

Pennsylvania Railroad N5/N5b Reject Models

There has been a great deal of speculation and Internet conversation about this project since the first production attempt was rejected and it's time to share a more detailed explanation regarding this situation. I intentionally held off until now to explain the problems with the rejected models to give those selling the rejects adequate opportunity to demonstrate their lack of integrity. The issue is larger than just what is good or bad for Kohs & Company, it's a matter of the individuals selling the rejects supporting the illicit behavior of a once reliable builder and providing encouragement for other builders to take the same course for a quick 'buck'. One could think, why care if you're not an importer, the bottom line is that it potentially affects anyone doing business in Korea building products for the model railroad hobby and ultimately product access and consumer prices.

This is the second project with which I have had serious issues, the first being our Union Pacific 4-12-2 project. The difference between the two experiences was the fact that the builder of the 4-12-2, Mr. Lee at SJ Models, had the integrity to destroy 75% of the models in the first production attempt and completely redo the models from the ground up at his own expense. You can see the photos of those models being disassembled on that project website. The N5/N5b project has been a totally different story with the builder making an extortion attempt to save himself. Following considerable investment and prolonged foot-dragging on the part of the builder, the agreed upon corrected pre-production samples were never delivered, the unguided production was completed and full payment was demanded for the project before the models could be inspected. That demand was met with me walking away from that builder and starting over with a new one.

There have been numerous inquiries about how the rejected models made their way to market here in the states, Bill Davis of American Scale Model is responsible for starting that process and you can judge for yourself the ethics of that move and how the rejects have been represented since. I have also had many questions about 'OLDGUYFROMNJ', the screen name for the individual listing the rejected models on ebay, he is responsible for the following promotional writing in his repetitive listings, "**This brass O Scale Pennsylvania Railroad "cabin car" (caboose) was produced in very limited numbers by E.K. Models, one of Korea's foremost builders. The model was part of a five year project that the importer either was unable or declined to accept. After hearing conflicting stories I have examined the model carefully and can say that it is complete and in excellent condition. I can also say, as a former PRR employee who spent a considerable amount of time examining their rolling stock, that its fidelity to the prototype appears to be superb and comparable to the best caboose models offered in O Scale.**" The person behind the screen name is Kent Loudon from Somerville, New Jersey. Again, make your own judgment. In addition, Jim Williams of Whitehall Hobbies has been a purveyor of rejected models. Reports of Mr. William's lies and misrepresentations about the models he has been selling have been reported from many sectors of the hobby, he has not failed to live up to his reputation.

The details of the failed production shared below are owed to my extremely loyal and patient reservation holders, but at the same time, this should be considered a demonstration of where my heart lies in doing the projects that Kohs & Company has undertaken. Beginning with my grandfather and continuing with my parents, it was drilled into me that anything worth doing was worth doing right or don't bother doing it all. The new production recently completed was not only done 'right', it was done with even higher expectations than when we started the project.

Generally speaking the construction of the rejected original models proved to be substandard with many ill-fitting parts including the roofs and the end platform decks. The carbody color is not correct, the finish is heavy to the point of collecting around rivet detail and other detailing while 'cratering' in some places. Refer to the website photographic comparisons and you will see the quality of paint work, that there are typically no straight railings or posts and there is even raw wire used to attach chain detailing.

Regarding specific errors and inaccuracies, it becomes difficult to enumerate all the issues, but I will highlight the main problems generally and by specific versions:

Applies to all Versions

- There are incorrect rivets as well as missing rivets on the carbody sides
- The rivets on the body side belt molding are incorrectly aligned and short in number
- There is incorrect seam detail
- The carbody end bulkheads have incorrectly placed as well as missing rivets
- The door frame structure and detailing is not correct
- The carbody end window sash pane arrangements are not correct

- There is missing and/or incorrect brake control detailing
- There are missing rivets on the carbody side window sashes
- Interior cabinet detail is generally incorrect for all version types
- Drain pipes for the ice chest are missing on the underbody
- Drain pipes for the sink are missing on the underbody
- Interior lighting arrangements are not correct
- Interior lighting not functional due to incorrect wiring

Applies to all N5 Versions

- All of the roof walkboards are placed incorrectly and not at the correct height
- The brake rigging is not complete and there are missing brackets and levers
- The interior arrangements are not correct and are missing key components
- The interior window bars are missing

Applies to all N5 Versions with Collision Posts

- The versions with wooden roof walkboards are placed incorrectly and not at the correct height
- The interior arrangements and details are not correct
- Body side vents are not all correctly located

Applies to all N5b Versions

- Brake detail specific to the N5b's is incorrect in some areas and is missing component detail in others
- Version specific underbody piping is incorrect in multiple areas
- The interior arrangements are incorrect
- Body side vents are not all correctly located

Applies to all Antenna Versions

- There are missing antenna component details missing from the roof area
- There are missing antenna component details missing from the trucks
- The interior arrangements are totally incorrect
- There are a number of missing radio system components in the interior

Applies to Early Express Versions

- The train signal line required for passenger/express service is missing from the underbody
- Signal line flexible hoses and glad-hands are missing from car ends
- The interior arrangements are not correct
- The Express Service graphics are not correct

Applies to Late Express Versions

- The train signal line required for passenger/express service is missing from the underbody
- Signal line flexible hose and glad-hands missing from car ends
- The steam heat piping is incomplete and/or not correct on the underbody
- The interior arrangements related to the steam heat installation are totally wrong
- The mechanical steam heat connectors are missing from the car ends
- The Express Service graphics are not correct

This information hopefully will help serious modelers avoid buying junk models as a result of misrepresentation by sellers. The models from the new production have stainless identification plates discretely placed on the underbody so there will be no mistaking a real Kohs & Company model. You are welcome to refer to our website at <http://www.kohs.com> or contact me directly at 248-625-6396 for additional information.