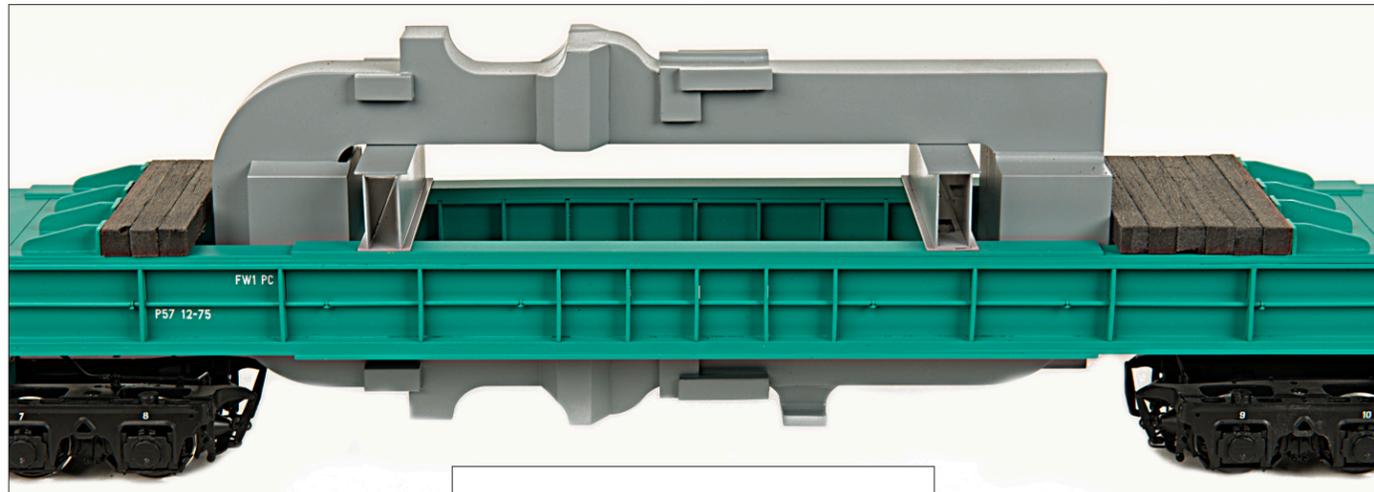


As mentioned, the cars saw use during the later 'Pennsy' years, all of the Penn Central service years and were ultimately retired during the Conrail era. The six paint schemes described on the order form that accompanies this brochure are shown on the cover page and represent each of the service periods. Additional information and photos are available in the project site located on the Kohs & Company web site listed below.

A great deal of effort went into recreating exact scale loads for each model version. The loads were produced in brass with full cast detail in the case of the Westinghouse load immediately below and include the prototypical loading hardware including the wooden



shoring and brass fabricated beams that carry the weight of the forging frame on the FW-1. There were few details available for the design of the loads, as a result numerous photos and the latest analytical software was used to full advantage.



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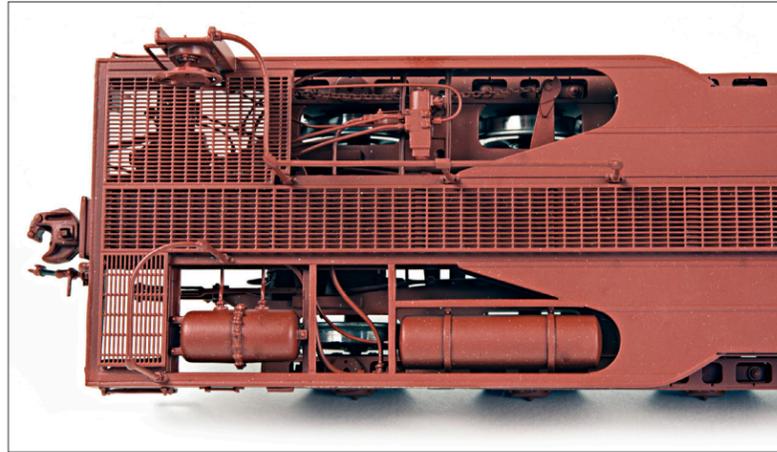
Pennsylvania Railroad FD-2 & FW-1 Flat Cars



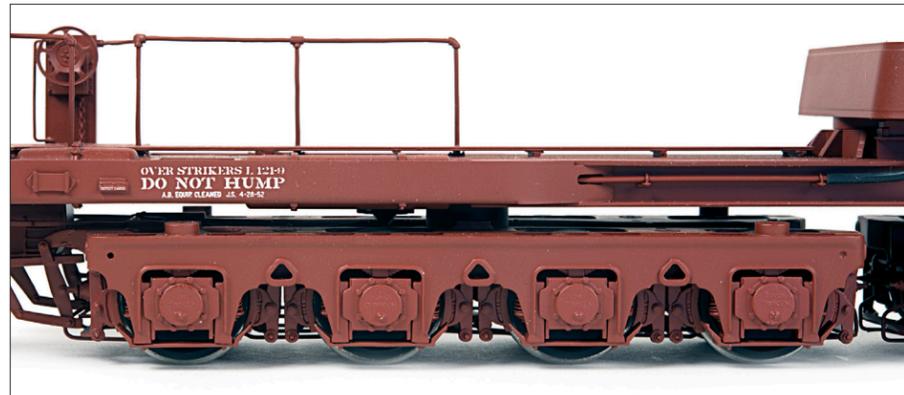
In railroading history there is a handful of equipment that has attained legendary status, either for what it has done, what it can do and in very few instances, simply because of what it is. When thinking of locomotives you have to include the 'Big Boy' and 'Allegheny', the biggest and most powerful, you decide which is which. In considering revenue equipment there is one piece of equipment that most everyone interested in railroading is familiar with, the 'Queen Mary' flat car owned by the Pennsylvania Railroad.



The 'Queen Mary', officially known as the Pennsylvania FD-2 class flat car, is a truly unique piece of equipment, there was only one and it is currently on display in Altoona, Pennsylvania where it was originally built. Created by the Altoona Car Shops using all welded steel construction in 1952, the 121'-9" long FD-2 was capable of handling 500,000 pound loads which typically consisted of Westinghouse turbo-generators. When built, it was the largest piece of rolling stock in the world and when loaded to capacity, it weighed approximately 1,000,000 pounds and required special orders for all movements. Later in the decade, United Engineering & Foundry Company built a special carbody for use with the truck assemblies from the FD-2 to be used for shipping a forging press frame that weighed more than 442,000 pounds. The FW-1 was six (6) inches shorter than the FD-2 in overall length. The carbody was later purchased



by the 'Pennsy' and used interchangeably with the drop-center carbody for a variety of shipments until the car was retired. The FD-2 and FW-1 both routinely traveled off-system and remained in service through the Penn Central and Conrail years of operation. Our O scale miniature replicas of the FD-2 and FW-1 are over 30" in length and their all brass construction accounts for their nearly eight pounds of weight. Since the truck assemblies



are fully articulated, the only concern regarding operating radius is a matter of clearance. The level of detail is that which Kohs & Company has become known for, complete in every way from the proper welded seam detail of the carbody to the brake rigging on each of four miniature 'Pennsy' T-1 locomotive tender trucks used for the truck assemblies. The journal boxes are fully sprung and are equipped with ball-bearings for smooth operation. The wheelsets are stainless steel and use true-scale wheel profiles for the ultimate in scale appearance. Although the models will be delivered with scale operating brass couplers, the draft-gear boxes are adaptable to allow for the use of Kadee style couplers.

