LOUISVILLE & NASHVILLE RAILROAD COMPANY

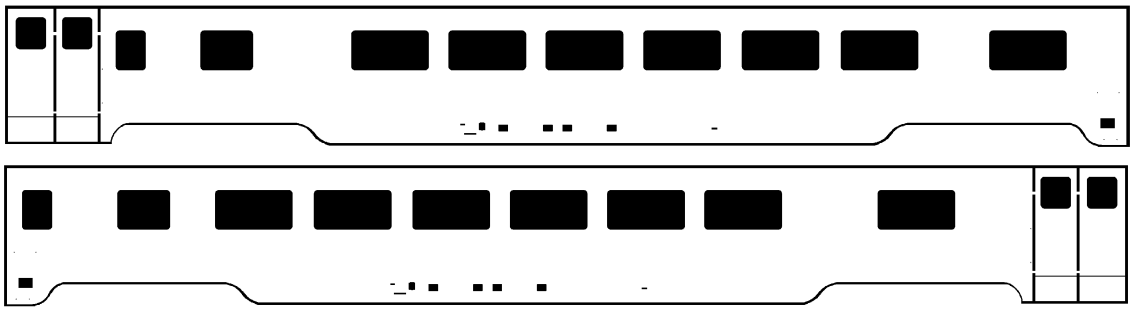
BRASS CAR SIDES

Passenger Car Parts for the Streamliners

Louisville & Nashville N-Scale Modernized Smoothside Heavyweight Coach Sides & Doors
[Item No. 173-582]

This sheet is supplied with our N-scale brass car side set No. 173-582 for modeling the Louisville & Nashville modernized, smoothside heavyweight coaches numbered 2551-2563. These distinctive coaches were rebuilt by the L&N from heavyweight combine cars during 1946-48 and operated over the L&N, NCSt&L and C&EI during their long service lives. After Amtrak began on May 1, 1971 most of the cars continued in company service and were later sold to tourist train operators where a number remain, although much modified.

The HO version of these brass parts was commissioned by Michael Welborn in mid-2015 and was soon added to our catalog as #173-82. Tom Davis underwrote the creation of the N-scale version which was released in February of 2016 as #173-582. Both modelers chose to pattern the brass sides for modeling the modernized cars with their original full center skirts, as they appeared during their first few years of service before the center skirting was partially removed to permit easier access for maintenance. The N-scale sides and doors are illustrated below.



The modernized prototype retained a vestibule at one end only. Modelers will naturally be consulting photographs of these cars and we have posted at www.brasscarsides.com copies of photos and a floorplan sent to us by members of the of the L&N Historical Society and others. The online version of the sheet you are reading will be revised as additional prototype and modeling information reach us. Links to all of our product technical sheets appear in the catalog listing near the bottom of our web home page www.brasscarsides.com.

These sides have been designed to be used as an overlay conversion of the MicroTrains 145-series paired-window heavyweight coach, as shortened from its 78' length to match the modernized L&N car which is closer to 74' in overall length including vestibule. Other models with the necessary minimum length may be used. The shortening is a straightforward kitbashing task with a razor saw, miter box and solvent-type cement, such as Plastruct Plastic Weld or Bondene. The exact length reduction will depend on the model chosen for the body. We have included an extra pair of slightly wider door pieces to allow a greater range of options

for core models. The narrower pair is designed to be used as a drop-in overlay with the MicroTrains coach. The door pieces have an etched detail line on one side only, so modelers have the option to install the door pieces to show the plain side.

There is another consideration in carrying out the MT car shortening that Tom Davis confirmed by researching prototype photos. The trucks of the car are closer to the non-vestibule end of the car than at the vestibule end. In other words, the vestibule "overhangs" the trucks, whereas the trucks are almost flush with the blind end. This is a vestige of the original combine that provided the body for the L&N conversion. The modeler should make note of this to determine where to cut the underframe when shortening the car.

The slight curvature at the bottom of the streamlined car skirting may be imparted by bending the brass sides using some sort of a jig. One simple method consists of clamping the sides between a flat piece of steel and a broom handle or wooden dowel of similar diameter. The skirt can then be formed around the cylinder with a third wood tool, such as a piece of 1"x4" pine or fir. Not much curve is needed to achieve the effect. An alternative method developed by Dallan Schowe is described in detail in the photos section of our website at http://www.brasscarsides.com/pdf%20tech%20sheets/Bending%20Skirts.htm.

The center skirting may be partially trimmed away to represent the later appearance, although some of the metal near the access hatches to the battery boxes may be retained or reused to represent those prominent features. We recommend scribing cut lines on either the front or back of the brass side using a sharp scribe to guide a tin snips, leaving enough material for smoothing with a file.

After the shortened car body is dry and rigid, the brass sides and doors are used as clearance templates to map out the areas of the plastic car body needing to be removed. The removal may be done with a motor tool, knife and/or miniature saw blade, with advance planning to allow for easy glazing of multiple windows with pieces of clear acrylic or acetate sheet stock. Any remaining surface features such as rivets, handrails and framing are trimmed off and sanded. The brass sides are finally attached to the modified plastic model using contact cement, such as Walthers Goo (tacky dry). Underbody details may be added or deleted, although those present provide a realistic starting point.

Decals for these models, with artwork by Curt Fortenberry, are available from Bill Mosteller's Great Decals as L&N Set #94 for $2.99.
http://www.greatdecals.com/Byscale.htm#N-scale.

All of our catalog and modeling sheets and forms are available for downloading and printing at www.brasscarsides.com. To receive paper copies of our combined HO and N-scale catalog, reservation sheet, and current bulletin, please send a two-stamp SSAE to **BRASS CAR SIDES**, 715 South 7th St., Saint Peter, MN 56082-1435. Our telephone number is (507) 931-2784. Address e-mail to info@brasscarsides.com.

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