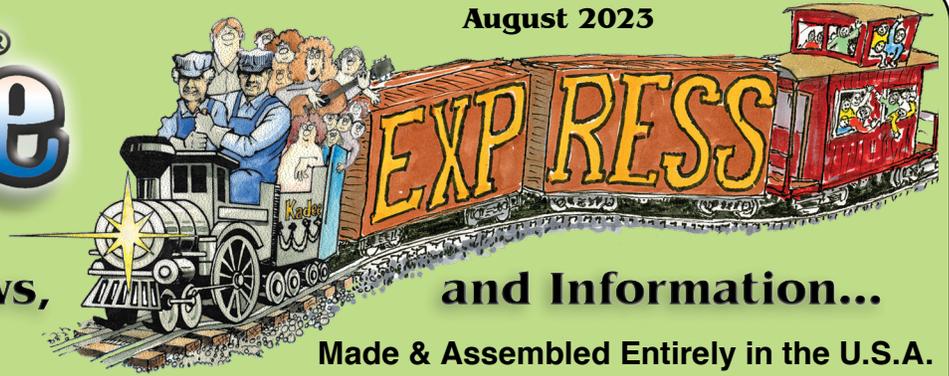


Kadee®

The Coupler People®

August 2023



New Products, News,

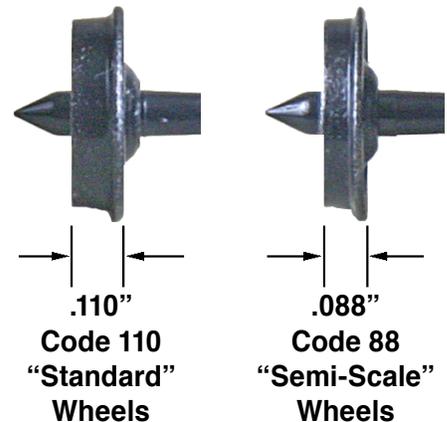
and Information...

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

August Tech Tips

I think this month we will go over Code 88 & Code 110 wheels to start out with.

This is one of those questions we get from time to time. Many new modelers think that wheel code refers to the track code the wheels are made to run on, this is incorrect. The term Code 110 and Code 88 relates to the width of the wheels and has no relationship to track code (see photos). Code 110 wheels are "standard" width wheels and will run on Code 100, Code 88, & Code 70 track. Code 88 wheels are "semi-scale" width wheels and will run on Code 100, Code 88, & Code 70 track. Code 88 "semi scale" wheels are used when the modeler wants a more prototypical looking wheel width. Actual HO-Scale prototypical wheel width would be around .067" wide and although they will run OK on the average track they will not go through common turnouts and crossings. Code 88 (.088") is just about the minimum width of wheel that will run on most standard or common track if gauged correctly. It is really a matter of appearances because there's very little operational differences between running Code 110 or Code 88 wheels. Code 88 wheels look really good and are most noticeable on open frame cars like hoppers and tank cars. They also look great on box cars, gondolas, and reefers but, not quite as noticeable. As mentioned above, track code and wheel code have no relationship, meaning Code 110 and Code 88 will run on most any code of track. Track code is simply the measured height of the rail, code 100 is .100" tall, code 83 is .083" tall, code 70 is .070" tall, and so on.



Mounting Kadee® trucks on cars and optimizing trucks performance during mounting

Kadee® trucks, as well as most after-market trucks, are designed to mount on a flat surface with a #2 size screw. Ideally, they would be mounted by drilling and tapping a hole for a 2-56 screw so the trucks are serviceable. This may require trimming off any post the original truck pivoted on or filling in a hole if the original trucks were attached with a screw larger than a #2 screw or a push pin. The hole would have to be filled in with body filler, or gluing styrene tubing in the hole. Then drilling and tapping a hole for a 2-56 screw to mount the trucks to the car.

Now make sure the surface where the truck is smooth and flat and level. If the post was not trimmed and filed off flush and level the car will not set on the truck level and the car will tip and or bind, causing derailments in corners or switches. Remember it is important to inspect and clean any rough spots if there are any making sure none of the components bind. At this point it would be a good idea to lubricate the screw and burnish (polish) the truck bolster and underframe where the parts make contact with #231 Greas-em dry graphite lubricant. The truck needs to move & pivot freely on the screw and car. If there is friction one way but not the other way, the car may operate one direction but not the other direction through corners or switches.

Trucks, normally pivot directly on the screw, however self-centering trucks pivot on a self-centering bushing that the screw attaches to the floor of the car. The self-centering feature disengages from the truck when the car is placed on the track so the truck acts like any other normal truck when the car is on the track or the car is flipped over for servicing. The self-centering feature only engages when you pick up a car and the trucks are dangling in the air. The truck then engages the self-centering bushing and aligns the trucks to the car for easier placement of the trucks on the track. So, as you are installing the self-centering trucks be sure to lubricate the bushing and burnish (polish) the truck bolster and underframe where the parts make contact with #231 Greas-em dry graphite lubricant. It is also important to inspect and clean any rough spots if there are any, so none of the components bind. As is stated earlier the truck needs to pivot freely, and if there is friction one way but not the other way the car may operate one direction but not the other direction through corners or switches.

Kadee® sprung trucks, the both the springs and side frames, can be manually fine-tuned to reduce the pressure on the axle cone tips reducing resistance and increasing the truck performance. Kadee® HGC 2-piece trucks design reduce the pressure on the axle cone tips reducing resistance. Once again, I can't stress this enough the simplest thing one can do to improve performance is applying some #231 Greas-em dry graphite lubricant to the axle cone tips and side frame axel pocket on any truck will reduce friction and increase rolling performance. Don't forget about adding the #231 Greas-em dry graphite lubricant to the truck mounting also to make sure the trucks move back and forth freely.

August 2023 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



NEW

6377 ATSF #12688 \$44.99
Atchison, Topeka & Santa Fe (Texas Chief)
Series: 12500-12699
BLT. 1957 - Factory New
Boxcar red

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

072623

40' PS-1 Boxcars

-  4331 ACY #3454 \$39.95
-  4333 NH #34006 \$43.99
-  4334 DSS&A #15052 \$43.99
-  4335 ATSF #276531 (4332 Blem) ...\$41.99
-  5326 CNJ #23548 \$43.99



6929 KDC #029 \$41.99

50' PS-1 Boxcars

-  6026 C&O #21139 \$44.99
-  6377 ATSF #12688 \$44.99
-  6417 ACY #3600 \$43.99
-  6744 NH #40514 \$39.95



6745 D&RGW #63675 \$43.99



6927 KDC #027 \$42.95

50-ton AAR "Standard" Open Bay Hopper

-  7525 GM&O #32487 \$42.95
-  7526 MILW #96863 \$45.99



7527 MILW #96438 \$45.99

2003 CU FT. PS-2 Hopper



8343 M&STL #70351 \$44.99

ACF 11,000 Gallon Insulated Tank Car



9020 SILX #101 \$45.95



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

Coupler Conversions can be found at
www.kadee.com/convpl

CNW, DRGW, MKT, MP, SP, SSW, UP, & WP marks are made under trademark license from Union Pacific Railroad Company.

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

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