In 1941, Milwaukee Road built two 95-ton well-hole flatcars in its company shops. These cars were primarily used to transport hydroelectric turbine components produced by Allis-Chalmers in Milwaukee, WI. As the cars aged, it was determined that they needed structural repairs in order to remain in service, and so both cars received reinforcements to their sides–601003 in 1968, and 601004 in 1969. The reinforcements were similar to each other, but each car was unique. The cars then both had their trucks converted to roller bearings in 1973. The trucks themselves were different between cars: PCMP #4119-01 [Barber S-2-A 70 Ton Converted Bearing] represents the trucks on 601003, and PCMP #4119-02 [Barber S-2-B 70 Ton Converted Bearing] represents the trucks on 601004. The two PCMP kits represent the cars in their rebuilt 1968/69+ configurations (1973+ with the trucks above.) At the time of writing, we do not know exactly when the MILW cars were removed from service, but it is likely that they ran until approximately 1981, when they reached 40 years old.

(If you model the period between 1968-1973 when the cars rode on plain bearing trucks, we recommend Moloco 6088/6110 for 601003 and 7088/7110 for 601004.)

Special thanks to Mike from Custom Model Depot for producing the laser cut decks.
Decals for these cars are coming from K4 Decals.

George R. Cockle photo, Council Bluffs, IA 10-74

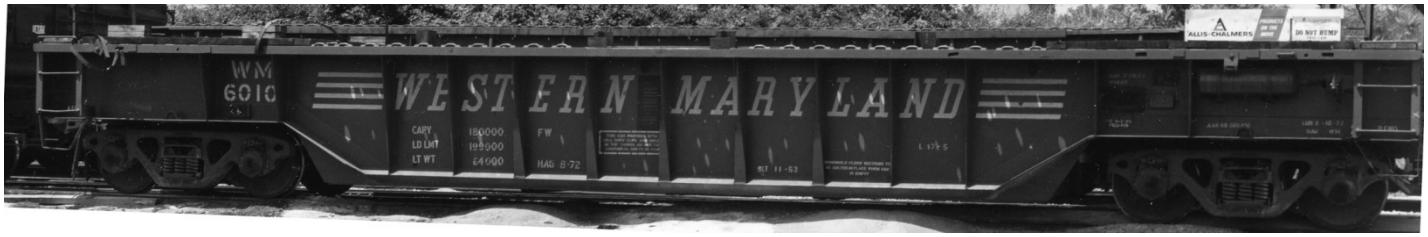
Lake States Archive has an excellent photo of 601004 in their collection of Ed Wilkommen's B&W photos.

Western Maryland F-11 well-hole flatcars 6010-6011 were built by Greenville Steel Car in November 1953, based on Milwaukee's two homebuilt 1941 cars. These sturdy 90-ton cars were used to carry various oversized loads all over the US. It was very common to see these cars carrying hydroelectric power components from S. Morgan Smith/Allis-Chalmers/Voith in York, PA, but this is by no means the only customer who utilized them. The model features two removable floor sections as per the prototype, which, when removed, stick to the end decks with magnets so they won't get lost. Stenciling on the car indicates that it is not to be run empty with the floor removed, but it may just be too cool not to do it! The real WM 6011 can be seen today at the B&O Railroad Museum in Baltimore, MD.

Trucks for both WM cars are available from Plate C, item #4107-03 [ASF Ride Control 90 Ton (RB,Clasp Brakes)]

Special thanks to Mike from Custom Model Depot for producing the laser cut decks.
Also, special thanks to Jeff Adams from Western Maryland Railway Historical Society for producing WM decals for these cars, and to John Frantz of Mount Vernon Shops for producing Chessie decals.

Prototype photos courtesy of WMRHS:



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, or email adam@platecmp.com. And please share photos of your finished model!

We also offer two loads designed to fit on these cars: 2007-01 Turbine Ring, and 2010-01 Bearing Support.

General Notes:

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

1. Begin with cleanup of the body. Look for any remnants of supports from the printing process, and clean them up with a sharp knife, sandpaper, or a small file.
2. Insert the two magnets into the provided cylindrical cavities. On the WM cars, they are on top of the end decks. On the MILW cars, they are below the end decks. You may need to scrape the edge of the cutouts with a knife to get the magnets to fully seat, as the magnets do vary slightly in size. If they fit loosely, glue them in place.
3. Install the 6 body weights. Due to the cramped spaces available to place them in the model, the adhesive should be scraped off the weights or removed with paint stripper, and CA used to secure them instead. Two weights go into the rectangular recesses under the well floor. Two weights go in the large rectangular area underneath each end of the car (above the trucks.) See the diagram on the following page for a hint.
4. Install the bolsters. Drill out the truck screw mounting holes with a #50 bit, and tap 2-56. Drill the coupler screw mounting holes with a #55 bit, and tap 0-80. Then, slide the center sills into the pockets on the end of the well (it is a tight fit) and push it in until the bolster drops between the angled guides on the side and up against the weights. Glue in place.
5. Install the grab irons. Trim the grab iron legs shorter if needed. The WM cars have a total of 20: 4 for the top corners, 4 on each end, and 2 per ladder. The MILW cars have a total of 8: 4 for the corners above the ladders, and 2 on each end.
6. (WM only, MILW ladders double as stirrups): Install the stirrups. The straight stirrup legs fit into the notches onto the ends, and the angled legs sit behind the flange of the ladder stiles. Be gentle to avoid breaking anything. CA will hold them as with all other parts in the kit, but a more flexible glue is another option if you prefer a less rigid joint.
7. Assemble the brake wheels. Cut two pieces of the music wire .50" long. Drill through the center of two brake wheels, then slice them from the base. Glue a wheel to one end of each wire. While these dry, drill down through the handbrake mechanisms on the carbodies from above, so that the handbrake shafts will be able to pass through them. When the handbrake assemblies are dry, slide them down through the holes you drilled, resting the base of the wire on the lower handbrake mechanism. Glue them in place now, or wait until final assembly after paint if you feel you may damage them.
8. Optional extra details: At this point the body is complete, but provisions are made for a few details beyond what is included in the kit. There are holes in the uncoupling lever brackets for eyebolts, which can be used in conjunction with Tangent cut levers. There are small holes in the coupler box lids for use in mounting cut levers. Holes are provided in the ends of the train line for rubber air hoses. There are tiny holes provided in the bodies for brake release rods, which can be modeled with small "L" shapes bent from .008" or .010" wire. On the WM car, one is located under the retainer valve and one on the other side opposite this. On the MILW cars, both are located behind the ladders on the air tank end.
9. Assemble the removable floor sections. Clean up any remnants of print supports, and check the rectangular bottom cavities to be absolutely sure no debris remains inside. Remove the adhesive from the remaining two weights as before. The weights fit very tightly into the floor, so it is not a bad idea to slightly file the sides before gluing them in place. Test that the floor sections fit into the body without scraping, and sand them to fit if not.
10. Paint: Any brand of acrylic or enamel model paint will do. The WM cars are painted oxide red, including trucks, or all black for Chessie. MILW cars are painted brown, again including trucks.

11. Add the wood decks. The MILW cars had steel end decks, so the wood end decks are not used. On the WM cars, the end decks are approximately centered in their locations–use the rounded corners at the ends of the car and the ends of the well to judge this. The boards inside the well (both WM and MILW) run along the direction of the car's length. The removable floor decks are cut slightly oversized in their short direction, so they need to be sanded down before installation. You will want to paint the 4 straps near the center of the end decks, and the 2 handles on each removable floor body color, as they are steel.
12. Install couplers. The model is designed to allow installation of Sergent couplers, which means that the vertical space available for the coupler shank is a bit larger than required for a Kadee coupler. Add couplers and lids, and secure them with the small 0-80 screws. Be careful not to over-tighten, as you will strip the tapped threads.
13. Install the trucks. Use the larger 2-56 screws, and again take care not to over-tighten them.

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