

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

Joint Stock (SAR/VR) Sleeping Cars



Photo courtesy Comrails website

The Prototype: Commencing in 1907, Joint Stock cars were built by the South Australian and Victorian railways for the Adelaide/Melbourne Express, which later became The Overland. The first four sleeping cars were originally named Melbourne, Ballarat, Wolseley and Adelaide, but these names were altered to the names of rivers in the two states of SA and Victoria, becoming Loddon, Glenelg, Finniss and Torrens in 1910. In 1911, Onkaparinga and Barwon were built, to be followed by Baderloo, Dargo, Pekina and Tambo in 1919. In 1923, a further four cars named Angas, Coliban, Acheron and Inman were built.

Originally the cars were fitted with 6-wheel Pullman style bogies. Note that in later years many of the cars were fitted with 4-wheel bogies, as seen in most of the photographs.

Paint Schemes: Originally the cars were painted VR brown/red. From 1936 the cars were painted in Hawthorn Green with stainless steel lettering "The Overland" centrally on the upper letter board. From 1943 they were repainted in the standard VR passenger car red livery with white lettering. The Overland lettering was removed after 1967.



Photo courtesy Comrails website

Car Inman in VR passenger red livery, fitted with 4-wheel bogies

For More Information:

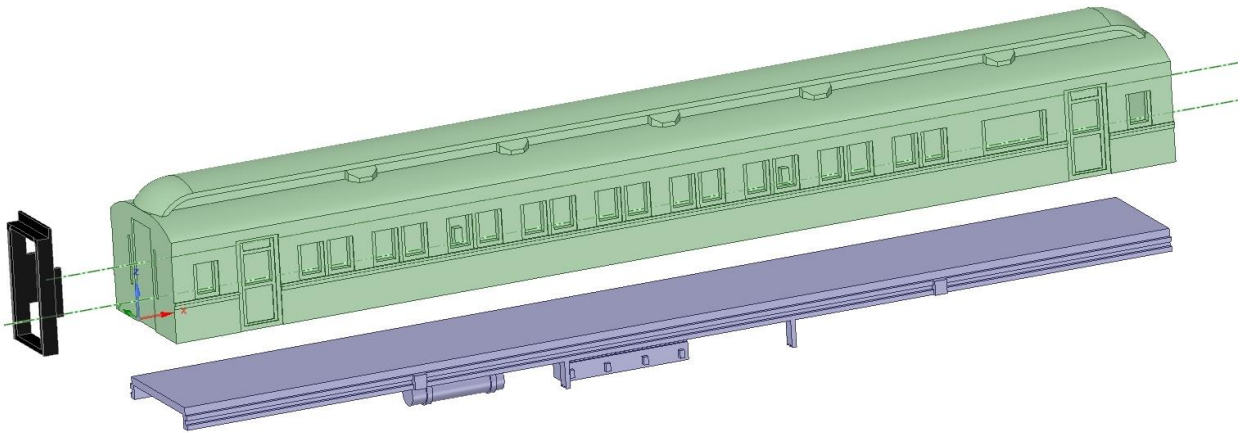
Much of the information used in the development of the kit and presented here was gleaned from an article on all the joint stock E cars in the notes of the *Modelling the Railways of South Australia Convention* pp 3-251 – 3-260, the line drawings in that article, as well as the SAR line drawings.

The Comrails web site: http://www.comrails.com/sar_carriages/a0202_se.html is a wonderful source of information on these (and other) cars and some of the photographs in these notes are courtesy of that site.

The Kit: The kit consists of a body and underframe printed in Shapeways smoothest fine detail plastic. It will be necessary to fit MicroTrains 6-wheel passenger bogies complete with couplers. The kit is also designed to accept American Limited working diaphragms in the car ends. If these are not to be fitted, the slots provided should be filled and sanded before proceeding. Wire underframe trusses are also required to complete the model.

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. Take care to only file the raised upper portion which fits up inside the body – do not damage the C-channel which remains visible under the bottom of the sides.



3. If the working diaphragms are to be fitted, check the fit of the tabs on the fixed portion into the two slots provided. If necessary, very carefully clear out the slots until the tabs fit in neatly. The diaphragms will not be fitted until after painting and decalling.

4. Next it is necessary to bend up truss rods, preferably out of 0.5 mm brass wire. Holes should be drilled to receive the trusses at the outer end locations. Use the template below for bending the wire. Fit the trusses into the holes and also into the bottoms of the queen posts on the chassis. Secure with a small amount of CN superglue. For those masochists wanting a more accurate representation, double truss rods, perhaps of 0.25 mm wire, can be fitted. The chassis should be painted before fitting the bogies.



Template for bending truss rod

5. Painting: first wash the model in warm soapy water, rinse and dry. Apply a primer, then the appropriate colour scheme (see notes on paints below). The underframe and truss rods should be painted matt black.



Photo M Jenkins

Car Onkaparinga undergoing restoration at the NRM. Note original 6-wheel bogies

6. Fit bogies – the chassis is designed to accept MicroTrains 6-wheel passenger bogies (1018) complete with couplers. The couplers should be fitted with the screw in the outermost hole, and pushed hard up against the stop to give the least protrusion.

7. Apply decals: The notation V&SA should be applied to the upper letter board outboard of the doors at each end. The legend Sleeping Car should be applied adjacent to the doors on the inboard side. The name of the car is located centrally below the windows. If The Overland lettering is to be applied, it goes centrally on the upper letterboard.



Photos by Phil Leonard and Greg McLennan courtesy Comrails website
Car Inman showing location of lettering

6. If the working American Limited diaphragms are to be fitted, fit the fixed portion into the slots at each end and fix with CN glue, then attach the other components in accordance with the American Limited instructions. Finally fit the underframe to the body. Note that the large water tanks go to the end *opposite* the large window of the smoking lounge.



Photo courtesy Comrails website

A number of sleeping cars on a special train. Note location of water tanks.

Paint Colours

For the green scheme: Humbrol No 3 Brunswick Green is a good representation of the green. For the red, Steam Era Victorian Passenger Car Red should be used. Roof and underframe black.





Photos M Jenkins

Details of Car Onkaparinga as restored to the 1936 colour scheme at the NRM

Acknowledgements Photos courtesy of Comrails webpage (Chris Drymalik).

