

Model Features

- Complete Version Specific Interior Detail w/ Removable Roof
- Fully Detailed and Sprung Trucks w/ Ball-Bearing Journals
- Kohs & Company developed Wheel-set Profiles
- Antenna & Non-antenna versions
- Scale Operating Couplers
- Prototypical Draft-Gear Pocket (Kadee compatible)
- Opening Battery/Tool Compartment
- Opening Cupola Windows
- Complete Underbody Detail
- Real Wood Floors & End Platform Decks
- Regulated Interior and Exterior Lighting
- Removable Lighted Marker Lanterns
- Punched Rivet Exterior Detail
- Real Glass Window Glazing
- Opening End Doors
- Articulating Cupola Wind Wings

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Pennsylvania N5c Cabin Car

Project Information

The Pennsylvania Railroad N5c class cabin car is the first in our series of caboose projects, each project in this series will incorporate the same level of prototypical detail as our finest locomotive models. This series has been developed because of our commitment to our existing clients that have been asking for 'suitable cabooses' for their Kohs & Company locomotives and our desire to deliver complete 'trains'. Our new N5c will nicely compliment the first project in our series of rolling stock, the PRR GLe cement car previously produced.

We have offered multiple paint/graphics schemes to be appropriate for time periods ranging from the 'as built' 1942 to 1961 early diesel era and we are producing both antenna and non-antenna versions. 'Late' Pennsy, Penn Central and Conrail configurations have been researched and if sufficient demand is evident during our initial offering, we'll be happy to produce a special run of those variations only. The later configurations are substantially different, including modified car-bodies, 2D-F37 trucks, rearranged underbody equipment, and rearranged interiors with different stoves. If the later versions of the N5c are of interest to you, be sure to let us know.

Shown throughout this brochure are samples from the production run of our N5c project, we have tried to show as much of the detail as possible, but to fully appreciate the level of development our N5c offers it has to be experienced in the 'flesh'.



Kohs & Company sample model



#1 Version #1A
15 Produced 15
Service type - General
2/42 thru 1/49



#2 Version #2A
6 Produced 4
Service type - General
10/42 thru WWII



#3 Version #3A
19 Produced 31
Service type - General
1/49 thru 12/55



#4 Version #4A
6 Produced 23
Service type - General
12/55 thru 8/60



#5 Version #5A
2 Produced 3
Service type - General
8/60 thru 11/61



#6 Version #6A
4 Produced 7
Service type - Pool
11/61



To the right you can see the interior arrangement complete with real wood flooring, we have even utilized prototypical double wall construction. There are two different interior arrangements dependent upon whether the 'cab' is equipped with radio equipment, the interior shown is radio equipped and has the modified lockers to house the electronics. The removable roof is held in place by two easily accessed concealed screws. The lighting fixture are yet to be added.

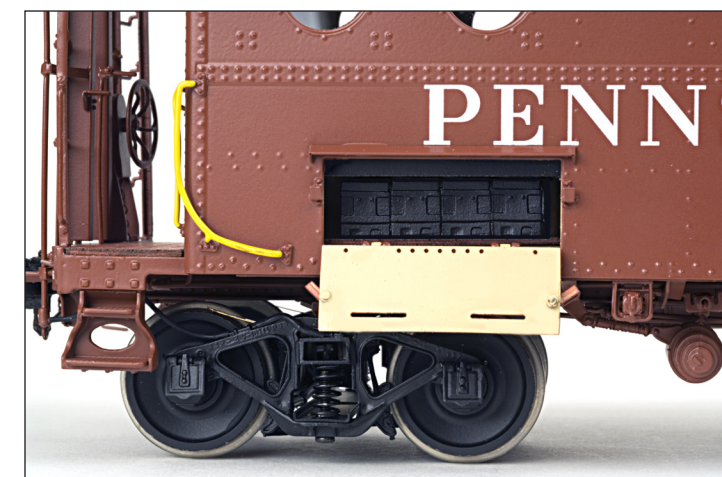


The antenna equipped N5c requires approximately sixty (60) additional components over and above the standard compliment utilized on the non-antenna 'cab'. The equipment is complete in every detail, in the interior, on the roof/ exterior, and on the under-body. Much of the exterior equipment is shown to the left and below, even the prototypical conduit couplings are modeled on the overhead wire and on the roof mounted conduit leading to the induction coils.

With marker light brackets at all four corners of the roof, the marker lights can be mounted on both ends of the car and they will be lighted.



The rivet detail is a combination of punched and etched so that the correct rivet sizes are achieved. Multi level photo-etching is also used to correctly model the seam and structural detail on the car-body, cupola, roof and underbody.



Both end doors open and have spring closures. The battery/tool compartment on the side of the car-body also opens and has interior detail as well as locking latches. There are four sliding windows in the cupola and they of course have the appropriate adjustable wind-wings to protect the trainmen while moving.

Our N5c rides on completely detailed, ball-bearing equipped trucks that even have the correct lettering on the truck side-frames.