New Zealand Railway Passenger Cars

Part Two — Open-Platform Cars from 1900

By J. A. Herbert

THIS IS the second article in a series based on a short survey contributed by the late Cedric Green to Volume 2 of *The New Zealand Railway Observer* in 1945, but now considerably expanded to include more detail and the results of more recent research. The first article in this series, entitled New Zealand Railway Passenger Cars in the Nineteenth Century, appeared in "NZRO" 110, Volume 23, 1966, beginning at page 106.

THE YEAR 1901 saw the second importation of American cars, this time from the American Car and Foundry Company of St. Louis, Missouri, U.S.A. The bodies were again 7ft. 10in. wide, five six-passenger compartments and two lavatories being provided in both first-class and second-class cars. The enclosed corridors were on one side of the cars for one end lavatory and two compartments, crossing over by an open centre platform to serve the other three compartments and centre lavatory.

These 63 cars, all 47ft. 6in. in length over headstocks, did not survive long in their original form, most having been rebuilt by 1907 to have two open compartments with chair seats or longitudinal seating according to class. Some, however, retained the two small compartments at one end. These cars were the last locomotive-hauled passenger cars imported from an overseas manufacturer until the "Silver Star" stock 70 years later.

Two features of these cars marked a forward step in car design and practice in New Zealand, the increased length of 47ft. 6in. (14478 mm) and the body width, for cars of normal outward appearance, of 7ft. 10in. (2388 mm). About 289 cars were built at the Newmarket, Petone, Addington, and Hillside workshops to these dimensions between 1902 and 1910, the body blueprint being B.P. 3090, and small numbers were built even later. Composite wood and steel underframes to B.P. 3099 were provided at first, but in 1906 there was a great step forward when all-steel underframes to B.P. 3916 were introduced for the first time. Interior layout and seating accommodation varied from car to car. First-class cars usually seated 34 in chair seats, composite cars about 40, and second-class cars from 50 to 56 on longitudinal seats. Most were not built with lavatories, but received this amenity later, and over the years most eventually also received improved seating,

N.Z.R. PASSENGER-CAR STOCKS 1900 - 1930

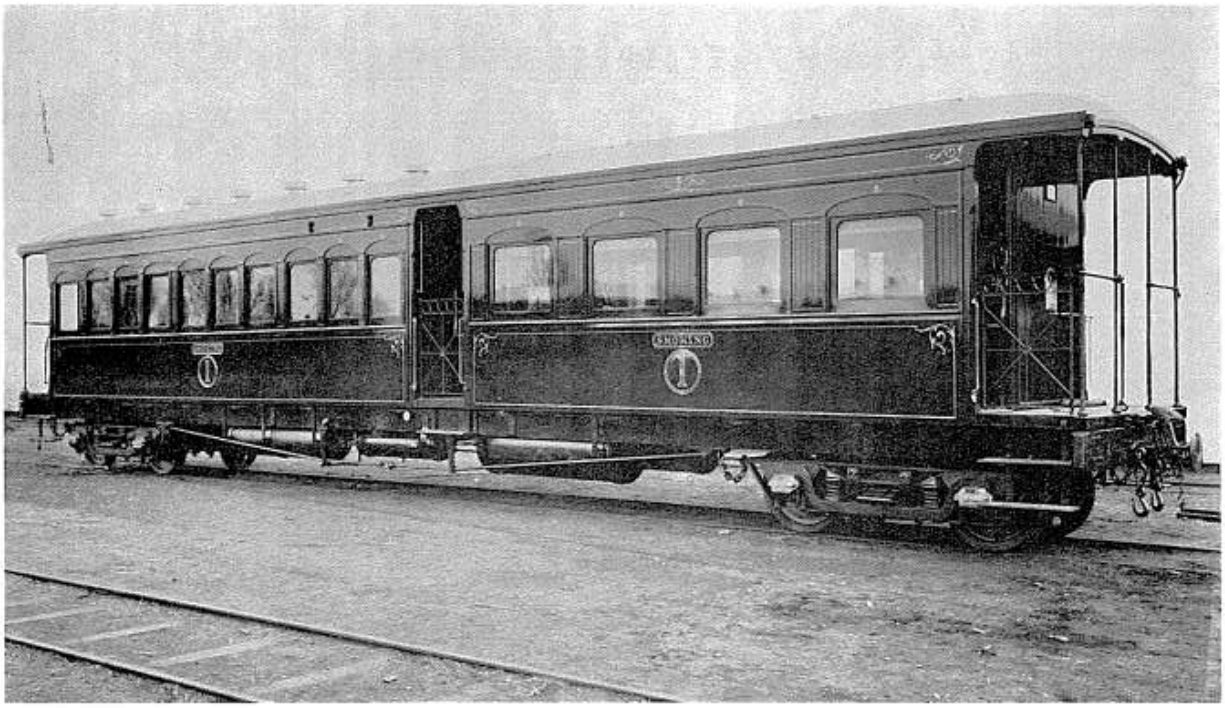
At 31 March	Class "D" Cars Four-wheel	Class "C" Cars Six-wheel	Class "B" Cars Short Bogie	Class "A" Cars 35-39½ ft.	41-46 ft.	47½ ft.	50 ft.	Others	Class "Aa" Cars 50 ft.	Class "Aa" Cars 50 ft.	Total
1900	39	67	57	47	367	—	—	—	—	—	577
1901	33	55	59	47	406	3	—	—	—	—	603
1902	30	55	53	41	445	63	—	—	—	—	687
1903	27	55	61	41	475	75	—	—	—	—	734
1904	22	49	67	41	481	132	—	—	—	—	792
1905	22	49	68	41	480	187	—	—	—	—	847
1906	22	49	68	41	480	229	—	—	—	—	889
1907	22	49	68	41	480	286	—	3	—	—	949
1908	19	49	61	41	477	331	—	7	—	—	985
1909	18	49	62	41	513	345	1	26	34	—	1089
1910	18	49	61	45	512	353	5	26	48	—	1117
1911	18	49	61	45	512	362	22	26	48	—	1143
1912	18	47	63	45	513	382	45	30	48	—	1191
1913	17	47	63	45	507	422	75	12	73	—	1261
1914	10	47	61	45	506	449	135	14	75	—	1342
1915	10	47	61	45	504	472	148	14	75	—	1376
1916	9	47	61	45	503	512	164	14	75	—	1431
1917	7	47	61	45	503	531	171	14	78	—	1459
1918	7	47	61	45	502	531	180	14	78	—	1467
1919	7	47	61	45	502	531	171	14	88	—	1468
1920	7	47	61	45	502	532	173	14	87	—	1468
1921	6	47	61	45	502	533	173	14	88	—	1469
1922	6	46	61	45	502	533	176	14	90	—	1473
1923	5	41	60	45	506	538	176	14	90	—	1475
1924	3	35	60	45	510	557	182	14	98	—	1504
1925	3	36	59	44	509	568	195	14	118	—	1546
1926	3	25	56	44	509	590	214	14	122	1	1578
1927	4	25	55	44	509	591	217	14	122	3	1584
1928	4	24	55	44	508	591	217	14	122	6	1585
1929	4	15	54	43	505	591	213	14	132	6	1577
1930	4	15	49	43	495	586	214	14	142	6	1568

steam heating equipment, standard platform gates and gangway connections, and improved bogies. They were fitted for lighting by Pintsch gas, and only a handful were eventually converted to electric light.

The next advance in passenger comfort came with the introduction of a much improved seat for first-class cars. Two 44ft. first-class cars in the South Island, Nos. 702 and 703, were fitted when they were built in May 1902 with 30 Hale and Kilburn reclining chairs. In the design of seats for the new standard 47½ft. cars, however, the reclining mechanism was not adopted. Instead, a seat with a much higher back and a sprung cushion that moved as the back was pulled over to reverse its position was provided. This gave a new standard of comfort hitherto unknown on New Zealand trains.

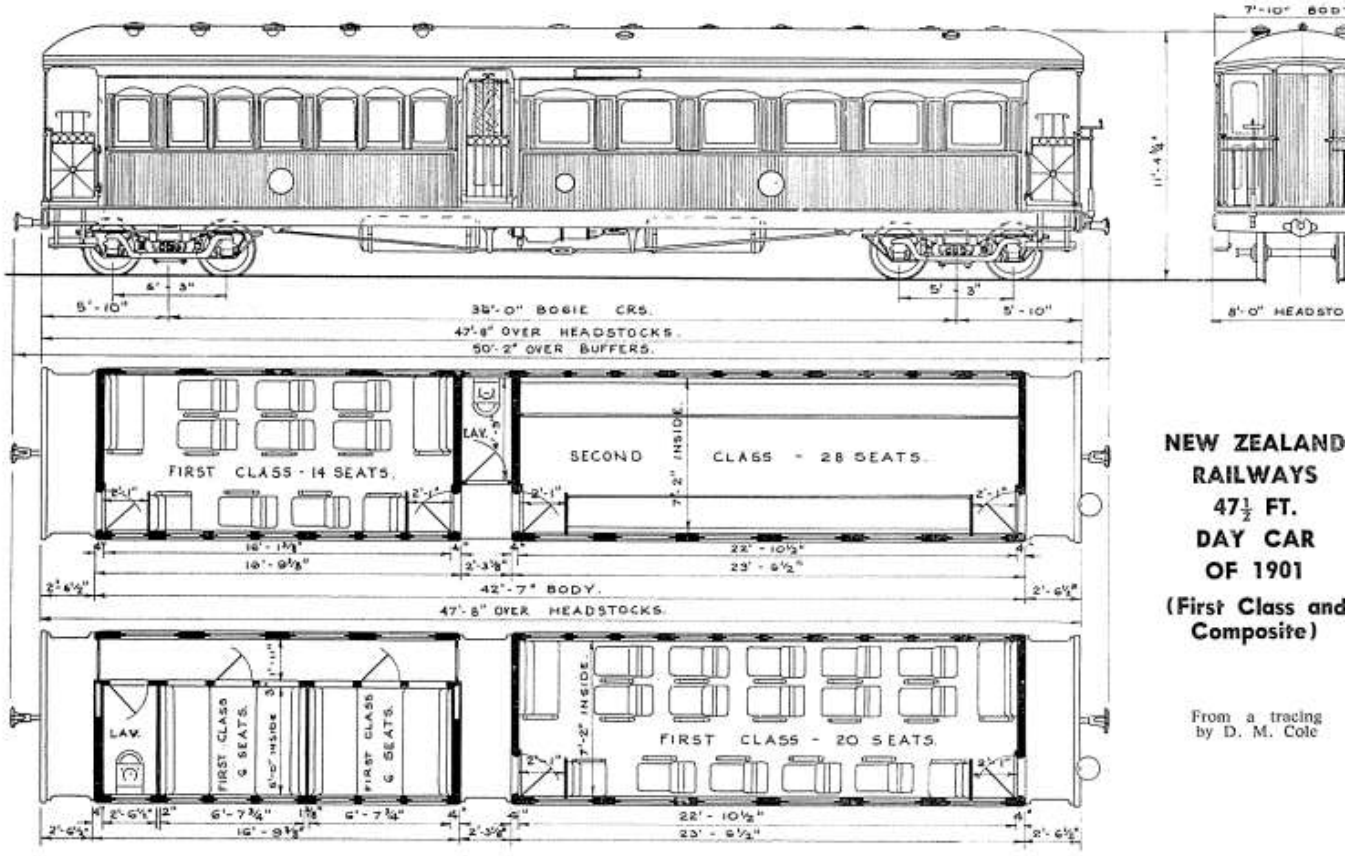
Mention must also be made of an interesting conversion in November 1902,

(Continued on page 18)



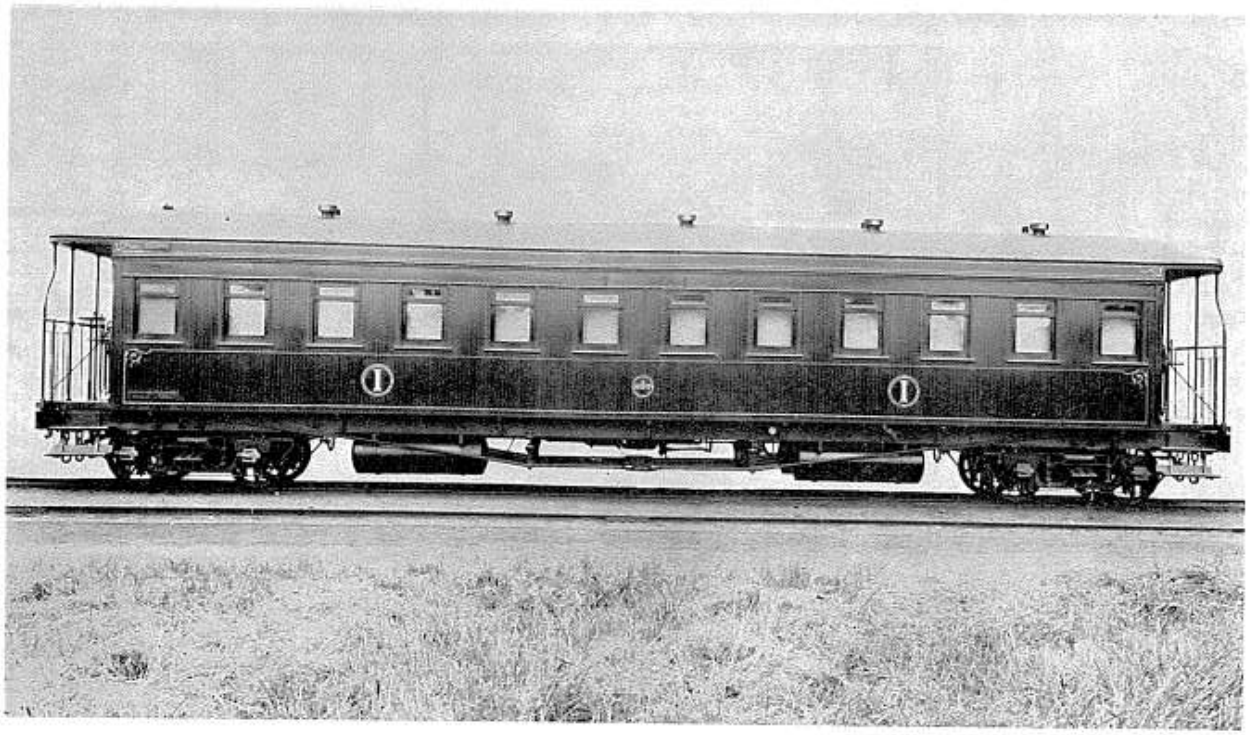
From the A. N. Palmer Collection

One of the 63 distinctive passenger cars, "A" 618, supplied by American Car and Foundry to New Zealand Railways in 1901.



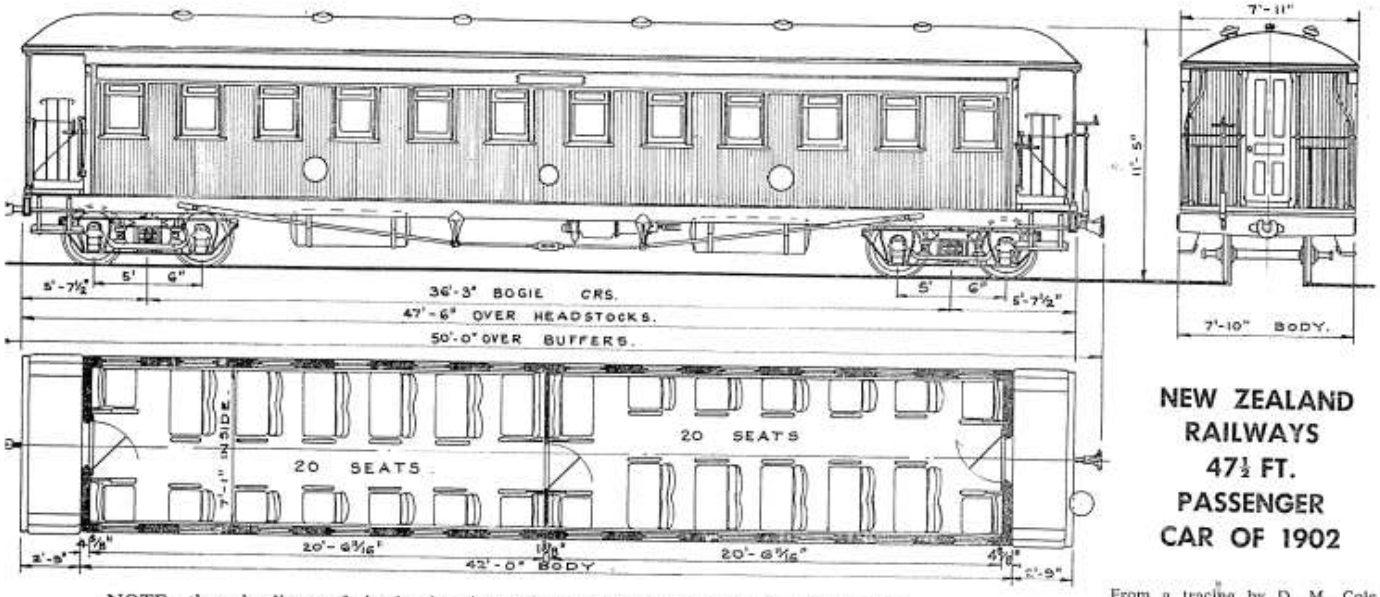
NEW ZEALAND RAILWAYS 47½ FT. DAY CAR OF 1901 (First Class and Composite)

From a tracing by D. M. Cole



From the A. N. Palmer Collection

Passenger car "A" 897, built at the Hillside Workshops in 1906, was typical of the standard 47½ ft. cars built in large numbers between 1902 and 1908, and in smaller numbers thereafter.



NEW ZEALAND RAILWAYS 47½ FT. PASSENGER CAR OF 1902

From a tracing by D. M. Cole

NOTE: the wheelbase of the bogies shown in this drawing should be corrected to read 4 ft. 10 in. Some of these cars however, were later fitted with 5 ft. 6 in. wheelbase bogies.

(Continued from page 13)

when eight "R" class bogie open wagons were fitted with a pitched roof and garden seats. They were reclassified "E" and numbered 728-735 in the passenger car series. All were reconverted to wagons in 1907, the "E" classification not being used again until 1935 when it was reintroduced for service stock. The numbers 728-735 were used again in 1908 for a batch of "A" class cars built in that year.

The opening of the North Island main trunk railway in 1908 marked the beginning of a new era on New Zealand Railways, for henceforth the newest and most powerful locomotives and the most luxurious passenger cars were being built for service in the North Island instead of the South Island as hitherto. As far as passenger stock was concerned it was realised that the existing cars could not provide satisfactory accommodation for an all-night journey of 19 hours' duration. Consequently an entirely new type of car was designed for the main trunk expresses, 50 feet long over headstocks and no less than 8ft. 9in. (2667 mm) in maximum width over the body. A roomy centre lavatory, later altered to make separate rooms for men and women (or "ladies" and "gentlemen"), was provided, and the windows were 2ft. 8in. (813 mm) wide compared with the 1ft. 8in. (508 mm) hitherto standard.

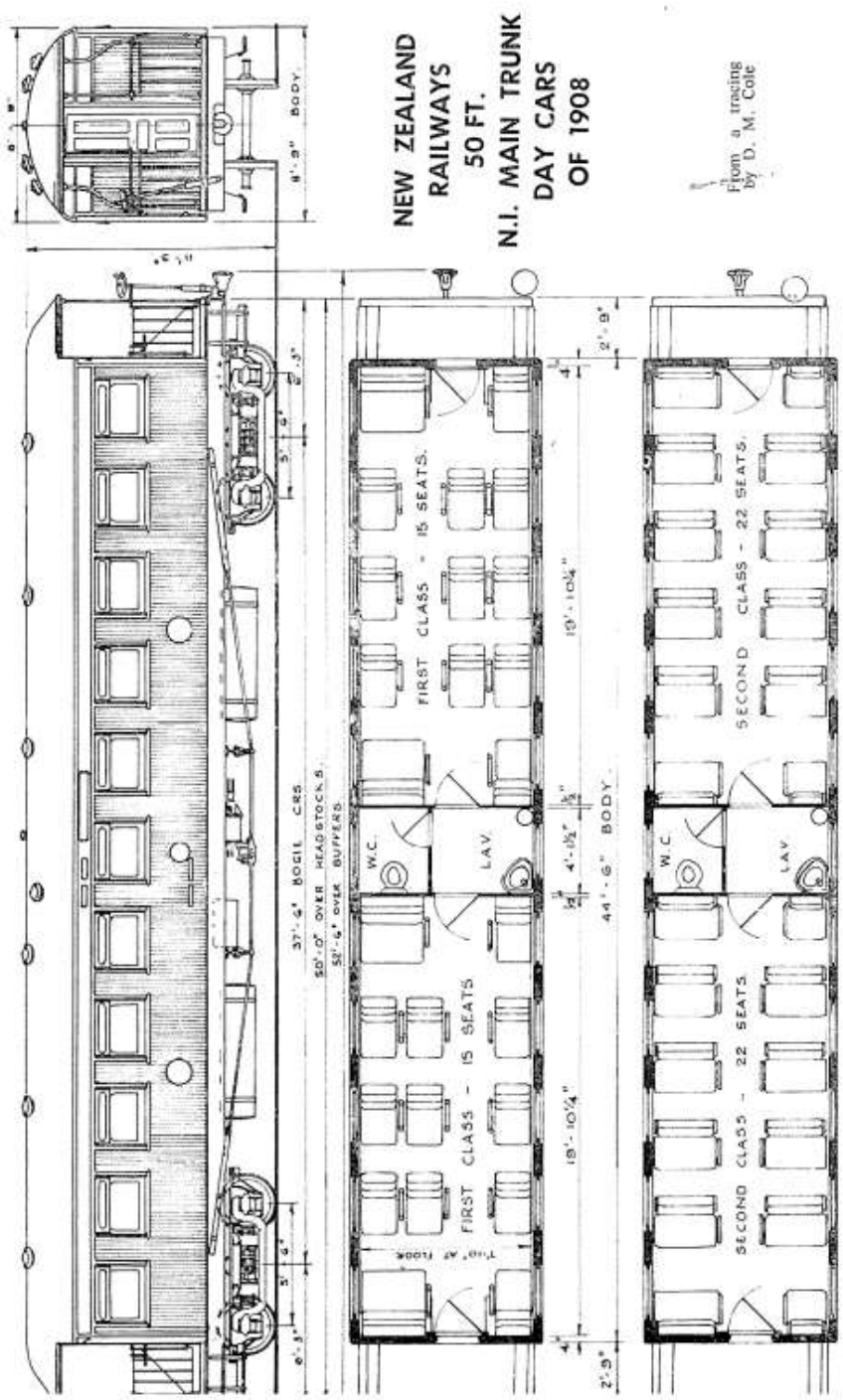
The first-class passengers were offered a new design of chair with a two-position reclining mechanism in an effort to provide for some possibility of sleep during the night. Second-class passengers for the first time were provided with chair seats instead of longitudinal benches. The old Addington chair design, as used in earlier first-class cars, was taken and modified by incorporating a much higher throw-over back. Judged by later standards, this chair was not very comfortable, but it must have compared more than favourably with the bench seating then common. For the first time, too, seats were provided for two persons on each side of the central passageway in the second-class cars instead of the two-and-one configuration previously used in chair-seated cars. First-class cars seated 30 passengers and second-class 44.

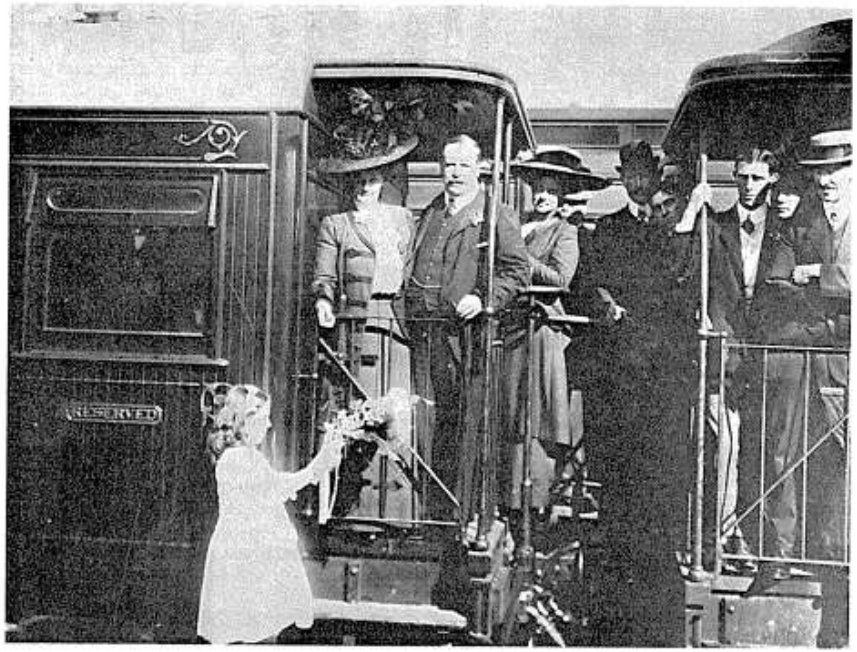
A total of 72 day cars were built to this basic design for main trunk service as follows:

Numbers	Where and when built	
1012-1031	Petone.	1908-1909
1067-1074	,,	1908-1909
1133-1136	,,	1909
1232-1240	,,	1912
1256-1267	Newmarket.	1912
353, 355, 502	,,	1923
1488-1495	,,	1923-1924
1600-1605	,,	1925
1629-1630	,,	1928

In addition, several batches of cars to the same body design were built between 1917 and 1930 for suburban service, and others to slightly modified body designs, but of similar overall dimensions, were built as dining cars and sleeping cars for the main trunk services. These other types of cars will be dealt with in another article in this series. The cars listed above, however, provided all the day car stock for the main trunk services in the North Island until the first batches of steel-panelled cars were introduced in 1931. As the old cars became redundant on the trunk and other provincial express services to which they had been assigned, they were rebuilt from 1941 onwards with one end lavatory and seats for 51 passengers in one long compartment. Various types of seating were used; a modified Addington type with low throw-over backs, standard second-class Scarrett seats (to be described later), and a modification of the old-style high-back first-class chairs previously used in the first-class main trunk cars. The conversions provided a useful general-purpose type of car suitable for both suburban service and for special holiday expresses and troop trains.

For some years — in the 1920s — these cars were provided with vestibule connections. This seemed a rather strange arrangement because the end platforms remained open. They were also provided with a special mild steel framing at the ends to tie the wooden car bodies to the underframe, the object being to strengthen the cars in case of collision. Their average weight when built was about 20 tons, but this rose to 24 or 25 tons consequent upon the various modifications over the years, including the fitting of electric light and improved bogies in many instances. It is interesting to note that the original car of this series has only recently been retired, after a working life of 65 years,







Analysis of Passenger Car Stocks 1900-1930 (Section 1)

At 31 Mar.	FOUR WHEEL CARS Class "D" First class	Second Compo	Second class	Total	SIX-WHEEL CARS Class "C" First class	Second Compo	Second class	Total	30-ft BOGIE CARS Class "B" First Refresh	First class	Second Compo	Second class	Total
1900	11	15	13	39	8	21	38	67	—	6	37	14	57
1901	10	11	12	33	5	18	32	55	—	6	39	14	59
1902	11	9	10	30	5	18	32	55	—	5	40	8	53
1903	10	7	10	27	5	18	32	55	—	5	40	16	61
1904	8	5	9	22	4	18	27	49	—	7	42	18	67
1905	8	5	9	22	4	18	27	49	—	7	42	19	68
1906	7	5	10	22	4	18	27	49	—	7	42	19	68
1907	7	2	13	22	4	18	27	49	—	7	42	19	68
1908	4	2	13	19	4	18	27	49	—	7	41	13	61
1909	4	2	12	18	4	19	26	49	1	7	41	13	62
1910	4	2	12	18	4	18	27	49	1	7	40	13	61
1911	4	2	12	18	4	18	27	49	—	7	40	14	61
1912	4	2	12	18	2	16	29	47	—	7	40	16	63
1913	3	2	12	17	2	16	29	47	—	7	39	17	63
1914	2	2	6	10	2	16	29	47	—	7	36	18	61
1915	2	—	8	10	—	14	33	47	—	5	36	20	61
1916	—	—	9	9	—	14	33	47	—	3	36	22	61
1917	—	—	7	7	—	14	33	47	—	2	36	23	61
1918	—	—	7	7	—	14	33	47	—	1	36	24	61
1919	—	—	7	7	—	14	33	47	—	1	36	24	61
1920	—	—	7	7	—	14	33	47	—	1	36	24	61
1921	—	—	6	6	—	14	33	47	—	1	36	24	61
1922	—	—	6	6	—	14	32	46	—	1	36	24	61
1923	—	—	5	5	—	12	29	41	—	1	35	24	60
1924	—	—	3	3	—	10	25	35	—	1	32	27	60
1925	—	—	3	3	—	10	26	36	—	1	32	26	59
1926	—	—	3	3	—	7	18	25	—	1	32	23	56
1927	—	—	4	4	—	7	18	25	—	1	32	22	55
1928	—	—	4	4	—	7	17	24	—	1	32	22	55
1929	—	—	4	4	—	3	12	15	—	1	31	22	54
1930	—	—	4	4	—	3	12	15	—	1	28	20	49

and that the second car, "Aa" 1013, is now carrying passengers again at the Tokomaru Steam Engine Museum. No. 1016 was seen on an Auckland suburban train in January 1974.

Some of the improvements initiated by the main trunk cars were adopted for new "main line" cars introduced from 1909 in the North Island and from 1912 in the South Island, wider windows being the principal distinguishing feature. The greater length of 50 feet (15240 mm)

LEFT, UPPER: A posy of flowers for the wife of the Prime Minister on the Parliamentary Special en route to Auckland in August 1908, showing some of the detail of the new passenger cars for use on the North Island main trunk railway.

LEFT, LOWER: A train of the original North Island main trunk passenger cars. This was the Auckland-Wellington "Daylight Limited" of the late 1920s crossing the Makatote Viaduct, headed by a "Wab" class tank locomotive.

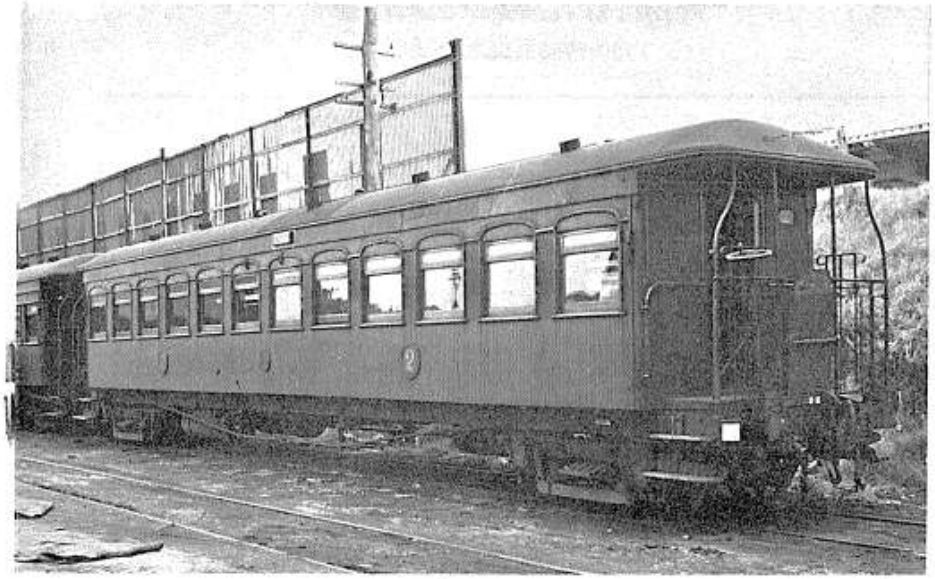
Photographs courtesy N.Z. Railways Publicity

Analysis of Passenger Car Stocks
1900-1930 (Section 2)

35-39½ ft. BOGIE CARS Class "A"					41-46 ft. BOGIE CARS Class "A"							
At 31st March	Saloon First	Compo	Second class	Total	At 31 March	Royal Saloon	Gallery and Refresh. Saloon	First class	Compo	Second class	Total
1900	19	14	14	47	1900	—	3	15	10	242	97	367
1901	19	14	14	47	1901	—	3	15	11	264	113	406
1902	19	14	8	41	1902	3	7	15	10	283	127	445
1903	19	14	8	41	1903	3	7	15	16	293	141	475
1904	19	14	8	41	1904	3	10	15	16	294	143	481
1905	19	14	8	41	1905	3	10	15	16	295	141	480
1906	19	13	9	41	1906	3	10	15	16	283	153	480
1907	19	13	9	41	1907	3	9	15	16	261	176	480
1908	19	13	9	41	1908	3	7	15	16	246	190	477
1909	19	13	9	41	1909	3	8	15	27	244	216	513
1910	19	13	13	45	1910	1	8	15	29	241	218	512
1911	19	11	15	45	1911	1	6	15	29	245	216	512
1912	19	11	15	45	1912	1	6	15	20	244	227	513
1913	19	12	14	45	1913	1	5	15	21	235	230	507
1914	19	12	14	45	1914	1	5	15	14	241	230	506
1915	19	10	16	45	1915	1	5	15	15	234	234	504
1916	19	10	16	45	1916	1	5	15	15	231	236	503
1917	19	10	16	45	1917	1	2	15	15	230	240	503
1918	19	10	16	45	1918	1	2	15	15	230	239	502
1919	19	10	16	45	1919	1	—	15	15	229	242	502
1920	19	10	16	45	1920	1	—	15	15	229	242	502
1921	19	10	16	45	1921	1	—	15	15	228	243	502
1922	19	10	16	45	1922	1	—	15	15	228	243	502
1923	19	10	16	45	1923	1	—	15	16	229	245	506
1924	19	10	16	45	1924	1	—	15	16	231	247	510
1925	19	10	15	44	1925	1	—	15	16	229	248	509
1926	19	10	15	44	1926	1	—	15	16	229	248	509
1927	19	10	15	44	1927	1	—	15	16	228	249	509
1928	19	10	15	44	1928	1	—	15	18	216	258	508
1929	18	10	15	43	1929	1	—	15	18	214	257	505
1930	18	10	15	43	1930	1	—	14	16	196	268	495

was adopted for many of the North Island cars with bodies to blueprint 4271, but the width over the body remained 7ft. 10in. Between 1909 and 1921 a total of 157 centre-lavatory open-platform cars were built to blueprint 4271 as shown in the accompanying table, while 114 similar but shorter cars were built between 1912 and 1920 to blueprint 5235, mainly but not exclusively for South Island service where clearances at that time precluded 50ft. cars from general use.

Similar cars of slightly revised design in both lengths were placed in service between 1923 and 1926. Fifty-seven 47½ft. cars with bodies to blueprint 7300 were built in the Addington and Hillside workshops for South Island service. These included seven, Nos. 1520-23, 1634, 1637, and 1641, built at Addington in 1923-24 as sleeping cars, but converted to day cars five years later. The 41 50ft. cars to body blueprint 7360 for North Island service were Nos. 1555-1584 ex Petone Shops in 1923-25



Photograph: J. D. Mahoney

The only 50 ft. main-line (centre-lavatory) car built at the Newmarket Workshops was "A" 331 in 1909. It was the only one to feature the curved mouldings above the windows, and is seen here at Auckland many years later.

and No. 33 in 1926, with Nos. 1060-1615 from Newmarket during 1925-26.

In 1934 a further 22 main-line day cars were built at the Otahuhu workshops and placed in North Island service. These were again of the 50ft. length, but this time to blueprint 25240 with some more detail modifications in their design. Numbered 1777 to 1779 and 1785 to 1803, they were the last wooden-sheathed open-platform cars built for main-line service on New Zealand Railways.

It might be noted here that end entrances from open end platforms became standard on all NZR passenger cars from early times. Platform gates and gangway connections between cars were added in the early 1900s. Enclosed end platforms, or entrance lobbies, did not appear until the late 1920s, and then on only a few "special" cars. This new style became standard for new main trunk cars from 1931 and for new "main line" cars from 1935. This stock will be dealt with in a later article. The wooden-bodied cars built in 1934, including some suburban stock, were the last to have open platforms.

The first-class main-line cars built from 1909 to 1926 had chair seats similar to those of 1903, but with improved operating gear. For second-class passengers, longitudinal bench seating was provided at first, but this was later replaced by low-back Addington chairs and from 1931 by "Scarrett" seats of the design that has since been a virtual standard. These latter were developed from a style of chair having a movable seat as well as a throw-over back; it had been introduced initially in new first-class suburban cars built from about 1917. With the addition of arm-rests and foot-rests, it gave a new standard of comfort for second-class passengers, especially for long-distance journeys.

These "main-line" cars all had centre lavatory and toilet compartments, actually slightly off centre because one passenger compartment was one row of seats shorter than the other, the first-class cars accom-

Analysis of Passenger Car Stocks
1900-1930 (Section 3)

At 31 March	47½ ft. BOGIE CLASS Class "A"							50 ft. BOGIE CARS Class "A"					
	Refresh	Ladies	Saloon	First class	Compo	Second class	Total	Ladies (compo)	Inspection	First class	Compo	Second class	Total
1900	—	—	—	—	—	—	—	—	—	—	—	—	—
1901	—	—	—	3	—	—	3	—	—	—	—	—	—
1902	—	—	—	20	21	22	63	—	—	—	—	—	—
1903	—	—	—	19	33	23	75	—	—	—	—	—	—
1904	—	—	—	21	65	46	132	—	—	—	—	—	—
1905	2	—	—	33	72	80	187	—	—	—	—	—	—
1906	2	—	—	38	99	90	229	—	—	—	—	—	—
1907	6	—	—	49	136	95	286	—	—	—	—	—	—
1908	6	—	—	57	172	96	331	—	—	—	—	—	—
1909	6	—	—	59	180	100	345	—	—	—	—	1	1
1910	6	—	—	61	182	104	353	—	—	—	1	4	5
1911	5	—	—	61	189	106	362	—	—	7	3	12	22
1912	6	—	—	71	194	111	382	—	—	14	12	19	45
1913	6	—	—	91	196	129	422	—	—	26	14	35	75
1914	6	—	—	96	199	148	499	—	—	28	46	61	135
1915	6	—	—	102	207	157	472	—	—	31	48	69	148
1916	6	—	—	109	211	186	512	—	—	31	48	85	164
1917	6	—	—	112	216	197	531	—	—	31	55	85	171
1918	6	—	—	105	216	204	531	—	—	40	55	85	180
1919	—	4	—	104	216	207	531	—	—	31	55	85	171
1920	—	4	—	105	216	207	532	—	—	31	55	87	173
1921	—	4	—	106	215	208	533	—	—	31	53	89	173
1922	—	4	—	106	215	208	533	—	—	34	53	89	176
1923	—	4	—	106	214	214	538	—	—	34	52	90	176
1924	—	4	—	119	212	222	557	3	—	39	50	90	182
1925	—	4	1	123	212	228	568	10	—	42	50	93	195
1926	—	4	1	130	216	239	590	10	—	45	53	106	214
1927	—	4	2	130	216	239	591	10	—	46	53	108	217
1928	Sleeping	4	2	130	216	239	591	10	—	46	53	108	217
1929	6	4	2	124	219	236	591	9	—	46	53	105	213
1930	6	—	1	122	221	236	586	9	1	46	53	105	214

modating 31 or 33 passengers and the second-class 37. Composite cars seated 14 or 15 first-class passengers and 20 second-class. The end seats in each compartment were fixed and the others, with reversible backs to suit the direction of travel, were arranged with double seats on one side of the passageway and single seats on the other. With the standard plain-bearing 5ft. 6in (1676 mm) bogie to blueprint 4274 used from 1909, and with gas lighting, the unladen weight of these cars was between 18 and 19 tons, but with the provision of water-sealed hoppers in the lavatories during the 1930s, and with the change in many instances to electric lighting, their weight rose to between 20 and 21 tons. The 1934 series of these cars, which later had roller-bearing bogies on a 6ft. (1829 mm) wheelbase, scaled about 23 tons.

The wooden-bodied cars of the NZR were noted for their long lives, some surviving in service for more than 50 years. The advent of a large number of railcars in the 1950s, and the general decline in the volume of long-distance passenger traffic by train accompanying the growth of private motoring, saw the

(Continued on page 28)

Analysis of Passenger Car Stocks
1900-1930 (Section 4)

At 31 March	50 ft. BOGIE CARS Class "Aa"							LONG BOGIE CARS Classes "A and "Aa"							
	Royal Saloon	Refresh.	Ladies	Sleeping	First class	Second class	Total	56 ft. Saloon Aa	56 ft. Sleeping Aa	52 ft. First class	52 ft. Second class	Refresh.	60 ft. Compo.	60 ft. Car – van	Total
1907	—	—	—	—	—	—	—	—	—	—	—	—	—	3	3
1908	—	—	—	—	—	—	—	—	—	—	—	—	3	4	7
1909	—	4	—	6	8	16	34	—	—	5	13	1	3	4	26
1910	2	6	—	8	10	22	48	—	—	5	13	1	3	4	26
1911	2	6	—	8	10	22	48	—	—	5	13	1	3	4	26
1912	2	6	—	8	13	19	48	—	—	5	13	1	6	5	30
1913	2	8	—	10	22	31	73	—	—	(a)	(a)	1	6	5	12
1914	2	10	—	10	22	31	75	—	—	—	—	1 52ft	8	5	14
1915	2	10	—	10	22	31	75	—	—	—	—	1	8	5	14
1916	2	10	—	10	22	31	75	—	—	—	—	1	8	5	14
1917	2	13	—	10	22	31	78	—	—	—	—	1	8	5	14
1918	2	4	6	13	22	31	78	—	—	—	—	1	8	5	14
1919	2	—	6	14	34	32	88	—	—	—	1	—	8	5	14
1920	2	—	6	10	34	35	87	—	—	—	1	—	8	5	14
1921	2	—	6	10	35	35	88	—	—	—	1	—	8	5	14
1922	2	—	6	10	35	37	90	—	—	—	1	—	8	5	14
1923	2	—	6	10	35	37	90	—	—	—	1	—	8	5	14
1924	2	—	6	10	39	41	98	—	—	—	1	—	8	5	14
1925	2	—	6	18	38	54	118	—	—	—	1	—	8	5	14
1926	2	—	6	15	43	56	122	—	1	—	1	—	8	5	15
1927	2	—	6	15	43	56	122	—	3	—	1	—	8	5	17
1928	2	Inspection	6	10	46	58	122	1	5	—	1	—	8	5	20
1929	3		6	10	49	64	132	1	5	—	1	—	8	5	20
1930	4*	1	6	10	49	72	142	1	5	—	1	—	8	5	20

*Includes two lounge cars. (a) Possibly transferred to 50ft class "A" list.

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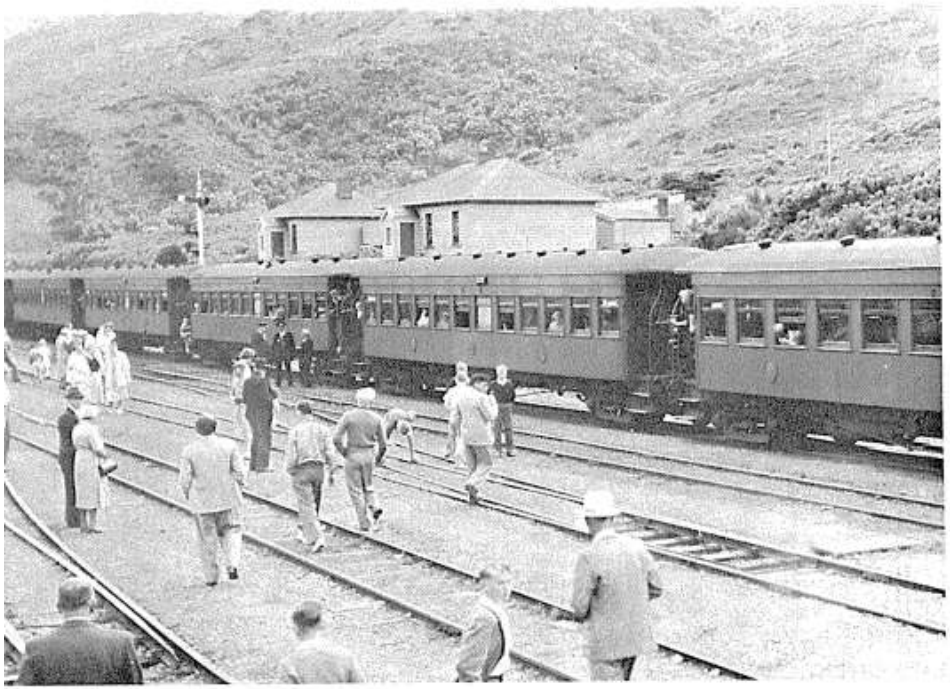
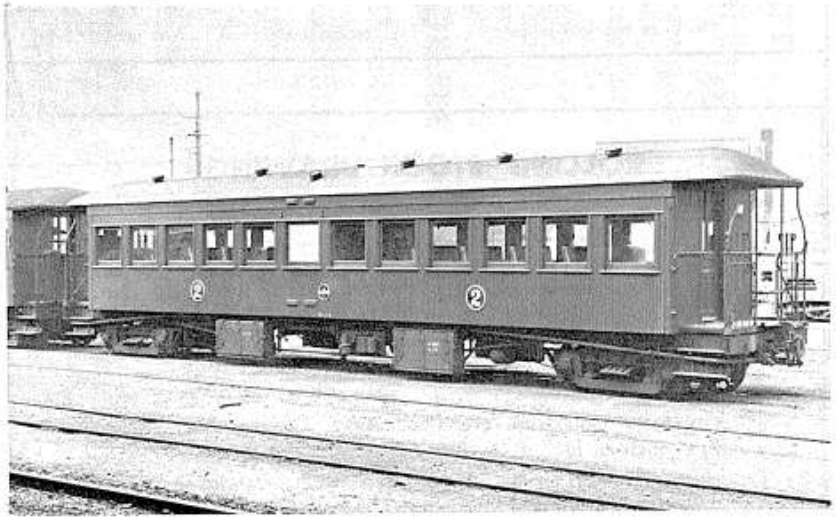




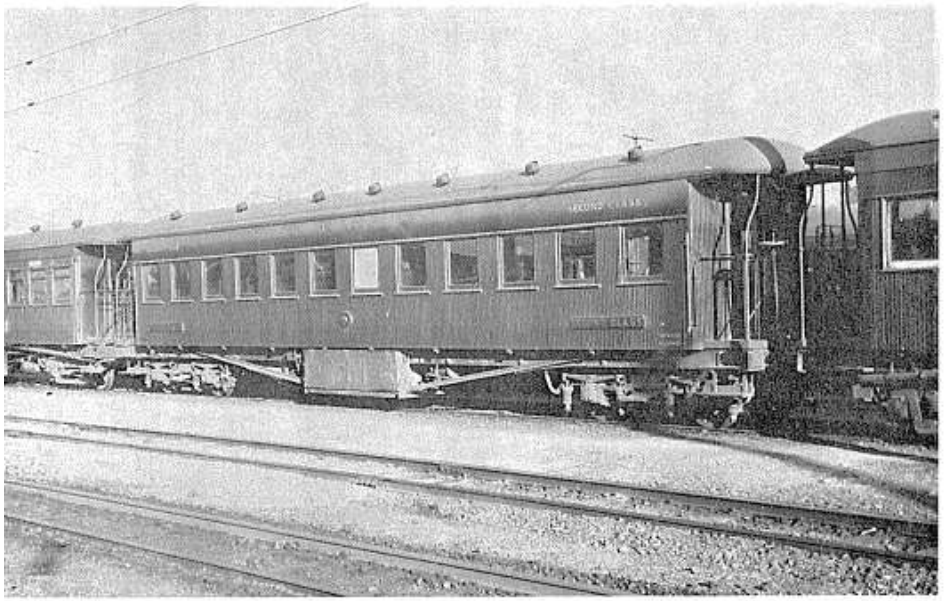


ABOVE: One of the later versions of Scarrett type reversible seats, as standardised for second-class main-line cars from the late 1920s.

OPPOSITE, UPPER: A train of typical 50 ft. main-line cars at Summit in October 1955. Some of those used on the Wairarapa line retained gas lighting right to the end, but most had been fitted with electric lighting and the associated battery boxes during the 1930s.

OPPOSITE, LOWER: The standard South Island main-line car, at 47½ feet over headstocks, was shorter than the North Island version because of some tight tunnel clearances. Car "A" 1428, seen here at Dunedin, was built at Addington in 1915 and illustrates the design first introduced in 1912. Some cars of this type were also built in the North Island, apparently for the North Auckland line.

Photographs: N.Z. Railways Publicity



Photograph: J. D. Mahoney

Car "A" 1791 was one of the 23 built at the Otahuhu workshops in 1934, showing the final variation of the 50 ft. main-line car. This version featured single-pane windows with no top lights and a single fascia board above the windows. Many of these were mounted on roller-bearing bogies.

(Continued from page 24)

surviving wooden cars relegated to suburban services, many having their lavatory and toilet compartments removed and the single long compartment thus created reseated with either multiple-unit or Scarrett seats.

More recently still the release of many steel-panelled cars from main trunk and main line services for suburban use has enabled the old wooden cars to be steadily withdrawn from stock, and by 1974 very few remained in service. A few could be found on some suburban trains at Auckland, and a handful were kept for use on goods trains in the Whangarei area and between Taumarunui and Stratford, also on the Rewanui branch in the South Island. A number can still be found in use as service vehicles, minus their original interior fittings, but probably the best surviving examples are the seven that have been retained and refurbished for use on the summertime "Kingston Flyer" tourist train service between Lumsden and Kingston.

