PASSENGER CARS OF THE "ENDEAVOUR"

IN our issue No. 132 (Volume 29, No. 4, 1972) we noted that four passenger cars, Nos. 1905, 1928, 1947 and 1976, had been refurbished and that a former North Island main trunk first-class car, No. 1892, had been fitted out as a buffet car in "Southerner" style to form a new train for service as the "Endeavour" from Wellington to Napier and back six days a week. Subsequently a fifth passenger car, No. 2009, was refurbished as well to provide a spare to facilitate repairs and overhauls, and to enable an extra 32 seats to be provided during holiday periods.

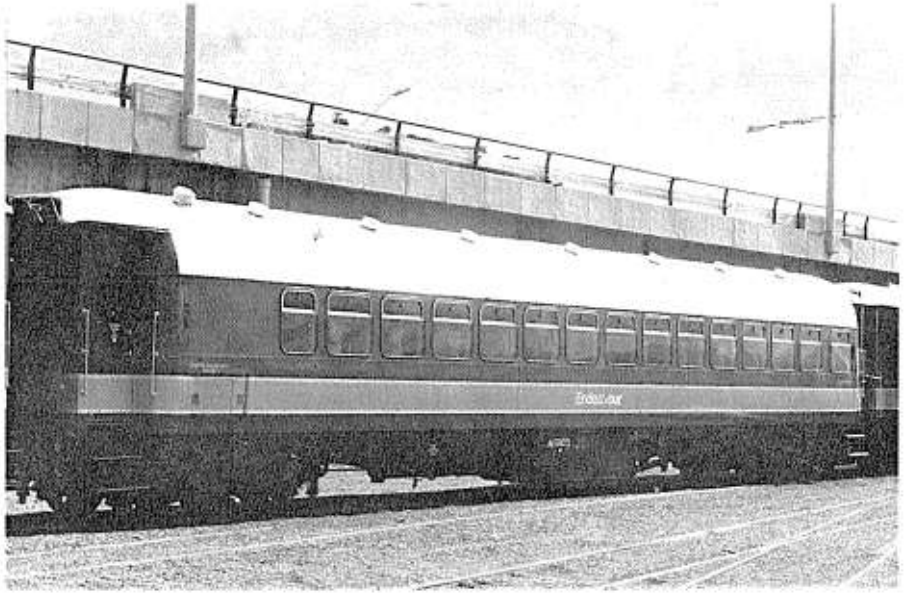
The five refurbished passenger cars used for the "Endeavour" service were all drawn from the batch of eight described and illustrated in *NZRO* 97 (Volume 20, 1963) at pp. 84 and 85. They were in fact five of the six that had been fitted out during 1951 and 1956 with new-style reclining seats. No. 2008 was the only one to remain in its 1951 form. Principal dimensions of these cars are as follows:

Length over coupler faces	17 932 mm (58ft. 10in.)
,, ,, headstocks	17 069 mm (56ft. 0in.)
,, betwen bogie centres	12 802 mm (42ft. 0in.)
Bogie wheelbase	1 829 mm (6ft. 0in.)
Maximum length inside	14 859 mm (48ft. 9in.)
Width outside at waist	2 718 mm (8ft. 11in.)
Width inside at floor level	2 457 mm (8ft. 0¾in.)
Height above rail:	
Maximum over roof	3 462 mm (11ft. 4-5/16in.)
Floor level	1 043 mm (3ft. 5-1/16in.)
Coupler	762 mm (2ft. 6in.)
Wheel diameter	787 mm (2ft. 7in.)
Pitch of seats	1 092 mm (3ft. 7in.)
Water tank capacity	800 litres (176 gal.)

The average tare of these cars is about 27.5 tonnes.

The buffet car, No. 1892, is of similar general dimensions as to length, height and width, but its body, having been of the design for first-class stock, has 11 windows on the passenger side compared with 15 or 16 on the passenger cars. It scales about 31.5 t. All the cars have windows of the new design with spring-loaded hinged upper lights that open inwards to provide ventilation with a minimum of draught. Curtains are provided instead of the old-style blinds, and fluorescent lighting is fitted throughout.

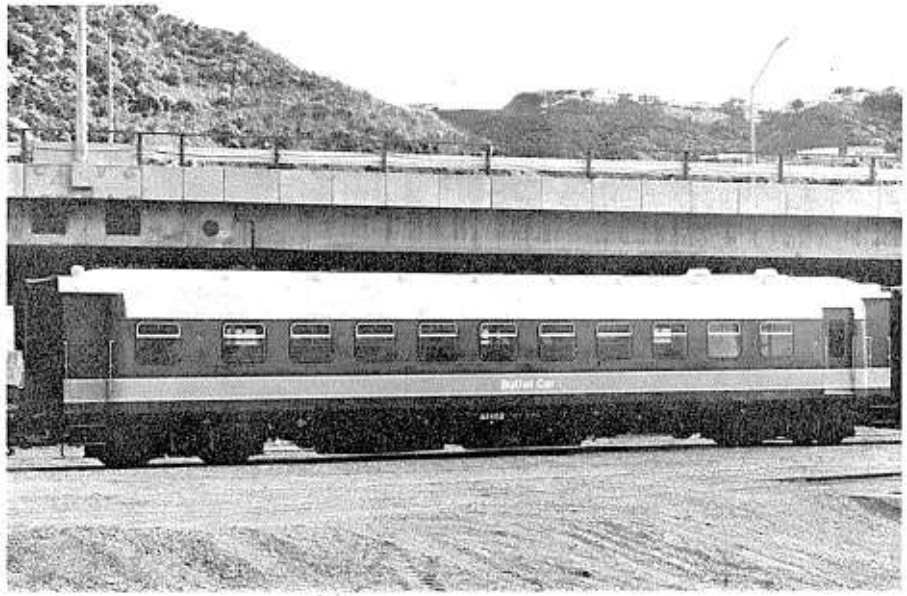
Car No. 1905, illustrated here, was originally built at the Otahuhu workshops in 1938, as was No. 1928, as a 56-seat second-class car. They ran in this



ABOVE: Car No. 1905 as prepared for the "Endeavour" service in 1972. The blanked-out window at the left-hand end shows the location of the Goko oil-fired air heater.

BELOW:: The buffet car "A" 1892 ready for service on the "Endeavour" in 1972. This is of similar design and style to those used on the "Southerner" and has 20 fixed seats at the buffet counter.

Photographs: N.Z. Railways Publicity.



form until conversion to the "new look" first-class cars in 1951. Nos. 1947 and 1976, also built at Otahuhu, were turned out in 1939 as second-class cars, but were converted in 1941 to 20-berth ambulance cars, which form they retained until conversion in 1951 and 1952 to first-class cars. No. 2009 was a 1943 product of the Addington workshops, having been built from the beginning as an ambulance car. It too became a first-class car in 1951.

It will be interesting to see whether growth of passenger patronage of this service will be such as to encourage conversion of the remaining car of this batch, No. 2008. The provision of 136 seats in four cars as a normal composition appears however at present to be more than adequate on most weekdays. During holiday periods 168 seats may not be enough on some occasions, but capacity loadings would no doubt have to be reached with considerable frequency throughout the year to justify the expense of preparing another car.

OPPOSITE, UPPER: This view of the interior of an "Endeavour" passenger car makes an interesting contrast with the lower illustration on page 85 in "NZRO" 97.

OPPOSITE, LOWER: Interior of buffet car "A" 1892 showing the general arrangement from the north end. The passenger seats are arranged on the western side of the car.

Photographs: N.Z. Railways Publicity.

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