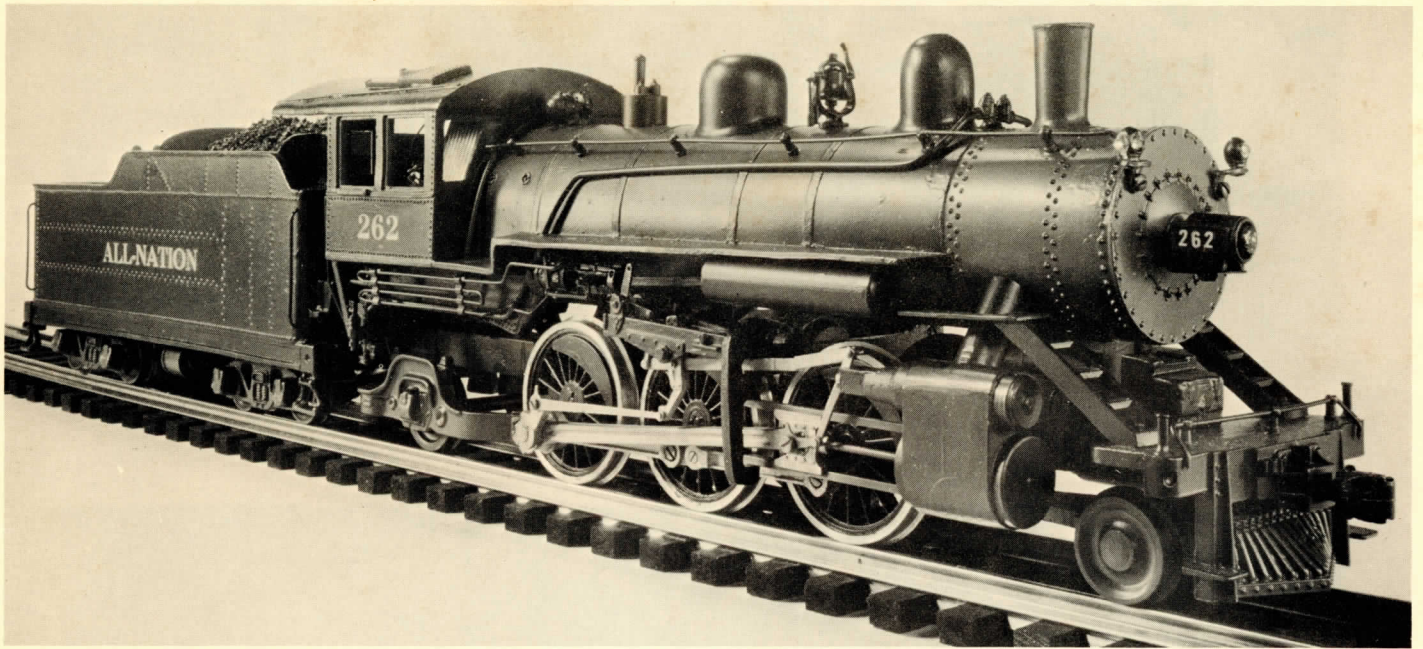


ALL-NATION LINE



THE NEW ALL-NATION PRAIRIE LOCOMOTIVE



Prairie locomotives were quite popular in the Midwest from about 1895 to 1905, the Santa Fe had about 300, the Burlington about 400, the Milwaukee Road 300, and the Northern Pacific over 100 to name the largest owners. As its name implied they were designed for flat land, comparatively light roadbeds, branch lines, etc., and they were dual-purpose engines - both passenger and freight trains.

Some were upgraded as they were shopped, had superheaters, Walschaerts valve gear, some even had 12-wheel tenders, and, looked like "short Mikes". These engines lasted until the end of steam, as they could work these light roadbeds where the newer 4-8-4 etc. couldn't run. Some of them drove on the center driver, some on the rear, some had "inside" valve gear and slant cylinders, many were originally built as compound, and later on "simplified". Some had headlights high on the boiler front (Santa Fe and Burlington) others in the center (Milwaukee Road and Northern Pacific). The design allows almost limitless opportunity for the builder to improvise which adds to the enjoyment of the hobby.

The new ALL NATION Prairie combines the time-proven, rugged A-N chassis and drive train with our new die-cast boiler and cab to make one of the finest medium size model steam locomotives available in kit form. It's all American made of metal.

Construction of the chassis follows our usual method of assembly - viz.: heavy brass frames, phosphor bronze bearings, 1/4" steel axles, die cast pilot and beam and cylinders. Valve gear is nickel silver, main and side

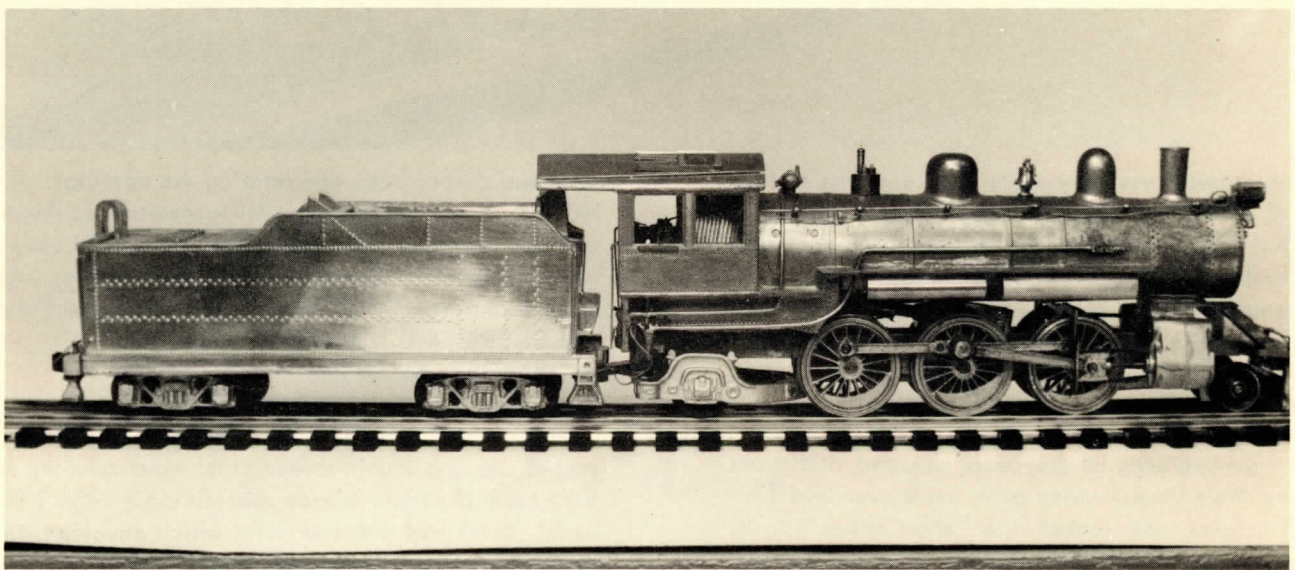
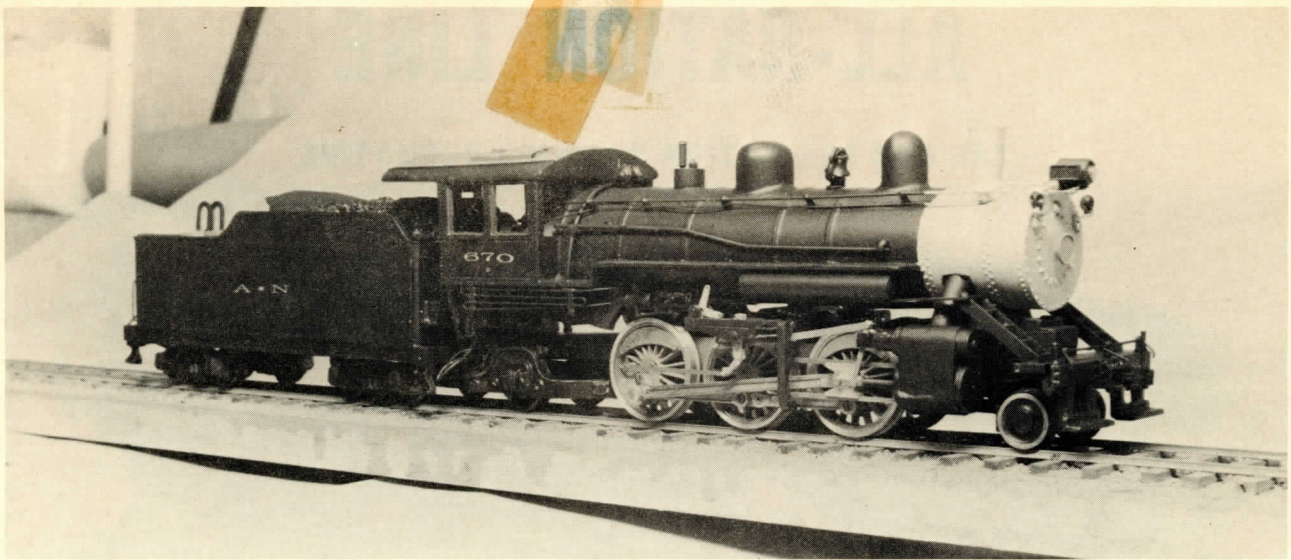
rods and cross heads are detailed die castings. The HEART of any operating model locomotive is the motor and transmission. Our own motor model 1414 uses Al-nice V magnet, steel laminations, self-aligning porous bronze bearings, 3/16" diameter polished steel shaft, and EVERY ONE is tested after assembly. Guaranteed to do the job.

Likewise our transmission is also time-proved and rugged using a double-thread steel worm meshing with a 32 tooth phosphor bronze gear giving a 16 to 1 final ratio. Combined with our motor which develops its torque at comparatively low RPM this gives a most realistic scale speed. Ball thrust bearing on the worm shaft, properly adjusted this drive train will outlast the owner.

The new cast boiler is a lead-antimony alloy cast in a metal mold, cab, stack, domes, run-boards are integral, and it's S M O O O T H. No tedious chore of smoothing to make it ready to use, just a few light swipes with a fine file. This material can be filed, drilled, soldered, carved with a knife if need be. It has sufficient weight to give quite adequate traction, altho additional weight may be added if you wish. The motor and transmission can easily handle this added weight.

The tender for this locomotive is our MEDIUM type, same as used on our pacific locomotive, and is composed of clean aluminum castings, drilled and tapped, Andrews type trucks.

New instruction sheets and drawings adequately show the model builder how to construct this very fine locomotive. This is sold in sections as noted, or as a complete kit.



PRAIRIE LOCOMOTIVE

COMPLETE PRAIRIE KIT

<input type="checkbox"/>	KIT 11001	LOCOMOTIVE AND TENDER	\$95.00
<input type="checkbox"/>	PRAIRIE CHASSIS	KIT 11001A	52.00
<input type="checkbox"/>	PRAIRIE BOILER AND CAB	KIT 11001B	28.00
<input type="checkbox"/>	MEDIUM TENDER	KIT 11001C	20.00

ORDER BLANK

PRAIRIE BOILER

RUNNING BOARD SUB ASSEMBLY

CONTENTS

- (2) 1" board, right & left sides rear
- (1) 4-7/8" board right side front
- (1) 3-1/8" board left side front
- (1) 1-7/8" board, left side center
- (2) 4" lengths, 1/16" dia. brass rod

INSTRUCTIONS FOR MOUNTING: READ COMPLETELY BEFORE STARTING

Lay boiler on side, supporting the front with a piece of 1/2" material located between the two tank brackets, the boiler will then level for drilling. Drill six centermarked locations on left side and five on right side using a #53 drill and ream with a 1/16" drill. Cut 11 pieces of 1/16" dia. brass rod approx. 3/4' long. Chamfer one end of these pieces and carefully tap them into holes until they project inside of the boiler about 1/32". Using a small iron, carefully solder the ends of the rods to the inside of the boiler. Use care so that the side of the iron or the tip does not touch anywhere on the outside of the boiler. Trim the 1/16" rods so that approx. 1/2 to 2/3 of the width of the running boards will lay on the supports. Solder running boards to the supports using small clamps to hold alignment.

The front boards on each side should start at the break between the boiler and the smokebox. The rear end of the two short boards on each side should butt against the cab. The center board on the left side should overlap the front and rear boards evenly. The long running board on the right side should be notched about 1/32" deep by 1/4' along the inside edge at the rear end to clear the firebox end and band.

Note The outer edges of the boards will vary in distance from the centerline of the boiler due to different positions vertically on the side of the boiler and firebox