



Kadee® Quality Products Co.
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White City, OR 97503-1078
U.S.A.

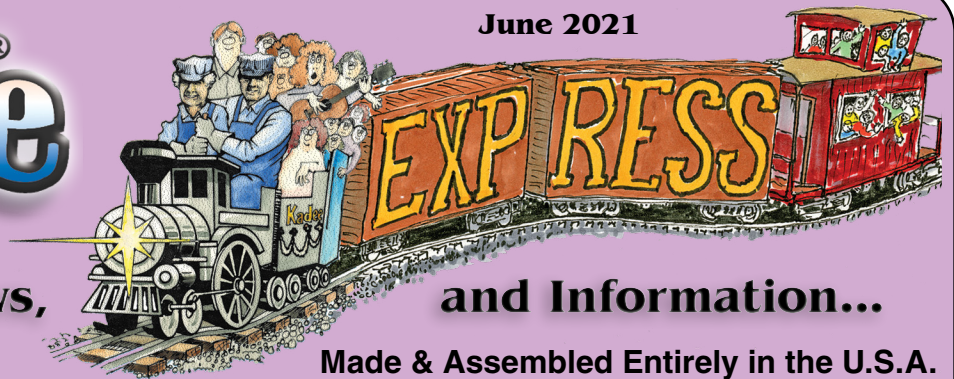
Tel: 541-826-3883 FAX: 541-826-4013 <http://www.kadee.com> e-mail: mail@kadee.com

The Coupler People®



The Coupler People®

June 2021



New Products, News,

and Information...

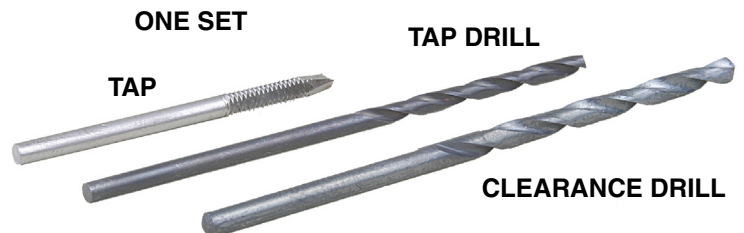
Made & Assembled Entirely in the U.S.A.

Tap & Drill Sets

Each set includes - Tap, Tap Drill and Clearance Drill

\$8.99

- #246 2-56 Tap + #50 & #43 Drills**
- #247 1-72 Tap + #53 & #48 Drills**
- #780 0-80 Tap + #55 & #52 Drills**
- #1059 00-90 Tap + #62 & #56 Drills**



WARNING: Cutting tools may shatter when broken. An approved form of eye protection is strongly recommended.

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June 2021 New Rolling Stock!

Kadee® prides itself in creating and manufacturing premium "RTR" rolling stock as close to scale & detail as possible. Model railroaders can expect only the best quality & craftsmanship with every Kadee® quality product. Nothing stacks up to the accuracy, detail, quality, & authenticity of Kadee® Cars over all other "RTR" cars on the market.



Made & Assembled
Entirely in the U.S.A.



HO-Scale Ready-to-Run Rolling Stock



8047 SOO #6870 \$42.95
 SOO LINE
 Lot: 8378C - Series: 6845-6893
 BLT. 1957 - Factory New
 Red Oxide

Large Scale Metal Wheels

Smooth Back Wheels

Wheelset Features

- Non-magnetic Metal wheels
- Smooth tracking Free rolling Contoured Insulated Axles
- Freight & Passenger

Smooth wheelsets are most commonly found on diesel era rolling stock. Kadee® wheel sets are manufactured to the most exacting standards and feature: non-magnetic metal wheels and insulated axles.

#950 Uncolored Metal Wheels
Freight or Passenger

#960 Black Metal Wheels
Freight or Passenger



\$14.99

\$16.99

Ribbed Back Wheels

1 Scale (1:32) 36", G Scale (1:29) 33"

1 Set of #1 or G Scale wheels is (2 Axles, 1 Pair or enough for 1 Truck)

Axle Tip to Tip: 2.754"

Axle Diameter: 0.118"

Ribbed wheelsets are most commonly found on steam era rolling stock. Kadee® wheel sets are manufactured to the most exacting standards and feature: non-magnetic metal wheels and insulated axles.

#951 Uncolored Metal Wheels
Freight or Passenger

#961 Black Metal Wheels
Freight or Passenger



\$14.99

\$16.99

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WARNING: CHOKING HAZARD - Small Parts - Not for children under 14 years.

Lettering similar to cars shown *Subject to change without notice.

G-Scale (1:29) Metal Trucks

LARGE SCALE

Kadee® Trucks

Truck Features

- Highly Detailed Metal Trucks and Metal Wheels
- All Metal Non-Magnetic 2 Piece Self Equalizing Black Trucks
- All Metal Non-Magnetic Black Wheels with Free Rolling Insulated Axles
- Mounting Adapters for Bachmann, USA Trains, Aristo-Craft (REA) ,LGB & Peco Included
- Trucks can be adapted to fit most cars on the market
- Clip on pads & brake rigging

Replace your plastic trucks today!



Made In the U.S.A.

#970

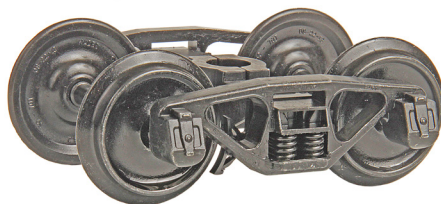
A.S.F.® A-3 Ride-Control® Metal Trucks with 33" Smooth Back Metal Wheels

The A. S. F.® A-3 Ride Control® 50-ton freight truck was introduced in the 1940's and is one of the forerunners of modern freight trucks. This AAR truck is excellent for modeling the transition era up to 1994 when friction bearings were no longer allowed in interchange service.

Mounts with a #4 screw.
One pair per package



\$49.99



#971

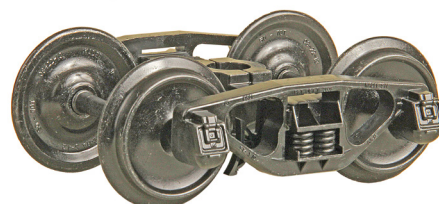
AAR Bettendorf Style Metal Trucks with 33" Smooth Back Metal Wheels

The Bettendorf Truck was introduced in the 1930's on U.S. railroads and was a AAR standard truck. The Bettendorf Truck was used in interchange service through 1993.

Mounts with a #4 screw.
One pair per package



\$49.99



#972

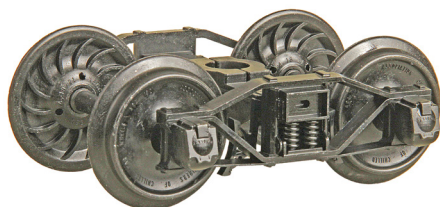
Arch Bar Metal Trucks with 33" Ribbed Back Metal Wheels

The Arch Bar Truck is typical of these trucks from around the turn of the century. Despite the age of these trucks, they saw more than seventy years of service in some applications. The arch bar were used into the 1920s, They were banned from interchange after Dec. 31, 1939.

Mounts with a #4 screw.
One pair per package



\$49.99



#973

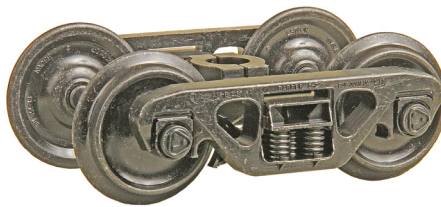
Barber® S-2 Roller bearing Metal Trucks with 33" Smooth Back Metal Wheels

The Barber S-2 70-ton Roller Bearing truck is a logical development from the original friction bearing truck first introduced in the 1940's. Our truck is based on a prototype built in 1967, however, the basic design was first introduced in the late 1950's.

Mounts with a #4 screw.
One pair per package



\$49.99



#974

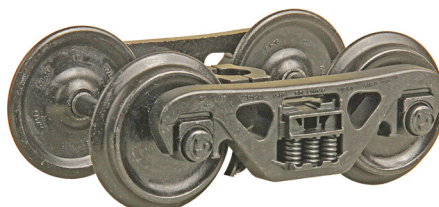
A.S.F.® 100-ton Roller Bearing Metal Trucks with 36" Smooth Back Metal Wheels

The ASF® 100-ton Roller Bearing Truck is from the modern diesel era. It has standard 36 inch wheels and a longer wheel base than the 50 or 70 ton roller bearing trucks. Our model is a faithful reproduction of the American Steel Foundries® Ride Control® truck.

Mounts with a #4 screw.
One pair per package



\$49.99



Current In-Stock HO-Scale "RTR" Freight Cars

052721

40' PS-1 Boxcars



4132 CGW #5464 \$42.95



4836 CIL #855 \$41.95

50' PS-1 Boxcars



6404 CNA #794321 \$39.95



6415 BN #318976 \$39.95



6925 KDC #025 \$43.95

50-ton AAR "Standard" Open Bay Hopper



7523 RDG #87255 \$43.95



7524 ATSF #78231 \$42.95

2003 CU FT. PS-2 Hopper



8047 SOO #6870 \$42.95



8341 PRR #257127 \$44.95

Undecorated Cars

- 4000 40' PS-1 Boxcar \$36.99
- 5199 40' PS-1 Boxcar \$36.99
- 5200 40' PS-1 Boxcar \$36.99
- 6000 50' PS-1 Boxcar \$36.99
- 7001 Open Bay Hopper \$41.99
- 7002 Open Bay Hopper \$41.99
- 7501 Open Bay Hopper \$41.99
- 8001 Covered Hopper \$41.99
- 8601 Covered Hopper \$41.99

ACF 11,000 Gallon Insulated Tank Car



9018 RTCX #4886 \$45.95



9019 SMCX #111 \$45.95



9020 SILX #101 \$45.95

Sam's Corner

This series is to help answer the many questions about Kadee® products and to provide "Helpful Hints" to modelers using our products.

Sam the Answer Man will only be available after 1 to 4 p.m. PST Mon-Thu to answer your Kadee® related questions or e-mail him at mail@kadee.com
Sometime this year Sam will be retiring.

Sam the Answer Man: #172 June 2021 "Testing Coupler Swing"

This year we'd like you to join us in celebrating our 75th Anniversary. Kadee has been officially in business since 1946.

Testing compatible coupler swing, all scales.

If you have derailing caused by the couplers it's usually caused by incompatible coupler swing. This is more evident with coupling a model that has a body mounted coupler to a model with a truck mounted coupler. Truck mounted couplers stay near to the center of the track and body mounted couplers swing out with the end of the body and with an excessive overhang the coupler could swing over the outside rail on a tight curve. The overhang is the distance from the pivoting point of the truck to the end of the car. Short cars with trucks near the end of the body will have a shorter overhang than long cars with trucks farther inward.

To test two models with different coupler mountings (or any combo for that matter), couple them together at the beginning of your tightest curve then "slowly" run or push them through the curve and get down and watch the couplers. At the tightest point of the curve the couplers should have some flex or play between them, if they are tight with no play you're going to have problems, usually a derailment when one model pulls the other off the track.

With longer models with solid body mounted couplers you should test the coupler swing by slowly running or pushing the model "alone" through your tightest curve and get down and note how far the couplers swing outward toward or even over the outside rail. Look at both the lead and following couplers. To avoid possible derailments you should then find a model with a similar coupler swing to couple with that particular model.

Mostly in HO many (not all) longer cars will have some sort of extra swing coupler mounting or an actual truck mounted coupler. You should still test these cars as above. This applies to switches and turnouts, any trackage with a curve and "S" curves are worse.

Sometimes changing to a longer coupler may help as they have a bit more arch, however, this usually will increase the distance between your models. If you have issues with the bodies of your cars touching in a curve (another derailment issue) a longer coupler may help that too. If you have derailing problems you need to really get down and watch what's going on and answer the following questions.

Does it happen at the same spot, does the same model derail or different ones? Have you changed the arrangement or line up of models and ran them in both directions?

Are your cars weighted correctly or at all? Have you checked the trucks to make sure they are mounted properly? Have you checked your track for gauge, dips and bumps, snags, joints, and making sure switches close or open fully?

We do have longer couplers in HO (#146 center set whisker + others) and O scale (#746) but not in the other scales like #1 and G scale. In HO we also have our #451 extra swing body mounted coupler and this coupler will allow the longest cars to negotiate an 18" radius curve.

Sam the Answer Man will only be available after 1 to 4 p.m. PST Mon-Thu to answer your Kadee® related questions or e-mail him at mail@kadee.com

⚠ WARNING: Cancer and Reproductive Harm - www.p65warnings.ca.gov

⚠ WARNING: CHOKING HAZARD - Small Parts - Not for children under 14 years.

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