

ability to scoop water at very high speeds, no other tender from any road offered a better design for mainline service. This is one tender model that stands on it's own, if you would like more detailed information on our PT-4 tender please get in touch directly, with the limited quantity still remaining, a phone call is your best approach if you are seriously interested. Remember, this tender model has a fully equalized pedestal suspension utilizing real fabricated leaf springs!

Up to now we have discussed future motive power plans and we should take a little space to mention what we have planned in terms of future rolling stock. Following the 'Pennsy' GLe cement cars we will be offering the 'Pennsy' G-22 gondola with containers, in fact the design is already complete and we will roll into that project as soon as the GLe's are completed. The G-22's should happen during the second half of this year. Following the GLe and G-22, we plan on producing the 'Pennsy' N-5, N-5b and N-5c cabin cars. These cars will be offered with complete underbody and interior detail and will feature removable roofs to allow for better viewing of the interior detail. The cabin cars will be our first rolling stock project next year. A new announcement for us is the Pacific Fruit Express R-70-2 reefer, a piece of equipment that will compliment our Union Pacific 4-12-2. The 'Super Giant' is a 52'6" car that features, Dreadnaught ends, a 'Murphy Solid Steel Roof, a 'fishbelly' frame and tongue & groove wood sheathed sides, the sheathing on our model will be made of real individual wood planks. This will be an absolutely beautiful piece of rolling stock and we can't wait to get it produced.

We need to offer an advisory to our current customers regarding the special offer that was sent out regarding the purchase of Dallee Electronic's Engineer power supply, that offer will expire at the end of June. Many have taken advantage of the offer and were glad that they did so, but we can not let it run indefinitely. The question has been raised regarding the purchase of additional units if you have already purchased a unit, this is possible, but the limiting factor is the number of our locomotives that you currently own or have on order, the limit is one Engineer for each model owned or on order. We are subsidizing this program so we have to draw the line at a reasonable limit.

We are running out of space, so updates regarding our passenger equipment, 3-rail activities and other future developments will have to wait until the next issue. We wish you happy modeling!!

Future Projects

The prototypes listed below are projects that we are firmly committed to and actively working on. Fair pricing is essential to our future success and to control costs it is very important for us to have a calculated approach to the development and production of our models. While we plan our future those interested in what we offer can plan their future acquisitions.

Union Pacific 'Type' 4-12-2 (two versions: flying pumps & bald face)

Pennsylvania Railroad K-4 'Pacific' (three versions)

Chesapeake & Ohio K3/ K3a 'Mikado' (two tender versions, RA & 16,000 gallon Vanderbilt)

Union Pacific Class 4884-1&2 'Big Boy' (both production variations)

New York Central 'Niagara' S1a, S1b & S2a

Erie S-4 'Berkshire'

Chesapeake & Ohio H-8 'Allegheny' (three versions) / **Virginian 'AG'**

Show Schedule

NMRA National Train Show / July 13-15, 2001
St. Louis, Missouri

O Scale National Convention / July 25-28, 2001
Stamford, Connecticut

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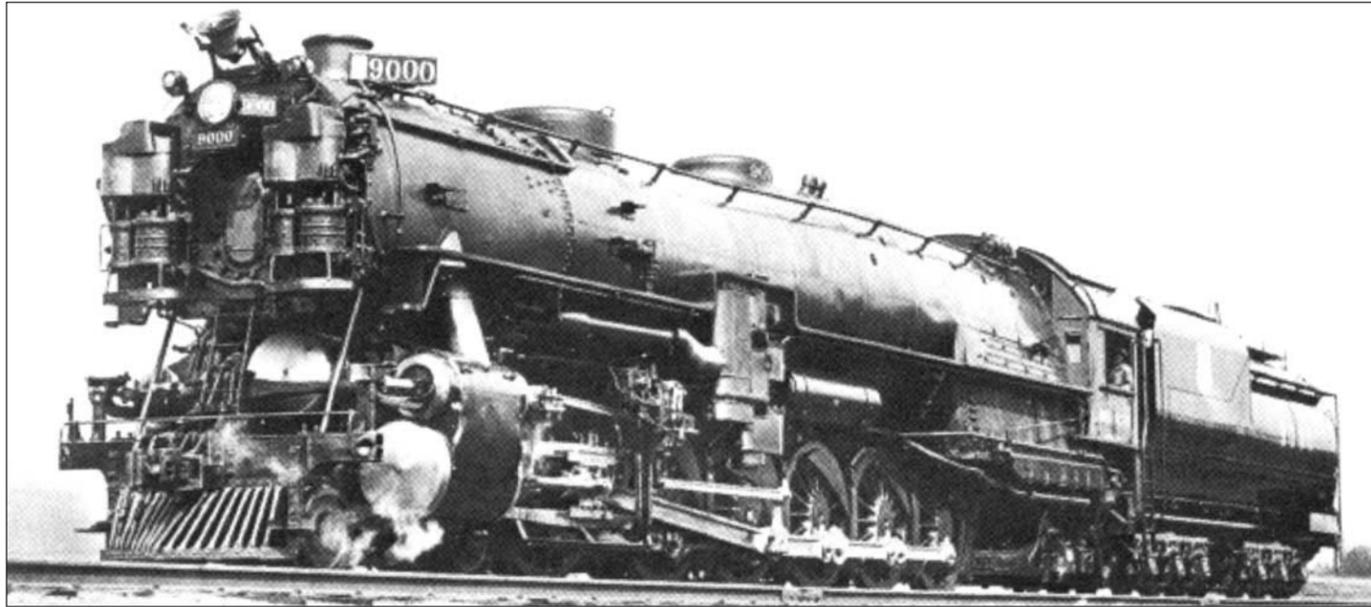
Once again we are long overdue in sending out our project update information, but quite frankly we have been so busy developing our latest projects that there just has not been enough time to put together the update and get it mailed out. For those of you with Internet access some of this information will be old news, but not all of it. Included with this update is a separate brochure providing the offering information for our first rolling stock project, the 'Pennsy' GLe class cement car. Since the first of the year, we have had an opportunity to meet with many of you at the various shows that we have participated in around the country and that remains as our most important effort to stay in touch. Just a reminder for those of you that do not have Internet access and are not able to attend shows, you are always welcome to call to inquire regarding the latest developments with any project that is of particular interest.

May 2001 Update

If you do not see ads for Kohs & Company in O-scale related publications in the coming months, do not be concerned, we are not folding our tent! This current update represents a change in our previous business plan, our updates will be our primary form of print communication with those interested in O-scale modeling. We have ceased all advertising in periodicals and plan on publishing our updates more frequently to target those with an expressed interest in what we do. Because our mailing list has grown so much and continues to, as does the expense associated with doing our mailings, it did not make economic sense to continue both promotional efforts. We may still do the occasional ad at the outset of a new major project, but that will be determined on a project by project basis.

As mentioned above, the offering brochure for our GLe cement car is included with this update. Our offering consists of ten (10) variations of this car covering a time period from 1931 well into the sixties. I must publicly thank Mr. Nick Seman for his continued help and guidance, Nick is as good as it gets in terms of 'Pennsy' research and we are proud to have an ongoing working relationship with him. Our approach to reservations for the GLe is a slight departure from what has typically been done with our locomotive projects, instead of imposing an arbitrary quantity limit for the production run, we will close the reservations based on a time restriction worked out with our builder. Reservations will close by July 1, after which point there will be no guarantee what will be available, it is suggested that if you have a serious interest that you order early to be certain that you will have exactly what you want. One additional point, at \$375 a car, we feel that we are offering a real value in rolling stock, for that price you are able to purchase a fully researched, historically accurate ready to run piece of equipment. Other products on the market selling for \$200 and more without paint, trucks, decoration and couplers have been described as being a 'good value'; disregarding the accuracy and detail, compare the ready-to-run cost and I think that you will find where the true value is.

In recent weeks we have been heavily involved in continuing research and development for our Y6b project and most recently have been overwhelmed with a flood of new material. There is no doubt at this point that our Y6b will be our finest project yet and will represent a high-water mark in terms of railroad modeling. A special thank you needs to be extended to several people for their recent efforts in helping with our research; Mr. Jim Gillum, President of the Norfolk & Western Historical Society and one of his faithful volunteers, Mr. Charlie Schlotthober made it possible for us to visit the society archives in order to evaluate the material included in a very large acquisition that the society recently made and it relevance to our project. Also present at the 'outing' were good friends Mr. Jim Williams and Mr. Jack McGarry, they went out of their way to be there to help in wading through thousands of drawings to further our understanding of the development and history of the 'Y' class locomotives. This very intensive two days at the end of April proved to be extremely valuable, not only for the new material gathered but also for the lessons learned by those in attendance. I have spoken frequently about the frustration associated with interpreting historical data, but the Roanoke trip helped to illustrate exactly the sort of problems that are routinely faced; situations where you have graphic



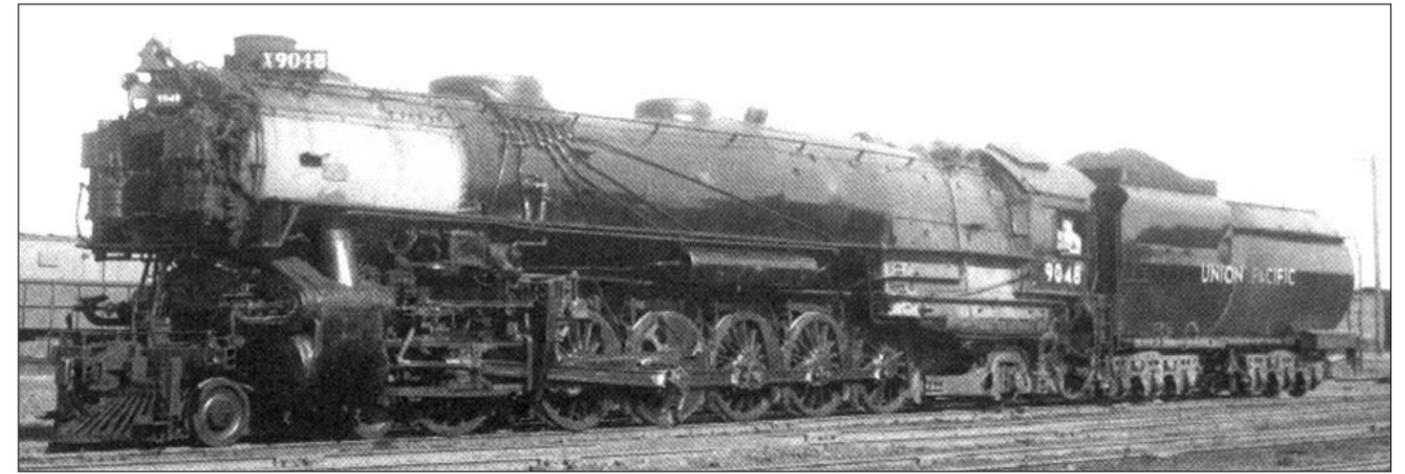
evidence of a particular design practice and yet there is no formal design information to support it and on the other hand you have complete design material for variations in construction that absolutely never existed! These are the types of situations that lead to many of the controversies associated with particular models, seldom is there the effort to fully explore the true meaning of the data available. Because Jim Gillum extended himself and made available the resources of the society, we have a much better understanding of the prototype that we are currently modeling. In consideration of that fact Kohs & Company will pay for a new or renewal membership in the Norfolk & Western Historical Society for each of our Y6b customers, these arrangements will be finalized once our project has been delivered. For those not purchasing one of our Y6b's, we have enclosed a membership application and I strongly urge you to become a supporter!

As the historical research has progressed to new levels, so too have the functional considerations. We are committed to a new level of performance for an articulated locomotive, not only are we using two independent drive systems for the front and rear engines, we are pushing the sound and control features to new levels. Dalle Electronics remains instrumental in the development of this project and the end result will be the most advanced sound and control system ever deployed in a scale model. The highlight of this new installation will be the use of multiple speakers and multiple sound amplifiers that will insure that the prototypically correct digital sound will be heard effectively.

The net result of our continued efforts on the Y6b research and development is that we will once again deliver far more in our final product than we had promised at the outset. As of this writing we are incorporating the latest information into our pre-production model to make certain that the final product is exactly what we expect. At the same time we are doing everything possible to try and hold to the delivery schedule, but we will make day to day determinations of where we stand in that regard, the integrity of the final product is what counts in the end.

At the same time that we are moving the Y6b closer to completion, we are pushing the development of our future projects. With the design of the Union Pacific 4-12-2 well underway we are at the point where we have to make decisions about what basic versions or variations we will ultimately model. Our focus has shifted somewhat as we have gained a better understanding of how this prototype was actually developed and utilized, there are more variations possible than we had imagined at the outset and that has certainly made our deliberation interesting. We had originally thought that one of our versions would be the 'bald face' configuration, but it has become one of the less interesting possibilities. There are no final decisions as yet on what we will model, we would like to

again solicit the input of those interested in this project to make certain that the majority will be satisfied with our choices. The two variations that we are currently considering are as follows; the original configuration as completed for the first two orders, UP-1 and UP-2 (pictured at the left), this version utilized the large 'BL' style



feedwater heater hanging on the left running board. While many have said that this original arrangement was short lived, extended research has shown that it was in service for over ten years, into the late 30's. The second variation that we are considering would be based on the group of locomotives that comprised the fourth order, the UP-4's, this was the largest order for 4-12-2's to be placed. This configuration used an 'S' type feedwater heater which, unlike the 'BL' which was a self-contained system, entailed having several different appliances mounted on the locomotive and inter-connected by plumbing. We envision modeling this group as they ran in later years (pictured above), sans boosters with disc style main drivers and pulling larger 18,000 gallon tenders, the original tenders were 12,000 gallon capacity. Let us know what you think, it is important for us to know!

During the recent Pennsylvania Railroad Technical & Historical Society annual convention we had the opportunity to sit down with several of the most knowledgeable individuals on the subject of 'Pennsy' K-4's to discuss what versions we should ultimately plan for this project which is right on the heels of the UP 'type'. Several conclusions were reached, but a couple still remain due to the wide range of possibilities available for this project. As we have previously indicated there are three mandatory configurations that we have to model; a late 30's (original headlight/pilot placement) version, a late 40's (modernized headlight/pilot arrangement) version and a 'lines west' (original headlight/modernized pilot) version. The three basic versions would certainly be equipped with 110P75A tenders, but one of the questions that still remains is if we should also model the 130P75 tender which we have come to understand is a favorite of many modelers. Also proposed to us has been the idea of modeling a limited number of K-4sa versions equipped with a 'front-end' throttle. These last two possibilities have to be weighed against what we had originally proposed as a limited version, that being the original late 20's version of the 5400 series decked out in the multi-stripe passenger paint scheme. The difficult part of the 20's version is that it would require an additional tender variation, the 110P70 which was not equipped with a stoker. Again we need to reach out to those interested in this project to request feedback as to what are the most desirable versions to offer, we obviously need to draw the line somewhere as we just can't do it all and have it right, choices must be made and it's better that you the customer make the final decision through your feedback. We'll be posting new reference images on the web site and we'll also try to include some of those same images in the next update.

In recent weeks, several customers have indicated to me that they were never aware that we had made available for separate purchase a limited number of Lima built New York Central PT-4 tenders. We built twenty (20) extra units for sale separately at a price of \$950 and only three (3) pieces remain. The decision to offer these tenders separately was a easy one, the NYC PT tenders represent the ultimate in tender technology primarily due to their