

MALKY'S S.A.R. MODELS

2300 Class "Superchook"



Photo Courtesy Bingley Hall (Mark Carter)

The Prototype: New suburban railcars were produced for the SAR from 1955 to 1970 by the Islington workshops to complement the older Brill railcars and replace some loco hauled trains. The single ended cars were numbered in the 300 class (300 – 373) and became known as Red Hens, in contrast to the earlier Bluebirds. In 1983, two 300 class power cars and one 860 class trailer were rebuilt by the STA at the Regency Park Bus workshops to resemble the newer 2000 class railcars, with an elevated cab and stainless steel fluting on the sides. Cars converted were 300 -> 2301; 337 -> 2302 and 862 -> 2501. In reference to their origin as red hens, these cars became known as "Superchooks".

For More Information:

Much of the information used in the development of the kit and presented here was gleaned from the notes of the ***Modelling the Railways of South Australia Convention*** pp 3-521 – 3-566, the line drawing in that article, as well as photographs.

The Comrails web site: http://www.comrails.com/sar_locos/r_b_redhen_300.html is a wonderful source of information on these (and other) cars and the photographs in these notes are courtesy of that site. The site also lists each car with important dates and other information.

The Kit: The kit can be purchased from Shapeways <https://www.shapeways.com/shops/malky-s-n-scale-models> and consists of eight parts printed in Shapeways Smoothest Fine Detail plastic: a body shell, front and rear pilots, underframe detail, with bogie side frames to represent the unique bogies fitted to these cars. The kit requires the Tomytec TM12 tram chassis, Microtrains 1015 couplers and the custom Superchook decal sheet available from MNSSARM (the sheet will cover all three cars).

1. Clean the 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.
2. Carefully remove the pilots and bogie side frames from the sprue, preferably using sprue cutters or similar. File off any remaining sprue material.

3. Check fit the front and rear pilots into the body. They should be a light press fit into place. Do not glue them at this time – they should be painted before final assembly.

4. Test fit the Tomytec TM12 chassis. It will be necessary to trim a small amount from the ends to fit between the pilots.

5. Paint the parts. Apply a primer, then the appropriate colour scheme. The body sides and ends are orange, the fibreglass cab white, the roof above the fluting a light/mid grey. The underframe should be painted matt black, bogie sideframes, front pilot outer surface black. The cab and front outer rib should be painted white. This should be masked and the remainder of the roof painted grey. These portions should then be masked and the body painted orange. Finally the orange areas (ends, sides and doors) and the white and grey areas should be masked and the fluted portions of the body shell should be painted a silver to represent stainless steel. The headlights should be picked out in silver, the marker lights red. See the photographs for guidance.

6. Apply decals: the black numbers on each side in the outlined number box. The route numbers in the box on the right hand side of the front. Seal with Dullcote or similar.

7. Cement the pilots into the body shell – the front pilot goes at the driving cab end, the smaller rear transom at the flat end. Drill and tap for fitting of the Microtrains couplers. The couplers must be fitted **after** the chassis is located in the shell, and will prevent the chassis from falling out.

8. Fit the bogie side frames into the holes on the sides of the bogies in the chassis. They should be a light press fit and should not require any adhesive. If they are too loose, apply cyanoacrylate cement (superglue), if too tight, carefully drill or ream out the holes in the bogies to suit.

9. Fit the underframe detail. This should be a light fit over the protruding section of the chassis. If necessary it can be held in place with CA cement. Note that the battery box should align under the centre door.

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Photos courtesy Comrails (Chris Drymalik)