

MALKY'S N-SCALE S.A.R. MODELS

SAR CGP / AN AVBY Brakevan



Photo courtesy Chris Drymalik Comrails webpage

The Prototype: The SAR commenced building steel brakevans numbered from 8300 upward in 1947. The first order of 14 brakevans was built in 1947, being all steel with wooden doors. Two goods compartments are located either side of a central guard's compartment, fitted with seat, desk, toilet and observation viewing ports. To one side of the guard's compartment is a small passenger compartment. Later a revised all steel design was built from 1961 onwards with vans numbered 8315 – 8394. In addition, seven vans were built from 1966 adapted for use on passenger trains and coded CGP, with numbers 1 to 7. The main difference was the provision of end doors and corridor connections to enable access to passenger cars. These were later recoded to AVBY in the ANR/AN era.

Paint Schemes: The cars were originally painted in the standard SAR freight red/brown livery, with some later repainted in the AN lemon twister scheme.

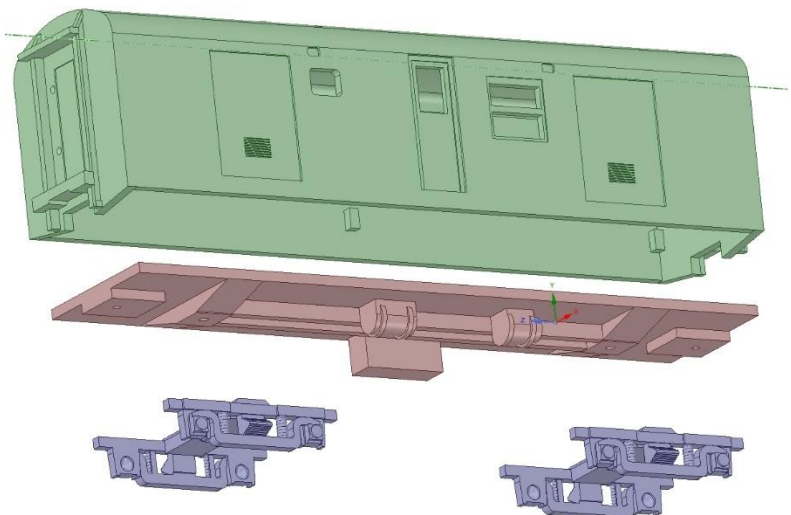
For More Information:

These vans are described in some detail in the notes of the Modelling the Railways of South Australia Convention with a complete listing of numbers on pp 2-83 – 2-112.

The Comrails website https://www.comrails.com/sar_carriages/b_cgp.html#cgp1 also has further information.

Much of the information used in the development of the kit and presented here was gleaned from these resources, as well as the SAR line drawing.

The Kit: The kit consists of a body and underframe printed in Shapeways smoothest fine detail plastic, as well as two bogies. The model requires MicroTrains 1015 couplers and suitable wheels of MicroTrains axle length (0.540") to complete it. Some 0.5 mm wire is also required to form the handrails at the end doors.



1. Clean the plastic parts thoroughly to remove any remaining wax from the printing process. This is essential to ensure good paint and glue adhesion. Cleaning can be by soaking in suitable solvent, such as isopropyl alcohol, assisted with a toothbrush. Further cleaning and/or sanding may be needed to produce an acceptable finish on the plastic parts.

2. Check the fit of the floor into the bottom of the body. If necessary, sand or file the floor so that it is a snug fit in the base of the body.

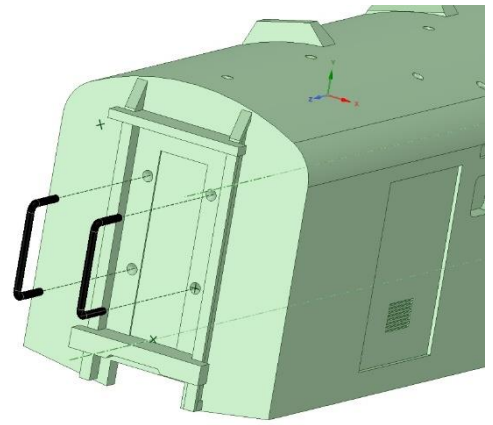
3. Drill out the four holes at each end beside the doors to accept handrails, use a drill to match the wire you will use for the handrails (0.5 mm diameter is recommended). Also drill out the eight holes in the roof – six down the centre for air vents, one for the toilet vent and one for the stove chimney. Use pins or some other suitable representation of the vents. Use a short length of wire or styrene rod for the stove chimney.

4. Form the end handrails out of 0.5 mm brass wire. The vertical distance between the holes in the body is 6.125 mm. Fit the handrails into the holes. It may be best to leave this until after both the body and handrails are painted.

5. Painting: first wash the model in warm soapy water, rinse and dry. Apply a primer, then paint the body with SAR freight car red/brown. Alternatively, AN yellow could be used for the later era. The underframe should be painted matt black. Also the end handrails and diaphragm connector plates below the end doors should be black.

6. Fit couplers. Drill where marked for the screws of the MicroTrains 1015 couplers.

7. Fit bogies – first fit suitable wheel sets. The bogies are designed to accept MicroTrains bogie pins. Drill the underframe where marked to suit the bogie pins (5/64" diameter).



Paint Colours

For the original colour scheme, an appropriate shade of Red/Brown should be used. Underframe black. For the AN colour scheme, yellow. The green doors, stripes and end stripes are available as decals. Bogies black for the original scheme, yellow for the AN lemon twister scheme.

Acknowledgements: Photographs courtesy Chris Drymalik (https://www.comrails.com/sar_carriages/b_cgp.html#cgp1)



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