

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

Converted Joint Stock Sleeper Finnis



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, Finnis 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. In 1950, two of these cars, Angus and Finnis, were purchased outright by the SAR for use on the Mt Gambier night train.

After the sale, these cars were rebuilt with sheeted siding and half drop windows similar to those in the 500/600/700 steel cars. They retained their 6-wheel Pullman style bogies. Angus was damaged by fire. Finnis survived and has been preserved by SteamRanger. In the 1970s Finnis was painted in the regal red and silver livery, similar to the Overland cars.

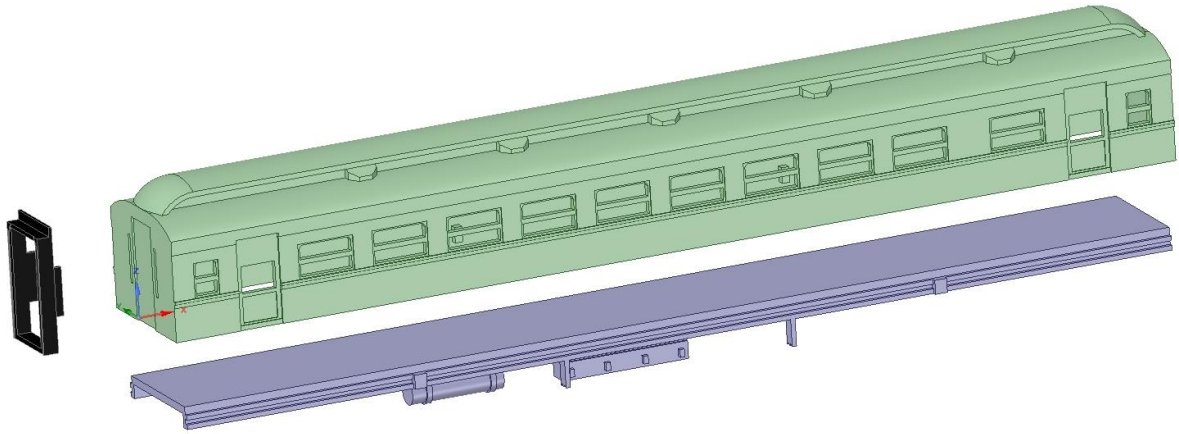
For More Information:

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 and the line drawings in that article.

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.

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: For the red and silver scheme: The legend Sleeper should be applied to the upper letter board adjacent to the doors on the inboard side. The name of the car is located centrally below the windows.

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

The end of Finniss, as preserved, showing the diaphragms.

Paint Colours

For the red and silver scheme: SAR Regal Red or alternatively, Revell German Purple. For the preserved green and cream scheme : Humbrol No 3 Brunswick Green is a good representation of the green. For the cream, Humbrol No 41 Ivory has a

white colour, which can be toned down with a few drops of No 7 Light Buff to give more of a cream hue. Roof and underframe black.

Acknowledgements Photos courtesy of Comrails webpage (Chris Drymalik).