



## NSWGR "N" CARS

### HISTORICAL NOTES

The "N" cars were built by Waddingtons Ltd (later Commonwealth Engineering), at Clyde NSW in 1939. There were 35 cars built as follows: 10 x BN First, 10 x HFN Terminal Second, 15 x FN Second. All subsequent variations were converted from these original cars.

The cars as built did not have roof vents (other than for the toilets), relying on a system of forced ventilation and had frameless windows.

This ventilation system proved unsatisfactory and was soon removed, the cars being fitted with large roof vents down their centreline. Framed windows were also fitted at this time. The RFN Buffet cars were converted from FN cars and always ran in the later form.

For the majority of their lives the cars ran with 2AN bogies as per the Powerline bogies now supplied with this kit.

The kits in this series are:

M300	FN	Second Class Passenger Car
M301	BN	First Class Passenger Car
M302	RFN	Second Class Buffet Car
M303	HFN	Second Class Terminal Car

All subsequent variations can (with a greater or lesser degree of difficulty) be kitbashed from one or other of these cars.

When originally built the cars were grouped into five identical seven car sets (Nos. 110 to 114), each of which were made up as follows: HFH-FN-FN-FN-BN-BN-HFN.

The original livery was a special red and cream design. In later years tuscan, tuscan and russet, indian red and candy liveries were all applied to these cars. During World War II, two sets were painted pale grey and combined with BS cars

(available from Powerline) to form ambulance trains.

Between 1947 and 1950 a number of FN were converted to RFN Buffet Cars, and two FN were converted to HFN terminal cars, but without changing their roof profile. An extra set (115) was now commissioned.

In 1967 further conversions took place for the Brisbane Express (via Wallangarra): BAM Sleeper from FN, FNR Buffet from RFN, CN Composite Car from BN, ABN (spare car) Composite & Sleeping from BN. This made a new set No. 130 coded "WAB" and usually ran with a matching profile LHO passenger brake van.

In 1970 a new set (131) was required for the Southern Highlands Express, and this resulted in a number of further conversions: HN from HFN (2), SCN from BN, SBN from BN, FRN from RFN, and SFN from RFN.

By this time there were now seven sets made up from the original 35 cars. There were no extra cars built, all new types were conversions of existing cars. The sets also varied in size from a minimum of three cars to a maximum of six. Even more variations occurred in later years, but no new cars were built, although more BAMs were converted from existing cars.

Many cars are now preserved, including some in the train regularly hauled by 3801.

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