

Buffet Cars – Diagram B

General information:

A total of 20 Buffet (Lounge) cars were built during the period 1908 -1972 with numbers 695 – 698 / 795 – 798 and 801 to 812.

10 two variations of the Lounge cars were in use- Type B-1 / B -2 / B – 3 / B -4 / B -5 / B-6 / B-7 / B-8 / B-9 and B-10.

Although not identical, Lounge car No797, is represented by the following Lounge (Buffet) cars that are preserved and /or in operation.

Preserved Rolling stock:- Transnet

| NO | Type | Building date | Location | Condition |
|-----|-------|---------------|-----------------|-----------|
| 795 | B - 2 | 1929 | Museum , George | Good |

Transnet asset on loan / Private Ownership

| NO | Type | Building date | Owner | Condition | Remarks |
|-----|-------|---------------|---------------|-----------|----------------------------|
| 695 | B -3 | 1939 | TRANSNET | POOR | OFFER TO PURCHASE RECEIVED |
| 697 | B - 4 | 1941 | TRANSNET | POOR | OFFER TO PURCHASE RECEIVED |
| 698 | B - 5 | 1938 | Mr A Wiffen | Unknown | |
| 798 | B - 6 | 1908 | TRANSNET | POOR | OFFER TO PURCHASE RECEIVED |
| 799 | B - 2 | NOT AVAILABLE | CERES RAILWAY | Unknown | |
| 800 | B -12 | NOT AVAILABLE | CERES RAILWAY | Unknown | |

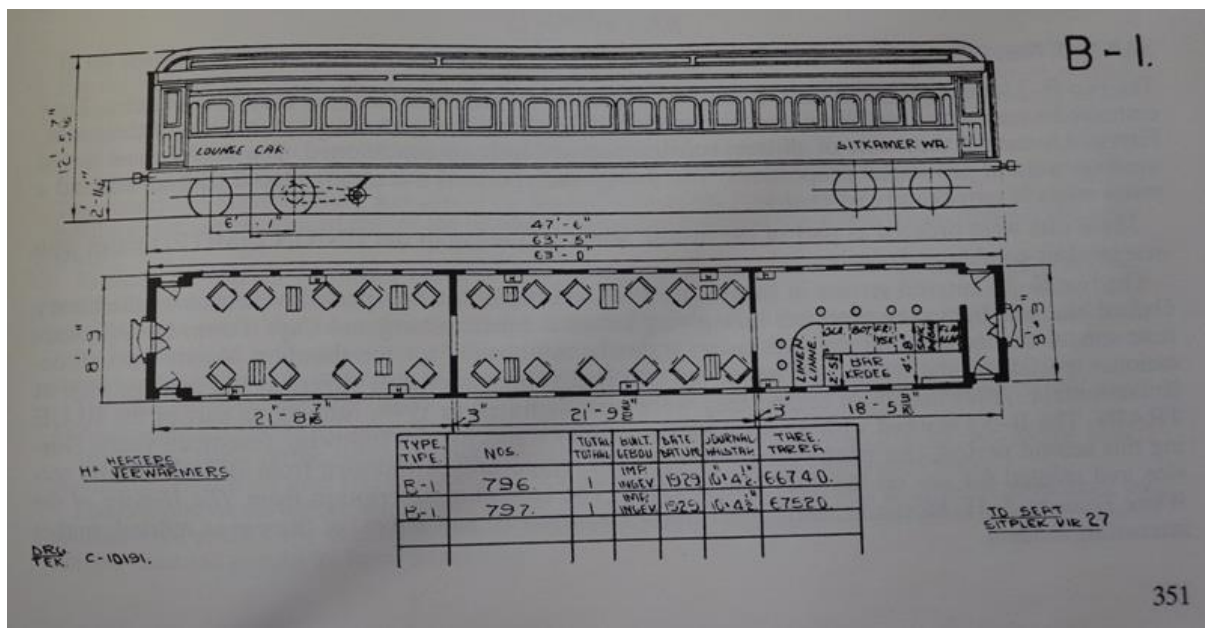
Motivation for disposal:-

Coach No 797 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 costs Transnet an extraordinary of money while several other Private Saloons are preserved representing the Private Saloon era. 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 Lounge Cars. (Information as per Information resources)

| Number | Type | Built | Date |
|-----------|-------|----------------|------|
| 587 - 590 | B-2 | IMPORTED | 1929 |
| 695 - 696 | B -3 | IMPORTED | 1939 |
| 697 | B -4 | IMPORTED | 1941 |
| 698 | B - 5 | PRETORIA | 1938 |
| 796 -797 | B - 1 | IMPORTED | 1929 |
| 798 | B - 6 | PRETORIA | 1908 |
| 801- 806 | B - 7 | UNION CARRIAGE | 1963 |
| 807 - 808 | B - 8 | UNION CARRIAGE | 1963 |
| 809 - 810 | B - 9 | UNION CARRIAGE | 1963 |
| 811 - 812 | B -10 | UNION CARRIAGE | 1972 |

Diagram of Dining car No :-



Information resources:-

S.A.R – Types of Main Line Saloons 3’6” Gauge - Chief Mechanical Engineers – 14 August 1941

S.A.R – Types of Main Line Saloons 3’6” Gauge - Chief Mechanical Engineers – 01 November 1980 (updated)

Classification of the various Buffet Cars is recorded in above publications reflecting the Diagram (coach layout) , Type, Numbers of the dining cars, builders name and building date. All publications are available at the Transnet Transport Museum in George while duplicate publications and the history of the coaches are preserved for research purposes at the Transnet Knowledge Centre in Johannesburg.

