



*A family about to leave Newnes in the winter of 1925.*

*D. O'Brien colln.*

passengers. The end platforms had access steps sharply reaching to almost track level, a desirable feature in the early days of the line prior to the advent of the new island platform at Newnes Junction. The seats of the carriage were of a plain plywood upholstered reversible pattern of minimum dimensions and comfort. Roller blinds were fitted to the windows. The interior of the car, which had a guard's compartment at one end and a lavatory at the other, had the original seating re-arranged near the centre to make space for a small fuel stove. Externally the vehicle was originally finished in varnished natural wood. This car, somewhat weather-beaten, lasted to the end of the railway service, but the roof had been recovered and the original oil lamps replaced by battery electric lighting. It was also the one most used and was classed "SECOND".

The other car was built by the Metropolitan Amalgamated Railway Coach Works, Lancaster, (possibly the same firm) in 1908 and was more elaborate, having a second-class compartment at one end, similar to the other car, and seating thirty persons; a guard's compartment, with side

doors, and a first-class compartment with a central table and loose chairs, seating eight persons, at the other end. There was a lavatory cupboard — it was little more — at the second-class end.

The car was in an excellent state of preservation in 1940, with the original oil lamps intact, had been little used and was stored mostly under cover at the oil-works. Regarding the disposal of these two carriages, we are indebted to Jack Southern for the information that they came into the possession of the Australian Iron and Steel Company. He does not remember seeing the bodies of the cars at Cringila but they may have been removed at Newnes. If this latter theory is correct, the underframes and bogie units would have been placed on a low-loader and taken by road to Wallerawang and from thence, aboard a Departmental "BEE" flat-topped wagon to Cringila. According to the records of the Australian Iron and Steel Company they are shown as having been converted to flat-top wagons of 15 tons capacity, Nos. 12 and 13, and coded "NF". These two wagons were recorded as having tubular frames but they disappeared after only a very short life. Un-