

Body Bash Methods

by Jack Hess

Here are several methods that can be used to create bodies for rolling stock.



A **Twin** bash involves two identical bodies in which the identical ends are cut off and the remaining pieces attached to each other. Most of the time the joint is on the center of the length, but can be off center also. Two RailKing wood caboose bodies are joined to form a business car.

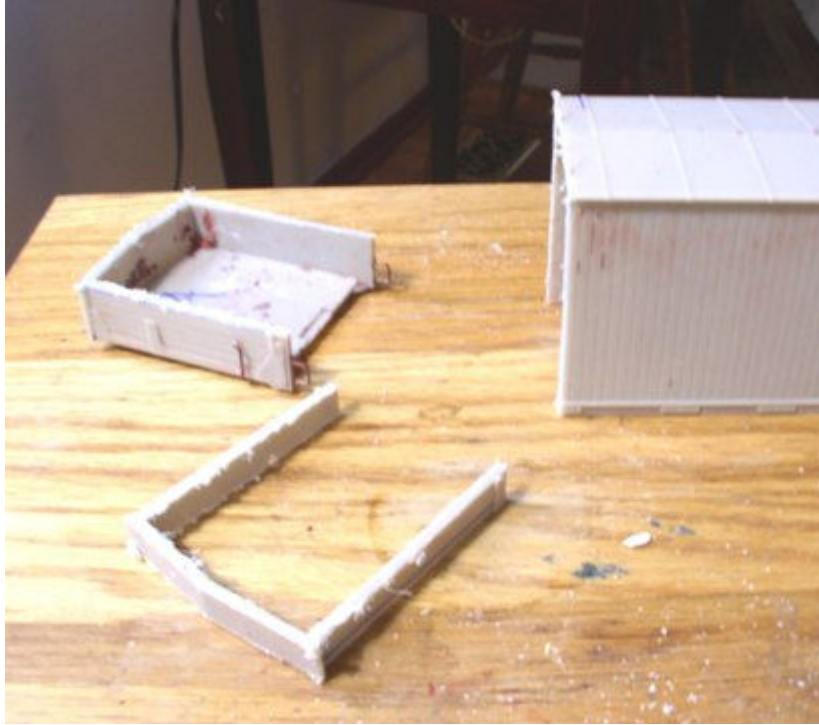




Extension is adding parts from an identical second body to lengthen the first body. Two MTH bay window caboose bodies become the body for a boxcab locomotive.



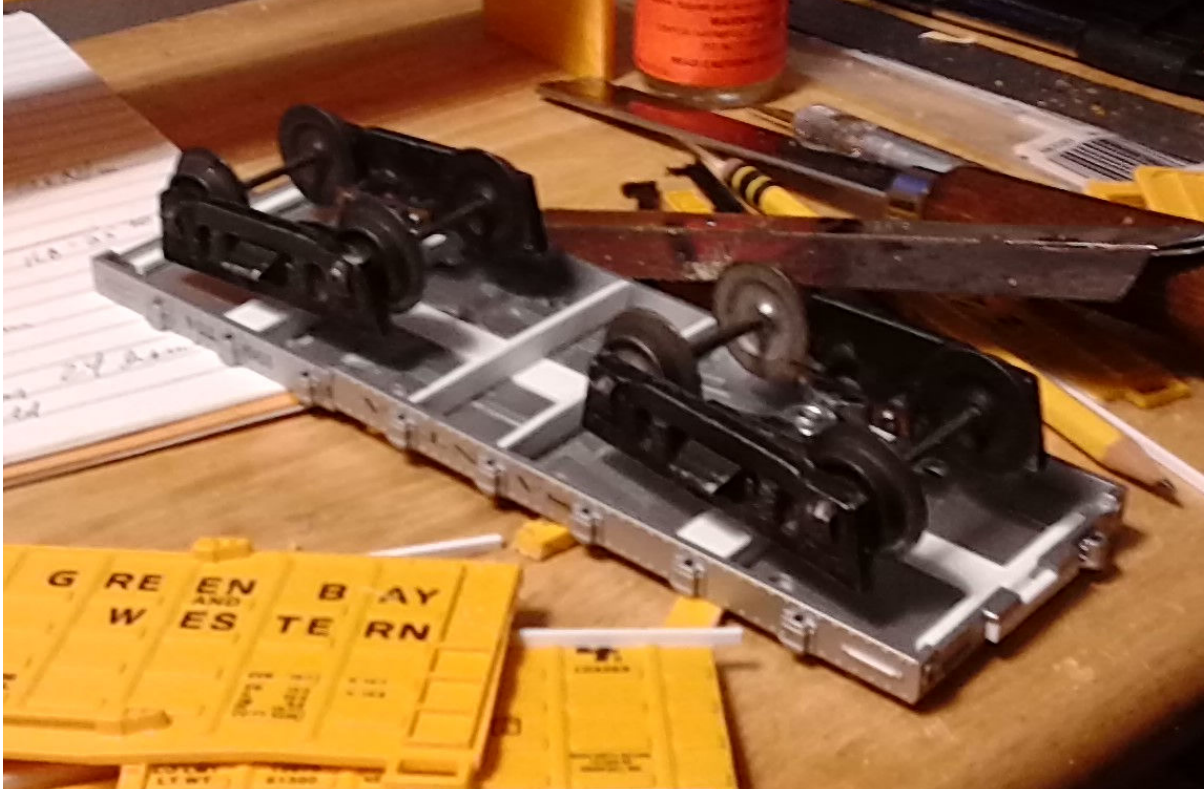
Shortening involves one body from which one or more sections are removed and the remaining pieces glued together. An Atlas 53' flat has been shortened to 40.'



More shortening--another way to shorten is to remove sections from each end of the body.

This Atlas Double Sheathed boxcar is shortened by removing three scale feet on each end of the car between the door guides and the grab irons.





Sectioning is where a single body or various bodies are cut up and the pieces glued together to create a new body. This flatcar is made from a single body which had a section of the center cut out, and the two ends were cut in the middle of the width. They were glued together on a piece of styrene strip.



A stout little flatcar from a RailKing Work Caboose body.



Additive/Subtractive. Details or materials are either added or removed from the body, but the length, width and height of the body are not changed. This RailKing Overton coach had damage from the interior lights being left on too long. The damaged areas (the white area and the entire roof) were cut out and reconstructed. The body patch was made with styrene strips and sheet, and the new roof was made out of 1/64 plywood.



JH