



renamed 'Dwight D. Eisenhower' and presented to the United States as a token of appreciation for the war effort and the contribution in particular of General Eisenhower. There are some incredible foreign prototypes and they present great modeling opportunities and challenges, we would certainly appreciate your feedback if you have an interest in British and/or European prototypes. It should be mentioned that these new efforts would be in addition to our existing projects and would have no affect on their scheduling or delivery.

We have been working on the development of new rolling stock as well and we are pursuing our desire to create a war-time (WWII) consist appropriate for a variety of roads. The photo above is of a 1:48 replica of an early production M-4 Sherman that we have cast in brass, we are looking to develop a variety of flat car loads and the M-4 could well be one of them. We have to be concerned about costs and selling price and a 'flat' properly loaded with two brass tanks would definitely not be an inexpensive model. The feedback we receive will greatly influence what we ultimately decide to produce, let us know your 'load' ideas as well.

A common thread that runs through all of our communication is our desire to hear from you, we are interested in your thoughts related to our modeling efforts both positive and negative. Honest informed evaluation is critical to our future. More soon.....

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

Show Schedule

- NMRA National Train Show / July 8-10, 2005 / Booth #154
Cincinnati, Ohio
- National Narrow Gauge Convention / Aug 31- Sept 3, 2005
Dearborn, Michigan
- Gauge O Guildex / September 10-11, 2005
Telford, England

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

As we head into the Summer months with many modelers and collectors taking vacations and spending more time outdoors, we continue to be swamped with every aspect of our business. In addition to the usual research, planning, product development and dreaded paperwork, we have a number of shows and conventions that we will be attending, these are a serious priority for us for very good reasons.

July 2005 Update

With the advent of the Internet and the use of eBay for selling and trading models the attendance at shows around the country, particularly O scale related shows, has fallen off drastically which is unfortunate. We rely heavily on direct feedback from existing and potential clients and there is nothing quite like the face to face exchange of ideas. While we have come to know and understand our existing clients it is difficult to weigh the validity of input we receive strictly through electronic communication. For the same reason, from our point of view, on-line forums serve no serious purpose other than to give individuals a voice without accountability. While we do maintain a very timely web site and try our best to provide postal mail updates we still consider face to face communication the foundation of our business. Although our web site has developed into a great selling tool, the original intent was to use it as a support tool and now we look forward to meeting many of our web visitors at the shows we attend.

Don't miss an opportunity to learn and take part in the fellowship of the hobby, make the effort to come out to at least one of the many shows or conventions that are held every year. Make a point of talking to your suppliers of choice and let them know what you think of their products and what you would like to see produced. Your input only counts if it is offered effectively.

If we meet at one of our scheduled shows we will have a great deal to discuss as we have been busy. In addition to the projects that we currently have running, the 'Penny' K-4 and N5c cabin cars, we have been preparing for the launch of our next locomotive project which is the Allegheny class locomotives. With each new project we strive to raise the bar and include features that make the models we offer as unique as possible. We put a great deal of effort into our photos and promotional material, but we routinely hear that the photos do not do the models justice, please come out and see for yourself!



Kohs & Company Pre-war Union Pacific 'type'

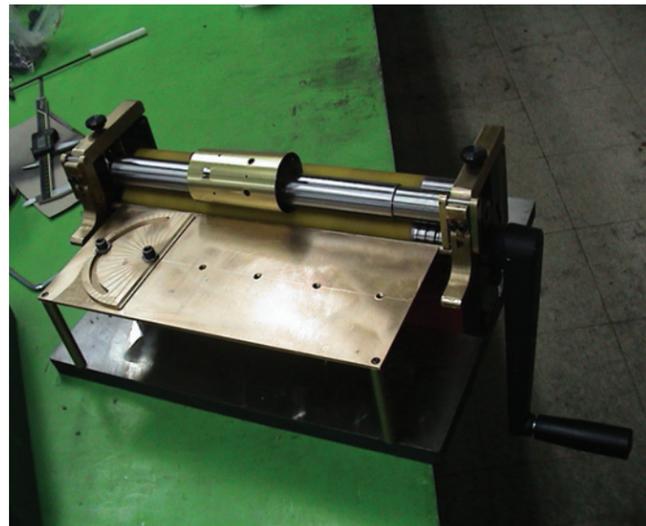


The images above and below are from our Pennsylvania K-4 project which is moving along with great care and speed. The use of new technologies and techniques has made a big difference in how fast we are able to move the production of our projects along. The image above is of one of our 'post-war' sample models with a 130P75 tender, while currently not complete or totally accurate it has been used to develop specific areas of detail as new reference work materially alters the configuration. With the complexity of possible variations and the number of versions we are producing, the detail differences are critical to the success of the project. We know that many of you have learned first hand how frustrating the K-4 class can be as we have fielded many calls from those of you who had reviewed photos while making version selections prior to placing a reservation.

We are in the process of preparing another printed K-4 project update for our reservation holders which will be going in the mail near term. In the update we will be sharing a number of photos taken of the production process with the hope that they will provide a better insight into just what goes into developing and producing one of our models. The images below show our builder Mr. Lee 'rolling' boiler sections and the special equipment he built for this process. How we approach many aspects of our model construction is usually not typical of the industry as a whole and we will endeavor in our update to explain in greater detail how our models differ substantially from our competition.

Just a brief comment regarding our Pennsylvania N5c cabin cars; the project is being finished up as this is written and we are extremely excited about the end results of this long running project. Update letters for our N5c reservation holders should be going out later this month or early next month.

With our next project announced and the reservation material completed we are ready to start the reservation process for the C&O H-8 / Virginian AG (above-right). The reservation process will be handled the same as with past projects, existing customers have the first opportunity to reserve a model



followed by those potential new customers that have expressed an interest in this project. Whether you are an existing customer or someone new that has expressed an interest you will automatically receive the reservation materials by postal mail. This promises to be a phenomenal project and will be our highest demand effort to date. If you have not made us aware of your interest in this project please do so as soon as possible so we can include you in our mailing.

While work has continued on our active projects, work behind the scenes selecting new projects has also continued. From the time that we start seriously considering a specific prototype until we know whether it is viable for us in terms of available reference material we typically have between one and two years invested in the effort, sometimes several years. Our criteria for selection has become more stringent as we have learned some hard lessons involving reference materials. We have made some new selections and there are several others still under consideration as we continue our search for supporting reference. We will be making announcements on the new selections on a time appropriate basis, it is also important to know that the remaining originally listed projects may be produced in an order differing from what we had planned, this too is related to reference development.

In concert with our involvement in the Nürnberg Toy Fair we have been considering the addition of British or European subjects to our roster. Pictured below is the British A-4 class 'Gresley' 3-cylinder Pacific, officially the world's fastest steam locomotive and one of the prototypes under consideration. You may recognize the name on the boiler (Mallard) although it was more famous during the blue livery period of service. You may also recognize the name Gresley, this was the same individual responsible for the design of the valve-gear arrangement on the Union Pacific 'type' 4-12-2. The A-4 was a great World War II era locomotive and at the end of the war one was

