



for late Winter of 2004. We anticipate the arrival of the first sample model this month and we will provide photos as soon as possible. If you would like to be kept up to date on this project, make us aware of your interest.

Chesapeake & Ohio H8 - The design work has begun and we are consulting with select modelers that have researched the accuracy of the H8 models that have been previously produced and they are promising to keep us on the straight and narrow. Included in this project will be the Virginian 'AG' class locomotives, the primary versions of both locomotive classes will be configurations that have never been previously modeled. We know that many of you have already made us aware of your interest in this project and we will begin the dedicated project update process after the first of the new year. Delivery is scheduled for the second half of 2004, make us aware of your interest if you have not already and please provide us with feedback as the development proceeds!

Future Projects

The prototypes listed below are projects to which we are firmly committed and are actively developing. The order of listing is our current thinking on production timing, but it is subject to change, should we encounter problems associated with research and development.

Chesapeake & Ohio H-8 'Allegheny' / Virginian 'AG'
New York Central 'Niagara' S1a, S1b & S2a
Union Pacific Class 4884-1&2 'Big Boy'
Erie S class 'Berkshire'
Chesapeake & Ohio K3/ K3a 'Mikado' (two tender versions, RA & V-16)

Show Schedule

Big Railroad Hobby Show / February 7-8, 2004
 Springfield, Massachusetts

O Scale West / February 19-21, 2004
 Santa Clara, California

March O Scale Meet / March 20-21, 2004
 Chicago, Illinois

Contact Information

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I N C O R P O R A T E D

Seasons Greetings! Another year has almost passed and before it's gone, we wanted to give you an update on a project by project basis just to let you know where our current projects stand. We spent much of this last year working very hard to expand our production capability to bring our delivery schedule up to a more workable level and we are finally realizing results from those efforts.

December 2003 Update

Norfolk & Western Y6a - Pictured below is a production sample of this project which is currently being delivered to reservation holders. A very limited project of only fifty models, it was started early in 2003 and has been completed with outstanding results. If you're interested in additional information, let us know and we will be happy to provide a complete package, be aware that we have only a very limited number of models still available at this point and some versions are sold out completely.

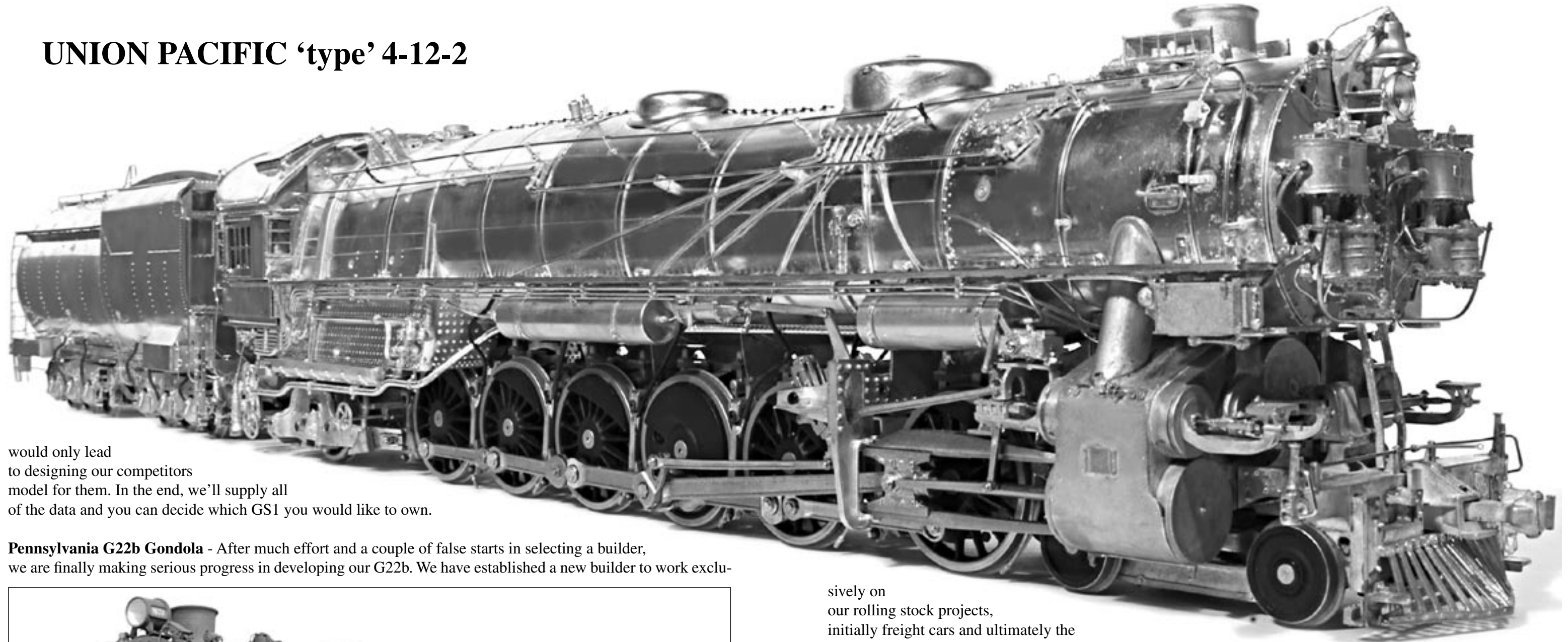
Union Pacific 'type' - The top image on the inner center spread is of our latest 'post-war' sample of this project. After laboring over making certain that we produced the definitive versions of this prototype, we are finally in the home stretch with the production to be completed by the end of this year. We have taken a new approach to creating some of the unique detail incorporated in this project; instead of using the usual lost-wax casting technique for replicating parts, we are individually machining critical parts of the valve gear and third cylinder mechanisms to ensure optimum performance during operation. This approach will be used on a more frequent basis in future projects as part of our continuing effort to stay at the cutting edge of scale model development. Limited models and versions are still available for reservation, if interested in purchasing one of our UP 'types' please request our information package.

Pennsylvania K4 - The advance interest and anticipation for this project is the greatest of any project that we have undertaken. It has been a laborious effort just trying to decide what and how many versions to produce due to the large number of prototypes and possible variations used during their service life. We will produce a total of only 130 units divided between six (6) versions, including three tender types and a range of configurations spanning a time period from the original production of the 5400 series locomotives in the late twenties to the early fifties. We are currently starting the reservation process with our existing customers and will ultimately mail reservation information to all that request it. We expect that this production will sell out very quickly, so if you are interested, do not delay in requesting information and following through with an order. Delivery of the finished models is scheduled for early Summer 2004. The image at the bottom left of the center spread illustrates one of the versions chosen for production, a post-war modernized configuration.

Southern Pacific GS1 - It has been decided to delay the production of this project until the other company that chose to do the same project has completed their production. Our usual development process includes sharing considerable data with our prospective customers, to do so under the circumstances



UNION PACIFIC 'type' 4-12-2



would only lead to designing our competitors model for them. In the end, we'll supply all of the data and you can decide which GS1 you would like to own.

Pennsylvania G22b Gondola - After much effort and a couple of false starts in selecting a builder, we are finally making serious progress in developing our G22b. We have established a new builder to work exclu-



sively on our rolling stock projects, initially freight cars and ultimately the hope is that we will have a builder capable of consistent quality which will allow us to move forward with our passenger equipment plans. The production of our G22b will be very limited and we will begin taking reservations after the first of the year with delivery scheduled for the early Summer of 2004.

Caboose Series - As previously announced, our first caboose (cabin car) project is the PRR N5c and it is already in the prototype stage as can be seen from the image at the right. All projects in this series will include the same level of detail and accuracy as we put into our finest locomotive projects; complete exterior and interior detail with removable roof, real wood flooring where applicable, complete underbody detail, ball-bearing equipped trucks, and interior and exterior regulated lighting. There will be several versions of our N5c produced covering a variety of eras and the total production will be only 100 models. We will begin the reservation process shortly and delivery is scheduled

