



TRAIN COLLECTORS ASSOCIATION WESTERN DIVISION NEWSLETTER



VOL 63, NO.5

OCTOBER 2017

2017

MEET SCHEDULE

MARK YOUR CALENDERS

January 21 – New Trains/New Year

February 25 - Circus Trains

March 25 - Accessories

April 22 - Rio Grande Railroad

May 20 – Military Trains

June - no meet

July 22 – Action Cars

August 26 – Hard-to-find

September 23 – Factory Errors

October 28 - Halloween

November: no meet

December 18 – Holiday Trains

2018 Calendar

Jan-27	Feb-24
Mar-24	Apr-28
May-19	Jul-28
Aug-25	Sep-22
Oct-27	Dec-15

NEXT MEET OCTOBER 28, 10AM SHOW AND TELL THEME IS “HALLOWEEN”

As always, the Division’s train meets will take place at the Arcadia Senior Center, located at 405 S. Santa Anita Avenue in Arcadia, California.

To get to the meet, exit the 210 Freeway at Santa Anita Avenue. Drive south about half a mile and turn right into the Arcadia Park Parking lot. The hall is located next to the lawn bowling area. Look for the sign. The doors open at 10AM for setup and trading. Show and Tell starts at noon.

Please visit the Western Division website, at <http://www.tcawestern.org> for more information and a map.

From the President’s Desk, October 2017

It’s here, it’s here. Halloween time again. Bring some orange and black or Halloween themed trains and accessories to share at this month’s meet. I will also be hosting my annual get together for pizza and trains while we pass out candy. A great opportunity to share the trains with kids.

The last couple of meets have been pretty lively in spite of low attendance. Hopefully thing will pick up now that summer is over. At the Sept meet we raffled off a die cast model of a 1946 Chevy Panel Van. It is a good replica of the original French’s Lionel Train House van. The club has a few more of these and will raffle more off in the future.



President's Desk continued

More details in this newsletter, but we plan on getting out of the hall a bit early this month and taking the Gold Line train to LA Union Station, then walking to Phillipe's to eat, Hope you can make it.

By the time we meet, York will be over. Hope those that went had a great time. Don't forget to tell us what goodies you brought back.

Cal-Stewart is upon us also, November 18 & 19. Please come out to the Glendale Civic Auditorium and support the SW guys. Please come out and enjoy the comradery.

Steve Eastman

President, TCA Western Division

2017 GRAND PRIZE RAFFLE

LIONEL #6-18005

NEW YORK CENTRAL 4-6-4 J1-E HUDSON STEAM
LOCOMOTIVE W/ DISPLAY CASE



THE WINNER OF THE HUDSON WILL BE DRAWN AT THE
DECEMBER HOLIDAY PARTY.

THERE IS A \$100 CONSOLATION PRIZE DRAWING AT
EVERY MEET!

A limited number of tickets are available at \$20 each.
See Treasurer Jon Lang at our monthly meet for tickets.

Email Addresses Available

If you would like your very own TCA Western Division
email address, something like:

ogaugegeek@TCASWestern.org, then contact Harold
Shapiro at hshapi@hotmail.com. 25 addresses are
available free from our web site provider.

TCASWestern.org is online 24/7

If you haven't gone to our website lately it will be worth
your while to check it out. We have a first- class web
site with tons of toy train information and fascinating
club history.



HOME LAYOUT PHOTOS WANTED

Your editor would like to publish photos of TCA member's home layouts and special holiday layouts in upcoming issues. If you
have some nice digital photos from previous years, email them to: TheReverendBob@Verizon.net

Southwestern Division Monthly Train meets

Table Sales—Auction—Test Track—Operating Layouts—Some Parts—Books
50/50 Drawing—Repair Clinic—Snack Bar

Sundays 2017: Jan. 8, Feb. 12, Mar. 12*, Apr. 2, May 7, June 7*
July 9, Sat Aug. 5 Picnic, Sept. 10*, Oct. 1, November Cal-Stewart*** Dec. 3*

*Open House Meets ***Cal-Stewart Info to be announced

Sellers & Members 10 am — Tables \$5.00 each

Public 10 am: \$5.00 per adult — Children under 21 free with paid adult
50/50 Drawing 11:45 am — Auction begins 12 Noon

Arcadia Masonic Center, 50 West Duarte Road, Arcadia 91007

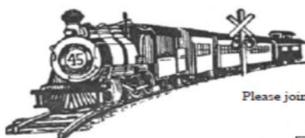
210 Fwy, So. Santa Anita Ave., Rt on Duarte Rd.

Entrance on left — **Plenty of Free Parking!**

www.ttos-sw.or or www.cal-stewart.org

Like Us on FaceBook/ttosw — Follow Us on Twitter@ttosw

Info: Call Larry Pearson (818) 848-2653 mornings after 8 am or www.ttos-sw.org



MTA Model Train Association "The Friendly Club"

Please join us for our meetings: at the Womens Club of Bellflower
9402 Oak Street (Clark and Oak)
Friday Evenings at 7:00 pm

2017 Meeting Dates:		
Jan 27	May 26	Sep 22
Feb 24	Jun 23	Oct 27
Mar 24	Jul 28	Nov 17
Apr 28	Aug 25	Dec 15

For information call
Larry Garrett at 714-893-2979
Bruce Engelbach at 562-925-7797

We are a diverse group (all ages - men, women & kids) of toy train collectors, rail fans,
and modelers of all gauges (Z to the real Locomotive).
Our meetings feature historical slides and videos, usually of actual Railroads.

		91 Perry 608 Pkwy.
	Arcadia Blvd.	

MEMBER'S LAYOUTS



JEFF MEYER'S PORTABLE HALLOWEEN LAYOUT



STEVE EASTMAN'S HALLOWEEN LAYOUT



STEVE EASTMAN'S HALLOWEEN LAYOUT

Raffle Prize Winners from the September Meet



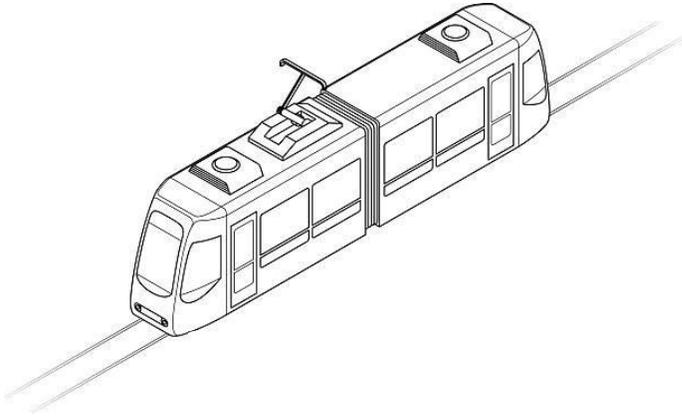
WEAR YOUR TCA WESTERN DIVISION BADGE TO EVERY MEET!

Honestly, isn't there someone you see and greet at almost every meet and you don't know what their name is? It's gracious to introduce yourself to people you haven't seen before, but it's kinda embarrassing after a couple of years have passed. **That's what your badge is for.**

To encourage members to wear their badges, starting in the near future **you will only be eligible for the free door prize raffle if you are wearing your badge.** Temporary badges will be available at the sign in desk (and don't forget to sign in).

TCA Western Division presents...

Gold Line Excursion from Arcadia to Los Angeles Union Station



Saturday, October 28, 2017

Eat at Phillippe's French Dip & visit LARHF* train exhibit

~TIMETABLE~

- 9:30 – Members/sellers setup (Free tables) Arcadia, CA**
- 10:00 – Toy Train Show (Lionel “O”, etc.); Food available**
- Noon – Club meeting (Raffle prizes; Theme: Halloween)**
- 1:00 - Break down layout & tables**
- 2:00 – Gather at the Arcadia Gold Line Light Rail Station**
- 3:00 – Walking tour of LA Union Station & Olvera Street**
- 4:00 – Eat at Phillippe's and view LARHF* train exhibit**
- 5:00 – Back to Union Station for the return trip to Arcadia**

*Special Thanks to the Los Angeles Railroad Heritage Foundation (LARHF)

For more information, visit our website, www.tcawestern.org or call...

Steve Eastman, Pres. (714) 319-9483 or Steve Waller, Tour Guide (626) 710-7768

Bring cash for Gold Line tickets (under \$5) and optional meal at Phillippe's.

All-Nation Model Trains

History

In the 1950's, 60's and 70's All-Nation manufactured or supplied kits and parts to a large segment of the 'O' Scale model railroading hobby. Over time, All-Nation added to its line by acquiring inventories, parts, tooling and dies of several other prominent 'O' scale 2-rail model



All-Nation 'O' scale 4-4-2 Atlantic and Tender for 2-rail

manufacturers and suppliers that went bankrupt. All-Nation Manufacturing was owned by Jim Wilson from 1950 until 1959, with production based at All-Nation Model & Coin Shop originally located at 182 North LaSalle St. in Chicago, IL. The hobby shop itself dated back to the 1920's and was once one of the country's finest hobby shops with an extensive line of model railroads in all gauges, as well as model ships and model airplanes.

In the early 1950's, under Jim Wilson, All-Nation acquired [General Models Corp.](#), Atwater models and Scale Model Railways to add to their manufacturing line. General Models Corp. had developed an EMD switcher at the time and Atwater, which had earlier been acquired by General Models had developed an F style diesel. All-Nation also offered steam engine kits in the form of a ten wheeler Atlantic whose heritage can be traced to prewar [Varney](#) offerings and a 4-8-2 Mountain. The Atwater/General Models diesels that ended up carrying the All-Nation name were not All-Nation's creations. All-Nation bought the bankrupt General Models Corp. (GMC) in the early 1950's. Atwater Models came with that acquisition, having been a part of GMC, and parts from Scale Model Railways, previously owned and operated by Bill Lenoir and Jack Ferris also became part of All-Nation. The 4-6-0 was originally marketed by Varney about 1946/47, then sold to GMC Models who added other wheel arrangements. All-Nation picked up this tooling at the General Models Corp. bankruptcy sale about 1950.



All-Nation Lines 'O' scale Kit-built 2-rail Monon The Hoosier Line 40' Box Car



All-Nation Lines 'O' scale Kit-built Chicago & Northwestern 2-rail Bay-Window Caboose



All-Nation Lines 'O' scale Kit-built 2-rail Chicago & Northwestern PS-1 Box Car



All-Nation Lines 'O' scale Kit-built 2-rail Green Bay and Western PS-1 Box Car



All-Nation 'O' scale Tin-plate Pennsylvania RR Box Car #24063 'Don't Stand Me Still'

Atwater was the company that produced the dies in the late 1940's for the F units that became part of the All-Nation Line via the General Models acquisition. These diesels were well ahead of their time and many 'O' Scale modelers still run them on their model railroads today.

Atwater Models developed the F-3 tooling and released the product in 1947.



All-Nation Lines 'O' scale F-3 Diesel A and B Unit Zinc Alloy Die-cast Engines for 2-rail

The F-3 loco

bodies were made using pressure die-cast zinc alloy that included lots of detail. It came in 5 tongue-and-groove pieces. Literature proclaimed that the kit could be assembled with just a screw driver, as all holes were pre-drilled. The engines featured operating headlights, Mars light, number boards, and marker lights. Die-cast trucks with self-aligning replaceable bronze axle bearings in the truck journals were also featured. The engines included a Miller Laboratories permanent magnet motor for 2 rail DC operation, with the ability to utilize a rectifier for AC operation, and a wire addition to facilitate 3 rail operation. They used a hand reverse. The original Atwater-developed under-floor power trucks did not function consistently. [General Models](#) had been buying up other 'O' scale lines in the period 1946 to 1949 and subsequently acquired the Atwater tooling. General Models Corp. developed a more efficient power truck for the F-3. This product was later marketed for many years by All-Nation with the addition of a constant torque transmission. It was offered as a #1000 unpowered A unit for \$39.95, a #1015 single motored A unit for \$60.45, a #1001 unpowered B unit for \$35.50, a #1017 single motored B unit for \$56.50, and a #1919 double motored B unit for \$67.50. 100's of the F-3's with 'Atwater' engraved in the dies were sold by General Models before they altered the dies to reflect their ownership. GMC later created the F-7 variation before going bankrupt in late 1950. All-Nation offered the F-7 as either powered or dummy unpowered A or B units - \$44.95 for a #8000 dummy A unit, \$65.50 for a #8015 powered A unit, \$41.45 for a #8001 dummy B unit, \$61.50 for a #8017 single motored B unit and \$73.50 for a #8019 dual motored B

unit. A units could not be dual motored as the nose compartment housed the headlight and there was not enough room for a second motor. All-Nation made improvements to the original design by implementing a wheel equalization system that distributed the loco's weight across all trucks over an uneven track all wheels would remain in full contact with the rails. Truck



All-Nation 'O' Scale 2-rail EMD Diesel Switcher

assembly was now performed using clips so nuts and bolts were eliminated.

General Models Corp. had introduced their 'O' scale EMD 1,000 horsepower diesel yard switcher engine in 1948 and produced it until Dec. 11, 1950 when the company went into bankruptcy and All-Nation Hobby Shop of Chicago purchased their assets. All-Nation manufactured their 4-6-0, 4-6-2, 4-8-2, and 4-4-2 steamers into the late 1960's, and they also continued to make the popular F-3's, F-7's, along with the EMD switcher as well. The diesel engine was produced until 1982 by All-Nation when the shop was finally closed.

[Thomas Industries](#) made a pickup slide for the 'O' gauge 1000 HP EMD diesel switcher manufactured by General Models Corp. The switcher did not bear any General Models Corp. markings, but the Thomas Industries name was embossed on the slide, which has confused collectors as to who made this diesel locomotive. It is believed however that the Thomas pickup slide appears only on models made by General Models Corp. from 1948 to 1950. The switcher was 11 $\frac{1}{8}$ " long, 3 $\frac{5}{8}$ " high and 2 $\frac{9}{16}$ " wide. It weighed 4 $\frac{1}{2}$ lbs. It was offered with either 4 or 8 wheel powered drive. The superstructure, truck side frames and accessory detail were all die-cast in Zamac #3. It featured a turned brass bell, plastic headlight lenses, turned handrail stanchions, preformed grab irons, handrails, stacks, horn, front and rear bulkheads and pilots. Kit



All-Nation 'O' scale EMD 2-rail Kit Built Diesel

versions were offered for 2-rail (\$32) or 3-rail (\$41). A custom assembled ready-to-run version cost \$80, and a dummy unpowered unit was \$10.95.



All-Nation 'O' Scale 2-rail Kit-built Chicago & Northwestern Diner Car

The 'old faithful' of the All-Nation line was the 4-6-0 (ten wheeler) loco. The kit was offered in many different configurations, including as complete with mechanism, boiler, cab and tender, or in separate sections, in AC or DC, for 2-rail or 3-rail operation. The running locomotive required a minimum 32" track radius. It was 11 $\frac{1}{6}$ " long, 3 $\frac{3}{8}$ " high, 2 11/16" wide and weighed 5 $\frac{1}{2}$ lbs. The complete 2-rail kit was \$56.25, while the 3-rail kit sold for \$60.50. The 4-6-2 Pacific by All-Nation was also offered in 2-rail or 3-rail, for AC or DC operation, and in either complete kit, as a separate mechanism, or boiler & cab assembly only, or tender only. It required minimum radius curves of 36", weighed 6 $\frac{1}{2}$ lbs., was 12 $\frac{3}{4}$ " long, almost 4" high, and 2 11/16" wide. Drawbar pull was 20.8 ounces. The complete 2-rail kit was \$69.50 while the 3-rail kit was \$73.75.



All-Nation 'O' scale
2-rail F-7 Diesel with CLW
Power Chassis Decorated for
the Great Northern Railway

In 1959 Jim Wilson retired, selling the hobby side of the business to an employee named Bob Colson. Initially Colson intended only to sell off



All-Nation 'O' scale Kit-built Reading EMD SW

the remaining stock but hobby shop owners around the country convinced Colson to restart manufacturing of the line which included the F units, diesel switcher, Varney derived steamers and many freight car kits. Colson produced the line through the early 1970's with many additions and improvements including newer motors, a more powerful transmission unit, and a new ball joint coupling. Bob Colson, along with his wife Marsha and their sons Terrell and Bob Jr. ran the business until 1972. The hobby shop was relocated in 1961 to 220 West Madison Street in Chicago. The manufacturing side of the business was formally separated from the hobby shop in 1966, and a new facility for manufacturing was set up at 23 West 54th Street in Wheaton, Il. The company's motto was, "Where you find the very best..."

During the 1960's Bob Colson's All-Nation took over production of Model Structures' extensive bridge, trestle, and tunnel portal line. This was an extensive library of plans and kits for all gauges. It included timber trestles for straights and curves, deck spans, riveted spans, Howe Truss Timber spans, single and double track through spans, and plate girder spans all modeled from various prototype rail roads that provided the data and drawings. Also during the 1960's All-Nation issued their Budd Rail Diesel (RDC) cars for 'O' scale. This kit came as an unpainted powered unit for \$24.95 or as an unpainted dummy unit for \$6.50. 4-wheel RDC trucks were sold separately for \$3.25. This was the first RDC car made for scale model operations in kit form, although it was really a 'shorty', not true scale in length. The body was made of polystyrene and the underbody detail was plastic. It was 14" long and could navigate 15" radius curves. It included all finished parts, die cast side frames and passenger silhouettes.



All-Nation 'O' 2-rail Kit-built PFE Western Pacific Reefer 1987 All-Nation 'O' Kit-built New York Central MDT Reefer



All-Nation 'O' 2-rail Kit-built 40' Burlington Reefer All-Nation 'O' 2-rail 40' Wilson & Co. Reefer 1986



All-Nation 'O' 2-rail GN W.F.E.X. 40' Reefer

The All-Nation 2-rail 'O' gauge 4-8-2 Mountain locomotive was 26½" long (as long as 3 box cars), 2¾" wide, and 4⅞" high. It weighed 8½ pounds without the tender and had drawbar pull of 27.2 ounces, at average speed of 75 MPH (12 volts). It could navigate 48" radius curves with ease. It featured sprung pilot truck, sprung drivers, working headlight, a [Pittman](#) Permag DC motor, 70" drivers, and a Pearce Tool lost wax gear box with ball bearings on the worm shaft. Superstructure details included a die-cast cross compound compressor, headlight with lucite lens, smoke deflector, window sills, bell, whistle, pop valve, generator, marker lights, air tank, Elesco Feed Water Heater, hot water pump, cold water pump, injector, power reverse, smoke box front, and firebox backhead. The complete kit #17 sold for \$99.50 (\$80 without the tender). It required the modeler to do the filing, drilling, tapping, soldering and riveting. It was made up of bronze boiler castings. The tender kit #20 was the long distance type and sold for \$22.45. It was 11¼" long and 3¾" high, and cast in bronze in separate pieces for the sides, back, front, top and underframe. The tender truck side frames were the buckeye 6-wheel type, also cast in bronze. For those who did not want to assemble the loco themselves, a custom assembled version was available from All-Nation for \$240. It came built-up, spray painted, and ready to run with all details included in the kit. Any road name lettering or numbering could be specified.



All-Nation 'O' scale Kit-built 4-8-2 Mountain in Southern Green with Lobaugh Drivers and Tender



All-Nation 'O' scale Burlington F-7 A Unit

The 10th edition of All-Nation's 'O' gauge catalog was issued in 1965 and was packed with every possible locomotive, piece of rolling stock, scenery, scratch-building tools and parts, tools and books. It showed not only the All-Nation line but also trains and parts from Wagner, Holgate & Reynolds, Tenshodo, La Belle Woodworking, GarGraves, Tru-Scale, Suydam, [Lobaugh](#), Central Locomotive Works, and Kemtron. The catalog was 104 pages. The All-Nation Hobby Shop also carried products from Boxcar Ken, Roundhouse Products, Pittman, [Plasticville](#), Max Gray, Morris, Ken Kidder Traction Models, [Walthers](#), Pacific Fast Mail, Model Rectifier,

[Lobaugh](#), Central Locomotive Works, and Kemtron. The catalog was 104 pages. The All-Nation Hobby Shop also carried products from Boxcar Ken, Roundhouse Products, Pittman, [Plasticville](#), Max Gray, Morris, Ken Kidder Traction Models, [Walthers](#), Pacific Fast Mail, Model Rectifier,

Permacraft, Unimat, Cliff Line, Champ Decals, Miller-Atlas, Star Models, Northeastern Scale Models, Crag Distributors, Moody and many others. In 1956 and again in 1962, the All-Nation Line was recognized by the National Model Railroad Association (NMRA) Inc. for its consistent adherence to the standards established by that organization. Bob Colson was inducted into the 'O' Scale Hall of Fame in 2001.

All-Nation 'O' scale 2-rail Kit-built 40' Steel Box Cars



All-Nation 'O' scale 40' Steel Boxcars Kit-built Into Port Huron & Detroit, New York Central System, Roberval Saguenay and Gulf, Mobile & Ohio Liveries



All-Nation 'O' scale 2-rail Kit-built 40' Steel Box Cars - Norfolk & Western RR, Burlington Route Everywhere West, NYC & St. L Nickel Plate Road and UP Be Specific Ship With Union Pacific



All-Nation 'O' scale 2-rail Kit-built 40' Steel Box Cars - Illinois Central, Missouri Pacific Route of the Eagle, Minneapolis & St. Louis The Peoria Gateway, and New York Central Pittsburg & Lake Erie



All-Nation 'O' scale 2-rail Kit-built 40' Steel Box Cars - Pennsylvania RR, Southern Serves the South, Rock Island and Minneapolis & St. Louis The Peoria Gateway

All-Nation 40' Steel box cars came in kits of super-detailed, formed, stamped and embossed metal sides, ends and roof, showing rivet details. The roof, floor and underpieces were milled basswood. Included were stamped metal ladders, cross braces, stamped roof end platforms, formed roof ribs, formed channel underframe, stamped metal dreadnaught car ends, formed grab irons, hand holds, a pressure molded plastic AB brake set, formed metal door slides, stamped Ajax brake wheel and housing, die-cast coupler pockets, placard boards, machined bolster mounting block, stamped brake platform, and a stamped roof walk support. Kits did not include trucks or paints and sold for \$5.95. Four kinds of trucks were offered separately. These were either Bettendorf or Andrews in scale or tinline, for \$1.45 each.

The 1965 catalog also announced the new low priced American Standard 4-4-0 loco kit #21 in 'O' scale for 2-rail. It came in a complete kit with tender, cast bronze boiler with cast-in boiler bands, stamped brass cab, and a DC motor. The motor was mounted in the



All-Nation 'O' scale 2-Rail Baltimore & Ohio 4-6-0 10-wheeler Circa 1940's

tender and was connected to the loco via a flexible drive shaft linked to an enclosed gear box. By slight modification the loco could be made into several different types of 4-4-0's by modelers. The kit included drawings for 3 different types of 4-4-0 configurations. A detailed backhead and a weight to increase tractive effort were also included. Literature stated that the loco could pull about 15 cars, and could navigate minimum 24" radius track. The kit was priced at \$47.50. Factory assembled, ready-to-run versions were also offered as well as a kit without motor and gearing for modelers who wanted to install their own powertrain.



All-Nation 'O' scale Brass 4-8-4 Northern Created From a 4-8-2 Mountain Boiler

trucks and paint or as fully built up ready-to-run. The cars were a #5000 65' steel heavyweight baggage coach combine for \$8.95, a #5005 62' coach for \$8.95, a #5010 60' baggage mail car for \$8.95, a #5015 60' baggage car for \$8.95, a #5020 70' coach for \$8.95, and a #5025 80' dining car for \$8.95. These cars were made of .010 inch thick sheet metal sides and ends with embossed window sashes, rivets, belt rail and recessed doors. The roof and floor of each car, as well as detail such as battery boxes, air reservoirs, cross and main beams, and tool boxes were milled from clear wood. The roofs featured clerestory windows. Nylon couplers were included in each kit. Power trucks could be mounted on the cars for creation of a suburban type train. In later years, All-Nation re-issued [Walthers](#) 'O' scale pullman standard heavyweight passenger car 80' kits.

All-Nation did offer 'O' scale passenger cars that they acquired from the purchase of the JC Passenger Car line. The six cars could be acquired as kits without

In 1972 Bill Pope Sr. purchased All-Nation Line Manufacturing Company, maker of 'O' gauge Scale Model Trains. Mr. Pope is also a member of the "O Scale Hall of Fame" having been inducted in 2004. Bill Pope continued to run the line until his death, but not before he had sold off the steam line of kits in 1990. Afterward, it is believed that the remaining tooling for the diesels and freight kits sat unused for many years in Bill Pope's son's barn.



All-Nation 'O' scale Kit-built 2-rail F-7A & B Diesels Detailed for the Western Maryland Railroad

The All-Nation line consisted of the following 'O' scale kits.
Locomotives:



All-Nation 'O' scale Kit-built AT&SF 2-6-2 Prairie Loco & Tender

& tender, #1015 F-3 Diesel Loco
Wood Reefers:

#3500 Undecorated Wood Reefer Kit, #3560 Pacific Fruit Express 40' Wood Reefer, #3561 Western Fruit Express 40' Wood Reefer, #3563 Dry Ice Wood Reefer, #3564 Rath's Blackhawk Ham 40' Wood Reefer, #3565 Morrell's Pride 40' Wood Reefer, #3566 Fruit Growers Express 40' Wood Reefer, #3567 Burlington 40' Wood Reefer, #3568 Santa Fe El Capitan 40' Wood Reefer, #3569 Green Bay & Western Line 40' Wood Reefer, #3570 Canadian National 40' Wood Reefer, #3571 Armour 40' Wood Reefer, #3572 Oscar Mayer URTX 40' Wood Reefer, #3580 Ralston-Purina 36' Wood Reefer, #3582 Swift 36' Wood Reefer, #3584 Schlitz 36' Wood Reefer, #3968 Santa Fe AT&SF El Capitan 40' Reefer, #7370 SLRX 40' Wood Reefer, #7380 Chicago & Northwestern 40' Wood Reefer

Miscellaneous Freight:

#3611 Drop Center Flat Car, #3612 Chicago, Burlington & Quincy Wood Caboose, #3620 Chesapeake & Ohio Steel Caboose, #3900 40' Unpainted Composite Reefer, #3950 Watermelon Car (ventilated box car), #7000 Chesapeake & Ohio Die-Cast Metal Hopper Car, #7100 ACL Prototype 40' Solid

#1 4-6-0 Ten Wheeler loco & tender, #7 4-2 Atlantic locomotive & tender, #13 4-6-2 Pacific loco & Tender, #17 4-8-2 Mountain Loco & Tender, #21 American Standard 4-4-0 locomotive & tender, #3652 Gas Electric Doodlebug, #41 Diesel Switcher, #11001 2-6-2 Prairie locomotive

Bottom Composite Gondola.

Steel Box Cars:

#3600 Undecorated 40'

Steel box car, #3639

West Indies Fruit 40'

Steel box car, #3643

Frisco 40' Steel box car,

#3645 Great Northern

40' Steel Tuscan box

car, #3646 Northern Pacific 40' Green Steel box car, #3648 Maine Central 40' Steel box car, #3649

Pennsylvania RR 40' Steel box car, #3650 Rutland 40' Steel box car, #3653 Southern Pacific 40' Steel

box car, #3654 Cotton Belt 40' box car, #3655 Western Maryland 40' Steel box car, #3656 Boston &

Maine 40' Steel box car, #3657 State Of Maine 40' Steel box car, #3658 Baltimore & Ohio Box Car 40'

Steel box car, #3659 Reading 40' Steel box car, #3660 Elgin, Joliet & Eastern RY 40' Steel box car,

#3661 Rio Grande 40' Steel box car, #3666 New York Central 40' Steel box car, #3667 Northern

Pacific 40' Steel Box car, #3668 Union Pacific 40' Steel Box car, #3672 Illinois Central 40' Steel Box

car (Tuscan Red), #3673 C & NW 40' Steel Box car (Tuscan), #3679 Canadian National 40' Steel Box

car, #6200 Limited Run Great Northern 40' Steel Box car (green sides), #6201 Erie-Lackawanna 40'

Steel box car, #6202 Bessemer & Lake Erie 40' Steel box car, #6203 Santa Fe 40' Steel box car

(Tuscan), #6251 Nickel Plate Road 40' box car, #6600 Chesapeake & Ohio 40' Box car, #6601

Southern Box car, #6602 Norfolk & Western Box car, #6603 Canadian National 40' Steel Box car,

#6604 L&N 40' Steel Box Car, #6606 Great Northern 40' Steel box car, #6607 Union Pacific 40' Steel

Box car (red), #6608 Akron, Canton & Youngstown (ACY) 40' Steel box car, #6609 Nickel Plate 40' 2

Rail Box car, #6613 Lackawanna 2 Rail Box car, #6614 MOPAC 40' Steel box car, #6618 Illinois

Central 2 Rail box car, #6619 Penn. Central 40' Steel Box Car, #6622 Wabash 40' Steel Box car,

#6623 D&RGW 40' Rio Grande Cookie Box car, #6624 Norfolk & Western 40' Box car, #7400 Northern

Pacific 40' 2 Rail box car, #7490 Southern 40' Steel box car, #8746 GM&O 40' Steel box car



All-Nation 'O' scale 4-6-2 Pacific Loco & Tender In Southern Pacific Livery



All-Nation Central of Vermont 50' 2-Door OB Boxcar



All-Nation Boston & Maine Outside Braced Boxcar



All-Nation 'O' 2-rail Kit-built NYC Automobile Car 1988 All-Nation 'O' 2-rail Kit-built ACL Automobile Car 1987 All-Nation 'O' scale Kit-built Caboose

Wood Sheathed Box Cars:

#3701 Great Northern 40' Wood Sheathed box car, #7420 Great Northern 40' Wood Sheathed 2 Rail Box car

Passenger Cars:

#5000 65' Combine car, #5005 62' Coach, #5010 60' baggage mail car, #5015 60' Baggage car, #5020

70' Passenger coach, #5025 80' Dining car, #9102 Pullman Standard Heavyweight 80' 12-1 Sleeper Kit

(reissue of [Walthers](#) Kit) #9177 70' Coach/Sleeper with Monitor Roof.

Outside Braced Box Cars:

#6500 Unpainted Outside Braced Box car, #6504 Boston & Maine Outside Braced Box car

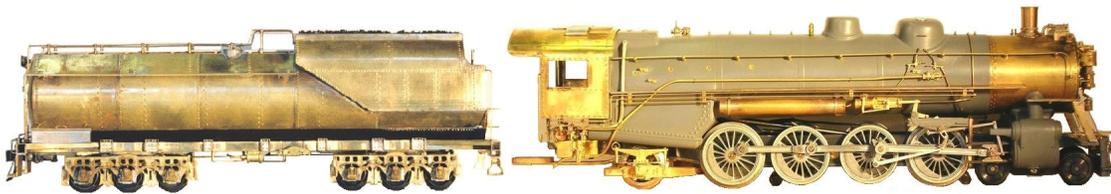
Auto Cars:

#3675 Unmarked Steel Auto car, #3681 NYC 40' Steel Automobile car, #7470 Santa Fe 40' Sectional Panel Sheathed Auto car, #7480 Denver & Rio grande Western Double Sheathed 40' Auto car, #7510 D&RGW 50' Double Wood Sheathed Auto car

A.A.R. Stock Cars:

#7300 40' Wood Stock Car

The steam line of kits was initially acquired by George Sennhauser of Babbitt, MN who created the Babbit Railway Models name and reintroduced the line. Sennhauser continued to refine the products greatly. In 1993 the company was sold again, this time to Boyce Yates in Kentucky who renamed the line Babbitt Loco works. Yates continued the line under the Babbitt name for several



All-Nation/Babbitt 4-8-2 'O' scale Mountain Loco and Scratchbuilt Tender

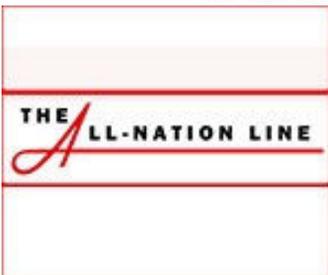
years. Babbitt Railway Supply Company was located at 715 Barger St in Mayfield KY. The line consisted of the 4-6-

0, 4-4-0, 4-6-2, 4-4-2, 2-6-0, and 4-8-2, all using 70" drivers, cast bronze boilers, NWSL gearing, three different cast aluminum or sheet brass tenders, and brass and white metal details. Babbit Models was the last supplier of these 6 former All-Nation Steam loco kits and detail parts through the late 90's. Many 2 rail O Scalers considered these loco kits as top of the line.

As of June 2010 Bill Wade of Bill's Train Shop (BTS) in West Virginia <http://www.btsrr.com/> owned the All-Nation/Babbitt line of locomotives and parts supplies. Plans were being developed to reintroduce the line with new castings (likely urethane resin). Original un-built All-Nation kits frequently show up on eBay or in other on-line auctions or at swap meets, and remain popular with scale model builders and 2-rail operators.



All-Nation 'O' scale 2-rail Die-cast Kit-built Union Pacific F-3 A-B-A Diesel Units



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