

Norfolk & Western Y6b



The Norfolk & Western Y6b will be our first articulated project and we are currently in the design/development phase of the project. We will be previewing our sample by early Fall and we have an extensive list of features already planned, see the list below. Precision Scale Models after having this project on their schedule for almost ten years, has decided that it is also time to produce their version of this prototype. We consider this to be a challenge to see how well we can model this prototype and you the customer will be the judge. We are confident that enthusiasts that are looking for the ultimate Y6b model will find what we have planned extremely interesting, starting with the twin motor independent front and rear engine operation and continuing on through design details that have never previously been considered for the 'Y' class locomotive. We are planning three prototype variations with all appropriate road numbers, if you are interested in a particular variation please make sure to let us know about it as soon as possible. If you are simply interested in this project let us know so that you will be among the first to be considered in the offering, there will only be 100 units produced.

Model Features:

Twin Dallee Electronics Sound Systems (one for each engine) with Specially designed Speaker System • Fully Equalized Suspension with Real Leaf Springs • 66 Ball-Bearing Units used throughout the model • Twin Enhanced Pittman Ball-Bearing Motors • Ball-Bearing Equipped Main Rods and Crank Pins • Real Glass Window Glazing • Free-Coasting Ball-Bearing Equipped Drive • Stainless Tires on All Wheel Sets • Electronically Controlled Valve Gear on both Engines • Nickel Silver Rods and Valve Gear • Full Cab Detail: Wood Floor Grates, Brass Gauge Bezels & Lenses • Constant Voltage Halogen Lighting System • Optional Dynamic Electronic Digitally Controlled Brake System • Full Underbody Detail on Locomotive & Tender • All Hatches and Compartments will be Operational • Optional Auxiliary Water Tender • Optional Display Base & Case

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 (all variations)

The only protection we have against the 'copycat' philosophy employed by others in this industry is to make certain that we are offering the best models available. If customers want to spend comparable money for a lesser product, that will be the choice. The development time for the caliber of models we plan to build is considerable, as a result we look to give fair notice to everyone, including other importers, what we are developing. Our goal is to produce two to three models a year and if we do not deliver a listed project in a reasonable time frame, I would consider that project to be 'fair game' for others to produce.

Show Schedule

Great Scale Train Show / Timonium, Maryland

(web site www.gsmts.com)

June 26-27, 1999

O'Scale National Convention / Atlanta, Georgia

July 16-18, 1999

NMRA National Train Show / St. Paul, Minnesota

July 21-24, 1999

Contact Information

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

Kohs & Company I N G O R P O R A T E D ***The Finest in O'Scale***

Welcome to the Kohs & Company update, we hope that you enjoy the new format and find it helpful in evaluating our upcoming projects, we will be working hard to publish a new edition as frequently as necessary to keep you informed. Much of the information that appears on these pages has already been available on our web-site, but we understand that not everyone has access to the Internet. We will be using our updates not only as a source of information for you, but also for soliciting feedback to help in the planning and development of our future projects. Your input is of utmost importance to us.

JUNE '99 UPDATE

A quick update regarding our first project, the New York Central J3a Hudson, they are all sold. Contrary to the rumors that you may hear in the marketplace and of major importance to our customers, each and every model sold for exactly the same price which was established at the outset, there have been no 'deals' for anyone! If you are an original owner of one of our J3a's and decide to sell it at some point, let us know and we will put interested parties in touch with you directly since we continue to receive inquiries about these models.

We set out to accomplish an awful lot in our first project and I am very happy with the results. I again have to thank our existing customers who's patience made it possible to develop what we think is the benchmark model in the industry. In some ways we tried to accomplish too much in one project, but we were anxious to convey where we are headed with our development. We learned a lot about model design and construction with our J3a which will be carried forward to the upcoming projects and we have also done a lot of listening along the way. With many of the features that we have developed we could not turn to existing authorities on the subject, because they do not exist, we have had to develop our concept which encompasses the best features of many models and make them work in one package. We knew it would be difficult to take 'the road never traveled' and we were right. It would have been easy to follow the accepted standard and build models the way everyone else does and add a little quality along the way, but we knew that the serious collectors and operators were looking for something more, that will continue to be our quest, to deliver something more.

Beginning with our 'late' Hudson project we will incorporate features which will allow more basic operation of our models. While the sound system will not be an option, if a customer definitely does not want sound in the model we will remove it before shipping and will offer a partial rebate in doing so. I can also tell you that we will provide a switch shunt which will allow for the operation of the model with the loco to tender wiring detached and hidden from sight. Along the same lines, there will be a switch to defeat the continuous operation of the electronically controlled reverse-gear mechanism. With the features and detail that our models offer we can not provide the 'run it and forget it' sort of operating characteristics that a Max Gray model offers, but we will be able to offer a model that can be selectively tuned to operate in unison with a layouts existing power.

Regarding the GG-1, by now you have all received the offering information and I can tell you that the reservations are coming in fast! The development is on schedule and we have already resolved many of the serious production considerations. In recent conversations with customers interested in the GG-1 project there has been concerned expressed regarding some of the contours designed into the body shell. In particular, the contours at the nose have been of particular concern because of how the sample model appears in the photos used in the early promotion of the model. As someone once said, a good picture can be worth a thousand words and the illustration at the right should help to explain the very complex compound shapes involved in modeling the prototype. As illustrated by the red and blue lines, there is an inner (red) as well as an outer (blue) radius in this area of the nose, the lines represent the highlight contours and depending on how the light is reflecting, they take on a very different appearance.



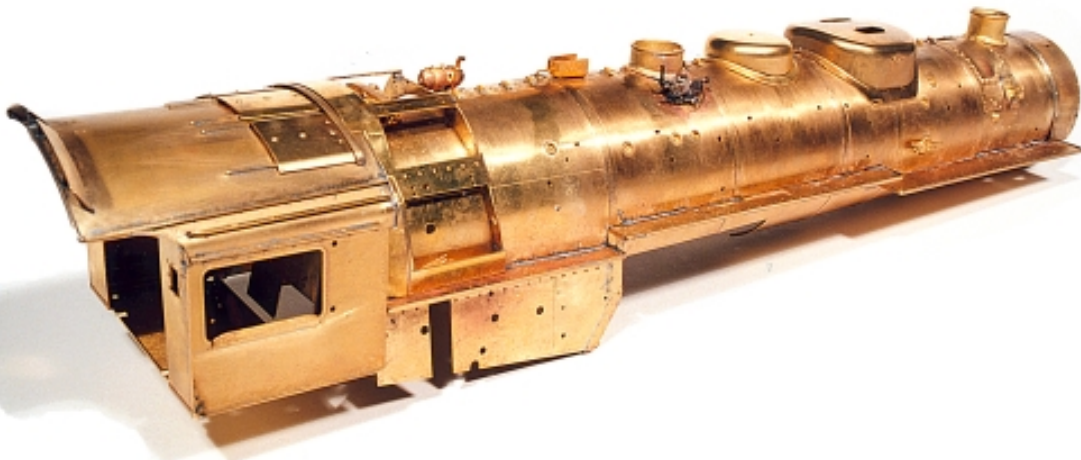
The photos on these pages show the component development for this project. The boiler and tender shell illustrated will be used for both the 2 & 3 rail versions of this project



Scale Notes:

The 'late' Hudson is the final phase of our first project, the 'as built' J3a. All of the features and detail that were part of our original model will be included in these last fifty units along with the changes that characterize how the 'late' Hudson appeared; Worthington feed-water heater, external reverse gear, relocated sand dome, top-mounted boiler check-valve, external sander plumbing, cut and relocated walk-boards, relocated air reservoirs, a modified piping arrangement and of course the Lima built PT-4 tender..

Because there will be only fifty (50) units of this model and the demand is very high, unless you have already indicated your interest, we probably will not have a model available for you. Although we have a good indication of who wants one of these models, we will be doing a formal reservation process as soon as the sample model is complete. In addition to taking the time to fully research and design this model, we are also trying to allow some financial breathing time between the delivery of the GG-1 project and the completion of the 'Late' Hudson.



***'Late' J3a Hudson & PT-4 Tender
(2 & 3 rail versions)***



This project has a parallel development of the two versions in progress. Customers acquainted with our 2-rail product that are concerned that our effort will be diluted by the 3-rail development needn't be. We have no intention of diminishing our scale efforts, on the contrary, we are making business decisions that will hopefully foster the continuation of our business well into the future. We will do only the occasional 3-rail project when we feel that we can offer a high-rail model that is consistent with our philosophy of scale, accuracy, features and quality. We will in no way change our plans for building the ultimate scale 2-rail product, except to maybe become more efficient in our effort.



High-Rail Notes

The 3-rail 'late' Hudson is the result of many inquiries and requests for a 3-rail model that approaches our scale Hudson in appearance, features and detail. Quite frankly we had not intended at the outset to develop 3-rail models, but we have taken this project on as a challenge to see just how far we can push the development in the 3-rail market. We are trying to tailor this model to those that have requested it, as a result, we need your feedback if this project is to be a success.

The basic design considerations that have been resolved so far are that the external appearance and level of detail will be as close to our 2-rail version as possible with changes only to although for the tighter operating radius required. We are designing this model for operation on the newer style of track rather than tube track in order to minimize the flange size required and to allow for a more scale overall appearance, the consensus of opinion to date seems to support this decision. We will not include the equalized suspension of our 2-rail model, but we will fully spring all axles. Ball-bearings will be used throughout the model, including in the drive system that will be the same as the 2-rail version. Sound will be included with the model as well as special operational features that will be discussed in the next newsletter.

For those interested in ordering one of our 3-rail 'late' Hudsons, we will start taking reservations as soon as the sample model is complete which will be later this month. If you have expressed to us an interest in 3-rail models you will automatically receive the offering information. We again request and encourage your suggestions and ideas!



As with all of our projects, 2-rail or 3-rail, each and every rivet is punched and not etched.