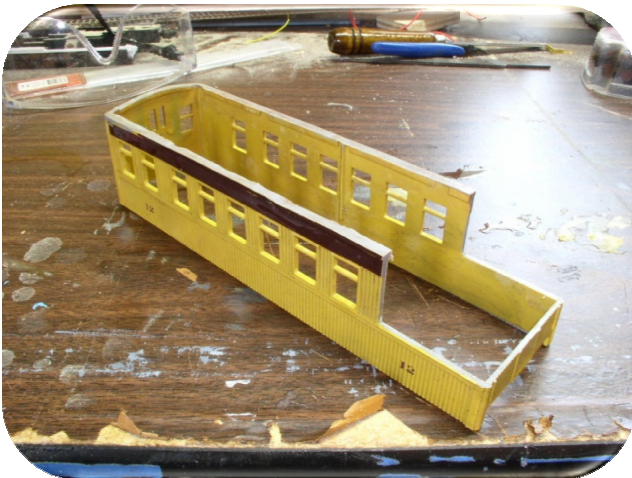


MTH Overton Coach Repair

by Jack Hess



Here is the car as I got it from eBay. I unscrewed the body and began cutting away the roof. Top is completely ruined and so are the end windows on each side on one end.



Here is the body after roof has been cut and filed off, and the melted body end cut out.



This end is slightly melted and may need the curve reconstructed.

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I carefully rebuilt the end and the upper half of the sides, using Evergreen Hill Styrene Metal Siding. Then strip styrene was added that matched the shapes molded into the body.



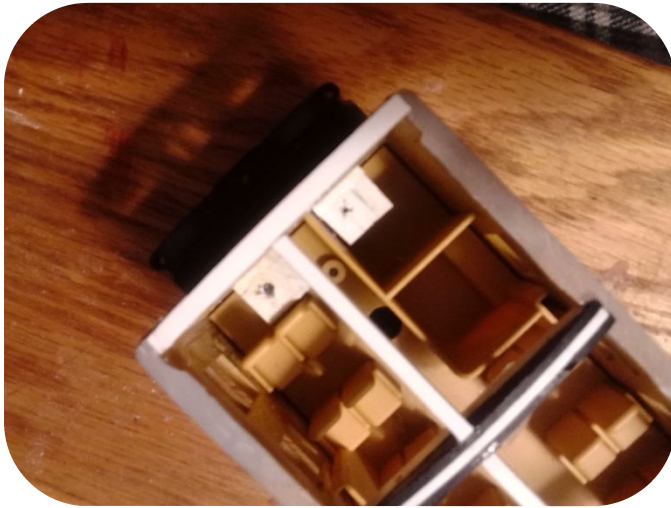
The roof ribs have been fabricated from two pieces of black .060 styrene with white .060 x .125 styrene strip sandwiched between them and a piece of .100 x .125 strip styrene glued to the bottom to keep the sides from warping inward. They were slid up against the white fabricated end and sanded to size. Pieces of .100 x .156 strip styrene have been glued between them to help support the roof.



The door and the wire handrails are installed. Door was cut from an MTH work car end and strip styrene glued around the perimeter. Handrails are floral craft wire, bent and glued to the siding material. No attempt was made to match the door on the other end.

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Plastic tabs were glued onto each end so the body can be held to the chassis with the original screws.



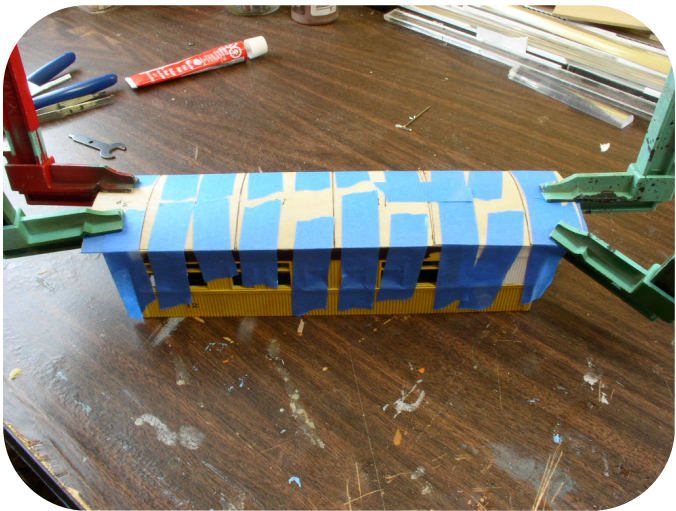
1/64 aircraft plywood was cut to 41' 0" length and 10' 0" wide and glued to the styrene supports and walls with CA glue.

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A view of the body with the first layer of roof.



The second layer of roof is glued on. This is a piece of 1/64 plywood which has been cut into sections in order to make the gluing process more manageable. The first layer was coated with Duco Cement and let dry, and each piece of the second layer was coated and let dry. When both were dry, fresh cement was applied to each section and the section laid down, being held in place with blue masking tape. The joints will be filled.

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Here is the car after paint and lettering.