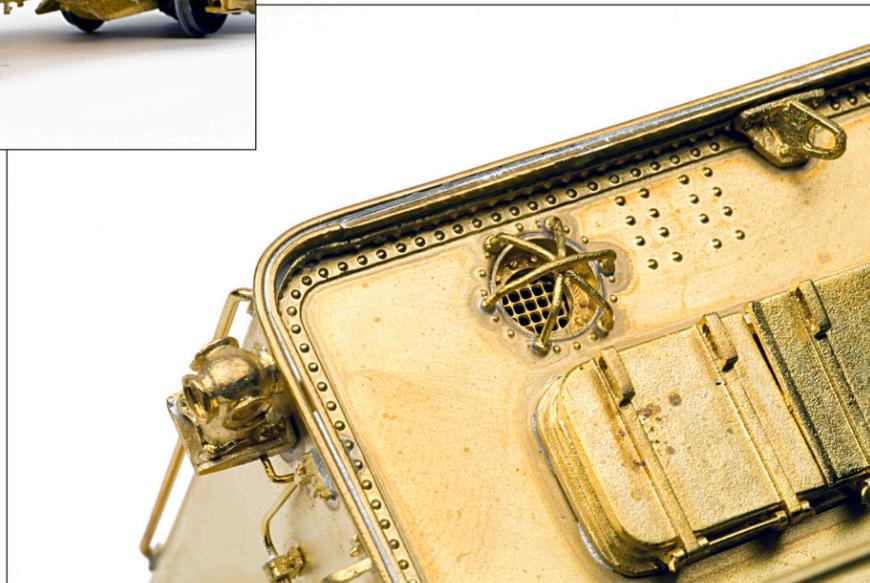


By the time you receive this update the production will be in it's final phase, we are hoping to have the production wrapped up by the end of September with the inspection to follow.

One final note; early on we had speculated on the inclusion of DCC technology in this project, but we have determined that the vast majority of reservation holders are not ready to take this plunge. We will provide an alternative means for incorporating DCC functionality in your K4 through an exclusive arrangement with a contractor we have selected and trained expressly for this purpose. Let us know if you are interested and would like more information.



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8/01/2005

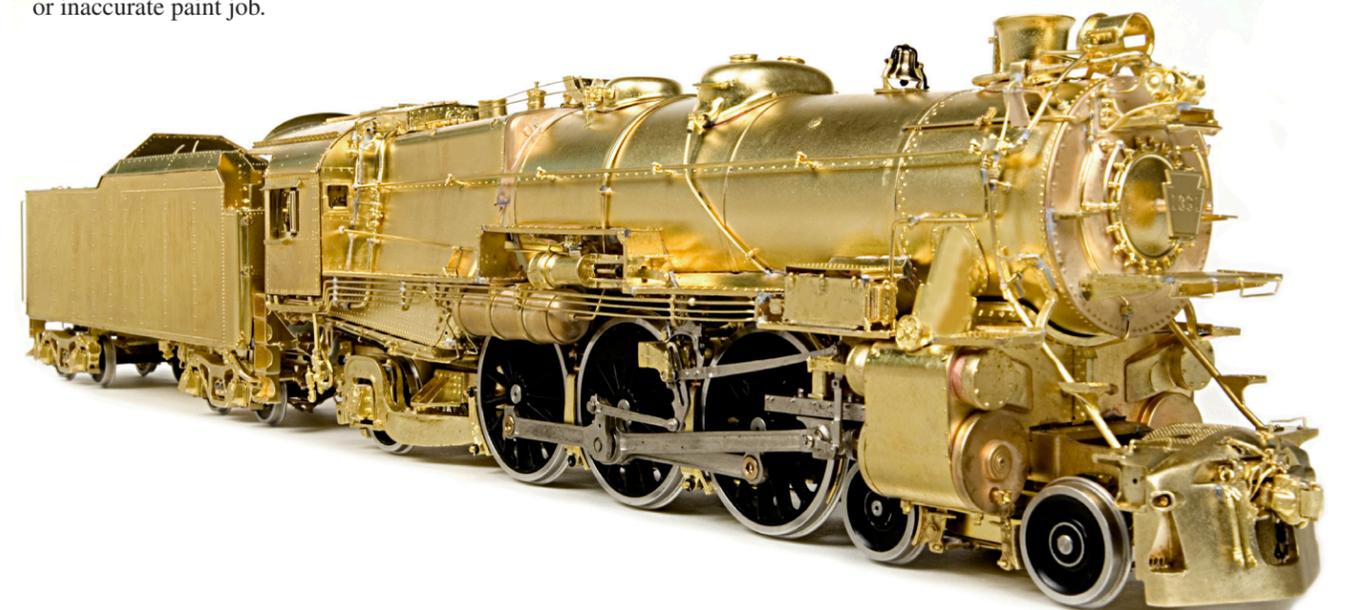
The Pennsylvania K-4 'Pacific' Project Update Number Three

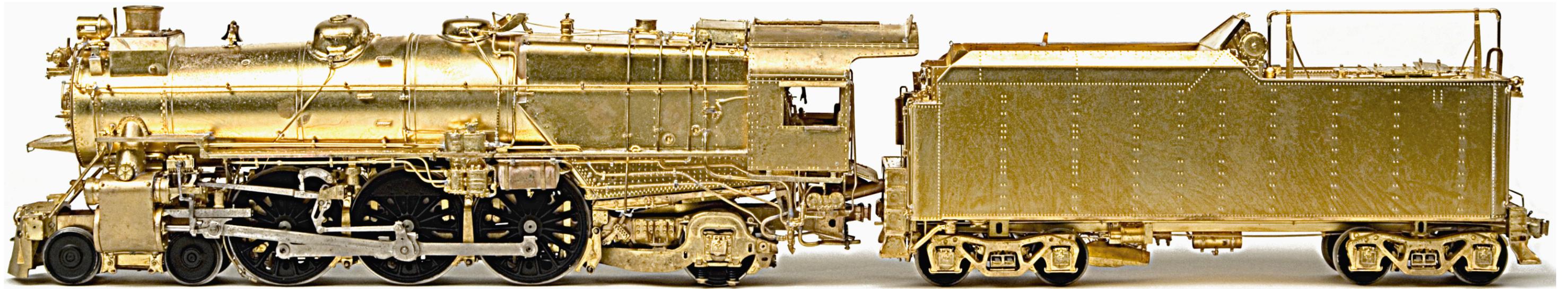
Update number three comes at a point in this project where all of the research is complete, the plans have been finalized, the final production is well underway and the latest inspection visit has been completed. We can say without hesitation that this is our finest effort to date and the people of Sun Jin Models have again proven why they are the finest in the business of building brass models. Included in this update are photos of the latest sample models (cover - 'pre-war' version with 130P75 tender and centerfold - 'K4sa' version with antenna equipped 130P75 tender), versions that we have not previously shown photos of, we again caution that these photos do not represent the final development as the photos always lag behind the absolute current status, but they do offer considerable insight into the effort that has been exerted in our development.

Our desire to offer representative models from a variety of time periods has lead to producing more versions or variations than would typically be desirable, at least from the builder's standpoint, but our commitment is such that we found no way short of doing what we really believed offered the best representation of the class in miniature. In the end, we are producing six (6) distinct locomotive versions not including graphics variations and seven (7) different tender versions not including the variations in graphics. Although we are producing 130 models, if you consider the combinations possible between the six locomotive versions and seven tender versions, the opportunity to own a very unique model is more than possible with this project, it is very likely that you will have one of only a handful of like models which is certainly of importance to collectors and very frustrating for 'Pennsy' buffs that want one of each!

We have previously outlined the problematic history of the K4 class and have gone to great lengths to document the versions and variations that we are modeling; headlights, makers, pilots, drivers all the usual items that make up a 'Pennsy' K4, but our effort has gone far beyond those considerations which proved to be only the very basic items to be dealt with when modeling this prototype. A myriad of other small details that are every bit as important to the overall character wound up having to be factored into the development of this model, we won't list all the items here, but it will be fun to watch as owners realize these differences during your first-hand inspection of the versions. Great care had to be exercised in differentiating the class developments from the unique anomalies so prevalent with the K4.

Lest we forget the usual considerations of PRR colors and painting arrangements that varied during the service life of the K4. As much attention has been paid to paint colors, color placement and graphics arrangements as has been to the mechanical details. We are all too aware that the finest modeling effort can be destroyed with a bad or inaccurate paint job.





Pennsylvania K4sa with 130P75 Tender

