 was the second PLM Pacific prototype made at the same time as the first one 6001. 6101 was a simple expansion 4-cylinder locomotive. The ASTER model has 2 cylinders but is further true to prototype with working Walschaerts valve-gear (a first in any live steam gauge 1 commercially available locomotive). It was one of the first ASTER models dating from 1977. 800 of these were made and available in kit. This is one of the few ASTER locomotive kits which I did not build myself. I did not buy it in 1977 but some twenty years later I bought it from the estate of Dutch model engineer W. van der Heiden. He had assembled this locomotive during the breaks of building his large miniature locomotives. He had never run it; it was untouched but had not spent 20 years in a smoke free house, so I disassembled it completely to clean it. This locomotive is made of metal and very nicely detailed. It is 74 cm long and to a scale of 1:32.











A cab view: The visible fittings are the pressure gauge, water gauge, blower valve, regulator valve, screw reversing gear handle and spirit tap.





#### 4.1.2 0 Gauge

Some 40 years ago RivaRossi announced a new series of highly detailed 0-gauge locomotives with the name Capolavori (Masterpiece). Two locomotives, both PLM Pacifics, were actually issued in this series; a model of an original PLM Pacific 6204 (catalogue number 7301) and a model of rebuilt Pacific 231G230 (catalogue number 7300). A numbered series of 800 of these locomotives were made, I have number 608 of 800 of the 231G230. This model is largely made of brass and 54 cm long. It runs on 2-rail DC.













### 4.1.3 H0 Gauge

The small French manufacturer Antal is known only for a small range of items. Their only locomotive was a PLM type Pacific that they made in a large number of versions. I do have five different versions of these Pacifics. All of these are metal models with a length of 25 cm. The first one shown is the standard model of the SNCF Pacific 231H141 in black.







The next Antal Pacific is also SNCF 231H141. It is similar to the previous but has some added red lining and white walled tires.







The next one is also SNCF 231H141, but in green with red lining and some extra detailing.







Another green version is this SNCF 231G19 made by Antal. The locomotive has yellow lining which is absent at the tender. I wonder whether the locomotive and tender are a matching pair, but they were sold, and bought by me, in this configuration.





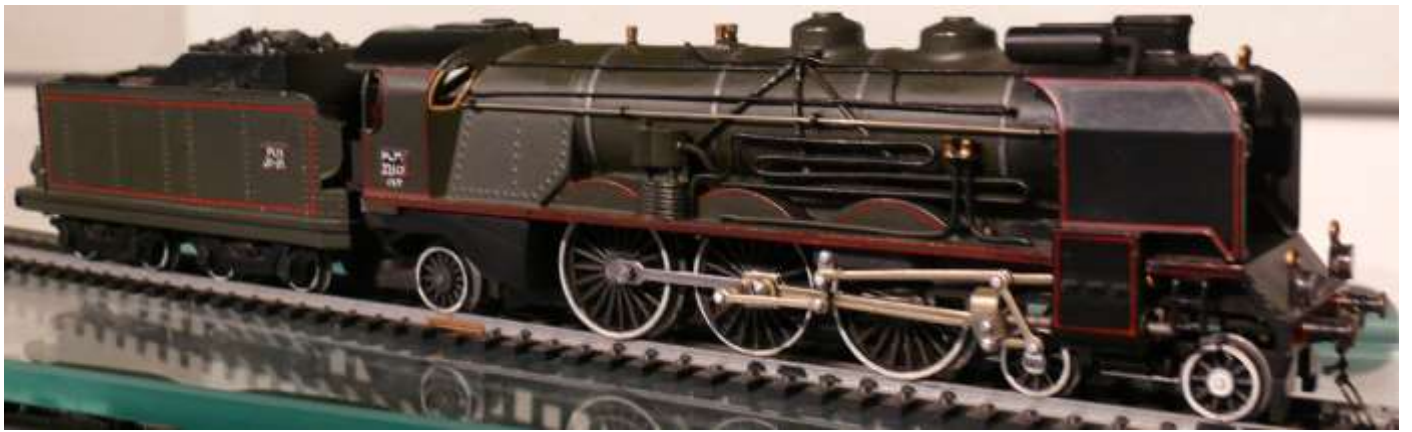




My final Antal Pacific is lettered for the PLM as 231G7. This version also has some extra detailing. I do not know whether this PLM version is all original or customized by a previous owner.







Jouef made this model of 231K82 with catalogue number 8255. A number of these Pacifics including 231K82 were stationed in the Northern region of France at Calais and are known as power for the Calais boat trains. These had a Northern region type large tender.







In the South East region of the SNCF the ex-PLM Pacific 231G174 was one of the engines of the Nevers depot. The French company REE Modèles made with catalogue number MB-002 a model of this locomotive. This is a highly detailed and smooth-running model provided with a footplate crew.







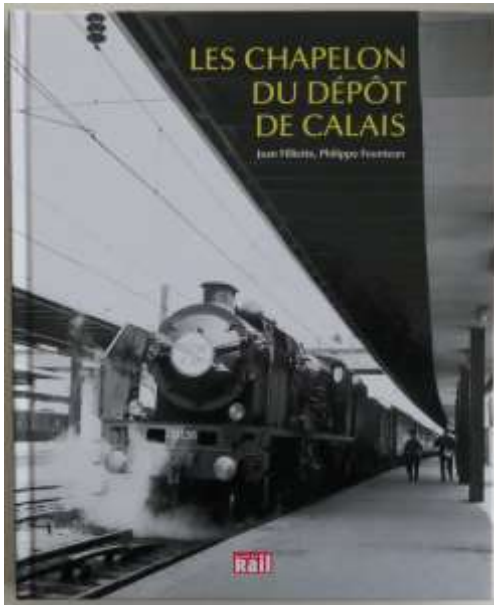


#### 4.1.4 Z Gauge

Editions ATLAS made in their series of Legendary Trains to a scale of 1:220 a Train Bleu with a PLM Pacific with number 6171. This is a static plastic model which is reasonably detailed considering the scale. The plastic locomotive is only 10 cm long.



## 4.2 Pacifics Chapelon



“Les Chapelon” or the Chapelon Pacifics were groups of Pacifics from the PO (Paris Orleans) and NORD railway. Andre Chapelon redesigned and rebuilt some PO Pacifics with very good results and some further Pacifics were built based on this redesign. At the NORD railway these were the Pacifics numbered 3.1171 to 3.1198 and 3.1111 to 3.1130 which were later renumbered into the range SNCF 231E1 to 231E48. Many of these locomotives were used on the boat trains for travel to and from England which gave these locomotives extra attention and fame. The La Vie du Rail book “Les Chapelon du dépôt de Calais” describes and pictures these. Although Andre Chapelon of course was involved in many more (re)builds of locomotives only the mentioned PO and NORD Pacifics were known as Chapelon Pacifics. As for the PLM Pacifics, quite a number of models for the various gauges were made of “Les Chapelon”.

### 4.2.1 0 Gauge

In the eighties AS made this tinsplate style model of NORD 3.1192. This is a 3-rail electric DC locomotive for which AS also produced a matching set of brown/cream Fleche d’Or Pullman cars (a prototypical incorrect combination). The model came in a wooden box of which the top cover could be used as a stand to run the locomotive in situ. It is a nicely detailed metal model with a length of 49 cm. The locomotive in this NORD livery with number 3.1192 is one of the main items in the French railway museum in Mulhouse.









Another 0-gauge model of a Chapelon Pacific is this SNCF 231E22 made by MTH. MTH made a model of the Chapelon Pacific for 3-rail coarse scale and 2-rail fine scale in NORD brown, SNCF green and black and PO grey versions. I have the 2-rail green SNCF version. It is a nicely detailed metal model with lots of electronics including sound of discussions in a CIWL restaurant car. It came with a Fleche d'Or emblem to be attached at the smokebox front.







#### 4.2.2 H0 Gauge

Altaya, which is a kind of publishing company making collectable models and corresponding booklets, made a model of SNCF 231E22 as part of a series of items and booklets on the Orient Express. The locomotive looks like a carbon copy of the RivaRossi Chapelon Pacific seen hereafter.









Jouef issued in the Club Jouef series a model of Chapelon Pacific 3.1192 of the NORD in brown with yellow thin lines. This model was based on the RivaRossi Chapelon pacific, but had quite some extra painted details like yellow boiler bands and copper colored injector. The Club Jouef locomotives were serial numbered and came with a stand and plexiglas cylinder for display.









A very detailed version of the Chapelon Pacific in H0 was made by Roco. Here you see the NORD version which again is based on the locomotive from the Mulhouse museum with number 3.1192. The very good look of the model is a bit spoiled in my opinion by the wrong color of the rodding.









The pictures above show left the Roco and right the RivaRossi version of the NORD version of the Chapelon Pacific. RivaRossi made a model of locomotive 3.1173 to be included in a set with CIWL cars called “Fleche d’Or” with catalogue number 310. The RivaRossi model was made years before the Roco model but still looks good in my view. The locomotive is not very detailed but has a nice looking livery and captures the look of the original very good. RivaRossi used a bit larger scale for their H0 gauge product in the seventies and eighties, so this locomotive is 29 cm long while the Roco version is 27 cm long.







RivaRossi made the same locomotive also in SNCF versions, a green one with (again) number 231E22 (catalogue number 1337) and a black one with number 231E13 (catalogue number 1338).









### 4.2.3 N Gauge

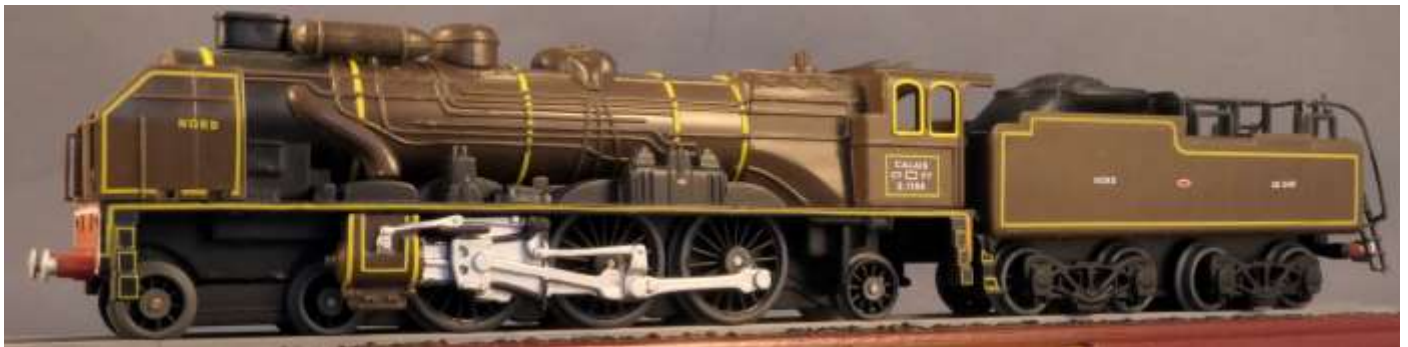
The same 3 H0 Chapelon Pacifics were also issued by RivaRossi in N gauge; I have the NORD version with catalogue number 9181. It is a reasonable detailed plastic model with a length of 16 cm. Note that the N gauge model has brake blocks between the wheels, a detail which is not present in the H0 gauge model.





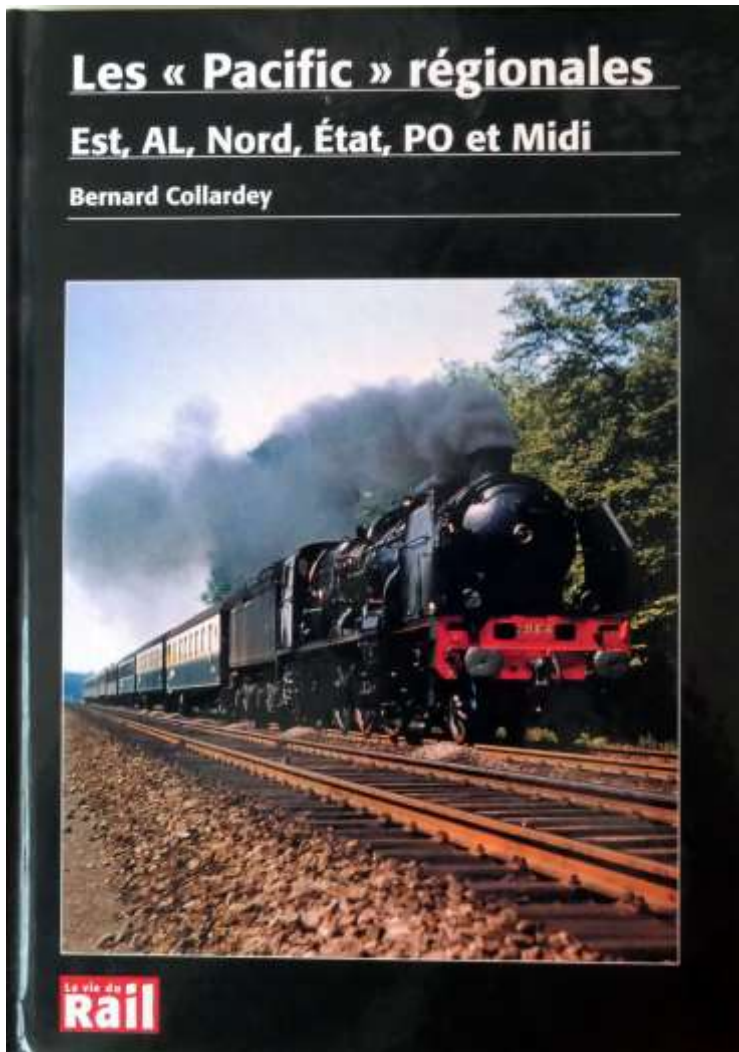
#### 4.2.4 No Gauge

Editions ATLAS made a range of non-running locomotives attached to a display plinth in about 1:100 scale including this Pacific.





## 4.3 Nord Super-Pacifics



The 90 NORD Pacifics with number 3.1201 to 3.1290 were built in a couple of series between 1923 and 1931, i.e. before the Chapelon Pacifics arrived at the NORD. These were known as Super-Pacifics due to their high performance, which made them famous even in Britain under the name Collin Pacific. They were the most prestigious locomotives of the NORD company and performed well for many years and were only surpassed by the Chapelon Pacifics which had some 10% higher power output. One of the Super Pacifics was streamlined in 1937. Although not as many models in the various gauges were made as for the PLM and Chapelon Pacifics, I do have a couple of models in the collection, including the streamlined version. My collection of 0-gauge toy train Super-Pacifics is, as far as I know, complete with the Hornby, JEP and Le Rapide versions. I do not know whether there is a book dedicated to the Super-Pacifics, the book shown has, amongst others, anyway quite some information and pictures of the Super-Pacifics.

### 4.3.1 0 Gauge

Hornby in France based this brown Nord locomotive on the Super-Pacific, but only gave it 4 instead of 6 driving wheels and gave it the mysterious running number 31801. This is an early clockwork version of the Hornby No. 3 Riviera Blue Train locomotive. It is a tinplate toy with a length of 40 cm.











No cab detail, but the two rods for controlling this clockwork locomotives are very noticeable.

JEP made different versions of the NORD Super-Pacific; they first made a lithographed 4-6-0 (i.e. a missing trailing axle), then a followed by a painted 4-6-2 version and lastly a small version called Fléchette (Little Arrow) with a 4-4-0 wheel arrangement. I do have all except the lithographed 4-6-2:





The lithographed 4-6-0 version has catalogue number 5475. It is a 3-rail electric version with manual reverse. It is 48 cm long and was made from 1928-1932.









The JEP 4-4-0 Fléchette is 41 cm long and was made in different version with different reverse mechanisms; it was made from 1934-1937. It shares some parts with the 4-6-2 version, but has a smaller tender.







The JEP NORD Pacific was the top of the line of pre-war JEP. It was made from 1933 and was also available as part of a large Fleche d'Or trainset with a matching Pullman car and a container baggage car (Fourgon container). It is a grand toy and as a model the lines of the Super-Pacific can easily be recognised, even if it has no running number.













Le Rapide made the best detailed Super-Pacific toy locomotive. Like the JEP version it is a true Pacific but, as normal with Le Rapide, it is made for 0 gauge track but has a size which is more like S (1:64). The one in my collection has had some restoration done to it. A previous owner added a wrong type of front bogie with outside frame. Amazingly for the period it was made it has quite complete valve gear rodding. Catalogue number of this 38 cm long model is 1003.L.







The smokebox door can be opened.



In 1939 Hornby made a shortened and small-wheeled, but recognizable, 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 Hornby locomotive received SNCF markings. A brown version was made from 1939 to 1954 and a green version from 1939 to 1940, the green version is much rarer. As far as I know the real locomotive was never green; The Hornby catalogue number is No 4E and the length of loco and tender is 43 cm. This locomotive was available in a set called Etoile du Nord, but Hornby incorrectly added ETAT type, instead of CIWL type, coaches in this, thus not realistic, set.







The 0-gauge Hornby model next to the H0 gauge Fulgurex model of the same locomotive, but in different liveries.



### 4.3.2 H0 Gauge

Fulgurex has made models of the Super-Pacific in a number of gauges; here is the H0 version of the Super-Pacific with number 3.1280 that was streamlined in 1937. It was painted blue in 1938 for a short period for the very successful visit of King George VI and Queen Elizabeth to strengthen Anglo-French relations as Europe stood on the brink of war. This is a highly detailed brass model made in Asia for Fulgurex. Length is 28 cm.









Jouef made a number of models of the Super-Pacific. These shown first are early models of 231C60 with SNCF markings. These was available in the sixties. Besides these early black and later green versions shown here, also a brown version was made. It is a very simple plastic model with a length of 27 cm.







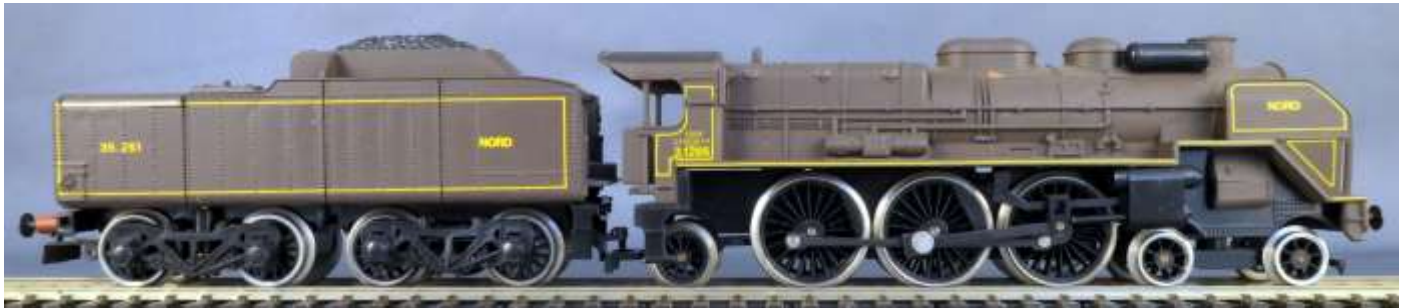
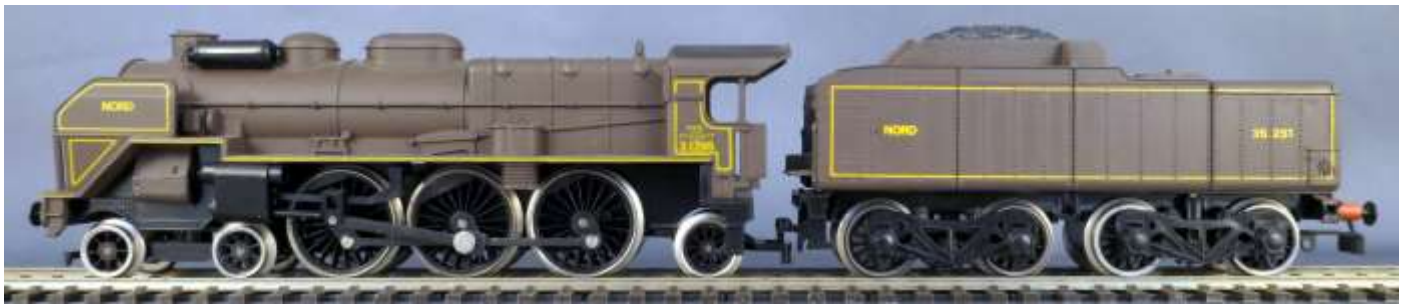




In 1977 Jouef made a completely new, but still rather simple, model of the Super-Pacific. This was Nord locomotive 3.1265 in brown. It was also made in green with SNCF lettering. The DC motor is placed in the tender. Like the previous model it lacks the valve gear.









A rather rare model of a Nord Super-Pacific is this one made by Trix at the end of the thirties. It was a joint effort by German and British Trix and the French Trix distributor Maison Gobin-Daudé. Even when made as a 4-4-0 the Nord Super-Pacific is recognisable; the tender however is a better model than the locomotive. Length of this completely metal model is 23 cm.

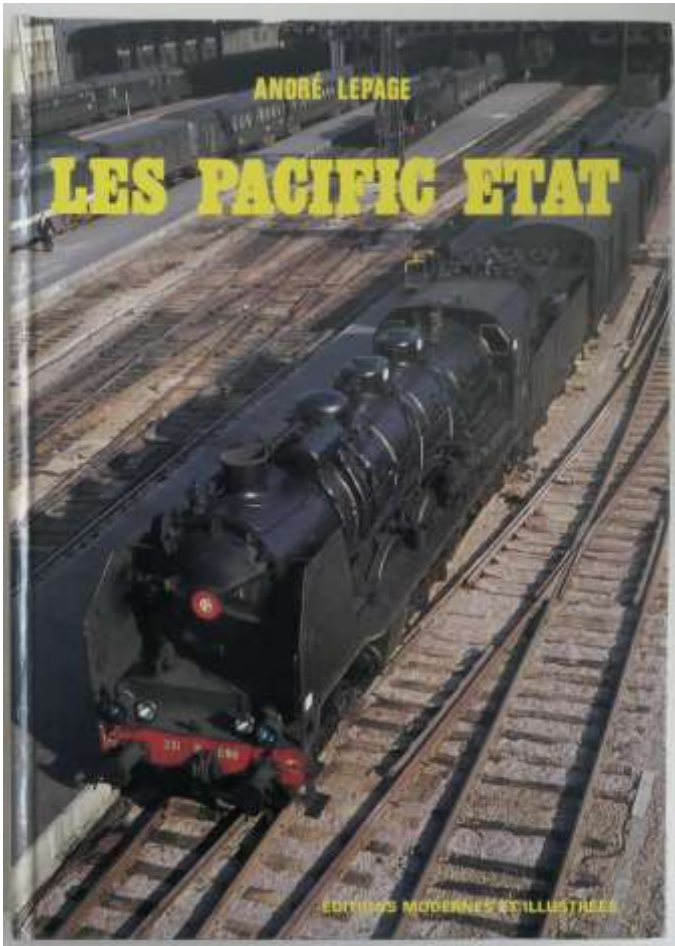








## 4.4 Etat Pacifics



The main series of Etat Pacifics are the locomotives 231-502 to 231-783 which were delivered to the Etat from 1916 through 1923. They were built by various builders including a series made by the North British Locomotive Company. The book by Andre Lepage tells the whole story. Apart from this large series there were some smaller series of Etat Pacifics, amongst others a small series of 16 Etat Pacifics (231-981 till 231-996) that were former Bavarian Pacifics which came from Germany to France as payment for war damage as a result of the armistice settlement in 1919.

### 4.4.1 0 Gauge

A much-appreciated model by collectors is the model of the Marescot (later Fournereau) Etat Pacific. When made in 1928 this was one of the first real models to scale and including detailed valve gear. This now 90 years old model is still in running condition as can be seen here: <https://youtu.be/9HQekhNErf8> The completely metal model is 51 cm long.













#### 4.4.2 H0 Gauge

Locomotive 231-761 received in 1935 a streamline shroud and in 1936 also a streamlined tender. The small French modeltrain maker BLZ made a model of this locomotive. Made from 1947 probably until 1951, this model is cast metal. It is found in either black or green, the latter color is rarer because manufactured over a shorter period. It is 30 cm long and made for 20v AC power supply with change of direction by overvoltage (Märklin H0 like system).







Here are two models of the ex-Bavarian S3/6 Pacifics that were sent to France. Left is by Märklin while the right one is RivaRossi.



The Märklin Etat Pacific is, like the Belgian Pacific shown in paragraph 3.2, a repaint of the popular but older model of the Märklin S3/6 or Baureihe 18. The locomotive with catalogue number 3083 is cast metal while the tender is plastic.









RivaRossi made, like Märklin, a Bavarian S3/6 on which they later based their model of Etat Pacific 231-993. I do not know which manufacturer used the most prototypical livery. The RivaRossi plastic model has better detailing. The catalogue number is 1378 and with a length of 25 cm it is larger







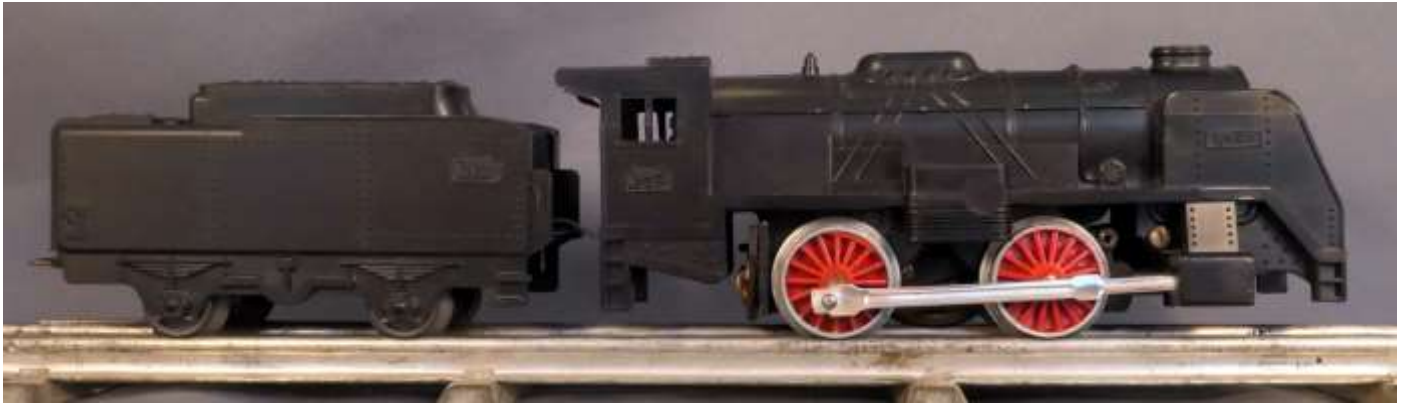
#### 4.5 Des étrangers au milieu

This paragraph shows some strange French locomotive models or toys, in which I anyway recognize French Pacifics.

In 1933 (only) 2 Pacifics of type S16 were made for the Alsace Lorraine railway. Triang made a (rare) model of this in TT gauge. When I took a closer look at this late JEP 0 gauge 3-rail electric 0-4-0 locomotive I recognised the locomotive and tender body of the S16, so I assume the S16 was the inspiration for this toy-train-maker. The plastic locomotive with tinplate tender, catalogue number 8531.LT, is 28 cm long.









This boxed JEP floor-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.





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 (4.4.2) in this toy train. The locomotive has a plastic body and is 21 cm long.





This Märklin Z gauge Nord locomotive has number 3.1152 which is the number of a Pacific in a series of 20 Nord Pacifics pre-dating the Super-Pacifics. The model however looks like a Bavarian S3/6 in Nord livery. So this is the product of a messy mind among the Märklin product designers. The locomotive was part of the Märklin Nostalgic Orient Express set (catalogue number 8108). The CIWL cars in this set were quite correct, so one wonders why this locomotive was added in the set.









## 5 Intermezzo

Besides continental European Pacifics I do have American and British Pacifics in my collection which might be subject of a next e-book. Note that the LNER Pacifics are already shown in my e-book [A catalogue of LNER Pacifics and New York Central Hudsons](#). I only have a few Pacifics from the Asia-Pacific region which don't deserve a book in themselves. So I have included these in this Intermezzo chapter.

Here is a Tenshodo model of a Japanese (JNR) C54 Pacific. I could not find much information on the C54 class, but it seemed it was a bit of a failure. The class had 17 locomotives so with number C5417 this was the last one. It is an H0 gauge model in brass which was factory painted. It is an early Tenshodo model and does not have the detailing of later models.







This streamlined model of locomotive C5520 was also made by Tenshodo. The C55 class was a passenger type locomotive of which two (5520 and 5540) were streamlined. This is a more recent Tenshodo model. Both Tenshodo models I bought in the Tenshodo shop in Tokyo.









The C38 class was a class of steam locomotive built and operated by the New South Wales Government Railways in Australia. Built starting in 1943, the 30 locomotives in the class hauled express trains. They were the first locomotives in New South Wales to use the Pacific wheel arrangement. Lima of Italy made in their Golden Series some 40 years ago an Australian express train with 3 carriages and this C38 locomotive with the number 38.30 being the last of the class. For the period it was made it was a nice plastic not very detailed model. It is 27 cm long.









## 6 German Pacifics

The Bavarian S 3/6 Pacific locomotive is considered one of the most beautiful steam locomotives ever made. But there are more German Pacifics. The Bavarian S 3/6, but also the Wurttemberg C and the Baden IVh, all became the Baureihe 18 and are shown here under that heading. Other Pacifics of which models are shown are the Baureihe 01, 03 and 10.

### 6.1 Baureihe 01



From 1926 a series of more than 200 Baureihe 01 2-cylinder Pacific locomotives were built for the German Railways. Based on the 01 a 3-cylinder version was made in 1939-40. This 3-cylinder version is called Baureihe 01.10 and considered a completely different beast in Germany. I however decided to show them all in one paragraph, also including the Baureihe 01.5, which was an East German rebuilt version of the Baureihe 01. The book shown left describes the 01 and 01.5, I assume there is also a book on the 01.10 series which by the way were originally all built as streamlined locomotives.

#### 6.1.1 1 Gauge

One of the early live steam models made by ASTER, which were commissioned by Fulgurex, was the Baureihe 01. I ordered this in a kit when it was announced via the once famous Merkelbach shop in Amsterdam. Unlike nowadays I did not have to wait a couple of years before the kit was delivered. After building the kit I found some Wilag Rheingold coaches, which I thought were a good match (of course it is not a good match mixing pre- and postwar periods). These recent pictures show that the locomotive is still in a good condition while it has made many, many runs. It was also subject of a serious railway accident when before my eyes the locomotive and 4 Wilag coaches left the rail and landed on the terrace some 70 cm below; I had to do some repairs. Being live steam, it is a completely metal, nicely detailed, model of locomotive 01.173 with a length of 75 cm. The real 01.173 is one of the preserved Baureihe 01 locomotives.













I have a KISS Deutsche Bundesbahn Baureihe 01.10 3-cylinder locomotive in steel-blue in its de-streamlined guise. The all-metal KISS locomotive, model of 01.1087 is to a scale of 1:32 and has a length of 76 cm. This is a very detailed DCC electric model with smoke (which I have never used) and (correct 3-cylinder exhaust) sound.











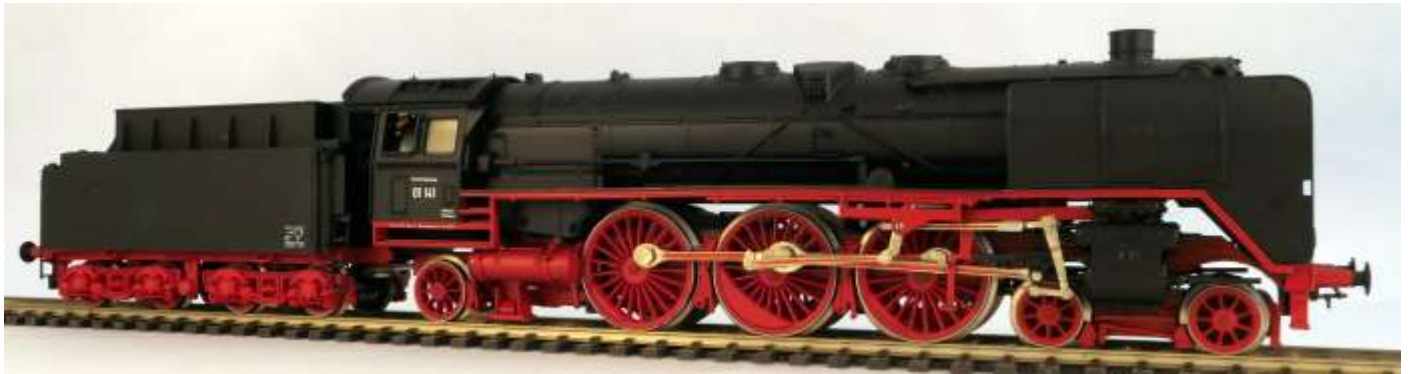


### 6.1.2 H0 Gauge

In 1980 RivaRossi made this 2-rail DC electric model of Baureihe 01.141 (steam locomotive, with tender, for passenger trains of the Deutsche Bundesbahn). The model proposes the prototype of the same number characterized by large (Wagner) smoke deflectors. RivaRossi wrongly used some parts from their previous issued model of Baureihe 10 (see 6.3) like the form of the coupling rods. Further the model looks dated showing the large motor in the cab. The finish of the model however looks, like often with RivaRossi, very good. The plastic model with catalogue number 1349 is 28 cm long.







Roco of Austria made also around 1980 a 2-rail DC electric model of 01.147 with small (Witte) smoke deflectors. Although the Roco model is better detailed than the RivaRossi model I prefer the looks of the RivaRossi model. The Roco model, catalogue number 4119B, has a plastic look.









The East German railway (Reichsbahn) started in 1962 to modernize/rebuild 35 Baureihe 01 locomotives. Obvious aspects of the model of 01.0503 are the boxpok wheels, the streamlined housing on the boiler top and the oil tender. This model was made by the East German train manufacturer Piko around 1980 with catalogue number 5/6327. It is a tender driven 2-rail DC model with good looks considering the period it was made and a length of 29 cm.









## 6.2 Baureihe 03

The Baureihe 03 Pacifics were built between 1930 and 1938 as express train locomotives with an axle load of up to 18 tons which made these locomotives suitable for secondary track sections with a light superstructure. These locomotives have many similarities with, but were lighter than, the heavier Baureihe 01 (see 6.1) which had an axle load of 20 tons. A total of 298 locomotives were built. Like the 01, the 03 also was made in a (streamlined) 3-cylinder version designated Baureihe 03.10; these will also be shown in this paragraph. The Baureihe 03.10 consists of 60 locomotives. The picture shows a gauge 1 Baureihe 03 at the right and a de-streamlined Baureihe 01.10 at the left. When comparing the diameter of the boiler it can be seen that the Baureihe 03 is the smallest of the two.



### 6.2.1 1 Gauge

The 03.001 shown here is a model of the first built Baureihe 03. Locomotive 03.001 is preserved as a “Museums Lokomotive” in Germany. The model is made by KM1 and is a very detailed 2-rail electric DCC model with sound and smoke. I bought this locomotive a couple of years ago at the yearly Spur 1 Treffen (Gauge 1 Meet) in Sinsheim Germany from a fellow Dutchman.













### 6.2.2 H0 Gauge

Märklin made during the years a number of different models of Baureihe 03.10 in H0. First shown is an older version of the 03.10 made in 1971 and being a model of a pre-war locomotive of the Deutsche Reichsbahn Gesellschaft (DRG). The locomotive body is metal while the tender body is plastic. The 3-rail electric model is not very detailed but captures the look of the streamlined locomotive very good. Catalogue number is 3089 and the length is 27 cm. The logo on the tender and front is not prototypical a winged wheel instead of the German eagle.







A more detailed model but using the same locomotive body was made by Märklin in 1994 with catalogue number 3489. The logo on the tender is now recognizable as an eagle (without showing a swastika). I assume these locomotives indeed had these different colors (red and blue) in that period.









A third Märklin model of the Baureihe 03.10 Pacific is this de-streamlined DB (Deutsche Bundesbahn) version as it ran in steel blue livery for some express trains in Western Germany. Catalogue number of this simplified 27 cm long model from the Hobby range is 3097.







3<sup>e</sup>



Some of the 03.10 streamlined locomotives had a streamline casing covering the complete motion, while others (like the Märklin models shown above) showed some motion and wheels. This Fleischmann model has the complete streamline casing, but however some of the shutters are in a (partially) opened position. This is a model of the first 03.10 in photographic livery as displayed in July 1939. The Fleischmann catalogue number of this in 1987 issued model is 4872.









### 6.3 Baureihe 10



These locomotives were designed for the Deutsche Bundesbahn (DB) after the Second World War to replace the Baureihe 01, 01.10 and 18 locomotives. The series, however, came too late to be further expanded into a large and important series and was abandoned. Only two locomotives were built in this series. These were rather modern 3-cylinder locomotives which were partly streamlined. The first one, 10.001 was coal fired while the second one, 10.002, had oil firing. Locomotive 10 001 can be seen in the Deutsches Dampflokomotiv-Museum in Neuenmarkt while 10 002 has been demolished. Although a very small series a large book appeared on the Baureihe 10 in the locomotive series of the publisher EK-Verlag.

I have a model of both 10.001 and 10.002, both in H0. The model of 10.001 was made by Bub in Germany around 1960, not long after the appearance of the real locomotive. Electric and clockwork versions were made; this is an electric version with catalogue number 1415. It is a very simple model with plastic body of locomotive and tender and simplified rodding.









RivaRossi introduced this Baureihe 10 model in 1978; they made both 10.001 and 10.002. I have with catalogue number 1339/2 the oil fired 10.002. This is a nicely detailed model and since this locomotive had a closed cab the motor is not obvious like it is in other RivaRossi locomotives of this period.







Looking at the next picture which shows different Baureihe 18 locomotives in original (Länderbahnen) guise one might understand that I did not put these all in one paragraph but made paragraphs for the different types even if they all are blue.





## 6.4 Baureihe 18.1



The Royal Württemberg State Railways made a series of express locomotives called type C with the Pacific wheel arrangement (4-6-2). The C was the smallest Pacific locomotive in Germany and had driving wheels with only 1,800 mm diameter. The 41 four-cylinder compound locomotives were built between 1909 and 1921 by Maschinenfabrik Esslingen. The look of the locomotive is a bit unusual with the external subframe. The locomotive was called "The beautiful Württembergerin". After the First World War, three machines had to be handed over to France and one to Poland. The remaining 37 were classified as Baureihe 18.1 by the German Reichsbahn. The last type C operated was 18 133 on February 13, 1955. No 18.1 has been preserved. In the series of books by EK Verlag a volume on the 18.1 was issued.

Not many models of the Baureihe 18.1 were made in the various gauges. I do have 2 H0 gauge models.





Märklin made a number of versions of Baureihe 18.1 in prewar and postwar livery. This version, running number 2007, with catalogue number 3511, was the first made and is in a livery as these locomotives wore when made around 1910. It is a very nicely detailed metal 3-rail AC model with excellent running capabilities and a length of 24 cm.









The Roco model of the type C is also in an early livery (from before the period of the German State Railways). Roco made this model a couple of years before Märklin. This is running number 2015 and catalogue number 43216. It is a nicely detailed 2-rail DC electric model. A bit irritating is the color difference in some of the details which look like unpainted radiant plastic.









## 6.5 Baureihe 18.3

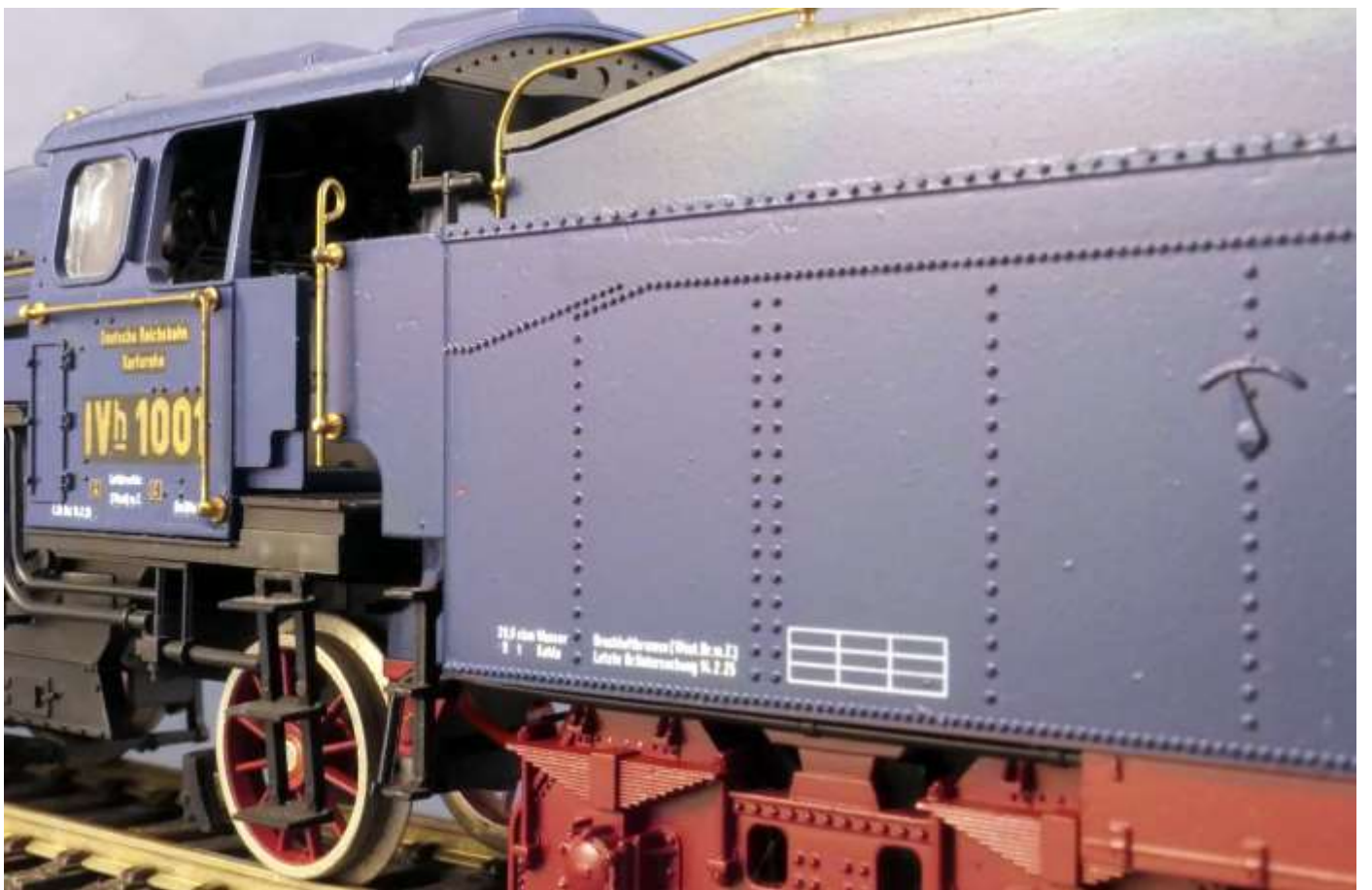
The locomotives of the Baureihe 18.3 of the Deutsche Reichsbahn were express steam locomotives with the wheel arrangement 4-6-2 (Pacific) made as series IVh of the Badische Staatsbahn (Baden State Railways). The twenty class IVh locomotives built by Maffei were made to run on the Rhine Valley Railway between Basel and Mannheim. The IVh was designed with uncompromising 2100 mm driving wheel diameter for flat land. Nevertheless, the IVh were initially approved only for 110 km / h. The IVh has a four-cylinder compound engine with two-axle drive. Unlike earlier Maffei designs (like the S3/6), the inner cylinders drive the first set of wheels, while the outer cylinders act on the second set of wheels. Like the Baureihe 18.1 not many models of the Baureihe 18.3 were made in the various gauges. I do have one in H0 gauge and one in N, both versions of the IVh of the Baden State Railways.

### 6.5.1 H0 Gauge

Liliput of Austria made through the years many versions of the IVh. This one with running number 1001 and catalogue number 4000 was the first made in 1983. It is a 2-rail DC very good detailed model in a striking livery with a length of 26 cm.











### 6.5.2 N Gauge

This is a IVh locomotive made by Hobbytrain and sold by Lemke in a limited series of 250 pieces. The detailing is very good in relation to the size (only 15 cm long).









## 6.6 Baureihe 18.4-6



The famous Bavarian S3/6 or German Baureihe 18.4-6 was made in a series of deliveries spanning a period from 1908 until 1930. Most of the locomotives had driving wheels of 187 cm diameter, but a small series made for less hilly areas had wheels of a diameter of 200 cm. There are detail differences between the various series, the most notable the form of the cab front. A rebuilding with a new boiler (and a new cab) of some of the locomotives occurred between 1953 and 1957. For various exhibitions versions in special liveries were made, which of course are also interpreted by the various model manufacturers. I do have several models of the S3/6 and Baureihe 18.4-5 in the gauges 1, 0, H0 and Z, but only one model of the rebuild version Baureihe 18.6. Some models of locomotives that spent part of their lives in other countries (France, Belgium) are described in chapters on that country (3.2 and 4.4.2).



The popularity of the S3/6 is such that even a tie-pin showing this locomotive is available!

### 6.6.1 1 Gauge

Märklin made in their Maxi range a model of the Baureihe 18 in an electric and a live steam version. I do have the electric version. As it is a Maxi product it is not very detailed, but it is a surprisingly nice metal locomotive with regard to the price. It is a model of running number 18 478 which was a locomotive made in 1918 that went out of service in 1960, but spent the years since then as a museum's locomotive in various guises. The Märklin locomotive, which has catalogue number 54561, wears the livery as 18 478 had in the fifties. The model has sound and smoke and has a length of 69 cm.













### 6.6.2 0 Gauge

The Swiss company Spring made a series of S 3/6 – Baureihe 18 German Pacifics for electric or gas fired live steam running and in various liveries. Here is a 2-rail DC electric version S 3/6 in Bavarian green livery. This is an S3/6 with running number 350; a locomotive made in 1914 for the Palatine railways, which was then part of the Bavarian railways. This is a nicely detailed 2-rail electric model made in limited numbers with a length of 50 cm.









### 6.6.3 H0 Gauge

Models of the S3/6 with the large diameter (200cm) wheels were made by Liliput.



The green version with red wheels was made in 1979 with catalogue number 1800. At that time, it was considered highly detailed with its brass number plates; since it has tender drive the locomotive could be made with representation of the inside motion. The locomotive has running number 3630.









In 1990 Liliput made with catalogue number 1860 this blue version of S3/6 with running number 3628, also a locomotive with 200 cm wheels. I do not know whether the locomotive with this number ever wore this blue or violet livery; At least two S3/6 locomotives wore a blue livery for exhibition purposes. This model looks good pulling the Liliput Rheingold train.









Märklin made a number of Baureihe 18.4-6 models. I do have a green and a black version, both based on the same body tooling.



Märklin made this green Baureihe 18 with running number 18 434 in a set with Rheingold coaches as this train would run in 1928. This set had catalogue number 26506. Although this locomotive is based on the same body tooling as the next one it is much more detailed and looks very good with its blackened wheels.









This black locomotive with running number 18 478 wears the livery it had in later postwar West Germany in the sixties. This is an older Märklin 3-rail AC analog model with simple detailing.





RivaRossi made this green/red S3/6 with running number 3682 in 1987 with catalogue number 1369. It is a nicely detailed model in the livery used around 1923 when this locomotive was built. It is 25 cm long. RivaRossi introduced with this locomotive a new drive system called S-drive, it was not a real success and abandoned.









The only model of a Baureihe 18.6 in my collection, i.e. the rebuild version with new boiler and cab, is this RivaRossi 18.616 with catalogue number 1363. It is a nicely detailed plastic model with a length of 25 cm. The original locomotive was built in 1926 as 18.516 and Maffei build number 5669 which is just legible on the plate on the cylinder.









## 6.6.4 Z Gauge

In this small gauge with a scale of 1:220 Märklin made a trainset (catalogue number 8133) of the Rheingold as it ran in the thirties. The locomotive is a Baureihe 18 with running number 434 which was the number assigned to S3/6 with number 350 when renumbered into the German Railways series. S3/6 350 is by coincidence the 0-gauge Spring locomotive (see 6.6.2). The locomotive is because of its small size (11 cm long) not very detailed.

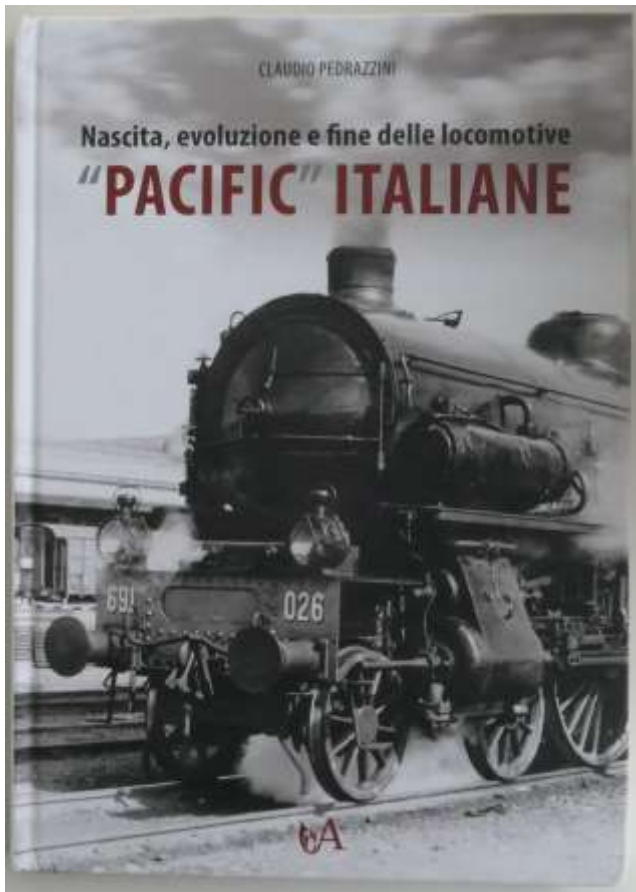








## 7 Italian Pacifics



The Italian State Railways (FS: Ferrovie dello Stato Italiane) fastest and most powerful locomotives were the Pacifics of the series 691 (Italian: Gruppo 691). These were rebuilt locomotives from the series 690 which were poor performers. The 690's were built between 1911 and 1914 and the rebuilding into 691's was done between 1928 and 1931. There was a total of 33 Pacifics: 691.001 till 691.033. They had 4 cylinders and a wheel diameter of 203 cm. In 1939 one of these locomotives received a streamlined casing. The whole story can be read (if you can read the Italian language) in the lavishly illustrated book by Claudio Pedrazzini. I do have a couple of models of the series 691; I think it is a very good looking locomotive. I do not have the streamlined version. RivaRossi announced this in the beginning of the eighties and I ordered it immediately. I called my supplier, a small hobby and toy shop in Amsterdam, a couple of times and was advised to wait patiently. Then my supplier stopped with his model railway shop and I could not order this locomotive anywhere else. After a couple of years, it was made by RivaRossi in a small series of 600 pieces and was immediately sold out. It now fetches ridiculously high prices if it is ever for sale.

### 7.1 0 Gauge

The small Italian builder of collectable 0-gauge trains Elettren made a coarse scale 3-rail model of the FS 691. This model, with a length of 58 cm, seems to be larger than the normal scale used with 0 gauge (1:43.5); it is about 1:40. Elettren made this model in small series for a very long period starting in the fifties. I do not know from what year my locomotive is; many of the Elettren locomotives suffer from zinc pest, mine is generally good and in running order.







The locomotive cab is very detailed. The fire door can even be opened and closed and when opened shows a red glow.





## 7.2 H0 Gauge

The German maker of fine scale brass models Micro-Metakit made the FS691 in various liveries and also the streamlined version. Here is a version in photo-grey of 691 033. It was officially photographed in this livery when delivered by the Milanese locomotive manufacturer Breda in 1931. It is a highly detailed beautiful 2-rail electric model made in a limited series of 80 pieces in 1997.









The Italian company Oskar (also spelled as Os.Kar) produces since a couple of years finely detailed models of Italian prototypes. Here is the Gr 691 with running number 023 and catalogue number 1692. This is detailed model, even with an opening smoke box door, with metal and plastic parts and a length of 26 cm.

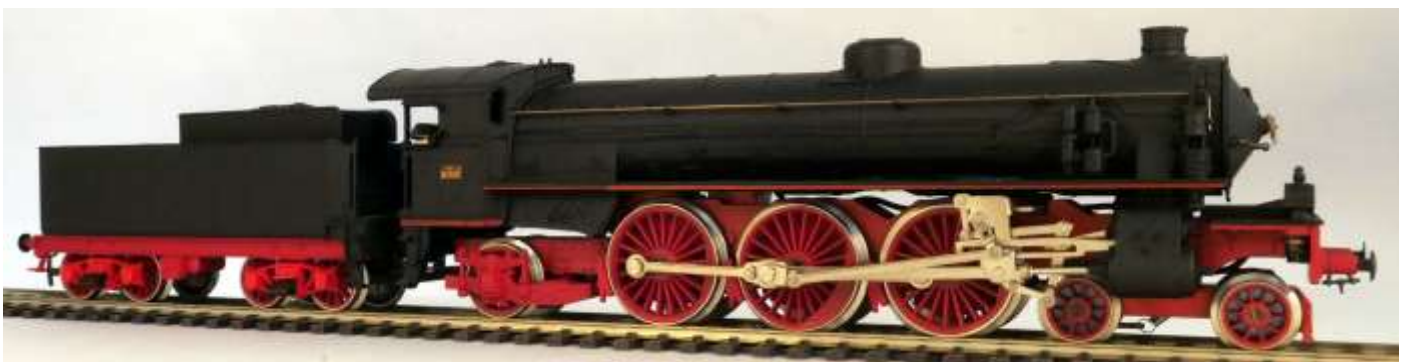
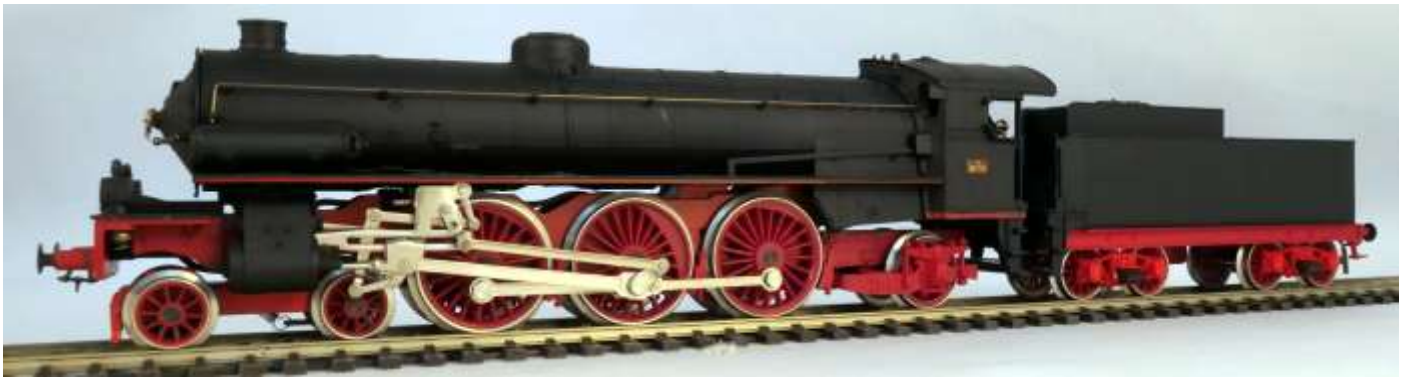








RivaRossi made a number of versions of the Gr 691 Italian Pacific locomotive. This first one with catalogue number 1134 represents running number 023 (as the Oskar model also does). It was made in 1978 and is an older version with the motor still in the cab. It is 28 cm long.







Below the two RivaRossi versions of Gr 691; 023 left and 002 right.



With catalogue number 1162 RivaRossi made in 1986 this next version. This newer version has the motor in the tender with a cardan shaft driving the driving wheels. The detailing and the look of the rodding and valve gear look better than the older model. Both RivaRossi models however are to a scale a bit larger than 1:87 and are at 28 cm longer than the Oskar model, which is to the correct scale.









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