

Upper right. In the immediate post-war period, Ford V8 chassis were comparatively cheap and readily available. Using its own standard "Steelbilt" design, NZMB bodied many for a variety of operators. CTB No. 268 was one of 20 purchased by the operator in 1946. *Derek Pringle*



Middle right. Seen here preserved by the Auckland Chevrolet Club, NZRRS No. 1493, was one of 60 Chevrolet MS's bodied for the operator by NZMB 1944-1947. All were normal-control vehicles of a similar length, but roof heights, luggage storage arrangements and seating capacities varied according to the type of work envisaged. *Clive Otway collection.*



Lower right. NZRRS No. 1723, a 1949 NZMB-bodied Mack EHIS. Although the E-series was a normal-control truck chassis, their ready availability during and after the war made them popular as psv's. Indeed NZRRS purchased 139 E-series aisle-loading Mack psv's. Bodied by NZMB 1942-1942, they were delivered in a variety of heights, lengths and configurations according to the operator's requirements. Some chassis, including No. 1723's, were converted to forward control before bodying as urban buses. *Forbes Neil*



Bottom. Dunedin City Transport No. 8, one of 55 British United Traction RETB1 trolleybuses bodied for the operator by NZMB 1950-1956. *Garth Stewart.*

