

# MALKY'S S.A.R. MODELS

## 860 Class Redhen Trailer



Photo courtesy Comrails website

**The Prototype:** New steel suburban trailing cars were produced for the SAR from 1944 to 1946 by the Islington workshops, originally designed for eventual use with electric trains. A total of 24 cars were built, originally consisting of 19 800 class sitting cars and five 850 class equipped with luggage compartments. The cars were reclassified as 860 class when they were converted for use with the single ended 300 class Red Hens.

**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, as well as the SAR line drawing.

The Comrails web site: [http://www.comrails.com/sar\\_carriages/b\\_860.html](http://www.comrails.com/sar_carriages/b_860.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 the MNSM Shapeways shop <https://www.shapeways.com/shops/malky-s-n-scale-models> and consists of two parts printed in Shapeways Smoothest Detail plastic: a body shell and underframe. It is also possible to obtain from Shapeways bogies modelling the unique bogies fitted to these cars. These bogies are designed to fit MicroTrains type wheels, or others, such as the Fox Valley metal wheels with the same axle length (0.540"). They can also be mounted with standard MicroTrains bogie pins. The kit also requires Microtrains 1015 couplers and pins to represent the roof vents. The cars had no signage or markings. If it is desired to apply the road number, then suitable small white numbers from suppliers such as MicroScale could be used.

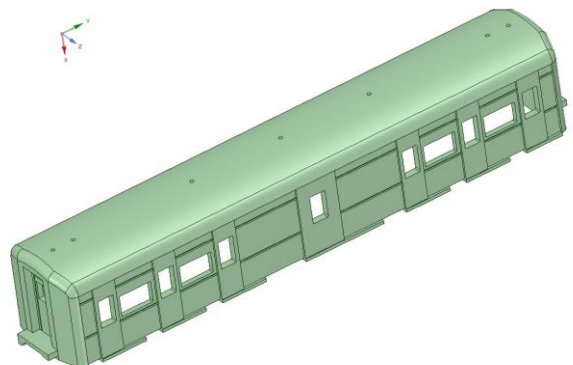
1. Clean the parts thoroughly to remove any remaining wax from the printing process. This is essential to ensure good paint and glue adhesion. Cleaning can be by soaking in suitable solvent, such as isopropyl alcohol, assisted with a toothbrush. It may also be desirable to clean up the surface by rubbing with fine sandpaper to remove the striations produced in the printing process.

2. Select the pins to be used for the roof vents. Then drill using the appropriate diameter drill. The vent locations are marked by small conical indentations in the roof. Fit the pins and secure with CA glue on the inside.

3. Check fit the floor into the body and file as necessary. It should be a light press fit into place. Do not glue at this time – it should be painted before final assembly.

4. Drill and tap holes for mounting the couplers, then drill out the two marked holes in the bogie bolsters to suit the mounting pins.

5. Paint the parts. Apply a primer, then the appropriate colour



scheme. The floor should be painted matt black, and the body shell SAR Regal Red (an alternative is Revell Purple Red SM331). Note the original colour scheme, as applied to the NRM example, had a silver roof.

6. Fit the bogies and couplers. Add weight as required to your standards. Then locate the floor up into the body shell.

Acknowledgements

Master 3D design by Malcolm Jenkins, Photos courtesy of Comrails webpage (Chris Drymalik).



Car 875 at the National Rail Museum

Photo courtesy Comrails website

