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The Coupler People®



The Coupler People®

May 2022



New Products, News, and Information...

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

**Type "E" G-Scale Coupler**  
Straight Centerset Shank Couplers with  
Body Mount Gearboxes

"Prototype" Head - Centerset Shank Couplers & #910  
(#830) Body Mount Gearboxes.

- AAR Type "E" Coupler
- Simple Drop in Design
- Hidden Knuckle Spring
- Trouble Free Operation
- Compatible with All Kadee® G-Scale Couplers
- World-Renowned Quality & Performance
- They just Last & Last & Last...
- Patent number 7,810,660 B1

**Hidden Knuckle Spring**



**EASY TO USE**

**#906**

**\$9.99**

One pair per package

# May 2022 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



**8049 UP #11430.....\$42.95**

Union Pacific  
Lot: 8446 - Series: 11400-11451  
BLT: 1952 - Factory New  
Alkali Resisting Light Gray

**NEW**

## Undecorated Tank Car



**9000 Undecorated .....\$42.95**

ACF 11000 gal Insulated Tank Car  
Step Platform  
BLT: 1947-1950

Limited quantity available.

**NEW**

# Large Scale Coupler Basics

Most Large Scale manufacturers use their own proprietary knuckle couplers or hook and loop couplers. As many modelers have found out, some may or may not be compatible with each other both operationally and coupler mounting heights. Kadee® couplers, when installed correctly and using our Delayed Magne-Matic® Uncoupling system, are a complete “hands off” coupler system. Kadee® couplers can be fitted to almost any model which eliminates any compatibility issues.

Our large scale couplers represents the common Type E coupler and come in two types and two scale sizes “G” scale 1:22.5 and #1 scale 1:32 scale ratio. Our original coupler style has an exposed knuckle spring with minimal details. Our newer style AAR Type E (New Generation) has a much more prototypically detailed coupler head and the knuckle spring is hidden inside the head and cannot be seen. Both styles are completely compatible with each other and use the same draft gear boxes, so the conversion information is the same for both.

Kadee® coupler heights are based on the NMRA Standards S-1. For large scale the G-Scale 1:22.5 couplers are the most popular couplers. The coupler height is 1 1/8” (1.125”) and #1 scale is 1 1/16” (1.0625” or 27 mm), measured from the top of the rails to the “center” of the coupler head. These heights are very close to the correct prototypical coupler height that is in line with the center beam of a freight car. On some models we have to use an off-set coupler to raise the coupler to the correct height especially on truck mounted coupler arms. Many large scale manufacturers use truck mounted couplers on their rolling stock for a number of reasons mostly to be able to negotiate tight curves and to mount their proprietary couplers low enough to use their in track uncoupling devices. This low mounting height means that to put a Kadee® coupler on the original truck mounting we have to use a large off-set coupler that “goose necks” up to the correct height. We offer large and medium off-set couplers, as well as center-set couplers to help achieve the correct coupler height.

Since “Large Scale” covers several different actual “scale proportions” ranging through but not limited to 1:32, 1:29, 1:24, 1:22.5, and 1:20.3 scale ratios. The choice of what coupler size to use is left up to the modeler. Some like the smaller #1 scale (1:32 scale) couplers because of their more to scale appearance on 1:32 and 1:29 scale models. You usually have to use 1:32 scale couplers on #1 scale models regardless. But on other scale models you have a choice of either #1 or G-Scale couplers. G-Scale couplers are the most popular couplers used in Large Scale.

Large Scale Coupler Conversions can be found at  
[www.kadee.com/lsc](http://www.kadee.com/lsc)

## Type “E” G-Scale Couplers with Truck Mount Gearboxes

### #907 Centerset Couplers with Truck Mount Gearboxes

“Prototype” Head - Centerset Couplers & #911 Gearboxes.

- AAR Type “E” Coupler
- Simple Drop in Design
- Hidden Knuckle Spring
- Trouble Free Operation

### #908 Medium Couplers with Truck Mount Gearboxes

“Prototype” Head - Medium Offset Couplers & #911 Gearboxes.

- Compatible with All Kadee® G-Scale Couplers
- World-Renowned Quality & Performance
- They just Last & Last & Last...
- Patent number 7,810,660 B1

### #909 Large Offset Couplers with Truck Mount Gearboxes

“Prototype” Head - Large Offset Couplers & #911 Gearboxes.

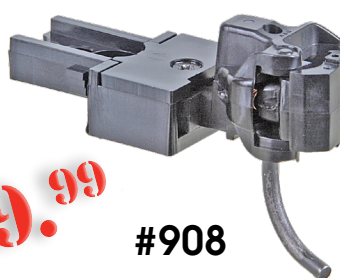
**EASY TO USE**



**\$9.99**

**#907**

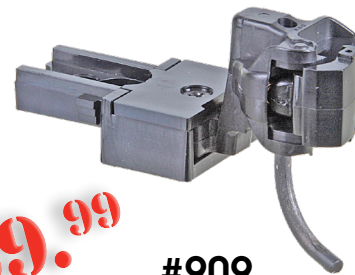
One pair per package



**\$9.99**

**#908**

One pair per package



**\$9.99**

**#909**

One pair per package

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

051722

## 40' PS-1 Boxcars



4132 CGW #5464 ..... \$42.95



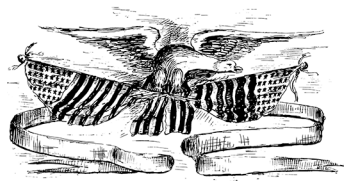
4327 SOU #262050 ..... \$39.95



4331 ACY #3454 ..... \$39.95



5324 B&O #468807 ..... \$38.95



## 50' PS-1 Boxcars



6416 MKT #90135 ..... \$39.95



6744 NH #40514 ..... \$39.95



6927 KDC #027 ..... \$42.95



7525 GM&O #32487 ..... \$42.95

## 2003 CU FT. PS-2 Hopper



8049 UP #11430 ..... \$42.95

## ACF 11,000 Gallon Insulated Tank Car



9019 SMCX #111 ..... \$45.95



9020 SILX #101 ..... \$45.95

## Undecorated Cars

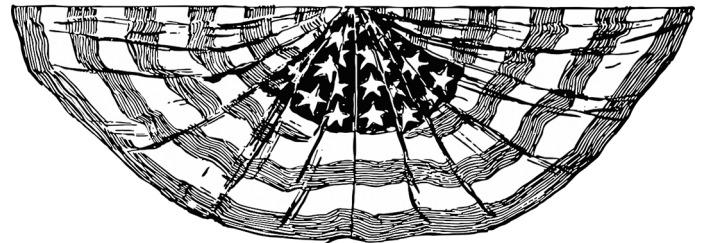
4000	40' PS-1 Boxcar	\$36.99
5199	40' PS-1 Boxcar	\$36.99
5200	40' PS-1 Boxcar	\$36.99
6000	50' PS-1 Boxcar	\$36.99
7001	Open Bay Hopper	\$41.99
7002	Open Bay Hopper	\$41.99
7501	Open Bay Hopper	\$41.99
8001	Covered Hopper	\$41.99
8601	Covered Hopper	\$41.99



9000 Tank Car ..... \$42.95



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



Coupler Conversions can be found at [www.kadee.com/convp1](http://www.kadee.com/convp1)

## May Tech Tip

I have gotten many questions at shows & by e-mail regarding what is the difference between our two styles of Large scale couplers; the AAR Type "E" coupler and our original style of coupler that are available in (O-scale 1:48, #1-scale 1:32 & G-Scale 1:22.5). Yes, both designed are based on the common Type E coupler. Our original coupler style has an exposed knuckle spring with minimal details; our AAR Type "E" coupler has a much more prototypical appearance & hidden knuckle spring. Know that it is large scale season it is time to go over the subject and the features that make the couplers different.

Lets just start out with the obvious the AAR Type "E" coupler has a much more prototypical appearance then our original style of coupler. The AAR Type "E" coupler contour with visible Kadee® casting marks to better replicate the prototype coupler. One other big feature if it hasn't jumped out at you yet is were is the Knuckle spring? Yes, that is right the AAR Type "E" couplers have a hidden knuckle spring. The spring is recessed and out of sight inside the coupler head. So no more missing knuckle springs.

The AAR Type "E" coupler has a larger coupler head but has the same height knuckle as the original style of coupler this allows the two couplers to function seamless together despite the two different looks. The AAR Type "E" coupler pulling face inside of the moving knuckle has a flatter contour (draft) that reduces knuckle slide caused by a flexible mounting. The means that the couplers will not slip vertically as easily when running the AAR Type "E" coupler knuckles is also about 20% stronger due to the Knuckle design. Both designs still feature Kadee's proven Magne-Matic® Delayed Uncoupling so you can't go wrong with either style when it is time to upgrade from the factory couplers that came with your cars. Kadee® couplers allow all the different brands of cars you have to be able to operate and function together, so you are not restricted to purchasing only one brand of large scale cas on your layout.

I tell everyone it really comes down to personal preference on the coupler look you like, functionality will be the same. If you are just starting out, I would recommend going with the AAR Type "E" coupler but that is my personal preference. If you already have the original style on your layout but want to upgrade you can, the AAR Type "E" coupler can be easy replace any of the original style of couplers by just replacing the coupler head only. If you are happy with the original style of coupler look you don't have to do a thing and you wont be disappointed in their performance either.

**WARNING:** Cancer and Reproductive Harm - [www.p65warnings.ca.gov](http://www.p65warnings.ca.gov)

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

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

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