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**Autor:** [s.n.]

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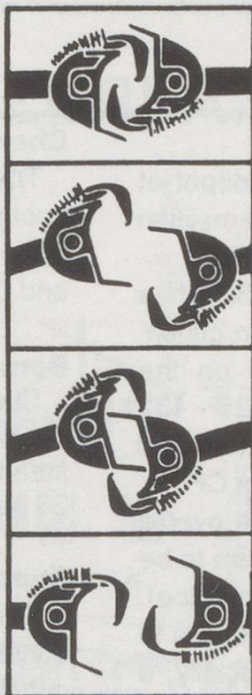
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wider and stronger. This is mounted under the track and allows delayed uncoupling. The electro-magnetic uncoupler is a rather clumsy beast which requires a substantial hole in the baseboard, and is very obvious. A friend who has been converted to Kadees has carried out some trials to find out if it is possible to mount the uncoupler under the track, thus rendering it invisible.

While the permanent magnets are cheap, they are not suitable for all locations. On a running line, should a train be stopped over a permanent magnet and the tension on the couplings ease, the train will become uncoupled, whether you want it or not. Electro-magnets are recommended in this situation. As Kadee point out in their literature, one delayed-



1. Stopped over Delayed-Magnetic Uncoupler, knuckles have opened. "Uncoupled" position.
2. Back up slightly to disengage couplers. Magnetic force draws couplers off center. "Open" position.
3. Forward again, couplers now in delayed position. Push car to desired location. "Delayed" position.
4. Back up again, couplers snap back to normal position. "Couple."

action uncoupler is sufficient for a fan of sidings. This can be either permanent or electric.

As at the last time I counted, I had fitted nearly 1400 couplings, the most-used being the No. 27 (only because I did most of my conversions before other types became available) with 440, closely followed by the No. 18 with 420. The No. 5 accounts for 290, but none of the others amount to more than 5% of the total. The most generally useful of the non-NEM box types is the

No. 21 but, as this has only relatively recently been introduced, I have not used it a great deal.

It seems that more people have turned to Kadees as a reliable alternative to other European types. Undoubtedly, the introduction of the plug-in types precipitated the trend, but there follows a need to convert pre-NEM box stock. I hope that this relating of my experiences has helped those considering taking the plunge to jump in.

## BOOK REVIEW

**Switzerland by Rail** - Anthony Lambert, (who is a member of the SRS), Bradt Publications, 41 Nortoft Road, Chalfont St. Peter, Bucks. SL9 0LA, Tel: 01494 873478; Visa & Access. 8½x5¼ portrait, 23 colour photos, b/w drawings, route maps. ISBN 1 898323 13 5. £10.95. **Special Offer** - Post Free for members, quote Swiss Railways Society to Publishers.

When I first started to read this book I expected it to be a factual account of the railway network of Switzerland. After the first few chapters I found it difficult to put down. It not only gave detailed information of the rail lines of Switzerland but also an insight to various points of interest at each station. Even having visited many of these lines and stations personally, I still managed to learn of further sights to see and places of interest to visit that I had not been aware of before. The author has gone to great

trouble to include as much information on the surrounding area of the stations as well as technical information on the stations even down to which side of the train to sit on when travelling between stations. There are also hotels listed near the station or of interesting character, the places of interest includes museums, churches and walks etc., thereby catering for all tastes.

This book will help you find new places, even if you have visited the area before, and if you haven't it will tell you what to look out for and where to find it.

This book will be an essential part of our hand luggage on future visits to Switzerland. I would recommend it to any member wanting a book that will be of interest to both them and their partner. It contains all you need to know to have a successful visit to Switzerland's railways and other interesting places.

LSH