

Table 4

AEC RELIANCE/NZMB. Nos. 4602-4604. 3 VEHICLES.

NZRRS hadn't previously owned any AEC Reliances, but it did have contemporary experience with three owned by the Hawke's Bay Motor Co (HBMCo), and used on the two operators' joint Auckland-Hastings service. No doubt the HBMCo vehicles were in mind when the need arose for NZRRS to order three premium coaches of its own to run in parallel to the newly-introduced Southerner express, feeding into it at major stations. This required a level of performance

that Bedford NFM's couldn't meet. A new body was designed that differed from anything NZRRS had ordered before. It went on to form the basis for a family of bodies later built on underfloor-engined Bedford chassis. A model was made of one of the coaches to try out a two-tone blue livery similar to that of the train. However, this idea was dropped in favour of using the AEC's to introduce an all-new NZRRS coach livery based on a bright shade of red known as vermilion.

No.	Reg.	New	Withdrawn	Chassis	Chassis No.	Body	Seats	Area
4602	GB 106	18.11.1971	10.1988	AEC Reliance 6U3Z	RA-7860	NZMB	C41F	CC
4603	GB 104	8.8.1972	10.1988	AEC Reliance 6U3Z	RA-7857	NZMB	C41F	CC
4604	GB 105	3.5.1972	10.1988	AEC Reliance 6U3Z	RA-7856	NZMB	C41F	CC

Notes. The bodies of all three coaches were damaged in an arson attack while they were awaiting disposal. Afterwards, they were rebuilt as motor caravans by their buyers, and didn't see further passenger service.



Above. **No. 4603 at Dunedin in February 1981. These were the first NZRRS vehicles fitted with mid-mounted underfloor engines.** Michael Jarka.

Left. **No. 4604 in Stafford Street Timaru, November 1978.** Brian Smith.