



The image to the left shows the final post-war cab configuration with enlarged and relocated cab with extended cab side windows and modified front windows. Also notice the sunken footboards below the road number.



The image to the right shows the cab configuration prior to the installation of the E-2 radial buffer that necessitated the relocation of the cab 12" rearward.

box on the right front corner of the tender, plus all of the appliance changes required to make the model correct for the period. The 'post-war' version is only correct with the 'late' style graphics and lettering.

As we worked through the decision making process, it became very clear to us that if we were going to produce the ultimate post-war version, we should look very closely at what went on with the class prior to the war, an extremely important period in our countries history. The 'Nines' did great working helping to support the U.S. economy after the war, but perhaps more importantly, they provided great service in keeping fast freight moving leading up to World War II. The as-built prototypes have been tagged with some very unflattering, but loving nicknames by some that we know because of their rather plain overall appearance owing to very well thought out original designs that concealed much of the often seen equipment on other locomotives. That began to change a bit and the appearance of the 9000's became more interesting from a modeling standpoint starting in the mid 30's as more over the road experience was gained with the class.

Our second version is picking up the history of the class where things started to change, sanding equipment was becoming visible, appliances were changing and modifications and 'fixes' were becoming routine on most areas of the locomotives. With the way we are configuring this version, it will be equally appropriate with either the original 'early' style graphics and lettering or the new 'late' style. In the next update we will endeavor to offer more detail on this configuration, both in words and photos.

Please let us know if you enjoyed the update and if there are specific issues that you would like to see addressed in our next offering. As always, we thank you for your continued support and interest!

Kohs & Company, Incorporated
Post Office Box 689
Clarkston, Michigan 48347-0689
Phone: 248-625-6396
Fax: 248-625-7994
Email: gwk@kohs.com
Web: www.kohs.com

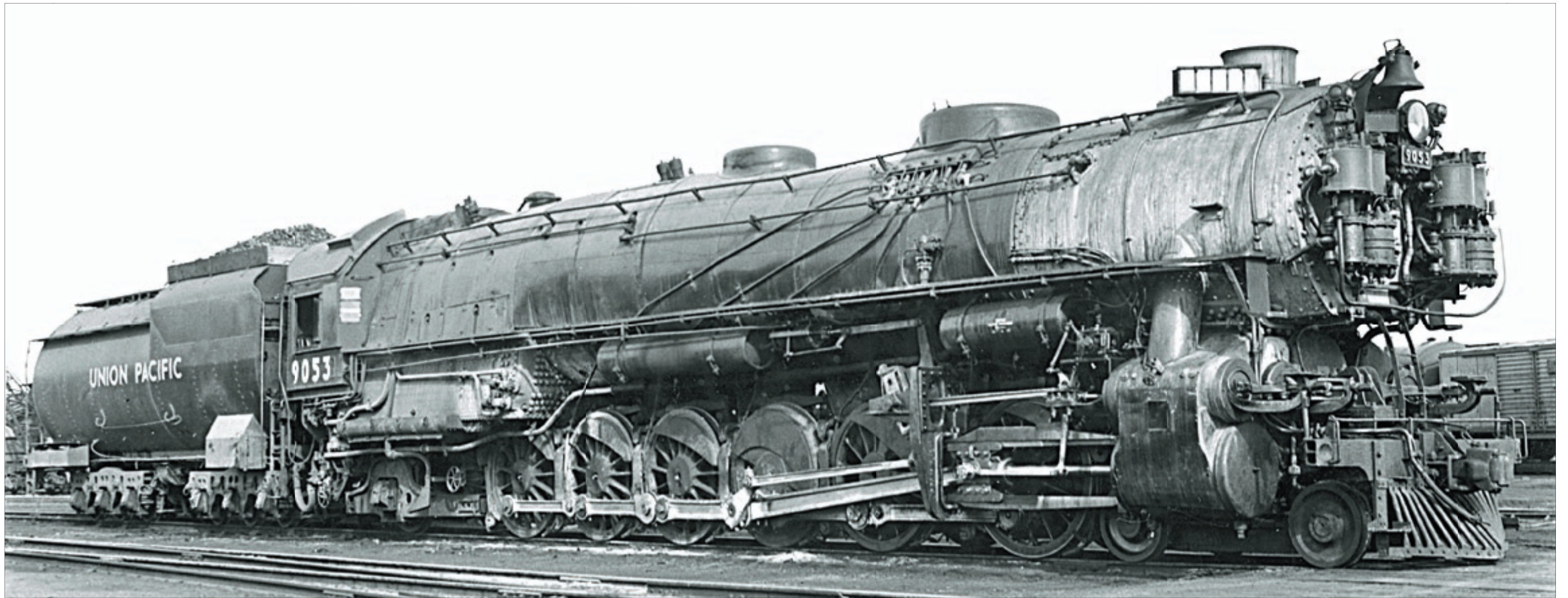
The Union Pacific 'type' (4-12-2) Project Update One

As a reservation holder for our Union Pacific 'type' project, welcome to our first formal project update which is something new that we will be doing throughout all of our projects as the need to share development news arises.. We have always felt that feedback from interested modelers is an important part of what we do, but we feel that feedback from our customers is even more important to make certain that we are making the correct decisions as our development moves forward. We hope that you find this effort entertaining and informative.

At the outset of this project we felt that we had a pretty good idea of what versions or variations we should undertake and we had the support data to back it up, that has changed or should I say the versions have evolved. The center spread of this update shows where the second and third versions of this project are headed and we're very excited about what we will deliver in our final production models. The design decision making process has to encompass three major considerations; the versions should offer significant differences or why bother, the chosen versions should be desirable aesthetically and they should represent historically important periods of the prototypes history. We have always leaned towards offering 'as built' versions because it is typically easier to make certain that the detailing on a given version is accurate spanning a broad range of road numbers, but with this prototype in particular, the variations that followed the original construction are not only more interesting, they are also historically more significant.

With this update we will start in reverse order describing first the third version since it represents the largest quantity in our production. We had originally envisioned tailoring the 'post-war' version after the sole remaining example of this prototype which is located at the fairgrounds in Pomona, California, it also happens to be the first built in the class. Number 9000 the only UP-1, like all of the UP-2's was not front-end throttle equipped, this never changed and can be easily verified by the lack of throttle linkage on the engineer's side of the boiler, all locomotives after road number 9014 were built with front-end throttles. As we have become more educated on this prototype, much of that owing to the efforts of John Bush, we have come to understand that our plan did not represent the final or ultimate evolution of the class prior to the 'Nines' leaving service. The top image on the inside spread illustrates the final 'post-war' configuration that was phased into service beginning in the mid 40's and ran until the end of service. While not all locomotives received the 'full' treatment, the majority of those that remained in service into the 50's eventually took on a very similar appearance. The only thing missing in the photo is the 'ATC' equipment which we plan to include on our version.

The most significant features we will model in our 'post-war' version are: 'ATC' style pilot, one-piece cylinders and front frame section, disc main driver, exposed sanding equipment to all drivers, blow-down muffler system, E-2 radial buffer assembly, widened and relocated cab assembly (take note of the photos on the back page), extended side cab windows, clear-view front cab windows, flip-up style cab ventilators, 'BK' stoker with engine relocated to the tender, coal collar extension boards on the tender, engineer's grip



Below: #9018 in pre-war configuration with 'late' style lettering and graphics

Above: #9053 in final post-war configuration

Below: #9060 in pre-war configuration with original lettering and graphics

