

SECOND CLASS PASSENGER COACHES – Diagram E

General information:

Numerous variations of the second class coaches were put into service between 1893- 1941 of which 7 variations of the second class coaches are recorded in the reference books quoted below.

Series : E -2 – C / E -5 –C / E – 9 – C / E -10 – C / E -12 / E -13 / E – 13 – C / E -14 AND E -16

Coach no 28108, is represented by the following second class coaches that are preserved and /or in operation.

Preserved Rolling stock:- Transnet

NO	Type	Building date	Location	Condition
1714	E -13	1935	Voorbaai	Fair

Transnet asset on loan / Private Ownership

NO	Type	Building date	Owner	Condition	Remarks
14166	E – 13	Not recorded	SANDSTONE	UNKNOWN	
14277	E – 16	Not recorded	SANDSTONE	UNKNOWN	
14279	E – 16	Not recorded	SANDSTONE	UNKNOWN	
1601	E -12	1928	ROVOS RAIL	UNKNOWN	
1713	E – 13	1935	ROVOS RAIL	UNKNOWN	
1800	E -13	1936	ROVOS RAIL	UNKNOWN	
1830	E – 13	1936	ROVOS RAIL	UNKNOWN	
8870	E -16	1950	CERES RAILWAY	UNKNOWN	
889	E – 16	1950	CERES RAILWAY	UNKNOWN	
23189	E - 2	1973	TRANSNET	FAIR	ON LOAN TO REEFSTEAMERS
23336	E - 2	1976	TRANSNET	FAIR	ON LOAN TO REEFSTEAMERS
23345	E - 2	1976	TRANSNET	FAIR	ON LOAN TO REEFSTEAMERS
23478	E - 2	1977	TRANSNET	FAIR	ON LOAN TO REEFSTEAMERS
23356	E - 2	1976	TRANSNET	FAIR	ON LOAN TO REEFSTEAMERS
23190	E - 2	1973	TRANSNET	FAIR	ON LOAN TO REEFSTEAMERS
23445	E - 2	1977	TRANSNET	FAIR	ON LOAN TO REEFSTEAMERS
1652	E - 12	1929	UMGENI STEAM	UNKNOWN	

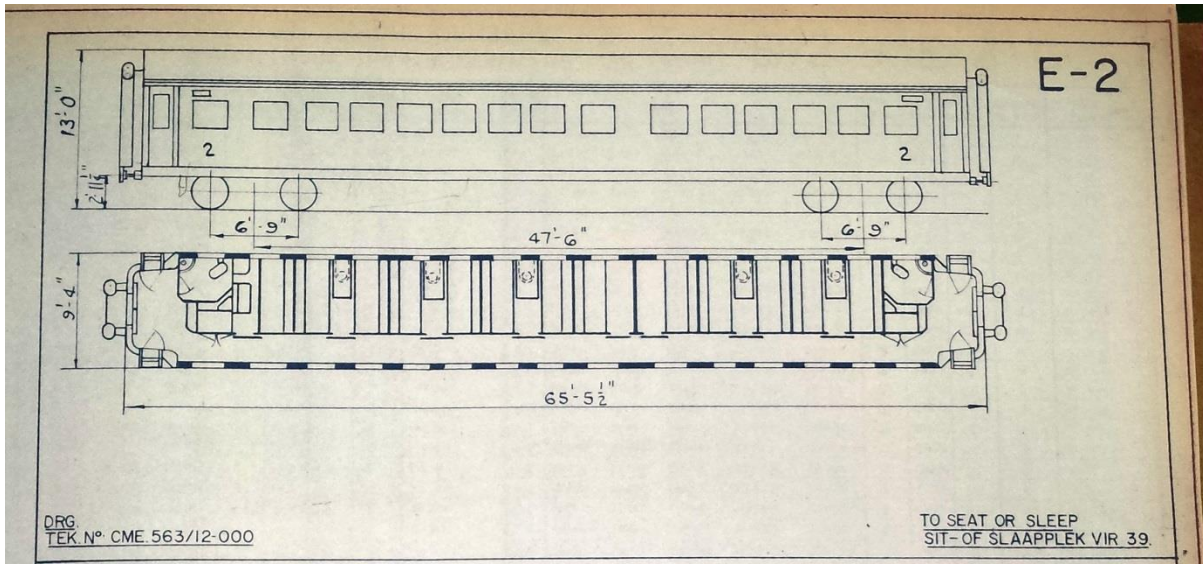
Motivation for disposal:-

Coach No 28108 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 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 Type E2 & E2C series.

INDEX OF COACH NUMBERS FOR TYPE E-2 & E-2-C																						
INDEKS VAN RYTUIGNOMMERS VIR TIPE E-2 & E-2-C																						
TYPE	No's				TOTAL	DATE	BUILT	JOURNAL	TARE	TYPE	No's				TOTAL	DATE	BUILT	JOURNAL	TARE			
TIPE					TOTAAL	DATUM	GEBOU	HALSTAP	TARRA	TIPE					TOTAAL	DATUM	GEBOU	HALSTAP	TARRA			
E-2	23115	23116	23117	23118	23119	5	1972	UC	R	38 300 Kg	E-2	23365	23366	23367	23368	23369	5	1976	UC	R	38 300 Kg	
E-2	23120	23121	23122	23123	23124	5	1972	UC	R	38 300	E-2	23370	23371	23372	23373	23374	5	1976	UC	R	38 300	
E-2	23125	23126	23127	23128	23129	5	1972	UC	R	38 300	E-2	23375	23376	23377	23378	23379	5	1976	UC	R	38 300	
E-2	23130	23131	23132	23133	23134	5	1972	UC	R	38 300	E-2	23380	23381	23382	23383	23384	5	1976	UC	R	38 300	
E-2	23135	23136	23137	23138	23139	5	1972	UC	R	38 300	E-2	23385	23386	23387	23388	23389	5	1976	UC	R	38 300	
E-2	23140	23141	23142	23143	23144	5	1972	UC	R	38 300	E-2	23390	23391	23392	23393	23394	5	1976	UC	R	38 300	
E-2	23145	23146	23147	23148	23149	5	1972	UC	R	38 300	E-2	23395	23396	23397	23398	23399	5	1976	UC	R	38 300	
E-2	23150	23151	23152	23153	23154	5	1972	UC	R	38 300	E-2	23400	23401	23402	23403	23404	5	1977	UC	R	38 300	
E-2	23155	23156	23157	23158	23159	5	1972	UC	R	38 300	E-2	23405	23406	23407	23408	23409	5	1977	UC	R	38 300	
E-2	23160	23161	23162	23163	23164	5	1972	UC	R	38 300	E-2	23410	23411	23412	23413	23414	5	1977	UC	R	38 300	
E-2	23165	23166	23167	23168	23169	5	1972	UC	R	38 300	E-2	23415	23416	23417	23418	23419	5	1977	UC	R	38 300	
E-2	23170	23171	23172	23173	23174	5	1973	UC	R	38 300	E-2	23420	23421	23422	23423	23424	5	1977	UC	R	38 300	
E-2	23175	23176	23177	23178	23179	5	1973	UC	R	38 300	E-2	23425	23426	23427	23428	23429	5	1977	UC	R	38 300	
E-2	23180	23181	23182	23183	23184	5	1973	UC	R	38 300	E-2	23430	23431	23432	23433	23434	5	1977	UC	R	38 300	
E-2	23185	23186	23187	23188	23189	5	1973	UC	R	38 300	E-2	23435	23436	23437	23438	23439	5	1977	UC	R	38 300	
E-2	23190	23191	23192	23193	23194	5	1973	UC	R	38 300	E-2	23440	23441	23442	23443	23444	5	1977	UC	R	38 300	
E-2	23195	23196	23197	23198	23199	5	1973	UC	R	38 300	E-2	23445	23446	23447	23448	23449	5	1977	UC	R	38 300	
E-2	23200	23201	23202	23203	23204	5	1973	UC	R	38 300	E-2	23450	23451	23452	23453	23454	5	1977	UC	R	38 300	
E-2	23205	23206	23207	23208	23209	5	1973	UC	R	38 300	E-2	23455	23456	23457	23458	23459	5	1977	UC	R	38 300	
E-2	23210	23211	23212	23213	23214	5	1973	UC	R	38 300	E-2	23460	23461	23462	23463	23464	5	1977	UC	R	38 300	
E-2	23215	23216	23217	23218	23219	5	1973	UC	R	38 300	E-2	23465	23466	23467	23468	23469	5	1977	UC	R	38 300	
E-2	23220	23221	23222	23223	23224	5	1973	UC	R	38 500	E-2	23470	23471	23472	23473	23474	5	1977	UC	R	38 300	
E-2	23225	23226	23227	23228	23229	5	1973	UC	R	38 300	E-2	23475	23476	23477	23478	23479	5	1977	UC	R	38 300	
E-2	23230	23231	23232	23233	23234	5	1973	UC	R	38 300	E-2	23480	23481	23482	23483	23484	5	1977	UC	R	38 300	
E-2	23235	23236	23237	23238	23239	5	1973	UC	R	38 300	E-2	23485	23486	23487	23488	23489	5	1977	UC	R	38 300	
E-2	23240	23241	23242	23243	23244	5	1973	UC	R	38 300	E-2	23490	23491	23492	23493	23494	5	1977	UC	R	38 300	
E-2	23245	23246	23247	23248	23249	5	1973	UC	R	38 300	E-2	23495	23496	23497	23498	23499	5	1978	UC	R	38 300	
E-2	23250	23251	23252	23253	23254	5	1973	UC	R	38 300 Kg	E-2	23500	23501	23502	23503	23504	5	1978	UC	R	38 300	
E-2	23255					1	1973	UC	R	38 300 Kg	E-2	23505					1	1978	UC	R	38 300	
E-2		23256	23257	23258	23259	4	1975	UC	R	38 300	E-2	28000	28001	28002	28003	28004	4	1974	UC	R	38 500	
E-2		23260	23261	23262	23263	23264	5	1975	UC	R	38 300	E-2	28005	28006	28007	28008	28009	5	1974	UC	R	38 500
E-2		23265	23266	23267	23268	23269	5	1975	UC	R	38 300	E-2	28010	28011	28012	28013	28014	5	1974	UC	R	38 500
E-2		23270	23271	23272	23273	23274	5	1975	UC	R	38 300	E-2	28015	28016	28017	28018	28019	5	1974	UC	R	38 500
E-2		23275	23276	23277	23278	23279	5	1975	UC	R	38 300	E-2	28020	28021	28022	28023	28024	5	1974	UC	R	38 500
E-2		23280	23281	23282	23283	23284	5	1975	UC	R	38 300	E-2	28025	28026	28027	28028	28029	5	1974	UC	R	38 500
E-2		23285	23286	23287	23288	23289	5	1975	UC	R	38 300	E-2	28030	28031	28032	28033	28034	5	1974	UC	R	38 500
E-2		23290	23291	23292	23293	23294	5	1975	UC	R	38 300	E-2	28035	28036	28037	28038	28039	5	1974	UC	R	38 500
E-2		23295	23296	23297	23298	23299	5	1975	UC	R	38 300	E-2	28040	28041	28042	28043	28044	5	1974	UC	R	38 500
E-2		23300	23301	23302	23303	23304	5	1975	UC	R	38 300	E-2	28045	28046	28047	28048	28049	5	1974	UC	R	38 500
E-2		23305	23306	23307	23308	23309	5	1975	UC	R	38 300	E-2	28050	28051	28052	28053	28054	5	1974	UC	R	38 500
E-2		23310	23311	23312	23313	23314	5	1976	UC	R	38 300	E-2	28055	28056	28057	28058	28059	5	1974	UC	R	38 500
E-2		23315	23316	23317	23318	23319	5	1976	UC	R	38 300	E-2	28060	28061	28062	28063	28064	5	1974	UC	R	38 500
E-2		23320	23321	23322	23323	23324	5	1976	UC	R	38 300	E-2	28065	28066	28067	28068	28069	5	1974	UC	R	38 500
E-2		23325	23326	23327	23328	23329	5	1976	UC	R	38 300	E-2	28070	28071	28072	28073	28074	5	1974	UC	R	38 500
E-2		23330	23331	23332	23333	23334	5	1976	UC	R	38 300	E-2	28075	28076	28077	28078	28079	5	1974	UC	R	38 500
E-2		23335	23336	23337	23338	23339	5	1976	UC	R	38 300	E-2	28080	28081	28082	28083	28084	5	1974	UC	R	38 500
E-2		23340	23341	23342	23343	23344	5	1976	UC	R	38 300	E-2	28085	28086	28087	28088	28089	5	1974	UC	R	38 500
E-2		23345	23346	23347	23348	23349	5	1976	UC	R	38 300	E-2	28090	28091	28092	28093	28094	5	1974	UC	R	38 500
E-2		23350	23351	23352	23353	23354	5	1976	UC	R	38 300	E-2	28095	28096	28097	28098	28099	5	1974	UC	R	38 500
E-2		23355	23356	23357	23358	23359	5	1976	UC	R	38 300	E-2	28100	28101	28102	28103	28104	5	1974	UC	R	38 500
E-2		23360	23361	23362	23363	23364	5	1976	UC	R	38 300	E-2	28105	28106	28107	28108	28109	5	1974	UC	R	38 500

Diagram of Type 2 -E:-



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.

