

Our Norfolk & Western Y6b will be coming in the late Spring/early Summer of the coming year, it is considered by many to be one of the finest engineered steam locomotives ever to operate in the United States. As of right now, we will produce at least three (3) variations of this prototype and by the time we conclude our design effort may in fact produce five (5). In our future updates we will endeavor to outline the differences between variations to help in the purchase selection. At this point, there seems to be a minimal interest in the original or 'as built' oval smoke box door variant and we will most likely bypass this configuration. If you feel that we are wrong in this decision please let us know at your earliest opportunity. As with all of our projects, your input and guidance is sincerely solicited. We highly value the constructive suggestions that we receive and they certainly contribute to the overall success of each of our projects. Please do not hesitate to offer your ideas or express your concerns.



photo courtesy of the James R. Williams Collection

#### Edition #3 - Norfolk & Western Y6b

- Twin Dallee Electronics Sound System Synced to each Engine
- Specially Designed Speaker System
- User Controlled change from Simple to Compound Sound
- Fully Equalized and Sprung Suspension with Real Leaf Springs
- Twin Enhanced Pittman Ball-Bearing Motor
- User controlled Electronically Operated Valve Gear Mechanism
- 66 Ball-Bearing units used throughout the model
- Ball-Bearing equipped Main Crank Pins & Rods
- Free-Coasting Ball-Bearing Equipped Drive Mechanism
- Nickel Silver Rods and Valve Gear
- All Hatches and Compartments will open with Full Detail Behind
- Full Cab Interior Detail with Wooden Floor Grates
- Brass Bezels on Backhead Gauges with Lenses
- Full Under-Body Detail on Locomotive & Tender
- Real Glass Windows
- Constant-Voltage Halogen Lighting
- Stainless Tires on All Wheels Sets
- All appropriate Road-Numbers
- Optional Display-Base and Case
- Optional 'A Tank' Tender
- Optional Dynamic Brake System

#### Comment

In recent days several of our customers have expressed rather angry comments regarding an ongoing evaluation of our first J3a Hudson that has appeared in *O Scale News*. Without going into detail, they have considered the evaluation unfair in it's comparison of our model to the prototype even including underside photographs, quite frankly I am pleased that our model can stand the test. I do not believe this article to be unfair, only different in that it uses evaluation criteria much more critical than typical or usually practical for a model. In our opinion, the use of a different standard is certainly warranted, but to do so with out correlating it to commonly used standards has left some interested enthusiasts a little confused as to the reviewers overall opinion of the model, be it good or bad.

#### Committed Projects:

- **Union Pacific 'type' 4-12-2** (two versions including 'bald-face')
- **Pennsylvania K-4 Pacific** (at least two versions, late 30's & late 40's)
- **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**

#### Show Schedule

- Railroad Hobby Show / February 5-6, 2000  
West Springfield, Massachusetts
- O Scale West / February 10-13, 2000  
Santa Clara, California
- Brass Expo / February 20-21, 2000  
Gettysburg, Pennsylvania
- March O Scale Meet / March 17-19, 2000  
Chicago, Illinois

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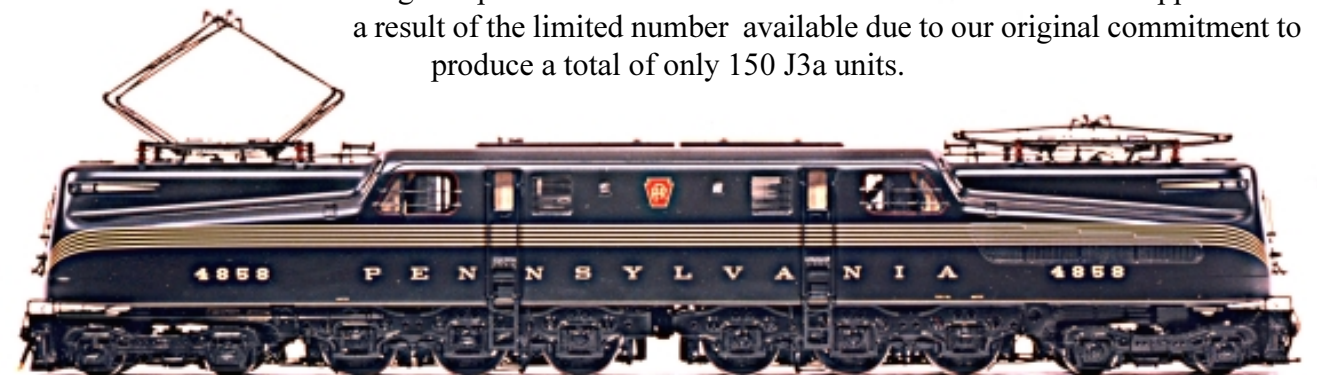
Kohs & Company The Finest in O'scale  
I N C O R P O R A T E D

## November '99 Update

We are long over do for an 'in-print' update, but at this point, many of you are making use of our web site to follow our progress on announced projects and to look for new developments. We are currently averaging over five hundred (500) contacts a day on the site and this continues to increase. We certainly do not intend to leave behind our unconnected enthusiasts and will continue to make every effort to put into print our latest information. Although our printed updates are certainly necessary, they are very time consuming and costly as we now have almost 1,000 seriously interested individuals following what we are doing with our projects. 1999 has been a very busy and exciting year for our small company, our products have certainly created a demand and we have made great progress in terms of becoming more efficient, but we have a long way to go. That 'right' pair of hands that we have been looking for to help with our work load locally continues to elude us, but we are not giving up hope, we know that person exists it's just a matter of finding him or her.

I have to again thank our current customers for their incredible patience and understanding in waiting for their products to be delivered. We are currently feverishly working to get caught up on our display deliveries and hope to have that under control before we start shipping the GG-1s. Our roller-base development is near complete, so those of you that expressed an interest in having this type of display rather than the basic static type for your J3a Hudson and other models will soon have your options laid out. We had originally hope to out-source the display production, but quickly found that in order to keep the pricing reasonable and the quality appropriate we were going to have to do the work ourselves which has certainly added to the delay. Over and over again we have heard from our customers that they want it right not fast, so that is the premiss that we continue to operate on, we will hopefully get faster in the process though!! Before we leave the subject of displays, I should mention to those of you that have GG-1s on order that we will be offering a display for them right after the first of the year. We are working on the prototypical cantenary towers and overhead wire that will make for a very authentic presentation of what we feel is a truly fantastic model. More information on the displays will be included in the GG-1 shipment.

Regarding the 'late' variation of the New York Central J3a Hudson with Lima built PT-4 tender (2-rail), many of you have had the chance to see the prototype at one of the many shows that we attended this past Summer and Fall, for those of you that have not seen it, a photo follows on the next pages. This limited project has created a high level of excitement among our enthusiasts and it will not be a quick remake of the first 'as built' version, we are taking into account everything that was learned on the first version and incorporating it into this special offering along with new detail features. We will continue to push the standards for detail accuracy as well as operational characteristics. The 'late' Hudson project has been long ago sold out and I have to unfortunately remind those customers that did not respond with a formal reservation that there will not be a model available for you. There have been several customers that assumed, because they filled out and returned the informal survey regarding this project several months ago they need not forward a formal reservation and deposit, this is not the case. A number of existing and potential new customers have been frustrated and disappointed as a result of the limited number available due to our original commitment to produce a total of only 150 J3a units.



Dark Locomotive Green, 5-stripe Gold Leaf  
Clarendon Letter Style, with Drop Coupler Pilot



Above is a sample of our current project, the Pennsylvania Railroad GG-1 electric locomotive. This project is drawing to a close and I can honestly say that I am thrilled with the results. From the gold leaf graphics with their prototypical iridescence to the motor driven pantographs, our builder has done an exceptional job in recreating this prototype in miniature. It has been a long and difficult journey with a variety of issues to deal with, from new technical challenges and health emergencies to overt customer pressure campaigns to modify our design to match what was sometimes an uninformed understanding of how the model was suppose to look, we have stayed the course and are extremely proud of what our team effort has accomplished.

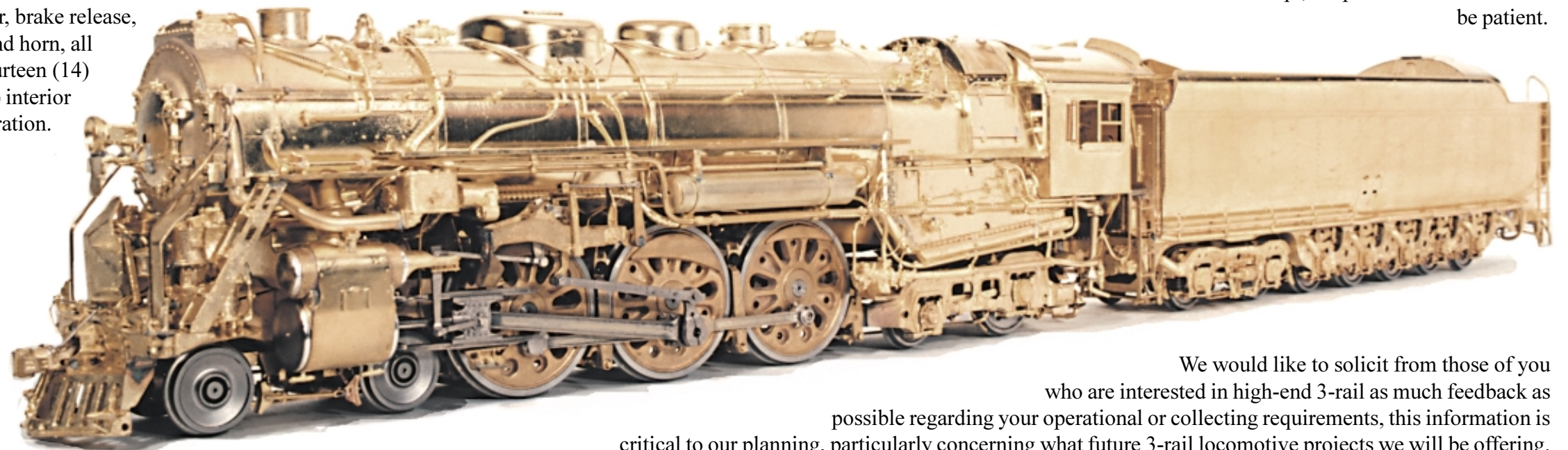
Our on-board Dallee sound system recreates the blower, brake release, and pantograph release sounds in addition to the bell and horn, all sounds authentic to the prototype. We also utilized fourteen (14) multicolored directionally controlled lights and four (4) interior lights to help bring this model to life during layout operation. The support as expressed through the pre-sales of this project has been wonderful and it has been sincerely appreciated by all involved.

As we explained at the outset, we produced eight (8) different paint schemes making up a total of 150 units. All of the colors used were custom mixed to match samples from the Pennsylvania Technical and Historical Society including the interior colors which are time period specific for each paint scheme. Only a hand full remain, if you have interest get in touch to find out what may specifically be available.

At the bottom of this page is our 'late' J3a Hudson (2-rail) sample model, since this project is already sold out, I will not spend much time covering it's particulars, I'll save that for direct communication with those holding reservations when we do individual project updates. The photo is relevant to our 3-rail project though and more and more of you are interested in that aspect of our future projects.

Although we have been pushing hard on the development of our first 3-rail project, we decided to take a step back after receiving new input from a group of serious 3-railers and more thoroughly consider the ultimate desires of our target market for this project. As a result, we will hold off until after the holidays to start the reservation process. Anyone that has expressed an interest in this project will automatically receive all the appropriate information leading up to the formal reservation taking.

Our intent with the 3-rail version of this model is to maintain as much of the external detail as possible taking into consideration the necessary operational requirements. The critical issues in our development at this time are: minimum radii for proper operation, minimum flange sizes for reliable operation on the new track systems and the introduction of scale-size operational couplers, that being a very 'tall' order. Not to seriously consider all of these issues with our first 3-rail project I feel would be a serious mistake and as we have been doing with our scale projects, we are moving into untried or undeveloped areas of design which is risky for any company, but particularly a small one like our's. We have to move cautiously and very deliberately in making our decisions in order to survive the attempt, so please bare with us and be patient.



We would like to solicit from those of you who are interested in high-end 3-rail as much feedback as possible regarding your operational or collecting requirements, this information is critical to our planning, particularly concerning what future 3-rail locomotive projects we will be offering.