



Registered

19th Year

OCTOBER 1952

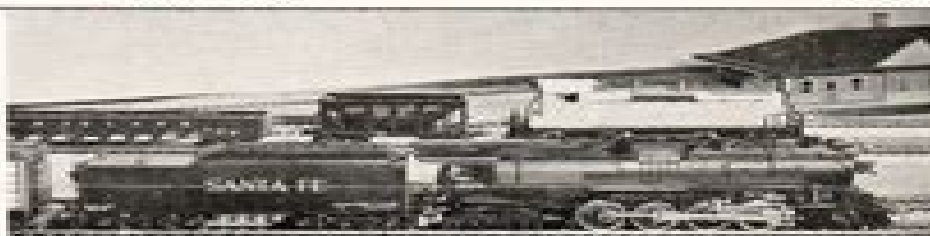
No. 2

BUSSA MODEL RAILROADS

In the August issue of the Bulletin I made an error in disclosing the name of the Bussa Model Railroads, of Friendship, Ohio, in connection with my course of sharp practices of some dealers in model supplies. My mistake is memorable as I did not investigate the charges and did not give Bussa a chance to defend himself. Shortly after the August issue was issued, I received a long letter from Chester Bussa calling me to task for my inconsideration and giving me the reasons behind the transaction. To quote from his letter: "The reason Mr. Hamilton made the charges against us was that we refused to take back the merchandise which he had used for three months before making any kind of a complaint that he was dissatisfied with the trade, which of course we refused to do, when he had used it for this period of time. What the Pittsburgh Club didn't know was what the true condition of these models were, when Mr. Hamilton received them from us. Or what he did to them in this three months period he had them before taking them to the club for valuation. I don't have to tell any model fan what an amateur can do to a model train after he decides to take it apart and make it over to his own ideas. There is no reason why any dealer should take back merchandise when an amateur has put it thru the mill." Mr. Bussa goes on to say that they have been in business for 20 years and have thousands of customers in all parts of the world and their files are full of letters of recommendations from all parts of the country, while a national credit rating company reports Bussa to be a sound business firm of several years standing.

I sincerely regret the injustice I have done the Bussa Model Railroads and I wish to apologize to them for my mistake. I realize that it is impossible for a person in business not to have some complaints and although the saying is "the customer is always right," we know that this is not always the case. In more times than enough customers take advantage of that saying and demand reparations that cause hard feeling and monetary loss to the dealers. So let us take a lesson from this and do not expect too much. Give the dealer a fair break. If the merchandise does not come up to your expectations, return it once, do not delay and do not destroy the product or its value by abusing it.

NMRRA Bulletin



This locomotive won first place in its class at the Convention in Tulsa, Oklahoma in May 1952. It was built by Ken Wright who spends his time running a living in the organ for WNY-TV in Oklahoma City. Incidentally this is the first steam model that Ken has tried.

ORIGINAL KIT — Maunz Models, 140, 2-8-2
FINAL RESULT — Berkshire, 2-8-4.

Ka-Dee Coupler, equipped with lifelines and chains, front and rear. (Front coupler had to be cut away to make room for pilot truck to turn — but just enough was left for full normal operation.)

Rebuilt front — Corvair and re-shaped unit — added hand and Grab rails.

Varney Headlight and Tender light. Locomotive turned and polished to carry light from boiler inside boiler and tender, no outside. Headlight operates only when engine going forward — Tender light, only when backing. Wired up with selenium rectifiers in tender.

Marker Lights, front and rear.

New Bell — moved to front. Pull-rod (1 lb. nylon fish-line) through loops to cab. Whistle (three-note chime) made from 3/16" inch brass tubing. Steam dome moved. Built operating Sand Dome. Turned brass air-tanks for R.H. Side. Changed Power-Barrow Linkage, etc.

Expansion on Turner. Lowered Cab. Added Corvair, also conductors and junction boxes for all lights.

Rear loco trucks changed to 4-wheel. Bolts on Drivers.

Engineer's left hand has hold of throttle.

Tender deflector.

Details on tender — members on cab and headlight number-boards.

Sage and Hand-Rail on tender to coal pile which incidentally controls tender for light, which are five.

Rebuilt 6-wheel trucks on tender.

Tender and Cab hand-rails changed.

Details — piping — throttle linkage added to original kit.

Cover on drive-gear — bottom of frame.



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