



1954 CITY OF SAN FRANCISCO

-Bruce Heard photo



Operated by the UP, SP and C&NW, the *City of San Francisco* was the premier streamliner on the Overland Route. By the mid-1950s it was composed of an interesting assortment of prewar and postwar cars. The Coach Yard offers the 11-car “8th Train” and the 11-car “10th Train” in HO scale, as well as a number of individual cars, **FACTORY** pro-finished: lettered and painted with interiors as per prototype. **At your friendly Coach Yard dealer now!**

1385 UP-SP-CNW “8th Train” *City of San Francisco*

UP 5704	LW Postal Storage	ACF	1949
CNW 8225	LW RPO-Baggage	ACF	1949
CNW 9300	LW Baggage Dorm	ACF	1948
UP 5451	LW 44 seat Coach	ACF	1953
UP 5447	LW 44 seat Coach	Pullman-Standard	1949
CNW 7800	LW Lounge	ACF	1949
CNW 6956	LW 48 seat Diner	ACF	1949
<i>Embarcadero</i>	LW Lounge, with 41-CUDO-11 trucks	Pullman-Standard	1949 r/b
<i>Cliff House</i>	LW 4-4-2 Sleeper, with 41-CUDO-11 trucks	Pullman-Standard	1948 r/b
<i>American Beauty</i>	LW 6-6-4 Sleeper	Pullman-Standard	1948
SP 9040	LW 10-6 blunt end Sleeper	Pullman-Standard	1949

1386 UP-SP-CNW “10th Train” *City of San Francisco*

UP 5707	LW Postal Storage	ACF	1949
CNW 8226	LW RPO-Baggage	ACF	1949
SP 3107	LW Baggage Dormitory, ex SF-101	Pullman-Standard	1949 r/b
CNW 3477	LW 44 seat Coach	ACF	1953
SP 2379	LW 44 seat Coach	Pullman-Standard	1949
SP 2986	LW Buffet Lounge	Pullman-Standard	1949
SP 10225-10226	LW artic Diner, ex <i>Fort Mason-St. Francis Wood</i>	Pullman-Standard	1948 r/b
<i>Twin Peaks</i>	LW 4-4-2 Sleeper, with 41-CUDO-11 trucks	Pullman-Standard	1948 r/b
<i>American Shore</i>	LW 6-6-4 Sleeper	Pullman-Standard	1941
SP 9041	LW 10-6 blunt end Sleeper	Pullman-Standard	1949

Individual Cars

1368	<i>Columbia River</i>	LW Club Lounge	ACF	1949
1385.01	UP 5700	LW Postal Storage	ACF	1949
1385.02	CNW 8226	LW RPO-Baggage	ACF	1949
1385.03	SP 3107	LW Baggage Dorm, ex SF-101	Pullman-Standard	1948 r/b
1385.06	CNW 7802	LW Lounge	ACF	1949
1385.07	CNW 6959	LW 48 seat Diner	ACF	1949
1385.08	<i>Embarcadero</i>	LW Lounge, with 41-CUDO-11 trucks	Pullman-Standard	1949 r/b
1385.09	<i>Lake Side</i>	LW 4-4-2 Sleeper with 44-HRV-11 trucks	Pullman-Standard	1948 r/b
1385.09.1	SP 9102	LW 4-4-2 Sleeper with 44-HRV-11 trucks ex <i>Sutro Heights</i>	Pullman-Standard	1950 r/b
1385.09.2	<i>Cliff House</i>	LW 4-4-2 Sleeper w/ 41-CUDO-11 trucks	Pullman-Standard	1948 r/b
1385.10	SP 9150	LW 6-6-4 Sleeper ex <i>American Charm</i>	Pullman-Standard	1942
1385.11	SP 9043	LW 10-6 Blunt-end Sleeper	Pullman-Standard	1953 r/b
1386.03	CNW 9302	LW Baggage Dormitory	ACF	1949
1386.04	CNW 3480	LW 44 seat Coach	ACF	1953
1386.04.1	SP 2211-15	LW 44 seat Coach, ex CNW	ACF	1961 r/b
1386.05	SP 2380	LW 44 seat Coach	Pullman-Standard	1949
1386.06	SP 10225-10226	LW articulated Diner, ex <i>Fort Mason-St. Francis Wood</i>	Pullman-Standard	1948 r/b
1386.07	SP 2983	LW Buffet Lounge Class 83-L-1	Pullman-Standard	1949
1386.09	<i>Twin Peaks</i>	LW 4-4-2 Sleeper with 41-CUDO trucks	Pullman-Standard	1941
1386.10	<i>American series</i>	LW 6-6-4 Sleeper with 41-HR-11 trucks	Pullman-Standard	1942
1387	UP 5900-02	LW RPO-Baggage with 41-CUS-11 trucks	ACF	1949
1388	UP 6200-08	LW Club Lounge	ACF	1949 r/b

We at The Coach Yard are the premier manufacturer of HO scale model brass passenger cars and trains. The Coach Yard has always had a tradition of “striving for excellence.” This dedication has produced many finely-crafted models of Southern Pacific, Union Pacific and Santa Fe equipment. Our mission initially was to model all trains that entered Los Angeles Union Passenger Terminal or Southern Pacific’s Oakland Mole. In the process, many “Foreign Road” passenger cars have also been produced. However, in 2007, we expanded our scope and now manufacture the premier trains of North America.

The primary builders used by The Coach Yard have been Sam Model Tech of Korea, Samhongs & Co., Ltd. of Korea [retired, 2004] and Kumata & Co., Ltd. of Japan [retired 1999].

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