

Abbreviations and Legends used in this listing.**Amended 1.1.2010.****John Agnew.**

NOTE: except in the allocations column, this list uses 2 or 3 letter Post Office (telegraphic) codes to indicate place names etc. e.g. Ch = Christchurch, Pic = Picton. NZR number plates just used the letter 'C' for Ch etc. Regretfully NZR's codes were rather spartan and haphazard, compared to the PO's very early national listing of some 1300+ place names. So John Herbert and I used them instead. Carriages and Brake Vans are recorded in detail from 1872 until the end of the NZR period. Numbering and some details after the railways were sold off into private ownership are recorded, but no "in depth" study of the post NZR era has been attempted. That Including the ex UK and Australian imports, will require another volume.

Acknowledgements: My thanks are extended firstly to Derek Brown (Steam Inc.) and Clive Davis (NZRLS) for finally getting me started recording 50 years of Car and van research onto a spreadsheet, and a CD. They have been inputting data from my lists enabling me to check entries and add in many unrecorded items from my Mountain of information elsewhere. Thanks guys, appreciated. My thanks also extend way back over the years. My listings were initially based on a record book prepared by Don Larsen at the NZR's Auckland Drawing office in October 1944, and he kindly provided me with a copy in the early 1960's. Also at that time Willy (W.W.) Stewart, gave me some bound NZR Diagram books and a heap of car photos and said "go to it" and I was hooked. He also introduced me to Jack McClare, and Jack Mahoney who encouraged me every step of the way. Jack McClare and I spent hundreds of "after hours" in the Auckland Institute and Museum in the Domain, photographing old prints from Magazines, Newspapers, Albums and glass plates, thanks to the good offices of staff member Ian Thwaites, a bagpiper like myself.

Special mention goes to my co-researcher the late John Herbert of the Public Trust Office in Wellington, who spoke the same language. We agreed that I would do the early cars and he would do the steel era, but his untimely death, and the loss? of much valuable data and Loco records since then, has been a major set back. It has however reminded me that we are only here on loan, hence the urgency of the current project. Along the way many others have helped. These include Jim Dangerfield, George Emerson, Arthur Rockliff, Hugh Bennett, Joe McNamara, Bob Meyer, Ken Cassells, Tom McGavin, Trevor Terry, Les Hostick, Mark Denne, my running mate Jack (John) Creber, Graham Stewart, John Brouwer, Colin Barry, Juliet Scoble and an army of others. Not forgetting my wife Doreen who has put up with chasing trains all around the globe these last 45 years. And it hasn't finished yet.

Abbreviations in text: **a/b** or **Ab** = Axleboxes; **Ac** = Acetylene lights; **Bs** = berth; **Ctr** = centre; **DG** = Draw Gear; **ftd** = fitted; **Xfd** = transferred. **w/o** = Written off; **WLP** = Wide longitudinal panels, and **WVP** = Wide vertical panels (same thing- NZR used both!) **CIm** = Cleminsons radial underframe C cars. **SP** = Steel panels; **VP** = Vitron panels; **AP** = Aluminium panels; **GY** = Gangway fitted; **PG** = Platform gates; **HR** = Handrails; **AH** - Additional handrails; **HB** = Handbrake; **BR** = Beuthers Round axleboxes; **WHB** = Westinghouse Brake; **SS** = Std sheathing; **SV** = Supa-vent windows fitted; **Sbn** = Suburban stock; **ISO** = Fitted with Isothermos axleboxes. **IH** = Inside height low roof cars; **NR** = No record or not recorded; **ML** = Main line. **L&G** = Ladies and Gents (lavs). **NS** = Non smoking. **S** = Smoking. **SEATING:** **AC** = Addington chairs; **C** = Chair seats; **CR** = Coupe type cross seats; **CS** = Back-to-back seats; **B** = Sleeping car berths; **CB** = 1st bucket seats; **L** = Longitudinal; **PC** = 1st chair pedestal seats; **SC** = Scarrett type seats; **MU** = multiple unit type seats; **H&K** = Hale & Kilburn.

Allocations, Districts, & NZR Workshops: *Note capitals are used only for multiple words except that 'L' is always a capital to avoid confusion with the numeral 1. So HB is used for Hurunui-Bluff, and thus Pet for Petone, and WL for Westland.*

A (or Ak) = Auckland; **Add** = Addington workshops; **C (or Ch)** = Christchurch; **D (or Dn)** = Dunedin; **In** = Invercargill; **Etn** = Eastown workshops; **Gs** = Gisborne; **Gm** = Greymouth; **HB** = Hurunui Bluff section, **Hsd** = Hillside workshops, **Ht (or H)** = Hutt workshops, **Kw** = Kawakawa. **Kv** = Kaihu Valley, **Nap** = Napier; **Nmt (or N)** = Newmarket; **Nn** = Nelson; **N P** = New Plymouth; **NT** = Napier-Taranaki sec. **Pic** = Picton; **Oh** = Otahuhu Workshops; **Ohk** = Ohakune sub district; **PCR** = Port Chalmers Rly Co.; **P N** = Palmerston North; **Pet** = Petone; **RAF** = Rakaia & Ashburton Forks Rly Co; **Wg** = Wanganui; **WL** = Westland; **Wn** = Wellington; **Wp (or Wpt)** = Westport.

Bogie Types: Add B60; Add B82; D22; R22; R158; GB& Co. ; PWD 8444; 508; 578; 1656; 2645; 2794; 3905; 4274; 7300; 7781; 8655; (cars 1137 & 1617 only); 8558 (vans only) 25140 (Timken); 25330 (SKF); 25855 (Car A1622 only) etc.

Builders NZ: **Fin** = Findlays Dunedin; **Hys** = Hyslop Dunedin; **JS** = Jackson & Sharp; **Pri** = A&G Price Onehunga; **RH** = Rouse & Hurrell Ltd, Wellington; **WM** = Wellington Manawatu Rly Co.

Builders UK: **Ash** = Ashbury Railway Carriage and Iron Co Ltd; **Brs** = Bristol Wagon Works Co Ltd; **Clm** = Cleminsons radial underframes; **Glo** = Gloucester Wagon Co Ltd; **Gro** = Grovers underframes; **Met** = Metropolitan Cammell Ltd; **Mid** = Midland Railway Carriage & Wagon Co Ltd; **Olb** = The Railway Carriage Co. Ltd, Oldbury; **Sal** = Metropolitan Railway Carriage & Wagon Co Ltd; **BSVA** or **BESA** = British Engineering Standards Assn.

Builders USA: **ACF** = American Car Foundry; **BWW** - Bristol Wagon Works Ltd. **GB** = Gilbert Bush & Co, later Gilbert & Bush Co. and still later **Gil** = Gilbert Car Co. **JS** = Jackson & Sharpe.

Body Blueprints: We have endeavoured to show at least 1 side elevation for each car type, but due to space, cant include the many variations.

Blueprint Index; The known list including PWD plan references and NZR BP numbers is included as an appendix.

Bogie Types: Add B60; Add B82; D22; R22; R158; GB& Co. ; PWD 8444; BP508; 578; 1656; 2645; 2794; 3905; 4274; 7300; 7781; 8655; (cars 1137 & 1617 only); 8558 (vans only) 25140 (Timken); 25330 (SKF); 25855 (Car A1622 only) etc.

Car 'Nicknames' are used to distinguish some car types: '**Saloon Balcony**' cars became known as '**Birdcages**' due to their steel mesh enclosed verandah's running along half of one side. '**Gallery**' cars had a full length steel mesh verandah running along the whole of one side. '**Gumdigger**' cars were nicknamed after cars used to transport Gum Diggers to the Henderson Gumfields from Auckland in the 1920's. The name has been retained to distinguish these "New build" 44' cars with a "medium Circular roof", from the many 'low roofed' 44' rebuilds of 4 and 6 wheeled cars in the early - mid 1880's. Some 29 Gumdiggers were built here and 10 more were later imported for the Thames Valley & Rotorua Rly Co, but taken over by the NZR before going into service. "**Elevated Roofs**", was a British term adopted by the NZR record keepers. These cars were nicknamed "**Clerestory**" being derived I believe from the term 'Clear Story'. '**Wairarapa roofs**' were Elevated roofs with the sides boarded up on an angle, from the top of the sides to the edge of the elevated portion, to combat winds on the Rimutaka incline. These were usually removed when cars transferred to other sections. "**Turtle backs**" referred to the new circular roofs with a concave underside, introduced on 44' cars and Guards vans, around 1896. "**Whale backs**" referred to the new 'Standard roofs' without the concave underside introduced in 1902 on the new 47' 6" cars. As this term was only used until the second world war, we have stuck with NZR's later "**Standard**" roof application. "**Bullet**" cars was the early nickname for the cylindrical 56' main line stock of the late 1930's. '**Verandahs**' are the end platforms on wooden cars.

Class: **P** = Postal; **PC** = Postal Composite; **C** = Composite; **AM** = Ambulance Cars; **S** = Sleeper; **SS** = Semi-sleeper; **VR** = Vice Regal; **AF** = Wooden car vans, reclassified from 'A' in February 1944. **AL** = Steel Car-vans;

Colour Schemes: are recorded as an appendix.
Compartments: "G" beside the number denotes a Guard compartment provided; K = Kitchenette. For clarity, and to save space, all compartment measurements in the tables, are to the nearest inch.
Drawgear: A = Alliance auto coupler; J = Janney yoke drawgear; AJ = Auto coupler with Janney yoke; No Symbol = Standard NZR. AJ1 = Auto coupler with Janney yoke at one end only; HR = Special hose couplings to clear centre rail BP y9040. Present car handbrakes introduced 1892. Westinghouse brakes 1900.
Early classifications; By March 1882 all sections EXCEPT Hurunui-Bluff were using class letters, viz: A = 6 wheel First class cars; B = 6 wheel Second class; C = 6 wheel Composite cars; D = 4 wheel First class cars; E = 4 wheel Second class cars; EE = 4 wheel Composite cars; F = Passenger Brakevans; FF = Goods Brakevans. Hurunui - Bluff section (later SIML) cars were NOT classified, the Alphabet being used for Goods wagons only. To clarify the numbering the GM ordered on 18. 4.1882, that the following class letters would be used by all sections: A = 40' bogie cars; B = 30' bogie cars; C = Six wheel cars; D = Four wheel cars; F = Brakevans etc. Each letter would include all classes, 1, 2, or Composite. The 5 South Island sections plus Wellington section would number each class from 1 upwards. Wanganui, Napier and Auckland however would expand on the Wellington section numbers. Hurunui - Bluff had to renumber many cars on 16.10 1886, and by 1.5.1890 the situation required a general renumbering nationwide, this time expanding on the Hurunui - Bluff listing only. The original PWD car numbers of 1877 are largely unknown, but Locomotive renumbering started in May 1877 after Oamaru joined Canterbury section on 1.2.1877, but before Dunedin was included on 6.9.1878 and Invercargill on 22.1.1879.
Gates & Vestibules; Fitting of gates BP 3815 from 1905 on, is mentioned in the notes column, and dated where date known. Later amendments to gates are not recorded, but from 1916 all gates were increased in height by around 12" BP y6109 of 3.1916, due to some serious injuries to people leaning out over the tops of them. ' Vestibules ' are the corridor connections fitted to the ends of many open verandah, and/or closed end, main line cars from 1908 on for Main Trunk use. Also used on later steel panelled stock.
Heating: S = Stove; P = Steam heat piped with couplings; H = Steam heat; HR = BP 9040 special hoses & couplings to clear centre rail; C = Oil burning combustion heater; RG = Rock gas heater; E - Skope electric storage heater. HF = Lyttelton steamer train; PV = Pressure ventilation; PVH = pressure ventilation with heating
Lavatories: C = Centre; E = 1 end; 2ES = Both ends of car. P = Platform. BP 1150 6.12 1889; BP 1891 6.17 .1889 on platform etc.
Lighting: Ac or Ac Its = Acetylene; C = Colza Oil; K = Kerosene; G = Gas; P = Pintsch Gas; CG = Coal Gas; E = Electric; FL = Fluorescent
Roofs: L = Low roof; C = Clerestory (Elevated roof); MC = Medium Circular (Gumdigger cars); TB = Turtle back 44' style; S = Standard 47'6" style. On 20.4.1954 the black Bauxite Tarpaulin Dressing on Canvas Roof covers was discontinued. All roofs were henceforth to be painted with Oil based Aluminium paint.
Roof BP's: PWD 9208 & 8444 , 1884 medium circular ("Gumdiggers"); BP 91 , 6.1887 Elevated (Clerestory) 3' 3" wide; 1128a , 1.1890 low; 1158e Elevated 8.1891; 1125 , 3.1890 Low; 2008 , 8.1896 Turtle-back; 2012 , 8.1896 Turtle back; 2112 , 2.1897Turtle back; 2276 , Turtle back; 3090 , 6.1902 Standard (circular); 3918 , 7.1906 Std for Midland Rly cars; 4028, Low roof framed as BP 763; 6494 , 6.1917 Std; 6894 6.1920 Low roof (A26); Z7310 , 6.1922; etc.
Seating: AC = Addington chairs; C = Chair seats; CR = Coupe type cross seats; CS = Back-to-back seats; B = Sleeping car berths; CB = 1st bucket seats; FB = Fixed Iron back; L = Longitudinal; PC = 1st chair pedestal seats; SC = Scarrett type seats; MU = multiple unit type seats; H&K = Hale & Kilburn. RC = Revolving chairs (Diners).

Temporary Brakevans: By the late 1920's there was a shortage of Brakevans and many old cars and ex Brakevans in revenue and non-revenue service were renumbered into the F van series, and pressed back into service. This included about 13 of the 30' B cars in the South Island. Some had Guards lookouts (Duckets) installed while others like B 246 & 247 Ch became F536 & F542 with no external change to the body apart from a Brake Cock. Several redundant Postal cars were also refitted as Brakevans during 1933-35. Most of these van oddities are highlighted in the main "notes" column.

Underframes: CIm = Clemensons Radial Underframe ('C' cars). See the separate **Body vs Underframe table** under each section of cars; Wooden, or Steel clad, for the appropriate underframe type.