

ALL NATION LOCOMOTIVE KIT NUMBERS

STEAM LCOMOTIVES

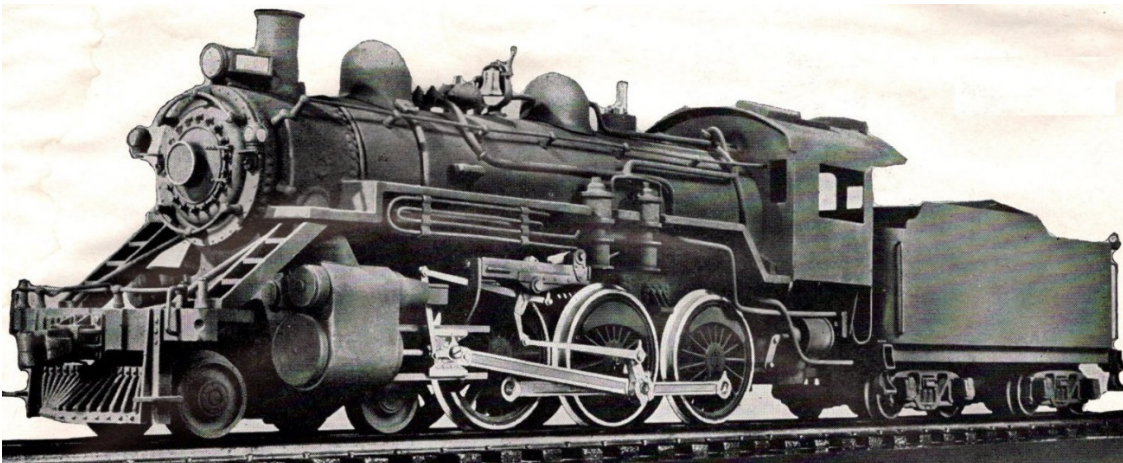
All Nation's steam and diesel locomotive kits derive from earlier producers. All Nation made improvements and additions to these kit lines during its ownership.

The steam kit line began with a B&O Class B-18 4-6-0 originally produced by Varney in 1946. It passed to General Models and then to All Nation by 1952. From it were developed kits for a 4-4-2 and a 4-6-2. A 4-8-2 with sprung drivers and a special gear box followed in time, as did a 2-6-6-4 and a 4-4-0. All shared the same basic engineering and 72" driver diameter, with cast bronze boilers and sheet brass cabs.

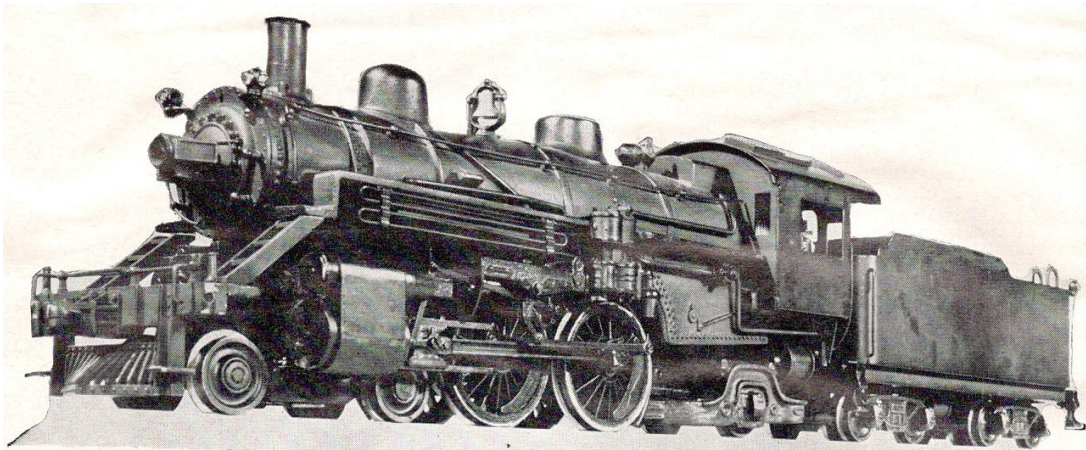
While these kits with the exception of the B&O 4-6-0 were generic in appearance, a 2-6-2 and a 4-6-0 introduced in the 1960's originally had custom lead cast CB&Q boiler/cabs by Cary, which was an HO kit producer at the time. All Nation held the mold for that casting and in attempting to cast more boiler/cabs themselves, overheated and damaged it. A substitute kit was made using the 4-6-0 bronze boiler casting for a 2-6-2 kit, but it was not as popular as the initial issue.

The steam locomotive kit line was sold to Babbitt in the 1980's. There, all drivers were sprung, and some detail enhancements were made. Babbitt briefly offered conversion of earlier AN steam locomotive frames to sprung drivers with a NWSL transmission and Pittman 'can' motors. Babbitt sold the steam kit line to Bill's Train Shop in the 2010's, but they have not resumed kit production so far.

<u>Kit Number</u>	<u>Description</u>	<u>Features</u>
1	B&O Class B-18 4-6-0 "Ten-Wheeler" 2-rail DC	Accurate to Prototype
50	B&O Class B-18 4-6-0 "Ten-Wheeler" Tinplate 3-rail AC. Accurate to Prototype	



5 4-4-2 "Atlantic" 2-rail DC only. Generic, "Delta" trailing truck. Sheet brass tender.



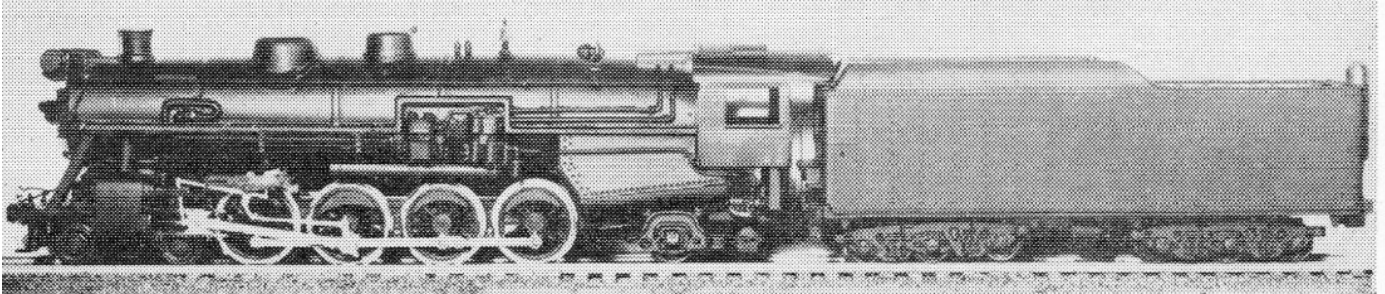
10 USRA 4-6-2 "Light Pacific" 2-rail DC Generic, "Delta" trailing truck, Medium cast aluminum Tender.

60 USRA 4-6-2 "Light Pacific" Tinsplate 3-rail AC. Generic, "Delta" trailing truck, Medium cast aluminum Tender.



17 4-8-2 "Northern" 2-rail DC, coasting drive, sprung drivers. Generic, "Delta" trailing truck. Large cast aluminum Tender.

70 4-8-2 "Northern" Tinplate 3-rail AC, coasting drive, sprung drivers. Generic, "Delta" trailing truck. Large cast aluminum Tender.

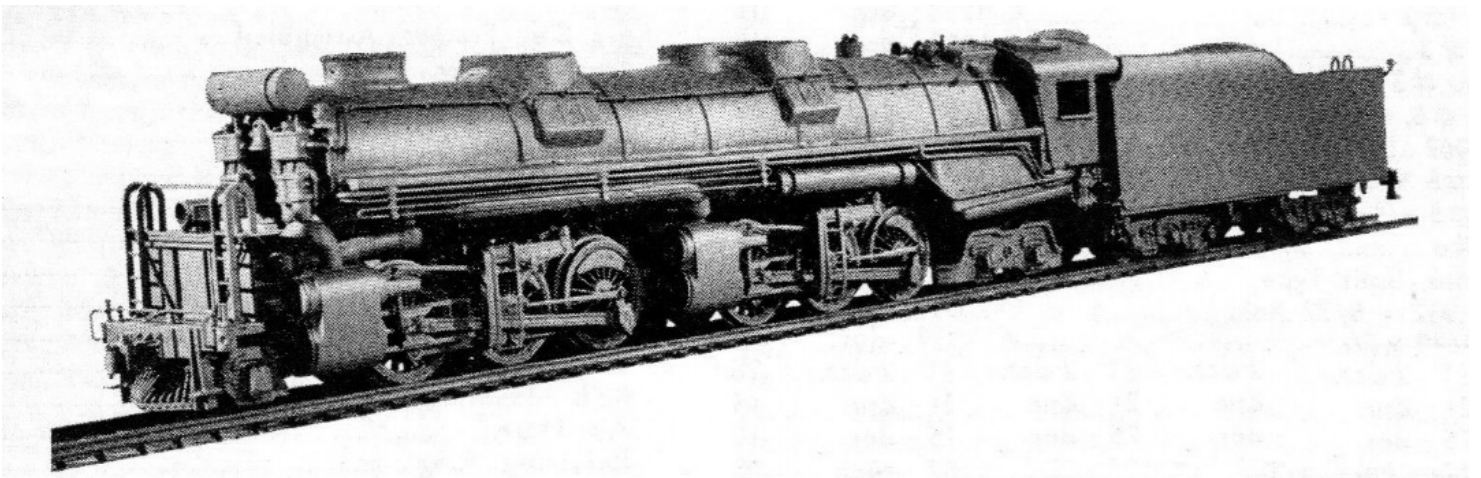


21 4-4-0 "American" 1900's 2-rail DC, Tender mounted motor. Generic. Sheet brass tender.

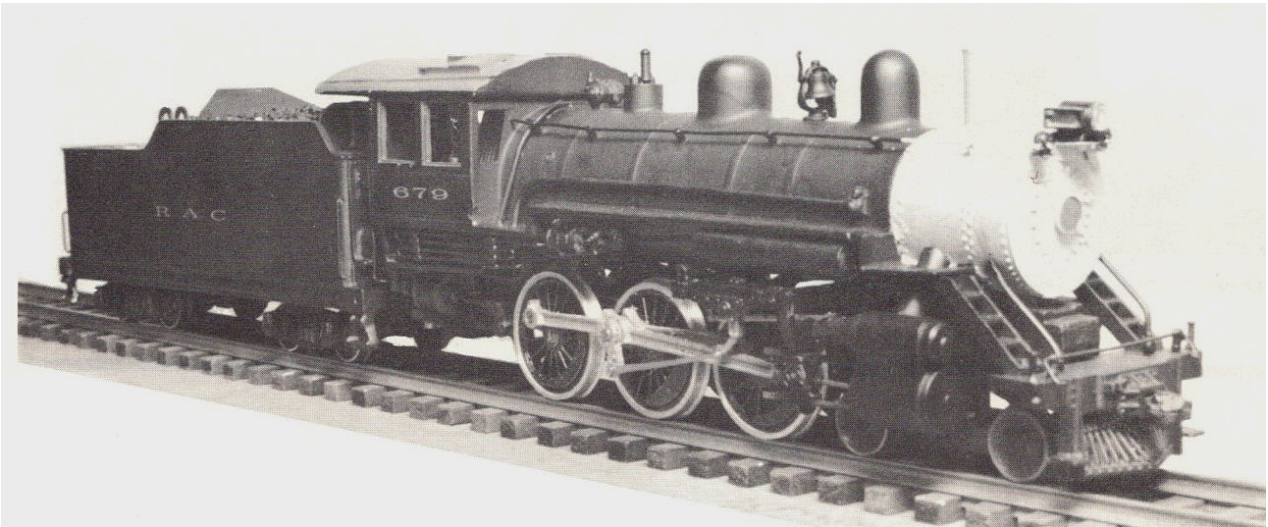
80 4-4-0 "American" 1900's Tinplate 3-rail AC, Tender mount motor. Generic. Sheet brass tender.



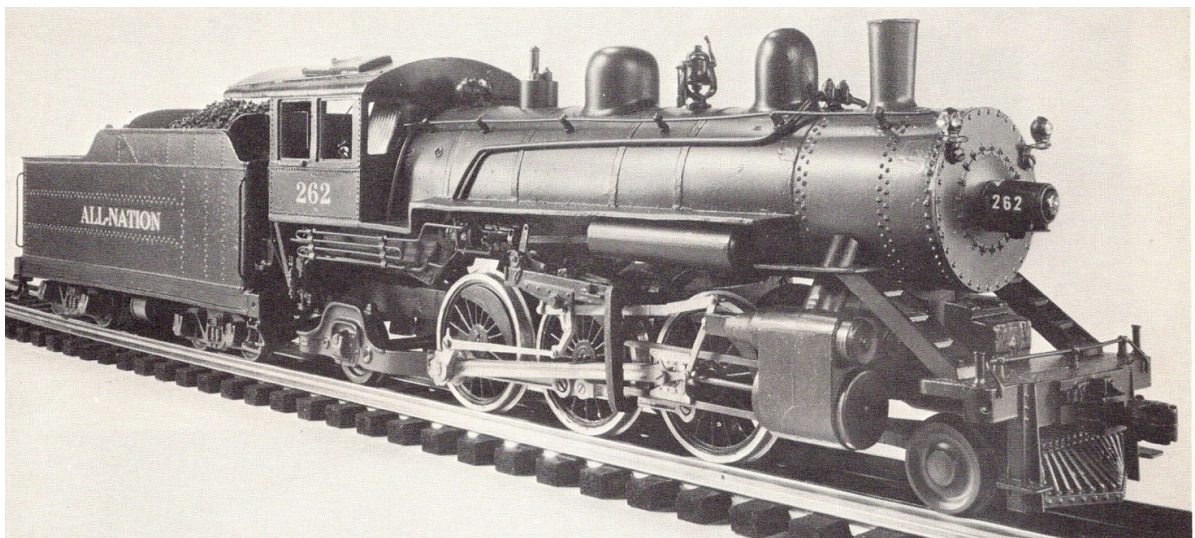
No Number, 2-6-6-4 simple articulated. 2-rail DC, rear engine only was powered. Generic. Large cast aluminum Tender.



1001 The “New” 4-6-0 of 1969, incorporating a Kit No. 1 mechanism with a cast lead Cary boiler from the 2-6-2 kit. Very limited production as the mold for the Cary boiler was accidentally destroyed. This kit was available with a small, sheet brass tender (1001S) or the cast aluminum medium tender from kit 10 (1001M).



11001 2-6-2 CB&Q /ATSF “Prairie” 2-rail DC only, Delta trailing truck. Fairly accurate to prototype with custom cast lead boiler/cab by Cary, but a Delta trailing truck with the kit is questionable. Generic, with a cast bronze boiler and brass cab from kit 1.

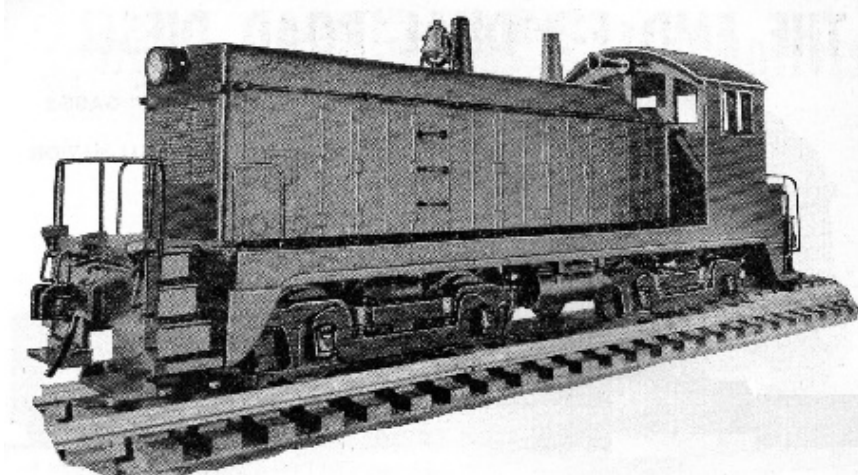


ALL NATION DIESEL LOCOMOTIVES

These former General Models kits had cast zamak bodies with built-up brass frames having either a geared or chain drive with initially an AC/DC wound field motor or later, a Pittman permanent magnet motor, with appropriate prototype trucks. “Scale” or “Tinplate” refers to the wheels, with “Tinplate” having deeper flanges than “Scale,” which were NMRA standard and insulated for two-rail operation.

Production of All Nation diesels ended when the company closed in the mid-2,000's. Ready-to-run diesels by other makers rendered these kits obsolete. Originally powered with straight cut transmission gears, from 1954 onward kits had "Constant Torque" helical gear transmissions. It was replaced with a chain drive by the 1970's. All Nation's RDC car and former Walthers Doodlebugs are listed with Passenger kits. They shared the same AN drive.

<u>Kit Number</u>	<u>Description</u>					<u>Features</u>
40	1,000 hp EMD diesel switcher					2 rail Scale DC 4 wheels powered
40 A	"	"	"	"	"	2 rail Scale AC " " "
41	"	"	"	"	"	2 rail Scale DC 8 wheels powered
41 A	"	"	"	"	"	2 rail Scale AC " " "
42	"	"	"	"	"	3-rail AC Tinplate 4 wheels powered
43	"	"	"	"	"	3-rail AC Tinplate 8 wheels powered
46	"	"	"	"	"	2 rail Scale Dummy, not powered

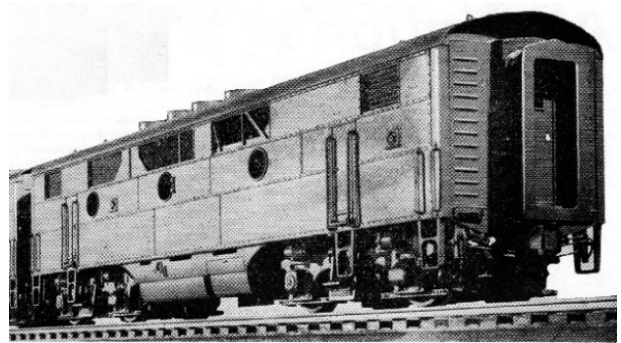
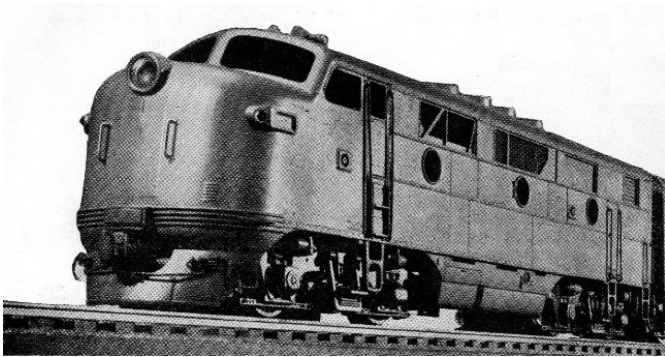


1000	EMD F-3 "A" unit	2 rail Scale	Dummy, not powered
1001	EMD F-3 "B" unit	2 rail Scale	Dummy, not powered

1002	EMD F-3 "A" unit	3 rail Tinplate	"	"	"
1003	EMD F-3 "B" unit	3 rail Tinplate	"	"	"
1015	EMD F-3 "A" unit	2-rail Scale DC	4 wheels powered		
1015 A	" " " "	2-Rail Scale AC	"	"	"
101	" " " "	3-rail AC Tinplate	"	"	"



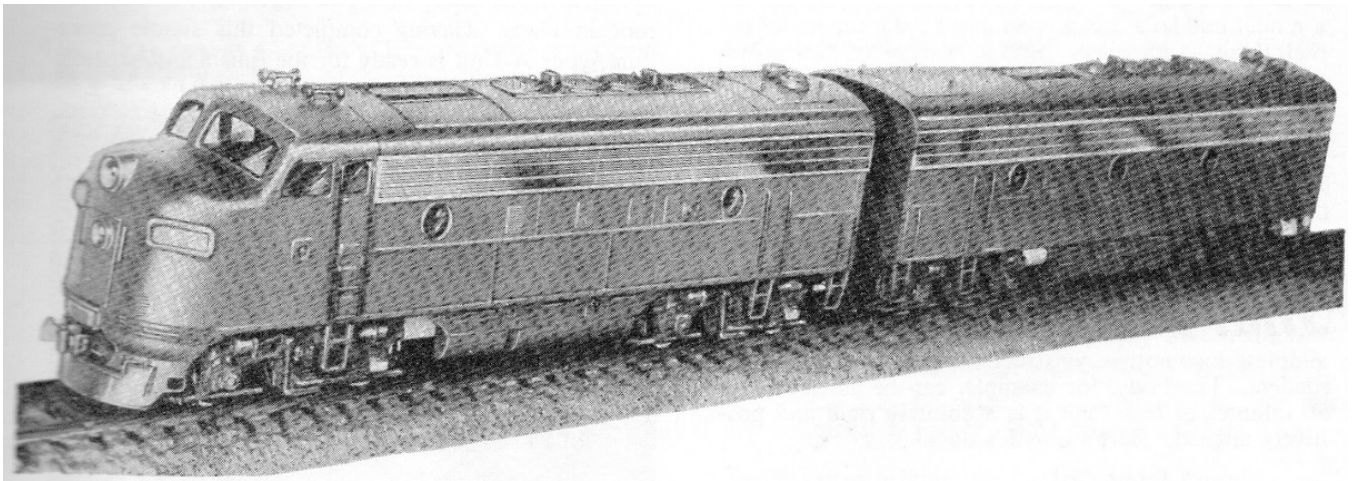
All Nation F-3 A and B Units



1017	EMD F-3 "B" unit	2-rail Scale DC	"	"	"
1017 A	" " " "	2-rail Scale AC	"	"	"
1018	" " " "	3-rail AC Tinplate	"	"	"
1019	" " " "	2-rail Scale DC	8 wheels powered		
1019 A	" " " "	3-rail Scale AC	"	"	"
1020	" " " "	3-rail AC Tinplate	"	"	"



All Nation F-7 A and B units.



8000	EMD F-7 "A" unit	2 rail Scale	Dummy, not powered
8001	EMD F-7 "B" unit	2 rail Scale	" " "
8002	EMD F-7 "A" unit	3-rail Tinplate	" " "
8003	EMD F-7 "B" unit	3-rail Tinplate	" " "
8015	" " " "	2-rail Scale DC	4 wheels powered
8015 A	" " " "	2-Rail Scale AC	" " "
8016	" " " "	3-rail AC Tinplate	" " "
8017	EMD F-7 "B" unit	2-rail Scale DC	" " "
8017 A	" " " "	3-rail Scale AC	" " "
8018	" " " "	3-rail AC Tinplate	" " "
8019	" " " "	2-rail Scale DC	8 wheels powered
8019 A	" " " "	3-rail Scale AC	" " "
8020	" " " "	3-rail AC Tinplate	" " "

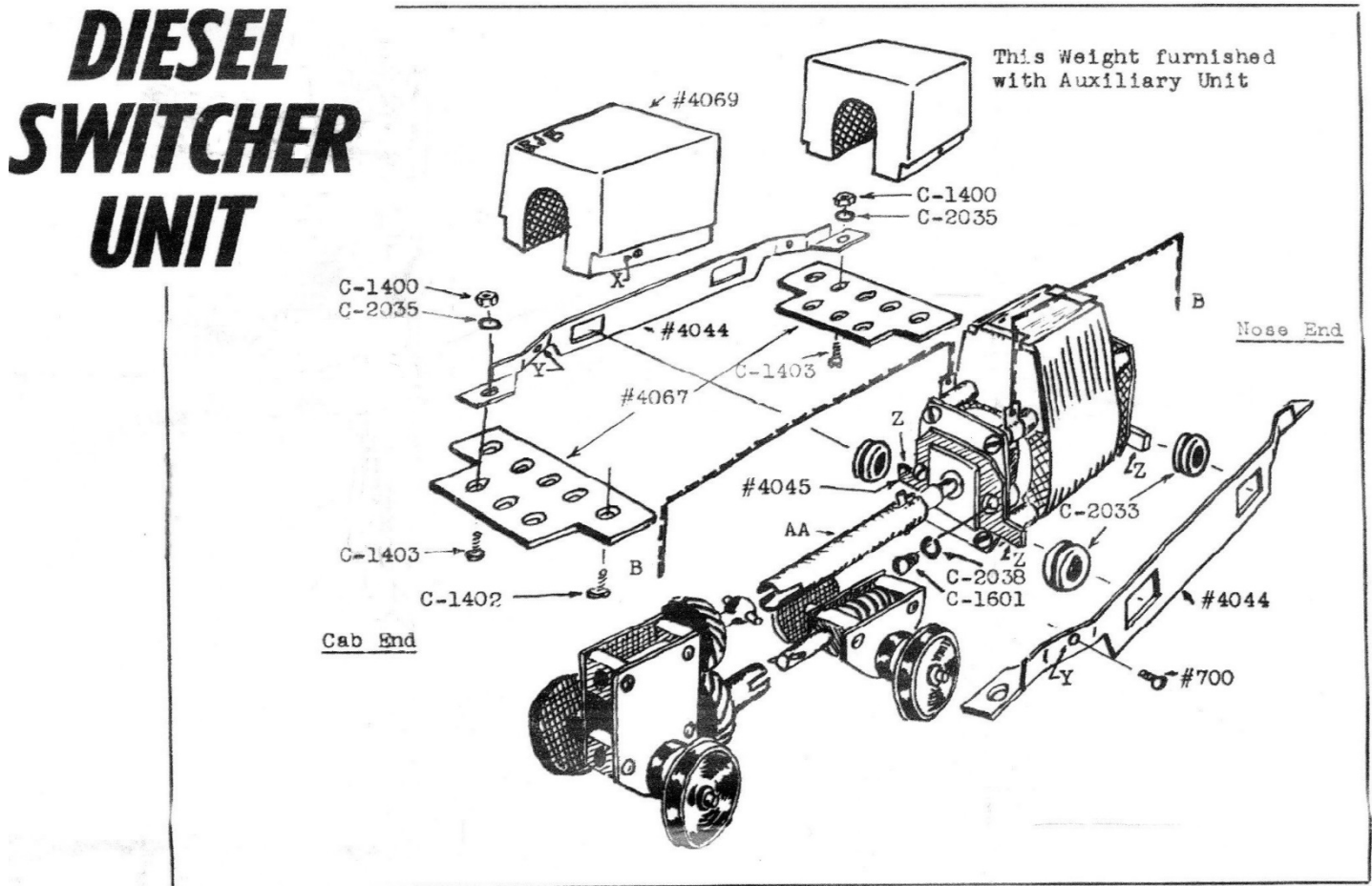
THE ALL NATION DIESEL DRIVE

This drive was developed for the General Models diesel switcher and EMD "F" units by AN. Initially the gears were straight cut. In the 1950's they were replaced with helical gears and advertised as "Constant Torque" transmissions.

A further step in the 1970's introduced Delrin chain drives for these transmissions. This drive was also used in imported Custom Brass diesel models.

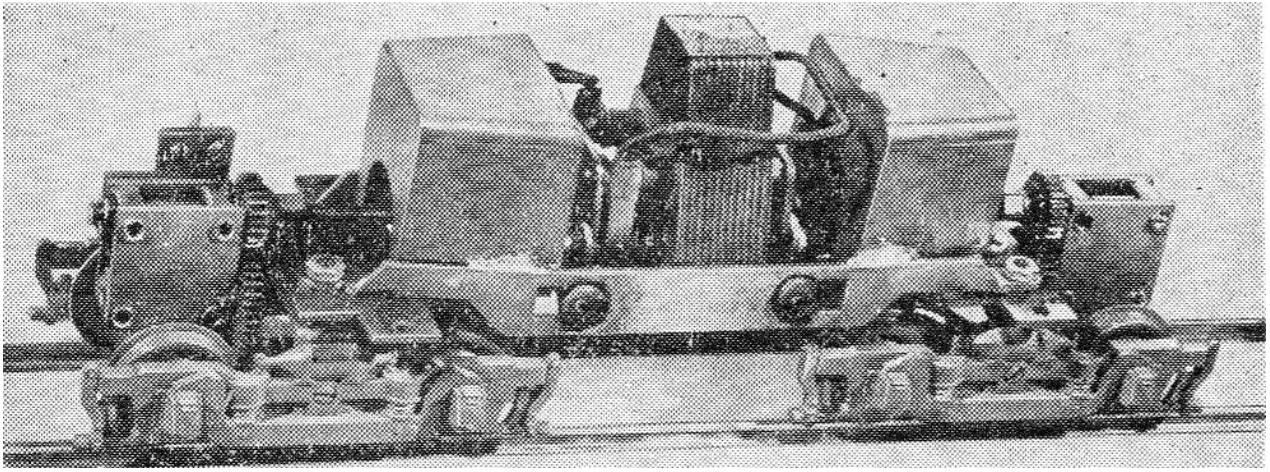
The drive system was similar in all AN diesel kits, except that the front truck of an F-3 or F-7 "A" unit was not powered due to insufficient clearance for a transmission at that end.

Below, the general layout of the AN diesel drive:



Diesel switcher four-wheel drive is shown above. The "F" unit drive was similar. The F-3 and F-7 "A" units could only have a four-wheel drive on the rear truck, because of insufficient clearance in the cab end. Helical gearing is shown in this drawing. Motors were permanent magnet in two sizes: 5/8" stack and 1" stack. These motors were also used to power the steam locomotive kits.

Below, a photo of the eight-wheel All Nation diesel drive. This is an earlier example, with straight cut gearing and a 5/8" stack permanent magnet motor.



Below, the "Constant Torque" drive, with helical gears.

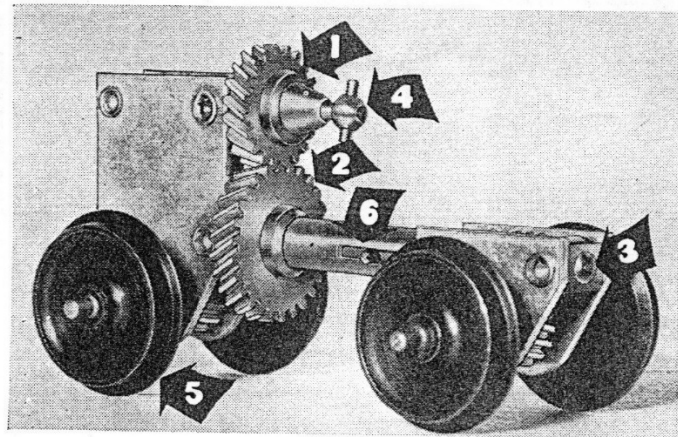
✓ these features

Eel-like Smoothness.
 Cat-like Quietness.
 Tiger-like Power.
 Takes very sharp curves.
 Fully Equalized.
 Rides your roughest track.
 For diesel switcher, road diesels, passenger & freight diesels and small electric prototype locos. (Scale only)

1. New Helical cut steel upper motor shaft gear
2. New Helical Cut brass gear on lower worm shaft.

This combination of steel and brass is the proven long life superquiet combination.

3. All new bearings of specially developed bearing bronze.
4. New ball joint incorporated with upper shaft.
5. New 40" contoured wheels — Parkerized for greater realism and anti-rust qualities.
6. Large range wheelbase. Adjusts (with modification) from minimum of 1 5/8" (6'6" scale) to 2 5/8" (9'9 1/2" scale). Perfect for trolley fans.
7. All shafts are now ground and polished steel for longer bearing wear.



AHM C-liner Power Conversion Kit

This kit provided an All Nation diesel drive in the late 1970's for the AHM Fairbanks-Morse C-Line diesel which had a notoriously weak drive.

Kit K-5000 provided a Delrin chain drive for 8 wheels.

Kit K-5100 had helical gear drive.

These numbers were later changed to 5100 C for chain, and 5100 G for geared. An All Nation "F" unit frame and weights were included. With a bit of work, one could "put more beef into their growlers," as All Nation advertised at the time.