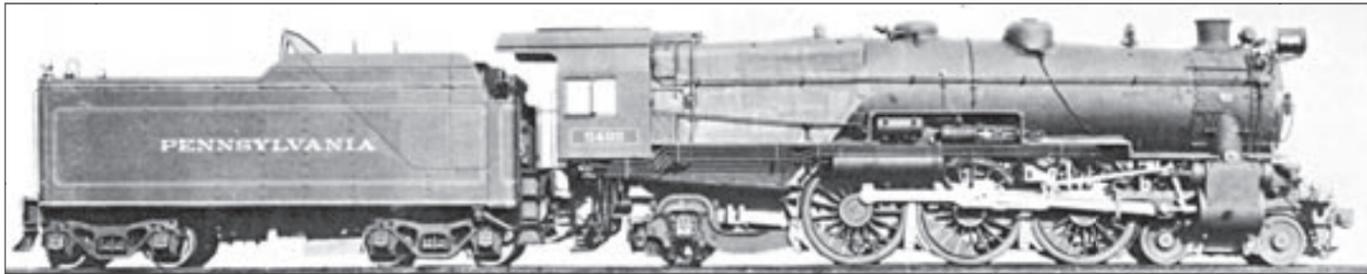


Shown above is #612, a K-4sa version with 130P75 tender equipped with radio equipment. The most distinguishing feature of the 'sa' is the front-end throttle box mounted on the smokebox. The 'sa' also had larger cylinders and they were the 'hot rods' of the K-4 class. (post 1952 service period)



Above is an '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 previous configuration minus the striping (1930-36)

Model Features Included in all Versions

- All Fabricated Components will be Produced from the Finest Japanese or United States 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: with Wood 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 compatible with DCC installations and our future DCC decoders.
- 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

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 I N C O R P O R A T E D

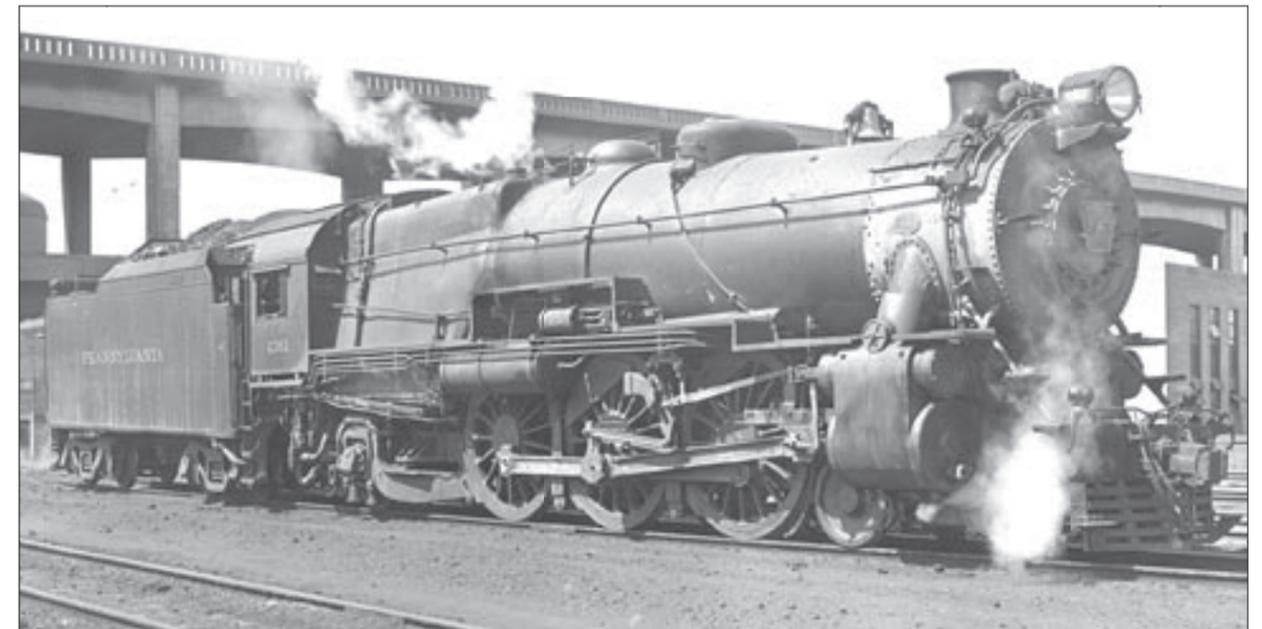


Pennsylvania K-4 Pacific Project Update One

The K-4 project has been exceedingly demanding from a developmental standpoint, with 425 prototypes and a vast array of variations configured during their extended service period to be considered as potential model versions. Our objective with this project is to develop and model the most significant and representative configurations used during the periods that we know the majority of our clients are modeling. This goal is only attainable with direct feedback from those interested in this project and the purpose of this first project update is to provide a stimulus for that feedback. Our development plans have not been finalized, so if your interests are other than what we are currently considering, let us know before it's too late!

The feedback to date has led us to consider six specific configurations for production: an as-built 1927-28 multi-striped passenger version with 110P70 non-stoker tender, 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 very limited K-4sa version with antenna equipped 130P75 tender. On versions with a choice of tender, it will be made at the time of reservation on a first come first serve basis, an equal number of 110P75a (some with antennas) and 130P75 tenders will be produced. Both the 'As Built' multi-stripe and K-4sa versions will command a slightly higher price as a result of the additional labor required in production.

The versions currently being considered are shown in this update along with listings of their key characteristics. There are many more variations possible, but the line has to be reasonably drawn while still allowing us to recreate the most substantial and common representatives of the class. We have limited the versions presented in this update so as not to confuse the issue by listing endless possibilities. The most often modeled steam period modeled by our clients extends from the mid 30's to the late 40's, we have encompassed this period while expanding on it slightly. As our project development continues there will be a number of detail decisions to be made and we plan on including the input from our reservation holders in that process. One final note of importance; instead of listing individual photo credits, let us acknowledge Nick Seman for the use of photos from his extensive collection and for also compiling much of the information that we are relying on for this project.



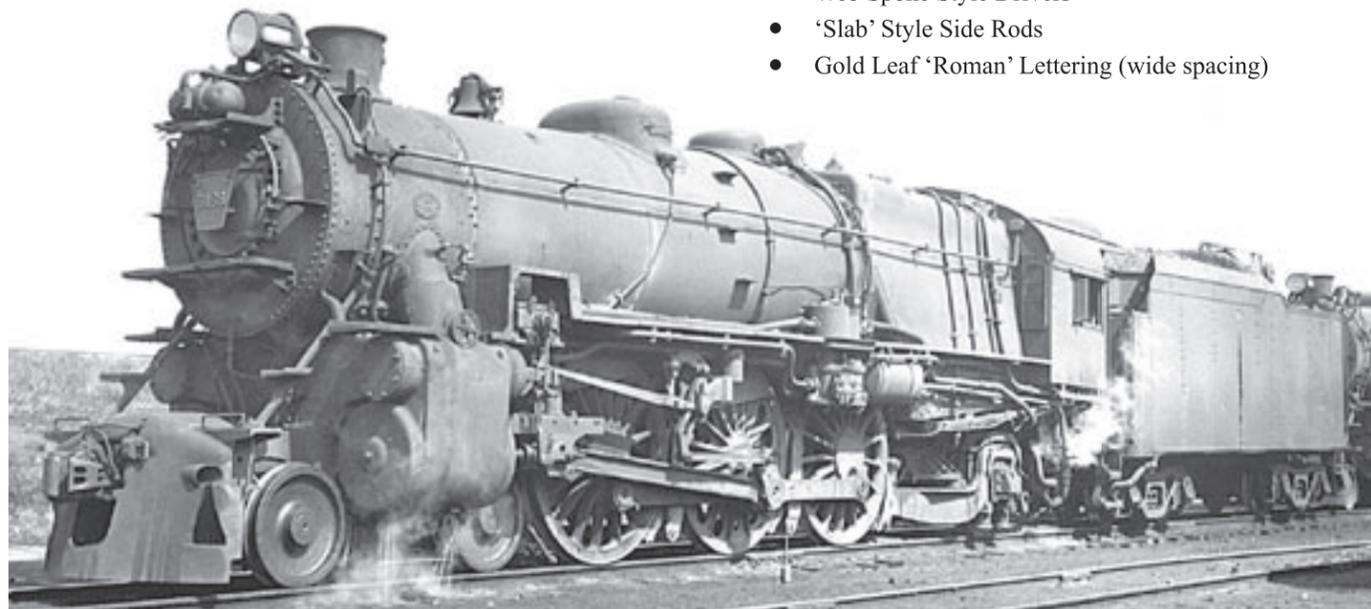


‘Pre-War’ (1938-40) Characteristics
(cover and above)

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

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

- Fabricated Frame
- 14” Headlight Located on Top of Smokebox
- Generator Located on Smokebox Front
- ‘Drop Coupler’ Style Pilot
- Running Board Mounted Train Control Box
- Whistle Steam Deflector
- 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
- Standard Type Stoker
- Web Spoke Style Drivers
- ‘Slab’ Style Side Rods
- Gold Leaf ‘Roman’ Lettering (wide spacing)



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

- Fabricated Frame
- Original 17” Headlight Location
- Original Top of Smokebox Generator Location
- Drop Coupler Style Pilot
- Running Board Mounted Train Control Box
- ‘Tombstone’ Style Marker Lights on Smokebox
- Manning Safety Valves
- Whistle Steam Deflector
- Gold Leaf ‘Roman’ Lettering (wide spacing)
- 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
- ‘Slab’ Style Side Rods
- ‘Fluted’ Style Main Rod

