

Thank you for purchasing this kit! Please don't hesitate to ask questions or offer suggestions that arise during the build process. Either use the contact form on our website [www.platecmp.com](http://www.platecmp.com), or email [adam@platecmp.com](mailto:adam@platecmp.com). And please share photos of your finished model!

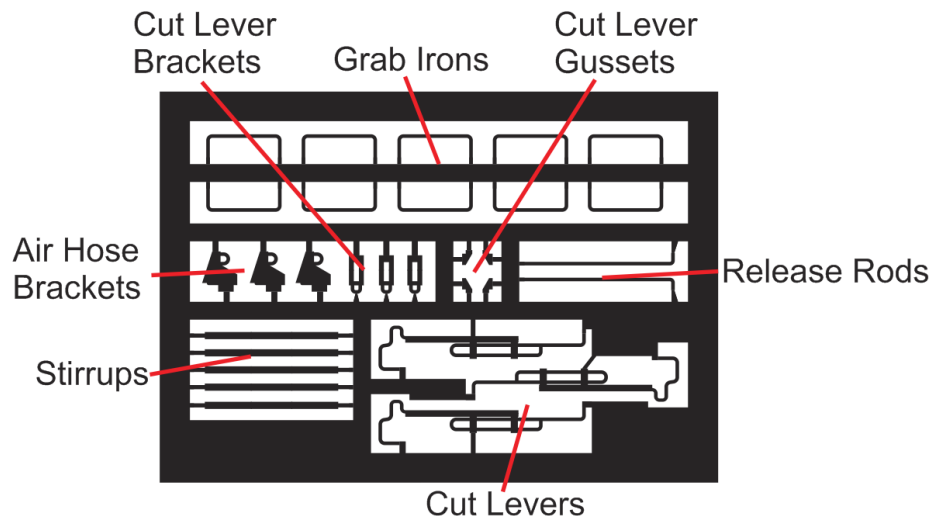
Greenville Steel Car built 150 lot 951-F 53'-6" flatcars for the Pittsburgh & Lake Erie in 1964, numbered 600-749. These cars featured an unusual cushion arrangement consisting of four draft gear, Barber cushion tubes, and a block of rubber in the center of the car. In 1965, the railroad reconfigured 50 cars taken from 600-699, adding skids and covers for transporting coil steel while renumbering them 400-449. Many, if not all, of the remaining cars quickly had 12" high bulkheads added on the ends. They could be seen all over the country carrying various loads such as steel products and electrical transformers. Some of the bulkheads then began to be removed from cars in the late 1970s/early 1980s. The cars ran at least into the 1990s.

Cars were delivered in black paint with oval NYC system logos. Some were likely painted deepwater green with Penn Central logos during that railroad's existence. Following the P&LE's independence at the formation of Conrail, cars continued to be painted deepwater (PC) green, but without the logo of a parent company. Finally, P&LE returned to black in the mid-1980s for repaints of these cars.

Cars 600-699 rode on Barber S-2-C trucks: we recommend Moloco TR-7088/7110.  
Cars 700-749 rode on ASF A-3 trucks: we recommend Tahoe 110/210 or Tangent 106/100.

Special thanks to Matt at 3D Central for producing these kits!  
Special thanks as well to Mike at Custom Model Depot for the laser cut decks.

At the time of writing these instructions, P&LE decals for these cars are in development from Mount Vernon Shops. Please keep an eye on their website for decal release — [www.mountvernonshops.com](http://www.mountvernonshops.com)



## General Notes:

- A. Test fit all parts before gluing them in place.
- B. Medium CA is recommended for all assembly steps unless noted.
- C. We recommend Tamiya fine surface primer from a spray can. Priming the parts before/during assembly can help tremendously with spotting areas in need of cleanup.
- D. If any holes for wire parts require enlarging, carefully open them up with a #79 bit.

## Procedure:

1. Install weights in the car body. There is a 2 5/8" long pocket inside the center sill for the modeler to install additional weight beyond what is included in the kit. 1/4" square/round steel will fit in this spot, or you may use lead or tungsten. Once the lower weight is in place, glue the flat plate weight onto the framework between the bolsters. Before proceeding, check that there are no protruding nubs of print support along the top of the car. If there are, lightly sand them away. Be careful not to remove the 13 tiedowns along each edge.
2. Install the end bulkheads/deck. This step varies depending what era you wish to represent. We will also describe installation of the car's wood deck at this step, but you will likely want to wait until after paint to glue it on.

1964 to late 1960s: Locate the printed deck inserts without bulkheads. Sand down the top surface (the side with raised rectangles around the stake pockets) so that the entire top is flush with the rest of the car body when installed. Check the length of the wood deck and sand down the ends as necessary, so that they match the length of the car without overhanging. Test fit the inserts and sand the angled side of each insert if necessary for a good fit. Glue the deck inserts in place and set aside the wood deck for later.

Late 1960s to ~1980: Locate the printed deck inserts with bulkheads. Sand the face of the bulkheads flat to eliminate any visible print layer lines. Test fit the inserts and sand back the angled side of each insert if necessary for a good fit. Note that the base plates are designed to protrude approximately .008" above the top of the car, not flush. Glue these in place at each end of the car. Trim the wood deck as necessary to fit between the bulkheads, approximately two boards from each end. When you are satisfied with the fit of the deck, set it aside for later.

~1980 onward: Locate the printed deck inserts without bulkheads. Test fit the inserts and sand the angled side of each insert if necessary for a good fit. Note that these inserts are designed to protrude approximately .008" above the top of the car, not flush. Glue these in place at each end of the car. Trim the wood deck as necessary to fit between the plates, approximately two boards from each end. When you are satisfied with the fit of the deck, set it aside for later.

3. Remove (8) grab irons from the etched fret. Test fit and drill the provided holes or trim the grab iron legs shorter if necessary. Glue these in place at the corners of the car.
4. Remove (4) stirrups from the fret. Bend these up 90 degrees at the provided lines, such that the lines fall on the inside radius of the bends. Test fit under the corners of the car. Glue stirrups in place. Adding a miniscule drop of CA to the back of each bent corner can help reinforce the bends.
5. Remove (2) cut lever brackets and gussets from the fret. Bend the brackets 90 degrees at the line, again with the line forming the inner radius of the bend. Glue the brackets into the notches at the left of each car end. Then add the gussets into the slots and glue. They are tiny, so we give you extras! See Figure 1 for an image including the assembled and installed bracket.
6. Remove (2) L-shaped brake release rods from the fret. Glue these in place through the holes in the car side and center sill (in line with the triple valve.)
7. Remove (2) air hose brackets from the fret. Glue these in place into the notches at the end of the coupler pocket so that they protrude to the right. There are no bends in these brackets.
8. Remove (2) cut levers from the fret. Orient them so that the etched line faces towards you and the lone 90 degree hook points up at the right. Twist the upper left vertical section so the free end will point back at the car. The left loop will hang through the loop in the cut lever bracket, and the right hand hook fits into a hole in the coupler lid. This can be installed now or after paint. If installing now, see step 13 for coupler installation. See Figure 2 for a photo of bent cut levers.

9. Drill from the top of the handbrake to open the hole for the brake staff. Also drill through the center of one of the brake wheels, then remove it from the supports. Cut 7/16" of .015" steel wire and glue the brake wheel on one end. When dry, place a small drop of glue on the other end and insert it through the handbrake mechanism.
10. Pass the blank end of an air hose through the mount next to the coupler. Add an eye bolt or a small hook bent from scrap wire to retain it at the hole in the bottom end. The tail of the hose seats against the center sill flange. The hose is meant to prototypically droop down between the bracket and car body. See figure 3 for an image including the orientation of the air hose.
11. The car is now ready for paint. Any brand of acrylic or enamel model paint will do.
12. Add the laser cut deck. We have already made modifications in step 2, so it is ready to go. If you're modeling the car as-built, be sure the cutout for the handbrake is on the B end of the car!
13. Install the couplers. Enlarge the mounting holes with a #55 bit, being careful not to drill through. Tap these with an 0-80 tap. The kit is designed to accept Inventive Models couplers if desired, but non-whisker Kadee's will also fit. Due to the narrow width of the coupler boxes, you will need to round off the corners of Kadee coupler shanks to allow a full range of motion. (Sorry! The car looked very odd with wider coupler pockets.) Install couplers, then secure the lids with the small screws. Go slowly, and if you feel any resistance, back off the screw before continuing. If you have not yet installed the cut levers, do that now. Pass the bent end up through the bottom of the bracket, flip it around the right direction, then insert the hook into the hole in the bottom of the coupler box. Use tweezers to adjust the angle if it hangs crooked. Place a drop of glue at each interface to secure it in place.
14. Install the trucks. Enlarge the holes if necessary with a #50 bit, and tap these with a 2-56 tap. Use the larger screws to mount the trucks.

That's it! Step back and admire your work, and enjoy your newest car!

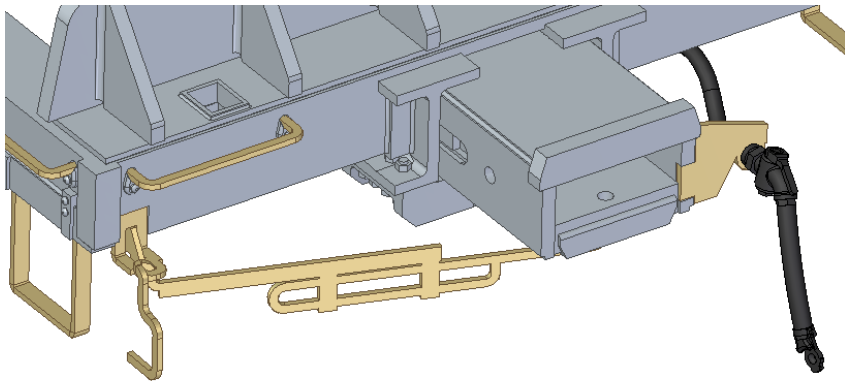


Figure 1



Figure 2

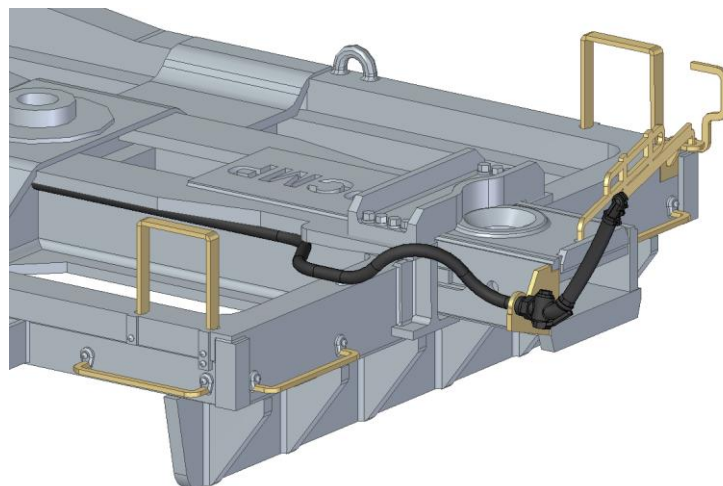


Figure 3