



LNER Pacifics and NYC Hudsons

FROM THE COLLECTION OF FRED VAN DER LUBBE

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2 Introduction

In 2015 a new book on the NYC Hudsons called “Know Thy Hudsons” was issued. This book is produced by the New York Central System Historical Society (NYCSHS). As an NYC Hudson fan I of course ordered this book. The dust jacket shows a picture¹ of the writer of this book. The writer is photographed with 3 0 gauge NYC Hudson models. Seeing this picture, I thought I could make a picture like that of myself, since I do have some 0 gauge NYC Hudsons in my collection. Before making that picture I decided to list my Hudsons and found I had about 25. Then I started making a small picture catalogue of models in all gauges of the NYC Hudson in my collection paraphrasing the title of the book by calling this catalogue “Know my Hudsons”.

When looking at my NYC Hudsons I came across another locomotive type that seems to be over-represented in my collection: the LNER Pacifics. So I made a catalogue of both of these types. Of course then the German S3/6 and the French PLM pacifics came also into view, but were put aside for the moment.

This catalogue contains all LNER Pacifics and NYC Hudsons from my collection. I have Pacifics and Hudsons in various gauges and scales of different brands. The catalogue is organised on track 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), TT (12 mm), 00 / H0 (16.5 mm), 0 (32 mm), S (22.5 mm) and 1 (45 mm). The scales associated with the track width are not always standard, especially in the toy trains. With scale models the scale used is indicated.

This catalogue will not elaborate on the history of the locomotives. There are many books that go into this like:

- Know Thy Hudsons, NYCSHS
- Al Stauffer and Ed May, Thoroughbreds, Stauffer Railroad Books
- O.S. Nock, The Gresley Pacifics, David & Charles

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, Dick en Jacques for tips and proofreading.

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¹ I am not allowed to reproduce this picture here.

3 Part 1: The LNER Pacifics – “There is more to this than Mallard”

Should this chapter be called LNER Pacifics or Gresley Pacifics? The name used is correct since all Pacifics in this chapter have run in LNER livery and they are all except one² designed by Nigel Gresley. Most famous of the LNER Pacifics is of course Mallard. The various model and toy train makers have made however representation of more than just Mallard. Even the tie-clip producers have made not only Mallard but also “Sir Nigel Gresley” and “Flying Scotsman”.



I think it is fitting to use the Flying Scotsman tie-clip on a G1MRA³ tie:



² The A2 AH Peppercorn was designed by Peppercorn.

³ G1MRA: Gauge 1 Model Railway Association.

3.1 Gauge 1

In Gauge 1 I do have a non-streamlined A3 (left) and a streamlined A4 (right). This picture shows the different scales used in Gauge 1. The A3 is to a scale of 10 mm to the foot (1:30.5) while the A4 is to a scale of 1:32.



3.1.1 ASTER

ASTER of Japan made an alcohol fired live steam version of the LNER A4. This was commissioned by Fulgurex and with technical support from John van Riemsdijk. It was available in 3 liveries: Silver Link in grey/silver LNER livery, Mallard as seen here and Sir Nigel Gresley in British Railways livery. This locomotive was delivered in a kit which I built. It was issued in 1984 and bought in the now defunct famous Amsterdam toyshop Merkelbach. As an option to the kit a water feed pump on the tender axles could be had, which I also included. The locomotive is made of stainless steel and brass; it has 3 working cylinders as the prototype but not the Gresley valve gear. It has a length of 69 cm.







3.1.2 David Andrews

The English locomotive manufacturer David Andrews who makes especially 0 gauge locomotive kits to 7 mm scale made a 1 gauge kit to 10 mm scale of the A3. This locomotive kit was built and painted in England, I bought it from a seller in England and the add read: *CLASS A3 4-6-2 STEAM LOCO, BR GREEN '60050' 'PERSIMMON' IN EXCELLENT/SUPERB BOXED CONDITION. FINISHED TO A VERY HIGH STANDARD BY MIKE RUSSEL OF DMR KITS, THIS LOCO HAS BEEN GIVEN A FULL SERVICE AND RUNS SUPERBLY AT ALL SPEEDS, 2 RAIL ELECTRIC MOTOR, KIT BUILT TO EXHIBITION STANDARDS.* The seller had done is very best to package the loco box very well; however, the locomotive was not well packaged in its box, so it looked like this when it arrived (happily the green livery was not damaged):



I did some repair myself and the pictures and the video (<https://www.youtube.com/watch?v=vve5ptVNw8M>) show the result. The locomotive is 71 cm long.







The plates show the name Persimmon with a building date of 1924 in Doncaster.



The cab and tender front show nice detailing.



3.2 Gauge 0

In England 7 mm to the foot (1:43.5) scale is used for gauge 0.

3.2.1 ACE

ACE trains of London made with catalogue number E/4 a series of A4 locomotives in various liveries and with a large number of different locomotive names; they made models with and without valances. These models were made in 2002 and on a visit to England in that year I stopped at a shop called Much Ado About Toys in Stratford upon Avon, which ceased trading in 2013, and they had “E/4 LNER Garter blue without valances later numbering” Mallard 4468 in stock which I bought together with some ACE LNER coaches. This is a metal model with coarse scale wheels for 3-rail electric running, either DC or AC. It has a length of 49 cm. The model has not, as other ACE A4’s have, a corridor tender.





3.2.2 Bassett-Lowke

One of the first models made of an LNER pacific was the Bassett-Lowke model made in the thirties. It is a model of A1 number 4472 Flying Scotsman in its original state and in LNER livery. This model was made in electric and clockwork, this example, which was sold as a “Large Hornby 0 gauge locomotive” is a clockwork driven model. Catalogue number is 3304/0; Length is 51 cm, so this is really a scale model. The locomotive is made completely of metal with a lithographed body of locomotive and tender. The tender has a corridor connection.







3.2.3 Sunset

Sunset or 3rd Rail a Division of Sunset Models Inc. is a company that uses factories in Asia to produce brass 0 gauge models of, in general, American prototypes. These models are made in 3-rail and 2-rail versions. They also made a couple of years ago products based on European prototypes like an SNCF 141R and a British A3 and A4; they also made some British coaches. Lately I have not seen any other Sunset European products; a GNR Stirling Single was announced but never made. I have an A3 and two A4 locomotives made by Sunset.

The A3 is a model of LNER 4472 Flying Scotsman with corridor tender. This is a 3-rail DC model with coarse wheels but further fine scale looks and detailing. It originally was an AC model, but it operated erratic so I rewired for DC, it still has sound. The model is 50 cm long.







The Sunset A4 locomotives I show are a model of LNER 2512 Silver Fox and a model of LNER 4468 Mallard. Those are 2-rail DC fine scale model made of brass and stainless steel.



As you can see: on the right side of the Silver Fox locomotive the fox is facing backwards instead of forwards. I mentioned this in an email to Scott Man, owner of Sunset, like this: "There is a small but very obvious error in the model. On the Sunset model the fox is looking forward on the left side, but looking backwards on the right side of the locomotive." His answer was: "I respectfully disagree with you, this error was not obvious, and most people including my UK team and myself didn't pick up on it until another customer mentioned this just last week." Of course the Hornby 00 gauge model (see 3.3.2) does not have this error. The model is 50 cm long and has a corridor tender.







The Sunset Mallard locomotive has a non-corridor tender and is 50 cm long.







3.3 Gauge 00

3.3.1 Hornby Dublo

Hornby Dublo made various versions of the LNER A4 locomotive; I have 3 of these in my collection:

- EDL1: LNER 7 Sir Nigel Gresley
- EDL11: British Railways 60016 Silver King
- 2211: British Railways 60030 Golden Fleece

The Hornby Dublo LNER Sir Nigel Gresley blue locomotive was made shortly after WW II with catalogue number EDL1. This is a 3-rail DC model with a metal cast body and a tinplate tender. The tender top is plastic and as with most of these models is warped. Length of the Hornby Dublo A4 locomotives is 28 cm.





Here we see the two tenders for the British Railways Hornby Dublo A4's



Left the 2-rail tender, right the 3-rail version. Note that the tender top of the newer 2-rail version is more deformed than the top of the older 3-rail version.

The Hornby Dublo Silver King is a 3-rail DC model based on the same tooling as the blue Sir Nigel Gresley above. Catalogue number is EDL11.



The Hornby Dublo catalogue number 2211 is a 2-rail DC model in British Railways livery with number 60030. It is named Golden Fleece. Mechanically and electrically it differs from the 3-rail model, the locomotive and tender body are however similar. The model has a Flying Scotsman train name headboard attached and in the cab a driver and fireman are present.



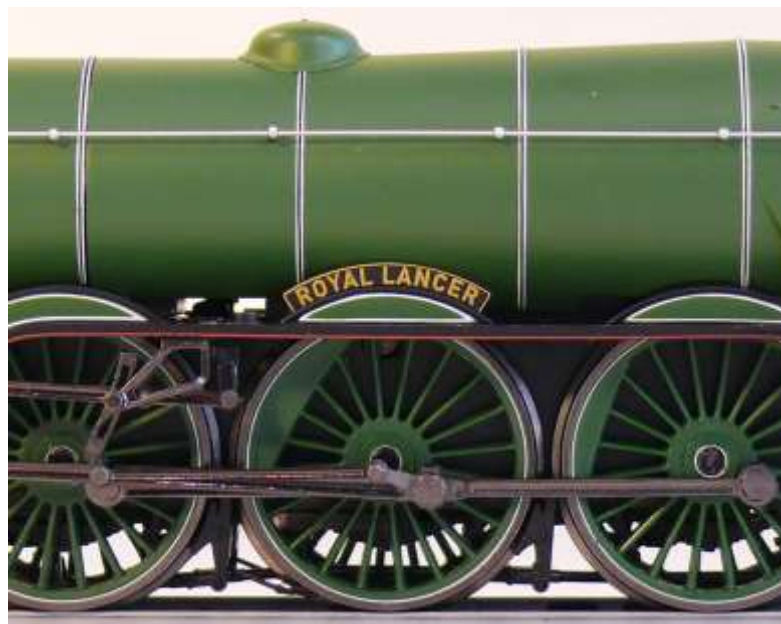
3.3.2 Hornby Railways

Hornby Railways made a large number of LNER pacifics in different forms and liveries. I do have the following:

- R3073: LNER 4476 A1 'ROYAL LANCER'
- R845: LNER 4472 A3 Flying Scotsman
- R099: LNER 2512 A4 Silver Fox
- R309: British Railways 60022 A4 Mallard

The LNER 4476 A1 “Royal Lancer” model was issued by Hornby Railways in 2011 with catalogue number R3073 in The Royal Mail Great British Railways Collection. This nicely detailed plastic model was issued as a limited edition (if you may call 1200 pieces a limited edition). The model is 28 cm long.



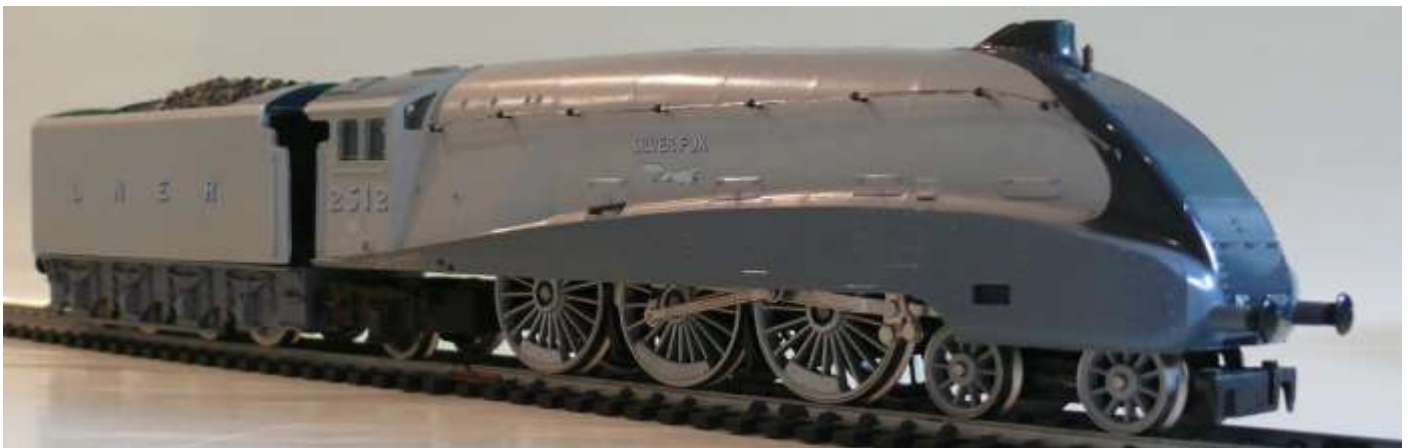


This Hornby Railways LNER 4472 Flying Scotsman with catalogue number R845 is an older Hornby model of an A3 from the 1970's. It is a simply detailed plastic model with a tender generating exhaust sound by a very simple mechanism. I bought this model in England on a round trip by car with Dick at the beginning of the seventies. It was the first UK prototype locomotive in my collection. Length is 28 cm.





Hornby Railways made between 1985 and 1989 also a model of LNER A4 2512 Silver Fox; This model is to a scale of 1:76; it has a plastic housing; catalogue number is R099.





This British Railways version of 60022 Mallard without valances was made by Hornby Railways in the 1980's. This plastic model is, like the Silver Fox model above, somewhat better detailed than the models from the 1970's, including some cab detail, but still a bit simple.





3.3.3 TrixTrains

Also TrixTrains made a large number of LNER pacifics in different forms and liveries. All these Trix locomotives have visible electrical wires between tender and locomotive. I do have the following, which as far as I know were all produced between 1970 and 1973 with parts supplied by Liliput of Austria:

- 1182: British Railways 60103 A3 Flying Scotsman
- 1185: British Railways 60525 A2 AH Peppercorn
- 1190: LNER 4468 A4 Mallard

The British Railways Flying Scotsman A3 60103 model with catalogue number 1182 has a plastic body and plastic corridor tender. It is a 2-rail DC model with a length of 28 cm. The detailing is a bit better than that of Hornby locomotives from the same period.





This TrixTrains British Railways 60525 A2 AH Peppercorn with catalogue number 1185 is the only A2 model in my collection. The A2 was a design from AH Peppercorn who gave his name to one of them. The A2 was a bit smaller and has smaller wheels than the A1 or A3; length of the model is 28 cm.





The TrixTrains model of LNER A4 4468 Mallard is apparently modelled as it ran the speed record in 1938. The model does not have the plate stating the record as most Mallard models have⁴. It is a plastic 2-rail DC electric model with a length of 29 cm. I acquired this locomotive at the Belgian auction Vercauteren in hotel Serwir in St Niklaas when Mr. Vercauteren himself was still auctioneer. In the same auction I acquired the Gilbert NYC Hudson (see 5.4.1), thus laying the seed for this book.

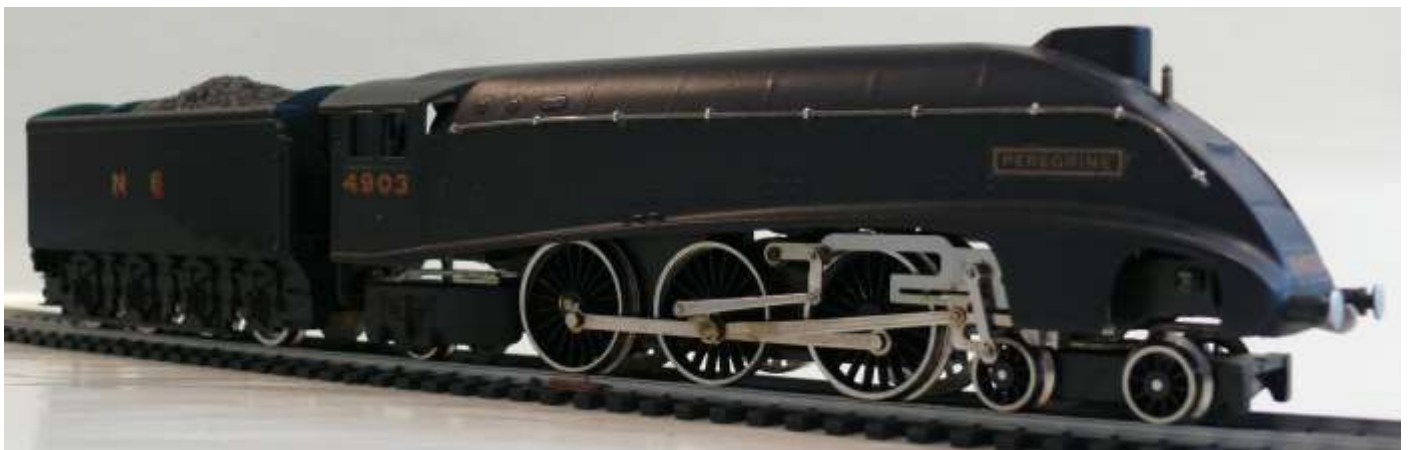


⁴ The record plate was attached to the locomotive just before the LNER was nationalized in 1948.



3.3.4 Wrenn

Based on the Hornby Dublo tooling Wrenn made a series of various A4 locomotives. I have an LNER wartime black version with correct NE lettering of 4903 Peregrine. It is catalogue number W2213. This is a 2-rail DC locomotive with a cast metal loco body and a plastic tender body. Length is 29 cm.





3.4 Gauge TT

3.4.1 Hornby

Hornby announced TT gauge trains using the name “Hornby TT:120” in October 2022. Their first train was a Flying Scotsman set with 3 Pullman cars. The locomotive of this set with catalogue number TT1001AM is LNER pacific Blink Bonny in LNER livery and with original LNER tender. It is a nicely detailed 2-rail DC model however the valve gear rodding does not look completely correct. The length is 18 cm.





3.5 Gauge N

3.5.1 Del Prado

Magazine publisher Del Prado produced a series of 100 static N gauge model locomotives for their Del Prado Locomotives of the World series. These static models were for display purpose only and had no motor. The plastic locomotive is fixed with small screws to a display track. The sign mentions that this is LNER Class A4 Mallard, of course it is Mallard but in British Railways, not LNER, livery.





3.5.2 Minitrix

Minitrix made, apart from its continental range, a small range of British trains including LNER pacifics. Here you see with catalogue number N214 the A4 4498 Sir Nigel Gresley in LNER livery but without valances. This plastic model is based on the mechanism of a German locomotive but, also with its corridor tender, still captures the look of an A4. Length is 15 cm.



3.6 Toy Trains

The LNER pacifics were inspiration not only for toymakers but also for makers of Bric à Brac like paperweights.

3.6.1 Brio

This Brio wooden Mallard is of course a simplification but still recognizable. It has a length of 16 cm and a magnetic coupler at the rear to couple up with the coach it was delivered with.



3.6.2 Britains

Britains made in his series COLLECTIBLES MEMORIES OF STEAM this Limited Edition Cold Cast Resin model of LNER 4468 Mallard. The model is fixed on a plinth (length of 19 cm) which also holds a standpipe, or water crane, which however is too low to be used to fill the tender.



3.6.3 Dinky Toys

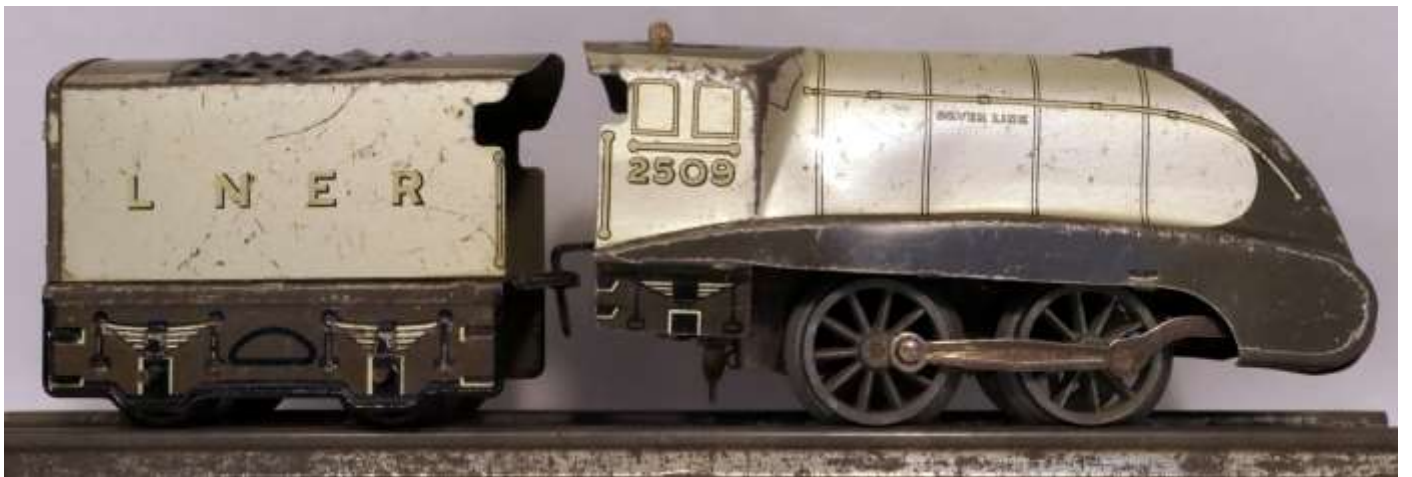
Dinky Toys made a number of versions of a streamlined train pulled by an A4. Of course these are floor trains. They are to a scale of approximately 1:190. The versions (silver, blue and green) are all based on the tooling for Silver Link with number 2509; the British Railways version should have another number. The locomotive comes in a set with two passenger cars. Some twenty years ago Tamme, Jan (Dinky Toys collector) and I went by car on a trip to England to look for model and real vintage trains and cars. I did the driving and as a thank you I received this Dinky Toys train which was fitting since it combines the hobby of Tamme, Jan and me. Length of the train is 30 cm.





3.6.4 Hornby

In the late thirties Hornby made in their range M range of simple clockwork trains a trainset with a 0-4-0 A4 Silver Link locomotive with the correct number 2509 and an articulated set of Silver Jubilee cars. This small 0 gauge locomotive with 4-wheel tender is 22 cm long and made of lithographed tinplate.



3.6.5 Lone Star

In the 000 scale Lone Star range of cast models also an A4 was made with catalogue number 53 for the loco and 55 for the tender; it is Silver but bears no name and BR instead of LNER lettering. The loco is 8 cm and the tender 5 cm long. 000 scale is approximately N scale.



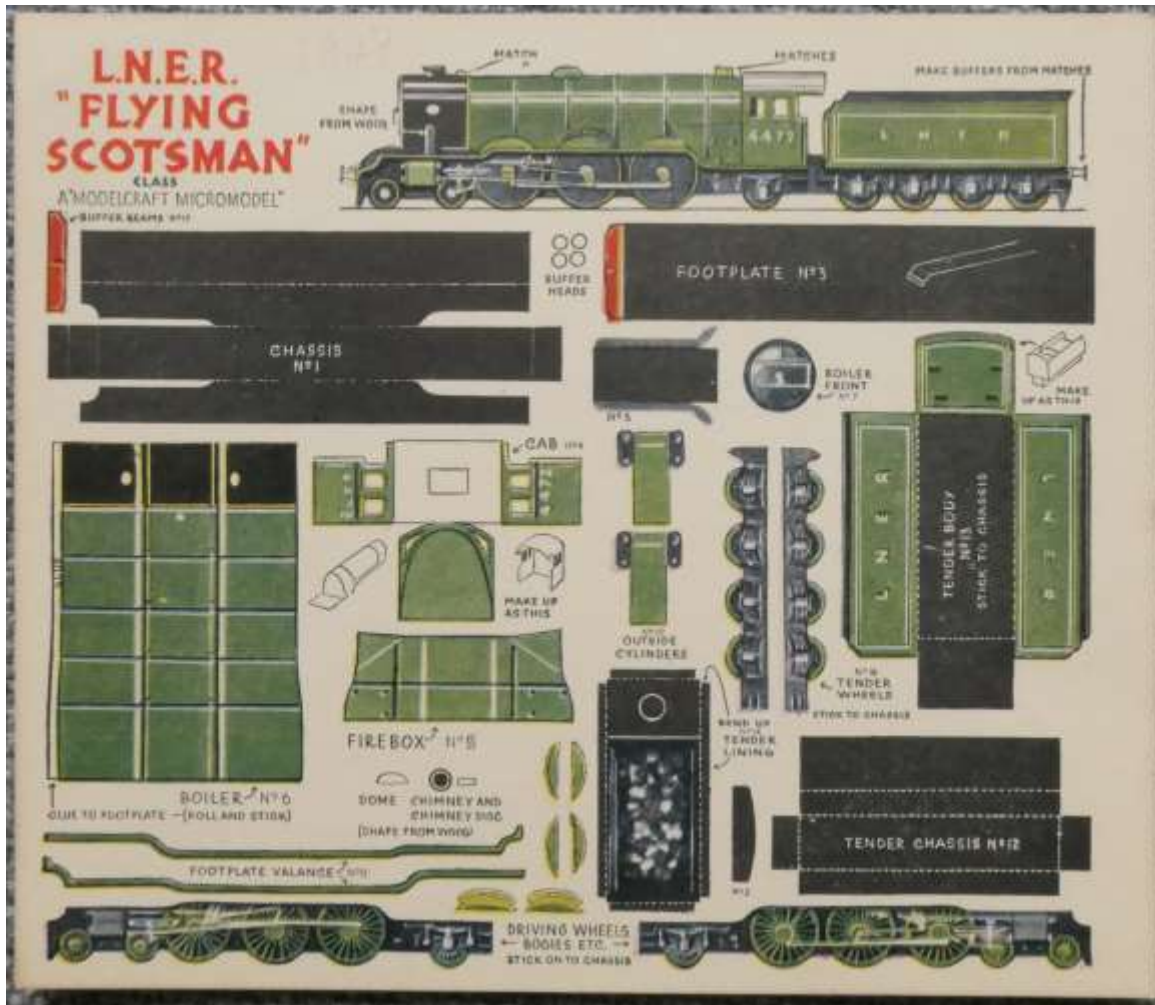
3.6.6 Mettoy

This Mettoy LNER A4 is a fixed key clockwork toy made of lithographed tin. It has number 4491, the real 4491 had the name Commonwealth of Australia. I assume it was made around 1950. Length is 25 cm.



3.6.7 Modelcraft

Is this a toy or a model? It is not a working model but a Micromodel card to make a paper model. Modelcraft Ltd made a series of these cards called Micromodel for many different objects including trains. When built a smaller than N gauge model of LNER 4472 Flying Scotsman will be the result. This card of 16 by 14 cm was issued in 1947.



L.N.E.R. "FLYING SCOTSMAN"
(Class A3. Operating: King's Cross-Edinburgh).

SPECIFICATION							
Engine	—	2' 2"	Boiler Pressure	—	225 lbs. per sq. in.	Weight of Tender	57 tons 10 cwt.
Wheel Diameter	—	4' 6"	Coal Capacity	—	3 tons	Tractive Effort	17,100 lbs.
Coupled	—	3' 8"	Water Capacity	—	3,000 gallons	Weight of Locomotive	11,800 lbs.
Tender	—	4' 2"	Weight of Engine	—	7½ tons 3 cwt.		

A MODEL-CRAFT "MICROMODEL" Price 4d. (inc P. Tax)

BUILDING THE MODEL

Important Note: As these instructions will be destroyed during the building of the model please study them carefully and commit the principal points to memory before commencing work.

BUILD THE MODEL MENTALLY FIRST. Study the card thoroughly before cutting anything out and identify all the parts and their positions, using the picture at the top as a guide. The order of assembly of the principal parts is indicated by numbers.

CUT ONLY ONE PART AT A TIME. This will avoid confusion and the glue will have time to dry on one part while you are cutting out the next.

MAKE ALL FOLDS ACCURATELY. A pair of square-ended tweezers can be used for folding over small tabs. A handy pair can be improvised from a strip of tin say ½ in. wide and 4 in. long, bent round a pencil to form quite accurately together. A piece of wire will be found best for scoring the straightness of lines. Be sure to cut a clean line and do not pull over the line into the corners. A ragged edge, small as it may be, will detract considerably from the perfection of these little models. Long folds should be scored before folding, i.e., partially cut through with a razor blade. Always use a ruler when cutting or scoring straight lines. Most folds are downwards from the printed face—the cut for these is made along the printed line. Some are upward folds—to mark and cut these prick lightly through at each end of the line, then the card over and cut a line from one prick to the other.

GLUE CAREFULLY AND SPARINGLY. A thin coat of glue is better than a blob. Apply with a pointed tooth stick. Any well-known make of tube glue, such as Bostons in Cans, is suitable, but Balsa Cement is recommended as it is quick drying and transparent to a great extent, does not stain.

CURVES AND ROUNDED SURFACES. Bend a little time to get these really shaped. The best method is to slightly damp them and then roll around a stick, such as a pencil, of smaller diameter.

PAINT OUT ALL EDGES. Amalgamate the white edges of the cut card and white back base and then when they are should be mixed over with appropriate water colour paint. Where pins or wire are used paint over with diluted glue first or paint will not hold.

VARNISHING. The model can be improved in appearance and strengthened by varnishing. There are three methods: (1) Dilute wood glue (not Balsa Cement) two parts water to one part glue, or use pure liquid gum to one part water, and brush over with a small soft brush. (2) Black over with "Boson Oil," which can be obtained at any model supply shop. (3) Black over with shellac dissolved one part shellac to two parts methylated spirit.

Micromodels have been carefully and accurately planned and each card can be made up into an exquisite little model. Special skill is not necessary, but patience and grit taken in making each little part carefully will be amply rewarded.

Track Card, sufficient for 1 Model, price 2d. including P.T. can also be purchased.

The back of the card gives prototype information on the A3 locomotive and instruction on building (which are destroyed during the building)

3.6.8 Palitoy

This plastic locomotive wears the name Flying Scot (sic) and the number 4910 (sic). It is part of a plastic railway set made by Palitoy in the 1950's, the set also included 2 coaches. The set came with S gauge rails and the brass rail were fed via a battery controller; the electrical pick-up of the locomotive can be seen between the second and third driving wheels. The wheels were all part of the body and locomotive and tender had four hidden wheels used to run. Length of the locomotive is 30 cm. The designer made a very special interpretation of the valve gear of a Flying Scotsman.



3.6.9 Wells Brimtoy

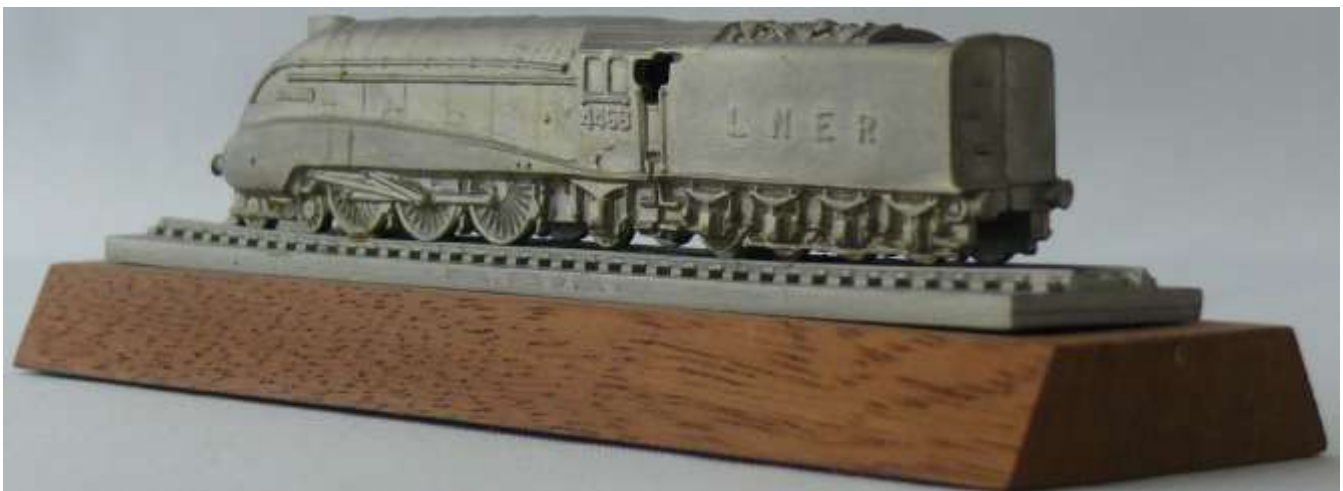
This fixed key clockwork A4 2509 Silver Link has a bold and unrealistic color combination. It is made by Wells Brimtoy and lacks a tender. I wonder whether a matching tender was available. I have 2 versions of this locomotive, one is a 2-4-0 and the other an 0-4-0. The difference in the body is the position of the key hole; in the 0-4-0 the mechanism is placed in the middle of the locomotive. The 0-4-0 version has cast wheels while the wheels of the 2-4-0 are tinplate. The 0-4-0 proves to be a better runner which I assume is caused by the well-balanced position of the mechanism. The Length of these lithographed tinplate locomotives is 16 cm.





3.6.10 Wills

Wills was a manufacturer of etched brass and cast metal locomotive kits. They made this paperweight model of the LNER A4 4468 Mallard in a numbered limited edition. This is not a running model; it is fixed to its plinth. It is made approximately to Z scale. Length of the plinth is 14 cm.





End of Part 1

4 Intermezzo

On 3 July 1938, the LNER A4 Pacific Mallard broke the world speed record for steam locomotives at 126 mph (203 km/h), a record which still stands today. Built in 1906 by the North Eastern Railway (NER) at Darlington Works, the dynamometer car had a role to scientifically measure the performance of trains in order to effect improvements. In 1938 it was used, in LNER livery of course, to record the world record high speed runs on the East Coast Main Line behind 4468 Mallard.



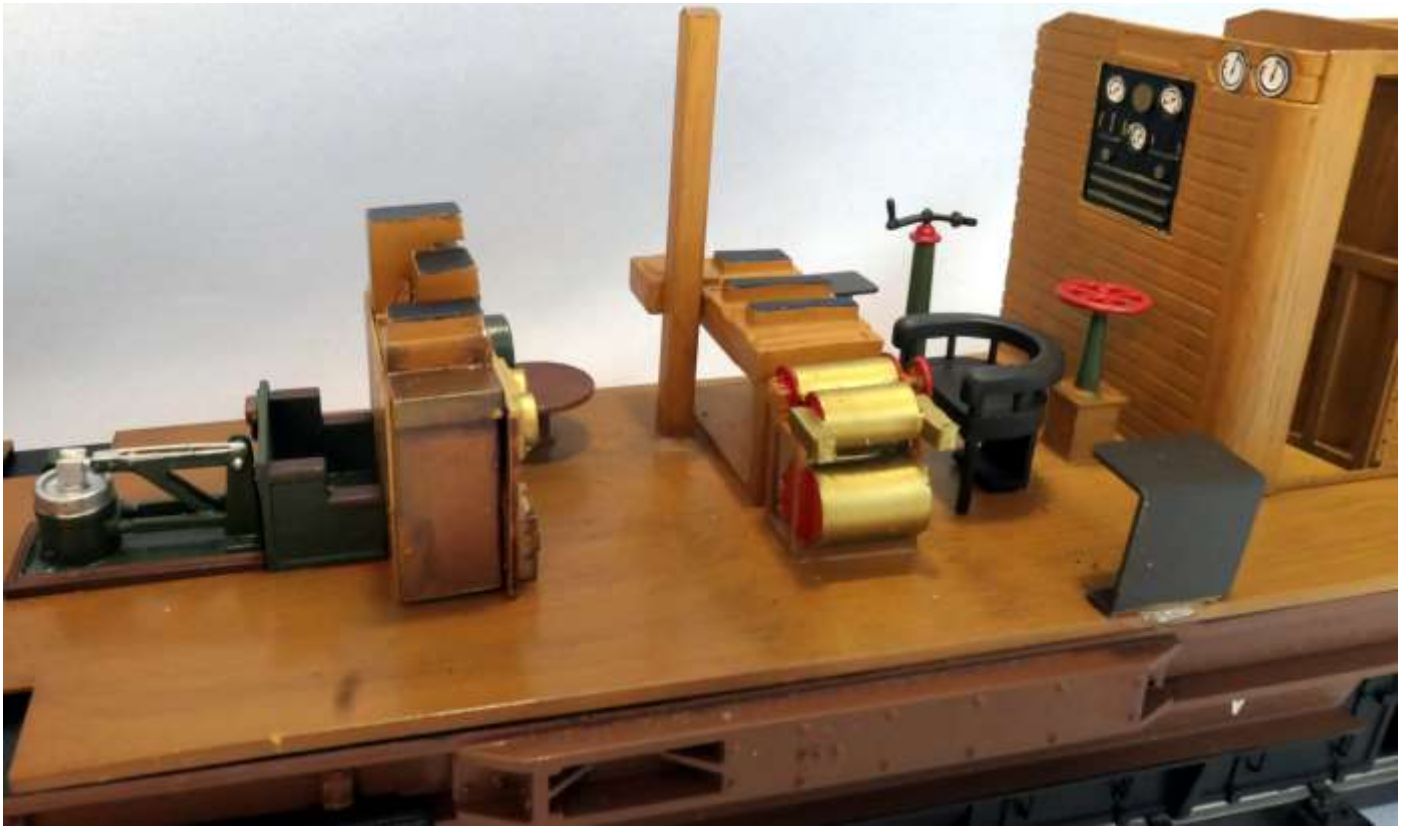
In the Railway Museum in York, England the dynamometer car stands next to Mallard.

An 0 gauge model of the Dynamometer car was made by L.H.Loveless & Co. This is a detailed brass model with a detailed interior. It has a length of 35 cm.





The body removed to show the interior



Part 2



5 Part 2: The NYC Hudsons - “Know my Hudsons”

The NYC Hudsons appeared in different forms, including a number of streamlined shapes. Toy and model manufacturers used these all as inspiration, giving a rather diverse view as can be seen in these chapters.

5.1 Gauge 1

5.1.1 ASTER

The sample shown here is not a model. ASTER or Aster Hobby, the Japanese builder of gauge 1 model steam locomotives, issued live steam and electric Hudson models, but also issued this tie-pin that shows a NYC J-class Hudson. Of course one should wear an ASTER tie when using this pin.



ASTER made three gauge 1 (1:32) models of NYC Hudson locomotives:

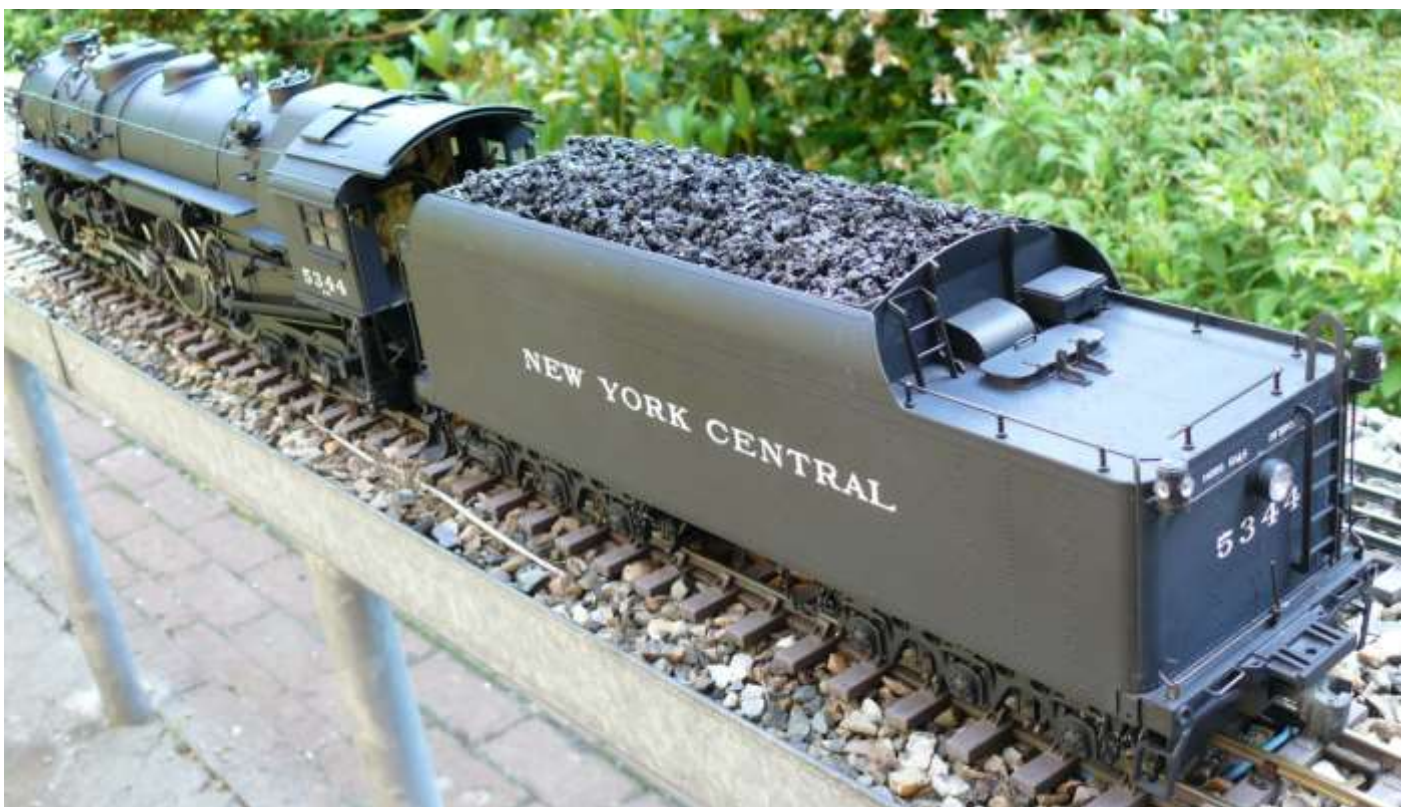
- electric version of J1e Hudson 5344
- electric version of J1e Hudson Commodore Vanderbilt
- live steam version of J1c Hudson 5265.



The Hudson 5344 is a 2-rail DC electric model made of stainless steel and brass. This model has, correctly for the prototype, Baker valve gear while the live steam model (also correct for that prototype) has Walschaerts gear. Length of the model is 91 cm.







The ASTER Commodore Vanderbilt is also a 2-rail DC electric model made of stainless steel and brass. The original 5344 was streamlined and became the Commodore Vanderbilt. I can show them together, which in reality was not possible: <https://www.youtube.com/watch?v=ftqbrpvuoKI>. I bought these two models years ago in one night (i.e. in the middle of the night) via an online auction.







The J1c live steam model Hudson number 5265 I made from an ASTER kit. The model is gas-fired and has an axle pump, so it can run for quite some time. Length is 91 cm. This locomotive I also bought in the now defunct famous Amsterdam toyshop Merkelbach in or around 1986. This locomotive is now older than the real 5265 has ever been and has run quite a bit but is still in very good condition (no, I do not want to sell it ;-).





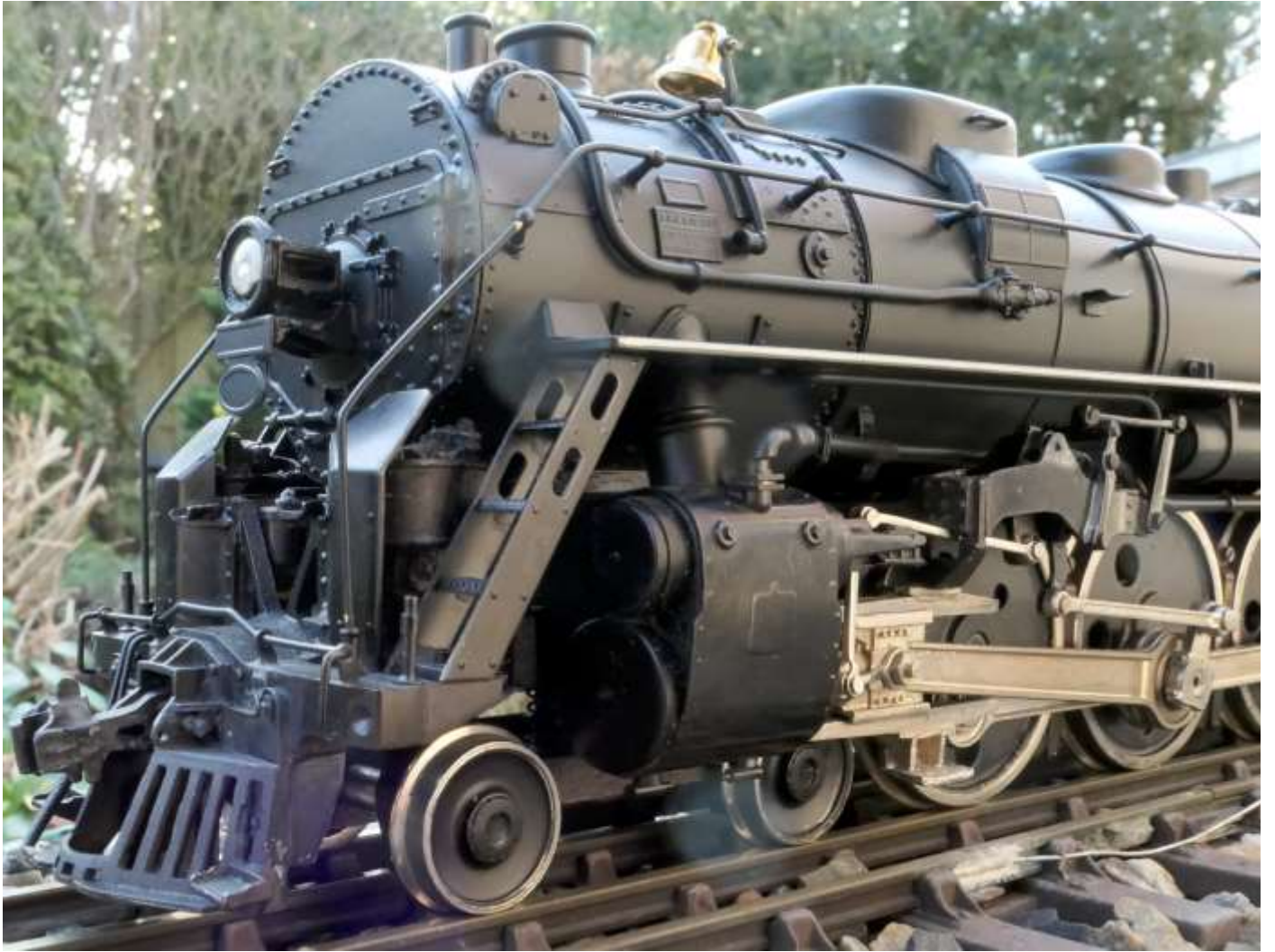
5.2 Gauge 0

In the United States a scale of 1 :48 is associated with 0 gauge.

5.2.1 KTM

The Japanese brass train maker KTM (Katsumi Co., Ltd.) made a large number of US prototype brass trains for export to the USA including a series of 0 gauge NYC Hudson locomotives which were imported in unpainted brass. I have a model of a KTM J3a Hudson which is nicely painted and lettered, however I do not know who did this; I wonder whether the number 5406 is correct for this locomotive. The model represents a de-streamlined Hudson with a PT-4 7-axle tender, a Selkirk front-end with flat smokebox front and Scullin drivers. It is a very heavy, well detailed, 2-rail DC model with a length of 69 cm.





5.2.2 Lionel

The Lionel NYC Hudson with catalogue number 700E is one of the “must have“ locomotives for the serious toy and model-train collector, however, it is not in my collection. I have in my collection two other 0 gauge 4-6-4 Lionel Hudsons: A Lionel Commodore Vanderbilt and a Lionel Dreyfuss Hudson.

The Lionel Commodore Vanderbilt has catalogue number 18045. It is a 3-rail AC electric model with sound. This was made in the nineties and the color of this first version is a bit too light; the lettering is almost unreadable. A later version was much darker. It is a nicely detailed good proportioned model with a length of 63 cm.





This Dreyfuss Hudson is an O Scale 2-rail DC Brass Model Train with catalogue number 6-18026 from the Lionel Smithsonian Collection under control of Fine Art Models and built in Korea by SJ Models in 1992. The model has sound and smoke. It is, as can be seen in the pictures, a very detailed model, but it is also very fragile. The length is 61 cm. Lionel made a 2-rail and a 3-rail version in their Smithsonian Collection series; I bought a locomotive that was advertised as the 3-rail version but when it arrived it proved to be the 2-rail version.







5.2.3 MTH

MTH has made various NYC Hudsons in different scales. I do have one in 0 gauge in the MTH Premier series; it is a model of the Empire State Express Hudson number 5429. This 3-rail AC model with catalogue number 20-3016L is a heavy cast model with sound and smoke and a length of 61 cm.





5.2.4 Weaver

Weaver made a large number of brass locomotive models. This Dreyfuss Hudson with number 5445 is one of their first and does not have the detailing that later models had. It is a 3-rail AC brass model without sound with a length of 61 cm.





5.2.5 Williams

Williams was one of the first to make brass 0 gauge steam locomotive models for 3-rail. The first locomotives they made was the NYC 4-6-4 Hudson 5405 shown here and a Dreyfuss Hudson. The Dreyfuss Hudson I thought was not very well done and it is one of the few models I upgraded; I sold the Williams version to buy the Weaver version shown above. Williams Hudson 5405 is a 3-rail AC model without sound or any of the other electronic gadgets that were introduced in later 0 gauge steam locomotives by the various manufacturers. This model is from the eighties and I bought it then via mail order from a shop called Mikes Train House; the owner of this shop, Mike Wolf, later founded the manufacturer MTH.





5.3 Gauge S

5.3.1 American Flyer

After WW II the American Flyer S Gauge trains were introduced by Gilbert. Starting from 1949 the NYC Hudson 4-6-4 was made in various versions. I have two: number 322 from 1949 and number 326 from 1953. These are heavy cast metal 2-rail AC locomotives with smoke and choo-choo sound. The 322 has the smoke generator in the tender and the tube bringing the smoke to the locomotive can be seen; this version has a link coupler and New York Central on the tender. The 326 has smoke and choo-choo in the locomotive, a knuckle coupler and American Flyer Lines lettering with a small NYC oval. The locomotives are 46 cm long.







5.4 Gauge H0

5.4.1 Gilbert

This H0 gauge 2-rail DC electric Gilbert American Flyer New York Central Hudson 4-6-4 is from a train set with an oval of track, 2 New Haven coaches and a New Haven mail/baggage car (see <https://www.youtube.com/watch?v=UuvQqzm67Hs>). The box has number H0141 and mentions 1938, but I was informed that this set is made between 1946 and 1950. This is a very heavy locomotive with number 5318. 5318 was a J1e type with Baker valve gear. Although the valve gear on the Gilbert model is simplified it looks, unlike the valve gear of the S gauge model, a Walschaerts type. It has a cast body for tender and loco and a mechanical smoke unit in the tender; smoke liquid has to be poured in the tender for which the filler can be seen on the top. The smoke goes through a flexible pipe from the tender to the smoke stack in the locomotive. The locomotive has a lighted headlight at the front. Length is 35 cm.





5.4.2 Key

During a holiday in Florida in 1986 I went to a train shop in Orlando and bought after much consideration (She's no help!) this high priced J1e Hudson "Commodore Vanderbilt". It was imported by Key and made by Mizuno in Japan in 1983. Only 75 models were built so this is a rather rare model. It is a brass 2-rail DC electric model with a very good looking finish and it is very nicely detailed. Length is 33 cm.



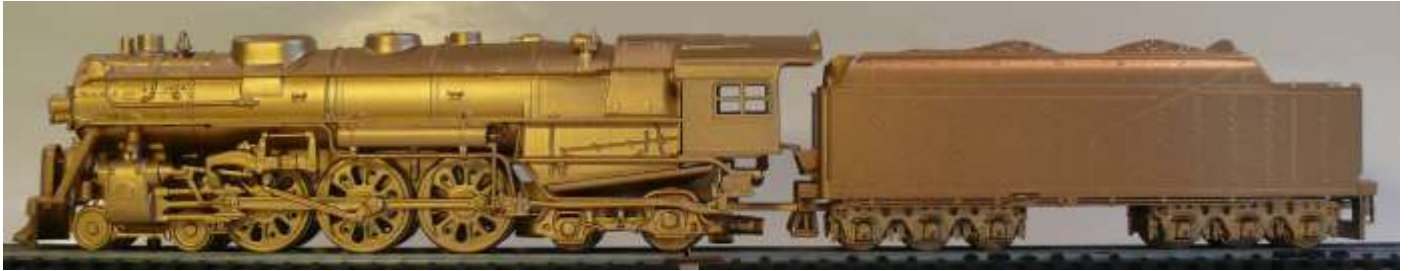




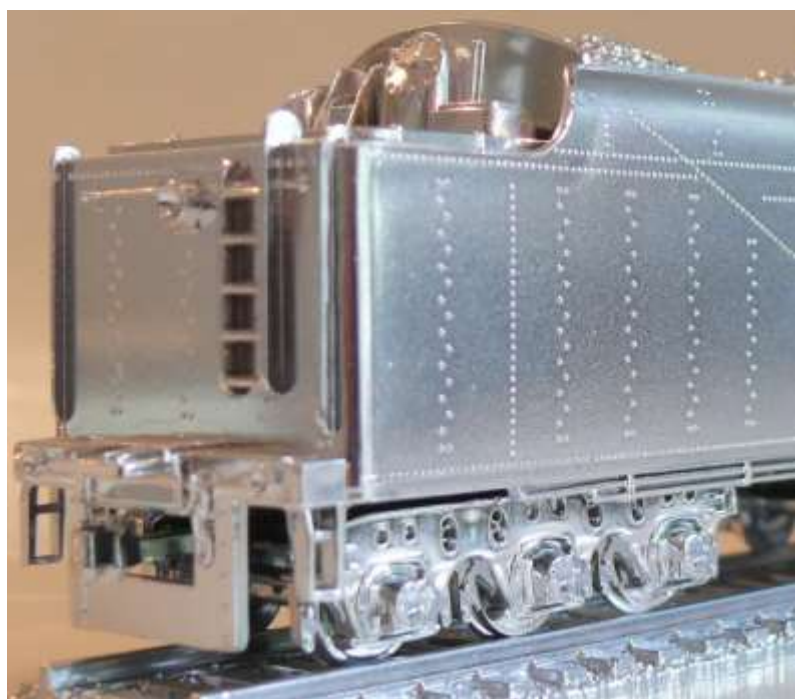


5.4.3 Monogram

The plastic kit maker Monogram made a New York Central J3a 4-6-4 Hudson kit. This was later also issued as a Revell kit after the merge of Revell with Monogram. The locomotive built from the kit had no moving parts. It contained lettering and all parts were black plastic. I decided to make a brass like model by painting all parts. As far as I remember I did that with a brush and not by spraying.



Monogram later issued the same kit now plated with a chrome type paint. This is also a non-moving model which is fitted on the plastic rail supplied with the kit. Length of the rail and the locomotive is 33 cm.



5.4.4 RivaRossi

RivaRossi made a number of NYC Hudson versions, all 2-rail DC electric reasonably detailed plastic models:

- J3a 5405 as part of their 20th Century Limited heavyweight set, catalogue number 260
- J3a 5442 with Scullin drivers, catalogue number 1542
- Dreyfuss Hudson 5446 as part of their streamlined 20th Century Ltd set with catalogue number 221
- Dreyfuss Hudson 5453 with centipede tender, catalogue number 1543
- Empire State Express Hudson 5429 with catalogue number 1552

The RivaRossi New York Central J3a Hudson with number 5405 I bought in a set with catalogue number 260 which had beside the locomotive four heavyweight cars and was called “The Twentieth Century Limited” train of the twenties. This locomotive was also available separately with catalogue number 1252. It is 34 cm long.





RivaRossi made also a New York Central Hudson with Scullin drivers. This locomotive with number 5442 has catalogue number 1542. It is very similar to the RivaRossi model of Hudson 5405, but has a graphite grey painted smokebox.





The RivaRossi Dreyfuss Hudson model with number 5446 was part of their streamlined 20th Century Ltd set with catalogue number 221. The set had beside the locomotive four streamlined cars and was called “The Twentieth Century Limited” train of the year 1938. This locomotive was also available separately with catalogue number 1273. It is 34 cm long.





The Dreyfuss Hudson number 5453 with centipede tender, catalogue number 1543, is not really a correct model. RivaRossi used the centipede tender from their Union Pacific Big Boy, the centipede tender of the New York Central however has the same wheel configuration of a 2 axle truck and 5 fixed axles, but was further very different. RivaRossi did change correctly the shrouding under the footplate revealing the air reservoirs. Length of this model is 37 cm.





Much later than the previous Hudson models, which were made in the eighties, RivaRossi made a model of the Empire State Express Hudson number 5429 with catalogue number 1552. This model does not have the electric motor protruding from the cab as the older models have. Length of this model is 33 cm.





5.5 Gauge N

5.5.1 Con-Cor

As far as I know only Con-Cor issued a general available model of a New York Central Hudson in N gauge⁵. They made a non-streamlined and a streamlined type in all sorts of fancy liveries, the first models were made in 1979 by Kato in Japan. This J3a Hudson number 5405 has catalogue number 003006 and was made in the nineties to a scale of 1:160 in China. It is a rather simple plastic model with plastic rods and simplified valve gear, but it does have light in front and back. The proportions of the locomotive do not look right; the locomotive seems a bit too long. Length of the locomotive is 19 cm.



⁵ Key made brass models of the Hudson in N gauge.



5.6 Gauge Z

5.6.1 Märklin

Märklin made a model of the Commodore Vanderbilt in this gauge to a scale of 1:220. This is a very tiny 2-rail DC electric model and one of the few USA prototypes that Märklin makes in gauge Z. Märklin did not make matching cars so it has to run on its own (see: <https://youtu.be/3LpOxJPhpYk>). The model has a light in the front, length of the locomotive is 13 cm. Detailing of this locomotive, which has a metal body, is of course matching with the small size. Greatest flaw is the absence of the outer frames of the rear truck.





5.7 Toy Trains

A number of toy train manufacturers looked at the New York Central Hudson and more so the streamlined Commodore Vanderbilt for inspiration.

5.7.1 American Flyer

At the end of the thirties American Flyer made this 3-rail 0 gauge Hudson. Although it is not marked New York Central, but instead American Flyer Lines, it is recognizable as a NYC Hudson, but with a 2-6-4 wheel arrangement. The 3-rail electric locomotive and tender, which together are 56 cm long, are metal diecast.





5.7.2 Bub

This small clockwork 0-4-0 locomotive has a very wild livery; the shape of the locomotive however is unmistakably the shape of the Commodore Vanderbilt. This locomotive, which came in a set with some small 4-wheel coaches with the same print, was made in Western Germany, i.e. after WW II, and I assume it is made by Bub. A similar locomotive was present in the Renwal Silver Choo Choo clockwork freight set, which also was made probably by Bub. The locomotive is 25 cm long. It is made of tinplate with plastic wheels.



5.7.3 Karl Dressler

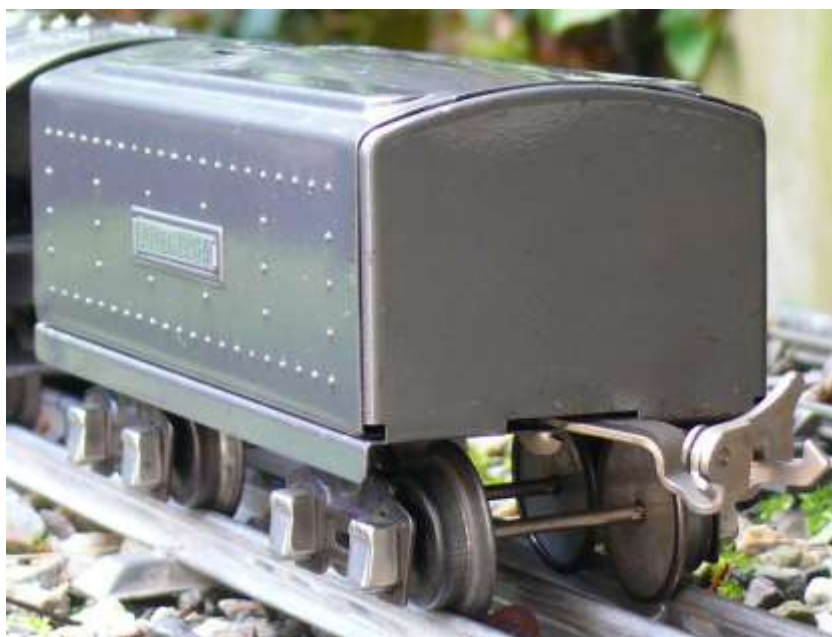
The German toy manufacturer Karl Dressler made around 1955 with identification/catalogue number KD72040 a clockwork tinplate 0-4-0 locomotive also based on the contours of the Commodore Vanderbilt. I do not know whether for this 25 cm long locomotive matching passenger cars were made by Dressler.



5.7.4 Lionel

Although this Lionel 2-4-2 is not a Hudson and does not wear the name Commodore Vanderbilt it is easily recognized as a Commodore Vanderbilt. This 3-rail AC locomotive with whistle tender has catalogue number 1689E and was made before WW II. The locomotive has a cast body and the tender is sheet metal. Length is 42 cm.





Whether this next Lionel Hudson is a toy or a model I am undecided. It is N scale (1:160) but is made as an unpowered floor train and marked Lionel LLC 1999. It is a diecast locomotive and tender with a length of 18 cm. It was made in the Lionel big rugged trains classic series wherein "Lionel proudly offers six unique locomotives for the young or young at heart. Each piece is die-cast and detailed with authentic decoration and moving wheels. And because these are RUGGED TRAINS, they'll stand up to the roughest of play and are not too BIG to put in your pocket!"



5.7.5 Marx

Louis Marx & Company made many styles of O Gauge Electric and Clockwork Trains. Their "Commodore Vanderbilt" (CV) is a classic "Art Deco" design. Made 1935-1950, a span of more years than the other Marx tin (steam) locomotives. There are many variations in Marx CV's, I have two 3-rail AC electric black versions and one red clockwork version. The 4-wheel locomotives have a sheet metal body; the 4-wheel tenders are lithographed tinplate. One of the electric locomotives has a clockwork body, as can be seen by the key hole, but as far as I can see it is an original electric CV. The other locomotive has the Commodore Vanderbilt name on its sides. Length of these locomotives is 38 cm. The locomotive with the clockwork body I acquired in a set with 3 coaches, track and a transformer. The set had an instruction sheet in English and a professional printed instruction sheet in Flemish. Without knowing more I assume there has been once a Marx distributor in Belgium.









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