



Pennsylvania N5/N5b Cabin Car

Project Information

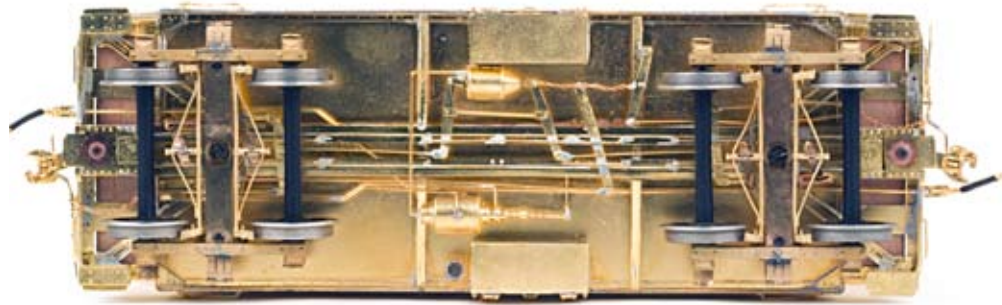
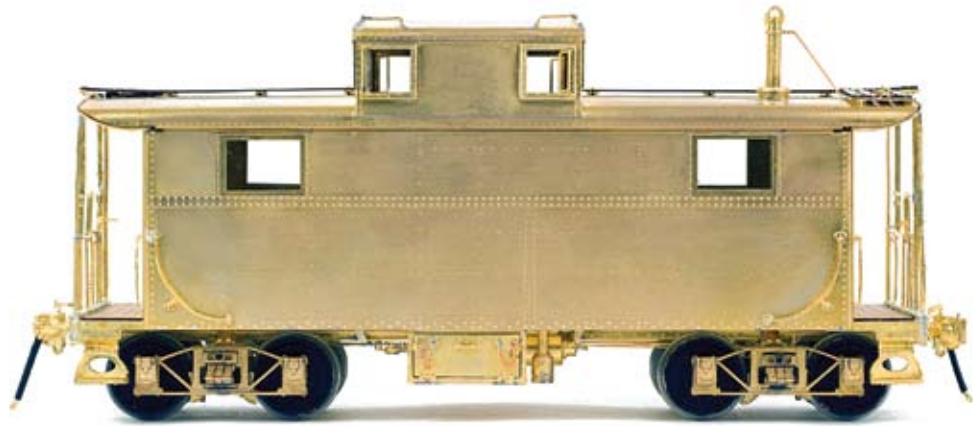
The Pennsylvania Railroad N5/N5b class cabin cars comprise what is the third in our series of caboose projects, each project reflects the same standard of prototypical detail and accuracy as our 'Best' quality locomotive models. This series developed out of our commitment to our existing clients that have been asking for 'suitable cabooses' for their Kohs & Company locomotives and our desire to deliver complete 'trains'. We are of an age that remembers that a train was not a train regardless of the number or revenue cars if it did not have a caboose at the end. The N5/N5b class 'cabs' have been the most requested prototype since the series was announced, they comprised the largest group of cabin cars that the Pennsylvania Railroad ever had.

We are offering a very wide variety of versions distributed over the three basic cabin car types that are the foundation of this project: the N5, the N5 w/cp (with collision posts) and the N5b. The difference between the N5 w/cp and the N5b is often misunderstood since the two types are so similar in appearance. The N5 w/cp 'cabs' were rebuilt from original N5's, some received the new designation of N5b, but judging from photos most did not and the N5b 'cabs' were built new. Once aware of the differences it is possible to quickly spot which cabin car is which type, telltale signs are: handrail positioning, window sash frame width, roof walkway material and sometimes smokejack location.

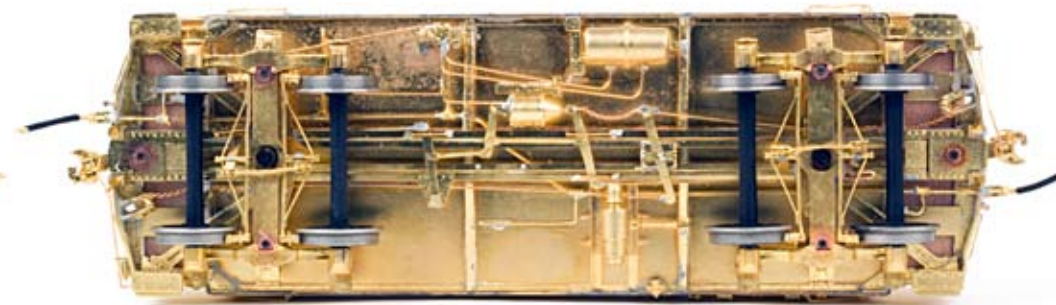
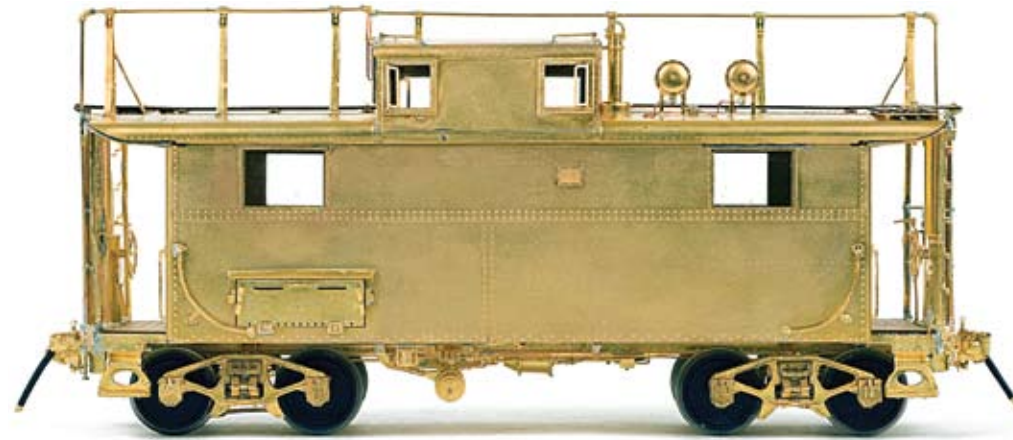
Shown throughout this brochure are photos of the imperfect first sample models for this project. The variations offered cover a service period from the later 20's into the early 60's with some very unique 'express passenger service' crew cars mixed in. Be assured that each version and variation will be modeled to our singular standard. Punched rivets, real wood where appropriate, ball-bearings and the faithful reproduction of graphics are all part of the package. In reaching your purchase decision, carefully review the photos and data in this brochure and on the separate production variation chart. With so many variations and a limited production, each group of models will be very few in number and each will offer the opportunity to own a very unique O scale model.



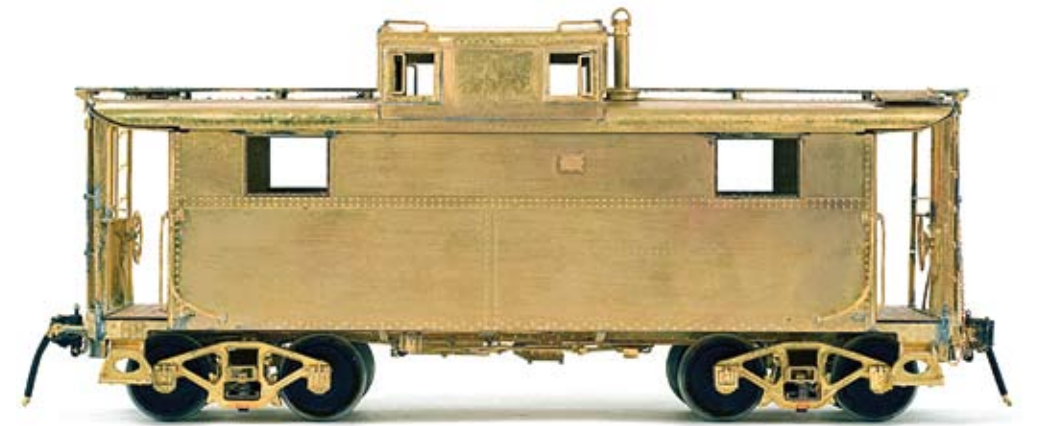
Kohs & Company sample model



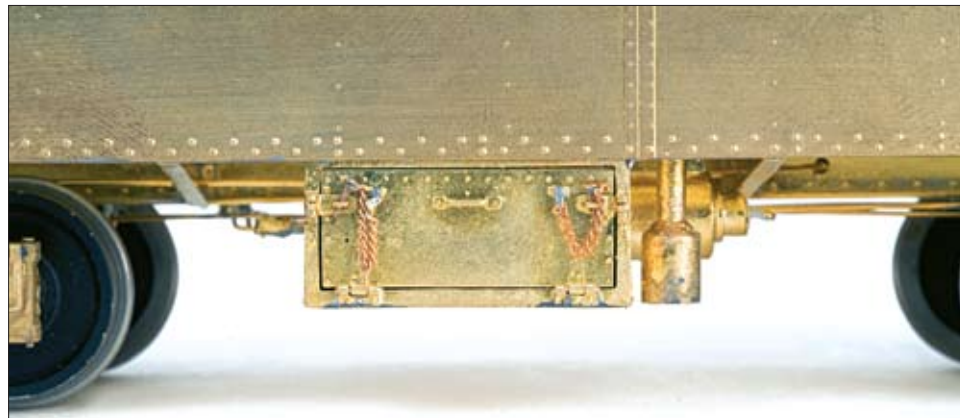
Shown above is the basic N5 sample model, both elevation and underside views. The N5 utilized the earlier 'K' brake system and it is fully detailed on our model along with all other piping, mechanical and structural detail.



Above are elevation and underside views of our N5 w/cp (with collision posts). The rebuilding of the N5 class to include collision posts also provided for an updated braking system which again is fully detailed on our model. This sample is shown equipped with trainphone.



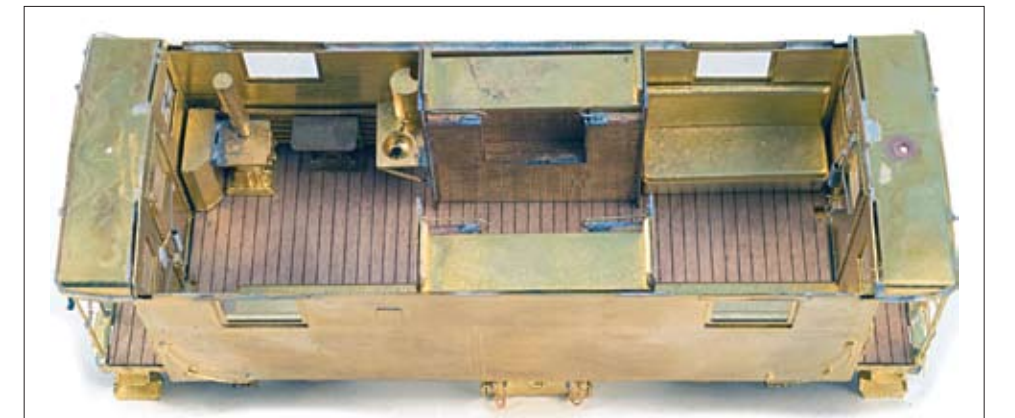
Our N5b sample model is shown above, although very similar to the N5 w/cp, there are distinct differences that can be seen above and elsewhere in this brochure. The N5b utilized the same brake system developed for the N5 w/cp during their renovation.



As with all of our models, everything that should open does, the underbody toolboxes on our N5 even has the proper locking hasps and pins secured by chains. Shown below is our PRR 2A-F1 type truck that is utilized on the N5 and several of the express version 'crew cars'.



Part of the extra detail required for a trainphone equipped 'cab' is the battery box shown above, it opens and is complete with locking latches on either side. Below is our PRR 2A-F4 type truck that is used a specific versions of the N5 w/cp, note the raised cast lettering on the side frame.



The interior above is an N5 arrangement as indicated by the position of the stove. Complete even with real wood flooring, no detail will be missed. Shown below is our PRR 2A-F5 type truck used on all N5b's and many N5 w/cp. Opening journal lids and ball-bearings are all standard.





Shown from left to right are versions: N5b, N5 w/cp and N5. This high angle end view graphically illustrates the most obvious differences between the three basic versions. The inclusion of collision posts (large pair of vertical posts on the car centerline) on the later versions is of course fundamental within the N5 class. Also note the walkway material used on the three versions.

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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