



Norfolk & Western Y6a 'Mallet'

Due to the many requests that we have had, we have produced a very limited special edition of the Norfolk & Western Y6a as the stablemate to our previously produced Y6b. Based on our very successful first N&W project we have thoroughly researched this class of sixteen (16) locomotives and have condensed our findings into four versions with four unique road numbers that represent the pinnacle of development of the Y6a.

We are offering 'late' service configurations of the Y6a that would be appropriate for the early to mid fifties prior to the 'ATC' (automatic train control) equipment being removed. The most notable difference between the locomotive versions that we have chosen is the configuration of the smokebox, either being lagged or unlagged. Our research indicated that three (3) locomotives had lagged smokeboxes at some point in their service, typically later rather than earlier, the balance did not and we are offering versions of both. We have not only concentrated on major details, we are correctly modeling all of the detail unique to each version and road number that we have selected.

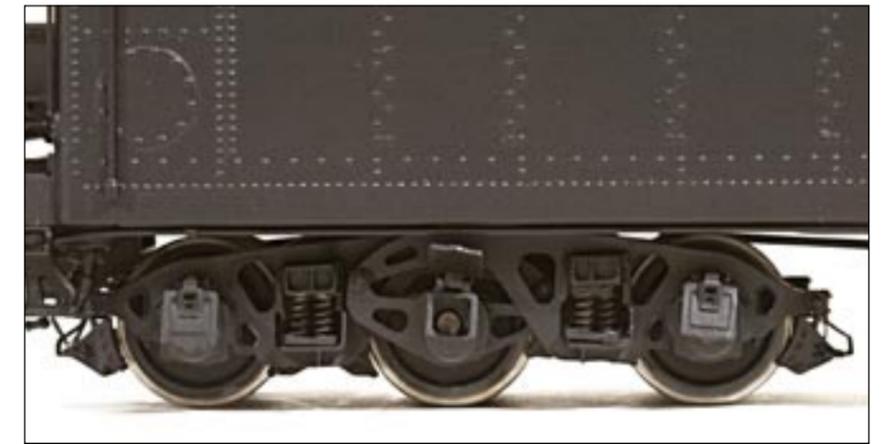
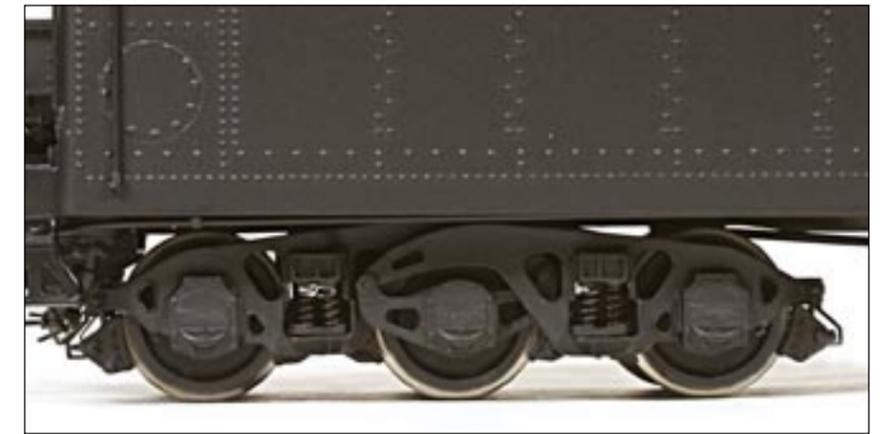
Several tender configurations were used during the Y6a's twenty plus years of service, we have chosen the 22-C class because it was the most common tender assigned. After making this decision we determined that there were two unclassified variation of the 22-C (different rivet and seam patterns), we are offering the variation most commonly used with the Y6a, the other was more commonly used with the early 'A' class locomotives. Although company records indicated that all tenders assigned to roller-bearing equipped locomotives should receive tenders with roller-bearing journal box trucks, this would include the Y6a, we located documentation for only two locomotives with tenders so equipped. We have heard speculation that the road re-bored the original journal boxes to accept roller-bearing units, this remains unconfirmed and for our purposes there would be no external visual difference. We are offering model versions with tenders equipped with both journal box styles.

Although our Y6a is based on our Y6b, consistent with our development philosophy, we have fine tuned the design based on user experience and continued research, to improve everything from detail accuracy to running performance. We are very excited to make this offering, preserving in miniature another of the N&W's great performers!



(Kohs & Company Production Model)

Kohs & Company, Incorporated
Post Office Box 689
Clarkston, Michigan 48347
Phone: 248.625.6396
Fax: 248.625.7994
Web: www.kohs.com
E-mail: gwk@kohs.com



The image above left illustrates the difference between the lagged smokebox versions on the left and the unlagged versions on the right. The detail on all versions from the front sand dome back is basically the same with only slight variations in pipe routing and firebox circulator patterns. Specifically, the circulator pattern on the 2164 version is unique in that it is the original arrangement used on all Y6a's and Y6b's prior to modification, the other three versions utilize the late modified arrangement. Also, the top check pipe on the engineer's side of the 2170 version is an 'S' pattern pipe while all other versions use a straight angled pipe. The two photos at the right show the difference between the two journal box styles used on our 22C tender; the upper photo shows the roller-bearing journal truck, while the lower photo shows the plain-bearing journal truck with it's traditional flip open lids. While shop orders had been written by the Norfolk & Western to equip all tenders assigned to roller-bearing equipped locomotives (Y6a's were so equipped) with roller-bearing trucks, we could only photographically document the use of traditional roller-bearing journals on two Y6a tenders.

Model Versions

- Version 1: Road Number 2156, unlagged smokebox, plain-bearing tender trucks (17 units)
- Version 2: Road Number 2164, unlagged smokebox, roller-bearing tender trucks (17 units)
- Version 3: Road Number 2159, lagged smokebox, roller-bearing tender trucks (8 units)
- Version 4: Road Number 2170, lagged smokebox, plain-bearing tender trucks (8 units)

Model Features

- 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 Motors
- User controlled Electronically Operated Valve Gear Mechanism
- 66 Ball-Bearing units used throughout the model
- Ball-Bearing equipped Main & Side Rods
- Ball-Bearing Equipped Drive Mechanisms
- Nickel Silver Rods and Valve Gear
- All Hatches and Compartments open to show Full Interior Detail
- Full Cab Interior Detail with Wooden Floor Grates
- Brass Bezels and Lenses on Backhead Gauges
- Full Under-Body Detail on Locomotive & Tender
- Constant-Voltage Lighting
- Stainless Tires on all Wheel Sets

All directional lighting will be both automatically and manually controlled. All lighting functions will be accessible through the included control box which is also used to control the sound functions. All remote functions are compatible with most 'DCC' installations.

Order/Reservation Form

The price of our Y6a is \$4,250 (shipping costs to be quoted at time of delivery) and there is a \$1,000 non-refundable deposit required at the time of ordering to secure the reservation. An additional \$1,000 will be due as the final assembly commences, with the balance due at the time of final delivery. A confirmation letter will be issued to verify your order.

Name: _____ Address: _____

City: _____ State: _____ Zip Code: _____ Country: _____

Phone: _____ Fax: _____ E-mail: _____

Version	Road Number	Deposit Amount
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Total Enclosed: _____