



**(above & cover)** 'K-4sa' #612 with a special radio antenna equipped 130P75 tender. The most distinguishing feature of the 'sa' is the front-end throttle box mounted on the top of the smokebox. The 'sa' also had larger driving cylinders and a variety of other unique details, although the basic configuration is the same as the 'Post-War' version described on the previous pages. The K-4sa modified locomotives were the 'hot rods' of the class. (post 1952 service period)



**'As Built'** 5400 series K-4 in full passenger dress, which includes striping on the cab, tender and wheel-sets. The tender is a 110P70 without stoker (1927-30 service period). The **'Early'** version is the same as the 'As Built' configuration minus the striping. (1930-36 service period)

#### Model Features Included with all Versions

- All Fabricated Components will be produced from the finest United States or Japanese Milled Brass
- A custom Dallee Electronics Sound System will reproduce all of the authentic K-4 sounds
- Fully Equalized and Sprung Suspension with Real Fabricated Leaf Springs
- Prototypically Mounted Running Boards
- 28 Ball-Bearing Units used Throughout the Model
- Full Under-body Detail on Locomotives & Tenders
- All Axles will Ride on Ball-Bearings
- Custom Built Swiss Coreless Motor
- Ball-Bearing Equipped Side & Main Rods
- Custom Built Ball-Bearing Equipped Drive Mechanism
- Stainless Steel Tires will be used on all Wheel Sets
- Kohs & Company developed Tire and Flange Profiles
- Full Cab Detail, Brass Gauge Bezels & Lenses
- 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 will be DCC compatible.
- User Controlled Electronic Valve Gear
- Nickel Silver Rods and Valve Gear
- Real Glass Window Glazing
- Continuous Voltage Lighting System
- All Hatches and Compartments will be Operational
- Prototypical Double Draw Bar
- Scale Operating Couplers (Kadee compatible tender)

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## Pennsylvania K-4 'Pacific' Project Information

The Pennsylvania K-4 'Pacific', our next classic American prototype in miniature. Not only a great stablemate for our previously produced GG-1 electric, the K-4 class provided the chief competitors for the subject of our first modeling effort, the New York Central J3a 'Hudson'.

Customer feedback has lead us to develop six specific configurations of the K-4 for production: an 'As-built' 1927-28 5400 series multi-striped passenger version with 110P70 tender without stoker, an 'Early' thirties version (same as 1927-28 version without striping), a late thirties 'Pre-War' version with choice of tender, a mid to late forties 'Post-War' version with choice of tender, a 'Mixed Configuration' version with choice of tender, and a K-4sa version with antenna equipped 130P75 tender. An equal number of 110P75a (half with antennas) and 130P75 tenders will be produced for use with those locomotives offering a choice of tender. It should be noted that we have identified only two (2) 130P75 tenders that were equipped with antennas, that configuration will only be offered with the K-4sa.

You can be certain that our research and development has included thorough reviews of all previously produced K-4 models so we can avoid replicating the same mistakes. If you are a 'Pennsy' fan you know that PRR locomotives had very unique characteristics, the success of our project will hinge not only identifying these, but correctly modeling them. With each of our previous projects we have tailored our technical abilities to bring to life the essential character of our subject and in each case have stretched the design envelope beyond our previous efforts. Our goal once again is to deliver that critical intangible that comes with owning quality products, pride of ownership.

Please review the accompanying information to determine which model configuration will best suite your needs and desires. If you require additional information prior to making a selection, do not hesitate to get in contact with us directly. Project updates will be mailed out periodically to our reservation holders so that you can closely monitor our progress, your input is critical to the successful completion of this project.



Kohs & Company K4sa Sample Model



**‘Pre-War’ (1938-40) Characteristics**  
(above)

- Fabricated style Frame
- 17” Headlight Located on Smokebox Front
- Generator Located on Top of Smokebox
- ‘Slat’ style Pilot
- Train Control Box Mounted on Pilot
- ‘Pedestal’ style Marker Lights on Pilot
- ‘Pedestal’ style Class Lights on Smokebox
- Coale Safety Valves on Boiler
- ‘Standard’ type Stoker
- Water Relief Valves on Cylinders
- ‘Spoke’ style Drivers
- ‘Fluted’ style Main & Side Rods
- Gold Leaf ‘Roman’ Lettering (narrow spacing)

**‘Post-War’ (1946-52) Characteristics**  
(below & top right)

- Fabricated style Frame
- 14” Headlight Located on Top of Smokebox
- Generator Located on Smokebox Front
- ‘Drop Coupler’ style Pilot
- Train Control Box Mounted on Running Board
- Steam Deflector on Whistle
- 8ET Air Brake System
- Automatic Blowdown System
- External Steam Heat Pipe from the Steam Dome
- Power Reverse Auxiliary Air Reservoir
- ‘Tombstone’ style Marker Lights on Smokebox
- Coale or Manning Safety Valves on Boiler
- ‘Standard’ type Stoker
- ‘Web Spoke’ style Drivers
- ‘Slab’ style Side Rods, ‘Fluted’ style Main Rod
- Gold Leaf ‘Roman’ Lettering (wide spacing)



Shown on these two pages are the tender configurations for the three primary versions of our K-4 project, all of the tenders are based on one of two types, the 110P75a and the 130P75. In addition to having period correct lettering, each tender variation has the appropriate detail changes for the period it represents, this includes: paint detailing, marker light mounting locations and cistern hatch orientation and locking detail.

**‘Mixed Configuration’ (1946-52) Characteristics**  
(below)

- Fabricated style Frame
- 17” Headlight Located on Smokebox Front
- Generator Located on Top of Smokebox
- ‘Drop Coupler’ style Pilot
- Train Control Box Mounted on Running Board
- ‘Tombstone’ style Marker Lights on Smokebox
- Manning Safety Valves on Boiler
- ‘Slab’ style Side Rods
- ‘Fluted’ style Main Rod
- Steam Deflector on Whistle
- Automatic Blowdown System
- 8ET Air Brake System
- Power Reverse Auxiliary Air Reservoir
- External Steam Heat Line from Steam Dome
- ‘Standard’ type Stoker
- ‘Spoke’ style Drivers
- Gold Leaf ‘Roman’ Lettering (wide spacing)

