



LOUISVILLE & NASHVILLE RAILROAD COMPANY



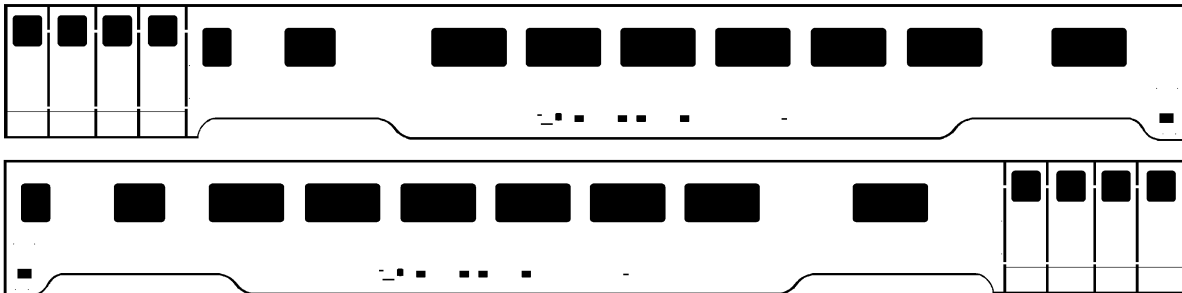
BRASS CAR SIDES

Passenger Car Parts for the Streamliners

Louisville & Nashville Modernized Smoothside Heavyweight Coach Sides and Doors
[Item No. 173-82]

This sheet is supplied with our HO-scale brass car side set 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 service 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, much modified. No. 2554 went to the Kentucky Railway Museum.

These brass parts were commissioned by Michael Welborn in mid-2015 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. Mike generously allowed Brass Car Sides to offer these parts to other modelers through our catalog. Tom Schneid of NKP Car Company designed a core kit specifically for these cars which includes correct-length smooth-top roof, ends, top-equalized trucks with small brake cylinders, floor, diaphragms, water tank. John Greene of Bethlehem Car Works has produced accurate roof hatches and vents (part No. 503). Modelers also have the option of shortening and kitbashing either the Walthers or Atlas/Branchline heavyweight 75' coaches for use with these sides and door pieces, which are illustrated below.



Master passenger car modeler Bob Chapman has built a beautiful model of L&N 2559 and has written the definitive illustrated construction article that was published in the December 2016 issue of the *L&N Historical Society Quarterly* (pp. 22-30). **Any modeler considering building this car should obtain a copy of this issue.** Bob's article provides suggestions, photos, and guidance on all construction steps for this model. The remainder of this sheet can only serve to supplement Bob's article in a few ways.

Note that the door pieces are supplied in two widths, with the narrower designed to be used with the Atlas/Branchline bodies and the wider with the Walthers cars. The modernized prototype retained a vestibule at one end only, but we have been able to include extra door pieces. The door pieces have an etched detail line on one side only, so modelers have the option to reverse the door pieces to show the plain side. The center skirting may be partially trimmed to represent the later

appearance, although some material should be retained near the access hatches to the battery boxes, which extend a bit below the bottom of the skirts. 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.

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 this sheet 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 page www.brasscarsides.com.

Decals: Great Decals (<http://www.greatdecals.com/>) Set WSM-91 Lightweight passenger coach decals, in dulux gold. Old alternatives that could be used for at least part of the car are: Champ decals HO PH-61D Louisville Nashville streamlined passenger dulux (Ebay); L&N and NC&StL sets from John Arnold, 5635 Monk House Road, Sommerville, TN 38068 [901-463-5385, fallenflagdecals@aol.com].

We solicit your photos of completed models and descriptions of construction techniques using these brass parts and any body kit or car to be shared with other modelers on our website. These would be added to the large number of examples of our customers' work already on our web pages.

In late 2015 Tom Davis underwrote the creation of the N-scale version of these sides which was released in February of 2016 as #173-582.

These brass parts may be purchased from Brass Car Sides at the address below or ordered as part of a kit for \$85 from the L&N Historical Society Company Store. For information on the L&NHS kits check www.lnrr.org. The core kits are also available from NKP Car Company, 739 Juniper Drive, Palatine, IL 60074, www.nkpcarco.com, BNSF739@aol.com. The roof hatch and vents are available from Bethlehem Car Works, Inc., P.O. Box 325, Telford, PA 18969, www.bethlehemcarworks.com, jgreene@netcarrier.com.

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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