

PRR H-9 CONSOLIDATION 2-8-0

The H-9 was first built in 1913 by Baldwin Locomotive Works and, along with H-10, represented the final and largest phase of the Consolidation development. Some interesting characteristics of the H-9 are that it had 62-inch drivers, and it utilized 205 pounds of boiler pressure.

Between the years of 1907 and 1916 the companies of Alco, Baldwin, Juniata Shops, and Lima together constructed a total of 1,206 engines, some of which were H-9s. Some of the jobs which the H-9 performed included hump trimmer at Enola Yards, transfer engine for the heavier passenger cuts between Penn Coach Yards and Old Broad Street Station in Philadelphia, hauling the Paoli local freight, and wire maintenance train hauler anywhere east of Harrisburg, Pennsylvania (after electrification). These trains even went to sea, via carfloats that transported them across the mouth of the Chesapeake Bay from Cape Charles to Little Creek, for use on Pennsylvania's Virginia mainland orphan beach head.

In June of 1945, an interesting development in the Class 2-8-0 system was implemented. H-9 and H-10 engines exchanged numbers. This was the beginning of the re-numbering and re-assigning of trains that occurred throughout the years.

PROTOTYPE SPECIFICATIONS

Cylinders	25" x 28"
Firebox size	71-7/8" x 110-3/8"
Steam pressure	205 lbs.
Weight of engine in working order	251,000 lbs.
Weight of engine on pony truck	27,700 lbs.
Weight of engine on drivers	223,300 lbs.
Starting tractive force	49,183 lbs.
Weight of tender, empty	67,200
Weight of tender, loaded	160,600 lbs.
Tender capacity, water	7,150
Tender capacity, coal	34,000 lbs.
Overall height	15 feet

MODEL SPECIFICATIONS

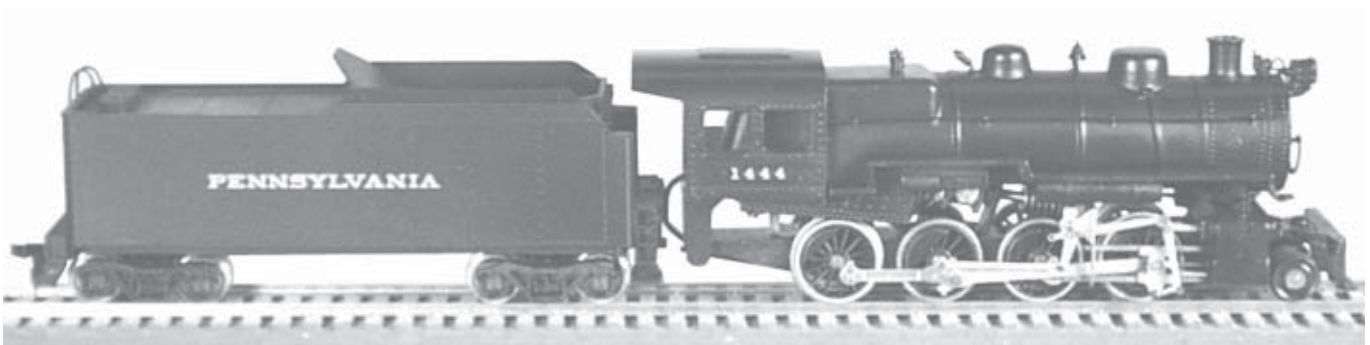
Length with tender	10 - 1/4"
Height	2 - 1/16"
Weight	1 lb. 14 oz.
Minimum radius	12"
Power	DC - 71 Motor
Drivers	62"
Color	Brunswick Green

TYPICAL NUMBER SERIES:

H-9's- 3462 - 3549, 3579-3628
H-8's- 3193 - 3217, 3412 - 3451, 7458 - 7475,
8615 - 8629, 9384 - 9455, 9900 - 9989

BOWSER H-9 CONSOLIDATION - KITS AND ACCESSORIES

#100900	PRR H-9 Consolidation w/Tender, Kit	#100611	Cab Back Plate, not in #100910
#100910	Superdetail Kit	#100612	Painted Engineer & Fireman with Back Plate, not in #100910
#100514	Operating Headlight Kit, not in #100910	#100913	Assembled Piping, not in #100910
#100516	Smoke Unit Kit	#500905	Assembled valve gear



PRR H-9 CONSOLIDATION 2-8-0, PHOTO OF BOWSER MODEL

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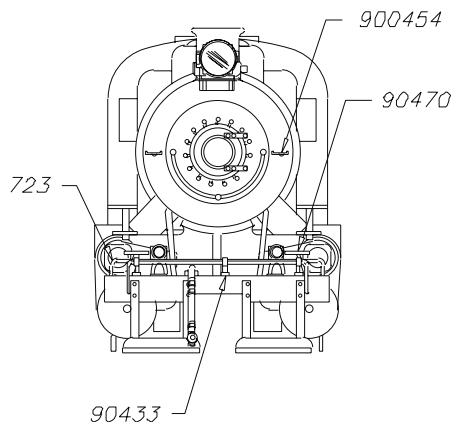
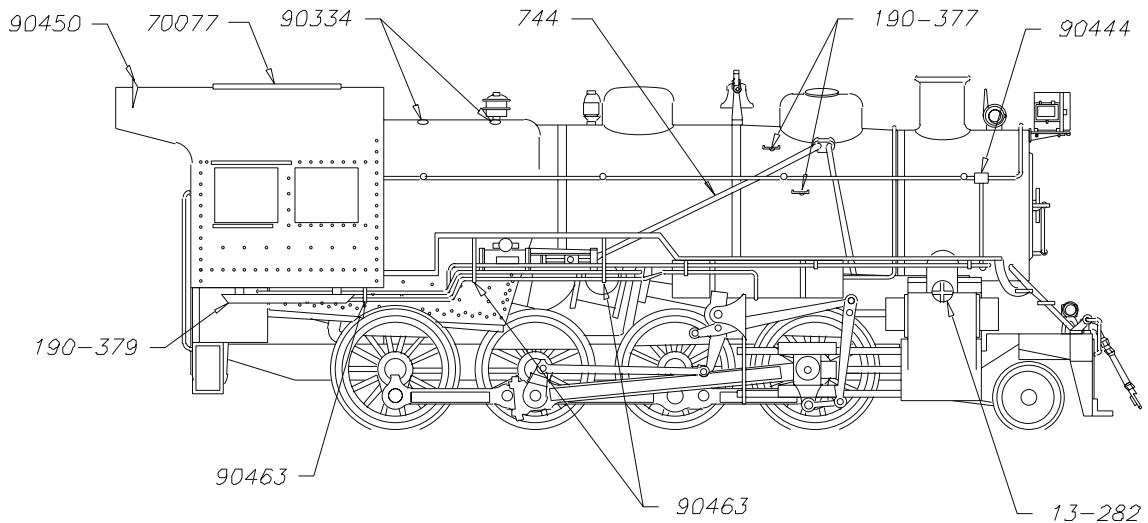
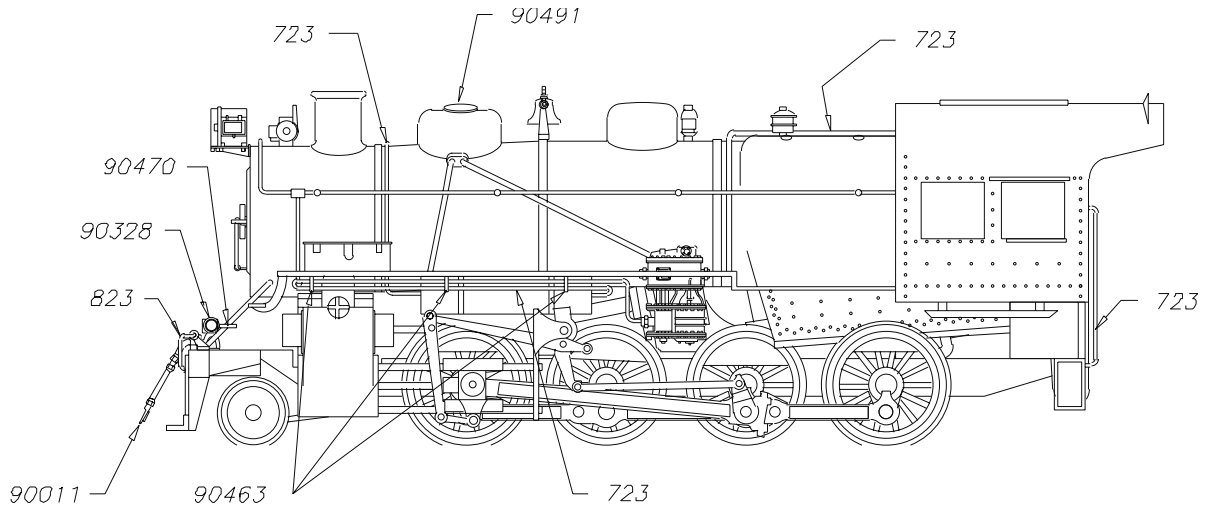
Marker Light Jewels:

Rule of thumb: Green to front, amber to side and red to rear. The Pennsy had amber to the side and red to front and rear. When the loco was traveling forward the tender marker lights would show red. When the loco was backing up the marker lights on the pilot or smoke box front would show red. Sometimes one of the crew would change the markers to the color desired.

Operating Headlight

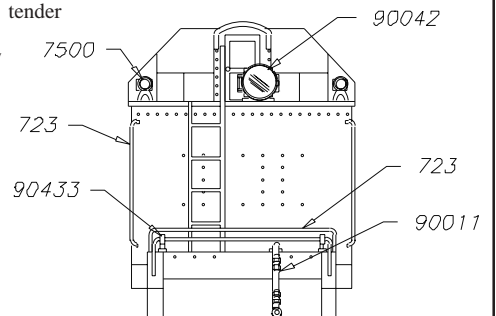
If you already have a headlight. Use a #91039 Grain of Rice bulb for headlight. Drill out headlight and drill a hole in front of generator to run wire to motor brushes. Solder one wire to each brush.

SUPER DETAIL KIT #100910

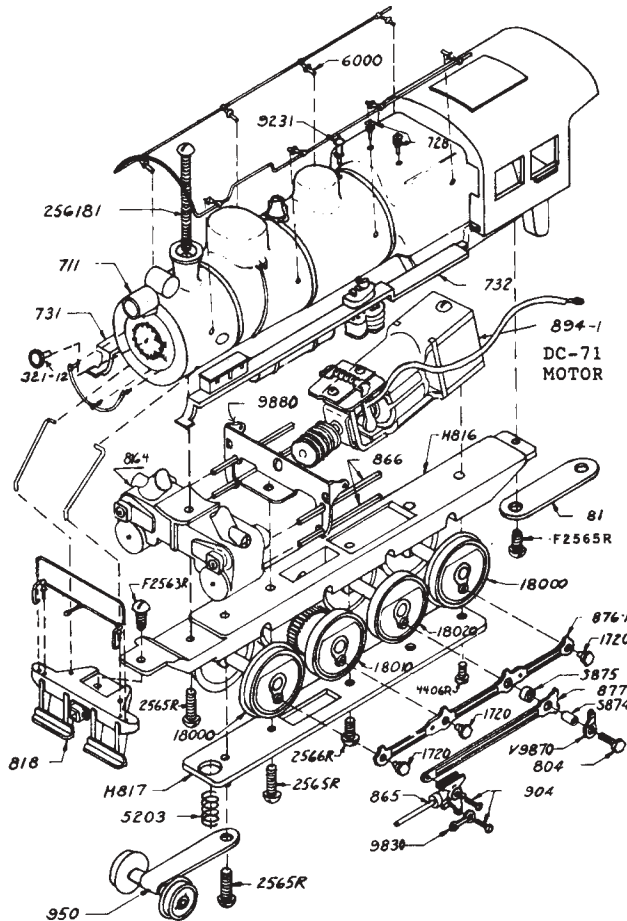


PART # QTY DESCRIPTION

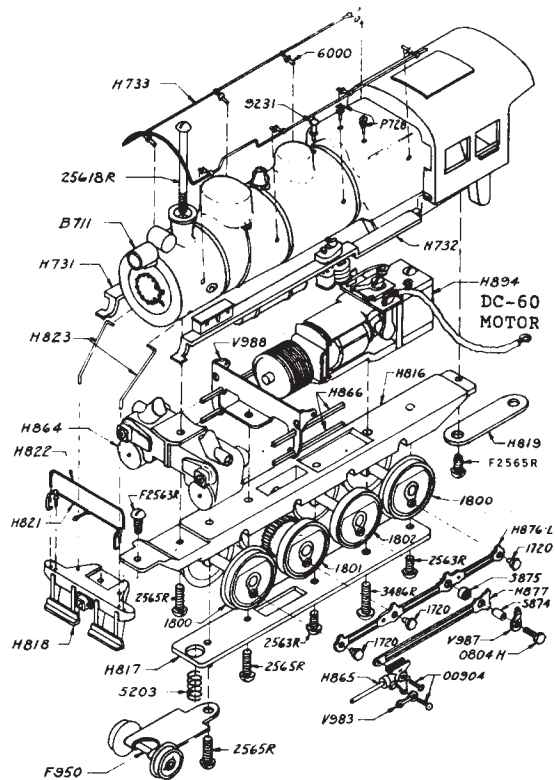
PART #	QTY	DESCRIPTION
6000	7	Pk. 10 Handrail stanchions
7500	4	PRR marker lights, pilot & tender
7510	4	Pk. 10 marker light, red
7520	8	Pk. 10 marker light, yellow
7530	4	Pk. 10 marker light, green
30104	2	Headlight jewel
32119	1	Generator, Sunbeam
90003	8	Pk. 10 piping brackets
90011	2	Air lines
90020	1	Damper valve
90030	1	Bell & bracket
90041	1	Headlight bracket
90042	1	Headlight
90051	1	Pr. steps, smoke box front
90052	1	Pr. pilot braces & steps



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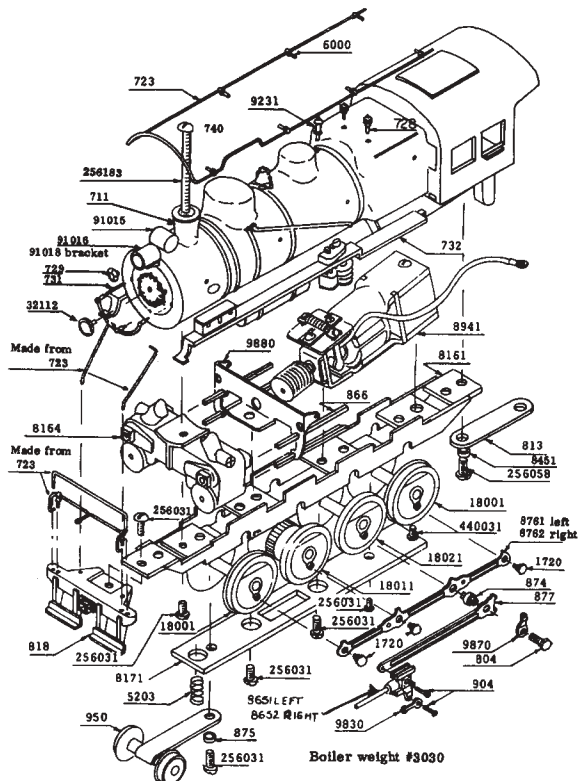


Old style Zamac Underframe - NO LONGER AVAILABLE



ORIGINAL PENN LINE VERSION

DC-60 Motor on zamac underframe (worm 1020 on motor shaft is not available)



VERSION WITH BRASS UNDERFRAME

The boiler die for the H-9 has been modified to eliminate the headlight and bracket, generator and bell. These parts are now separate castings or stampings included in the kit and available from our parts department.

The current #711 boiler will fit as a replacement on the older kits. However, the original Penn Line boilers will not clear the DC-71 motor now being used.

To insure getting the correct parts, use the Part Number Conversion List when ordering from these older drawings.

New Zamac Underframe #820 can be used to replace Underframe #H816.