

## KITCHEN AND STAFF CARS – Diagram AA

### General information:

A total of 50 Kitchen and staff Cars were built during the period 1910 - 1940 with numbers 250 – 330.

Five variations of the Type AA were manufactured of which a few were converted from a Type A to a Type AA. – Variations :- AA – 23 (24) / AA- 25 (1) / AA – 29 (12) / AA – 32 (11) and AA – 34 ( 2)

Although not identical, kitchen and Staff car No 275 – Type AA-23 is represented by the following Kitchen and Staff cars that are preserved and /or in operation.

### Preserved Rolling stock:- Transnet

NO	Type	Building date	Location	Condition
285	AA - 34	1940	On loan / Bay Steamers	Poor
276	AA - 25	1933	Offer to purchase received	Poor

### Private Ownership :

NO	Type	Building date	Owner / Location	Condition
256	AA -23	1924	Sandstone	Unknown
288	AA – 29	1937	Sandstone	Unknown
252	AA – 23	1924	Rovos Rail	Unknown
286	AA -34	1937	Rovos Rail	Unknown
284	AA -29	1936	Ceres Railway	Unknown
269	AA- 23	1927	Umgeni Steam	Unknown

### Motivation for disposal:-

Coach No 275 is in a very poor condition and the body of the coach has to be rebuilt due to years of exposure to the weather conditions. Over the years the interior has also been vandalised to such an extent that very few of the original fittings can be replaced. To restore this coach to its former glory will cost Transnet an extraordinary amount of money while several other Kitchen Cars preserved representing the Kitchen and Staff Cars. To relocate this coach to a secure site, by road or by rail, will be a safety risk and challenge on its own due to the dilapidated condition of the coach. To source a contractor with the necessary skills and knowledge to rebuild the asset will be a long and lengthy process as Transnet has to adhere to the procurement processes applicable to SOE and SOC's.

### Official list of Kitchen and Staff Cars.

DIAGRAM AA – KITCHEN & STAFF CARS.															
Nº	Building Car Nº	DIAGRAM	Nº	Building Car Nº	DIAGRAM	Nº	Building Car Nº	DIAGRAM	Nº	Building Car Nº	DIAGRAM	Nº	Building Car Nº	DIAGRAM	Nº
250.	195.	AA-23.	265.	148.	AA-23.	290.	225.	AA-29.	294.		AA-32.				
251.	196.	AA-23.	267.	213.	AA-23.	281.	226.	AA-29.	295.		AA-32.				
252.	197.	AA-23.	268.	214.	AA-23.	282.	227.	AA-29.	296.		AA-32.				
253.	198.	AA-23.	269.	215.	AA-23.	283.	228.	AA-29.	297.		AA-32.				
254.	199.	AA-23.	270.	216.	AA-23.	284.	229.	AA-29.	298.		AA-32.				
255.	200.	AA-23.	271.	217.	AA-23.	285.	230.	AA-34.	299.		AA-32.				
256.	201.	AA-23.	272.	218.	AA-23.	286.	231.	AA-34.	300.		AA-32.				
257.	202.	AA-23.	273.	218.	AA-23.	287.	232.	AA-29.	330.		AA-32.				
258.	204.	AA-23.	274.	209.	AA-23.	288.	233.	AA-29.							
260.	205.	AA-23.	275.	210.	AA-23.	289.	234.	AA-29.							
261.	206.	AA-23.	276.	219.	AA-25.	290.	235.	AA-29.							
262.	211.	AA-23.	277.	220.	AA-23.	291.		AA-32.							
263.	145.	AA-23.	278.	223.	AA-29.	292.		AA-32.							
264.	146.	AA-23.	279.	224.	AA-29.	293.		AA-32.							

