

First Class – Diagram C

General information:

Numerous First class coaches were built during the period 1900 -1972 with number series 300 / 400 / 500 / 600 / 700 /3000 / 8000 and 22000.

No less than 28 variations of the First Class coaches were in use- Type C 1 / 2 / 3 / 4 / 6 / 7 / 8 / 9 / 13 / 14 / 15/16 / 17 / 18 / 22 / 22C / 23 / 24 / 25 / 26 / 27 / 30 / 31A / 31B / 33 / 34 / 35 and 36.

Although not identical, First Class coach No 8155- C22, is represented by the following coaches that are preserved and /or in operation.

Preserved Rolling stock:- Transnet

NO	Type	Building date	Location	Condition
396	C - 23	1928	Transnet , Salt River	Fair
468	C - 9	1903	Museum, George	Fair

Transnet asset on loan / Private Ownership

NO	Type	Building date	Owner	Condition	Remarks
749	C -16	1921	ROVOS RAIL	UNKNOWN	
8163	C -22	1928	ROVOS RAIL	UNKNOWN	
8235	C -25	1935	ROVOS RAIL	UNKNOWN	
8199	C - 31 -A	1939	ROVOS RAIL	UNKNOWN	
500	C – 18	1908	UMGENI STEAM	UNKNOWN	
511	C – 13	1908	UMGENI STEAM	UNKNOWN	
518	C – 15	1909	UMGENI STEAM	UNKNOWN	
704	C – 16	1921	UMGENI STEAM	UNKNOWN	
8172	C – 22	1928	UMGENI STEAM	UNKNOWN	

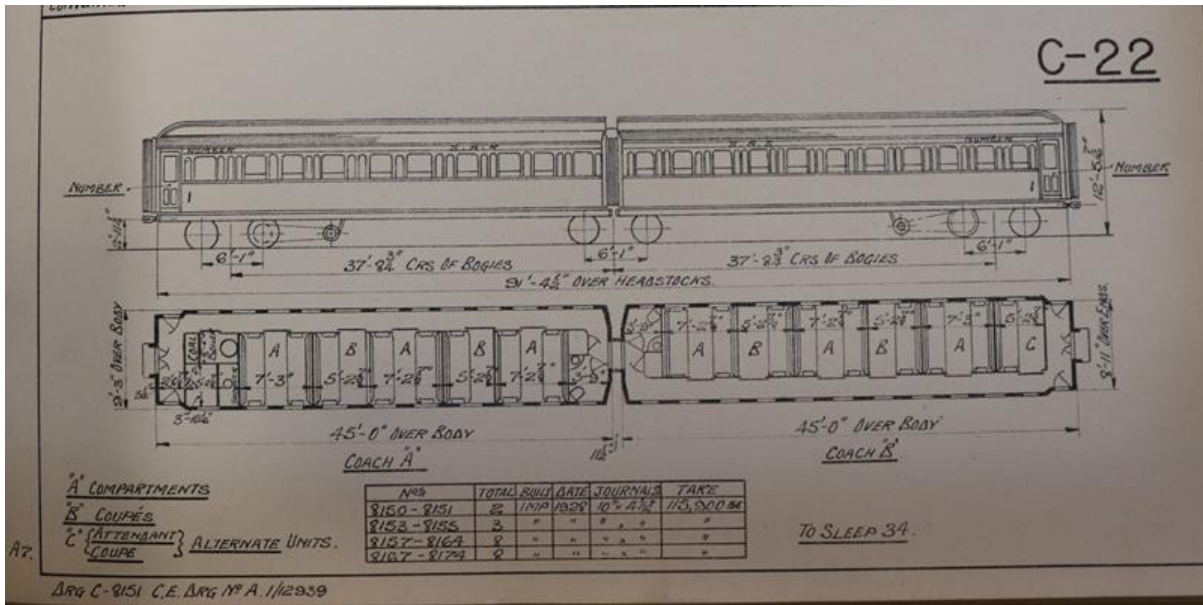
Motivation for disposal:-

Coach No 8155 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 First Class Coaches.

DIAGRAM C – FIRST CLASS.									
Nº	DIAGRAM	Nº	DIAGRAM	Nº	DIAGRAM	Nº	DIAGRAM	Nº	DIAGRAM
554 - 581.	C-16	741 - 749.	C-16	767 - 771.	C-27	8255.	C-30.	8290	C-31-B
582 - 596.	C-13	750.	C-27	772.	C-16	8256.	C-30.	8291 - 8355.	C-25.
597.	C-16	751.	C-16	773.	C-27	8257 - 8279.	C-25.		
593 - 611.	C-16	752.	C-27	774.	C-16	8279.	C-31-A.		
613 - 626.	C-16	753 - 756	C-16	775.	C-16	8280.	C-31-B.		
628 - 673.	C-16	757.	C-27	786.	C-16	8281.	C-31-A.		
674 - 678.	C-24	758.	C-27	787.	C-16	8282.	C-31-B.		
680.	C-16	759.	C-16	788 - 793.	C-25	8283.	C-31-A.		
682 - 693.	C-16	760.	C-16	8150.	C-22	8284.	C-31-B.		
690.	C-27	761.	C-27	8151.	C-22	8285.	C-31-A.		
691 - 694.	C-16	762.	C-27	8153 - 8155.	C-22	8286.	C-31-B.		
701, 702.	C-16	763.	C-16	8157 - 8164.	C-22	8287.	C-31-A.		
704 - 708.	C-16	765.	C-27	8167 - 8174.	C-22	8288.	C-31-B.		
710 - 739.	C-16	766.	C-16	8201 - 8254.	C-25	8289.	C-31-A.		

Diagram of First class coach No :8155



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 First Class coaches 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.

