

## FIRST CLASS SUBURBAN PASSENGER COACH – Diagram L

### General information:

Many First Class Passengers coaches were put into service between 1883 and 1968 which are recorded in the reference books quoted below. Many variations were in service during the abovementioned period.

Series :

L2/ 3T / 4T / 5 / 6 / 7D / 8 / 9 / 9D / 10 / 10T / 11 / 12C / 13 / 13C / 14 / 14C / 14D / 14T / 15 / 15C / 17 / 18CT / 19 / 19D / 19T / 19CT / 20CT / 21C / 22C / 23 / 23T / 23C / 24CT / 27 / 27CT / 27C / 28 / 28CT / 28T / 28C / 30 / 30CT / 30C / 32 / 32T / 32CT / 32C / 33T / 35C / 38T / 40T / 41T / 41CT / 43 / 43C / 44 / 44T / 44C / 47D / 47T

### Preserved Rolling stock:- Transnet

NO	Type	Building date	Location	Condition
10104	L-41-T	1928	Museum , George	Fair / Office
5287	L-6	1938	Museum, George	Fair

### Transnet asset on loan / Private Ownership

NO	Type	Building date	Owner	Condition	Remarks
4864	L- 32	1940	Transnet	Fair	Loan agreement – Steamnet 2000
4866	L- 32	1940	Transnet	Fair	Loan agreement – Steamnet 2000
4881	L- 32	1940	Transnet	Fair	Loan agreement – Steamnet 2000
4895	L-44	1949	Transnet	Fair	Loan agreement – Classic Rail
4911	L-44	1949	Transnet	Fair	Loan agreement – Classic Rail
4912	L-44	1949	Transnet	Fair	Loan agreement – Classic Rail
4915	L-44	1949	Transnet	Fair	Loan agreement – Classic Rail
4921	L-44	1949	Transnet	Fair	Loan agreement – Classic Rail
5931	L-31	1950	Transnet	Fair	Loan agreement – Classic Rail
4913	L-44	1949	Transnet	Fair	Ringfenced for TFR project/ Waterval Boven
4914	L-44	1949	Transnet	Fair	Ringfenced for TFR project/ Waterval Boven
4917	L-44	1949	Transnet	Fair	Ringfenced for TFR project/ Waterval Boven
4918	L-44	1949	Transnet	Fair	Ringfenced for TFR project/ Waterval Boven
4919	L-44	1949	Transnet	Fair	Ringfenced for TFR project/ Waterval Boven
4922	L-44	1949	Transnet	Fair	Ringfenced for TFR project/ Waterval Boven
4925	L-44	1949	Transnet	Fair	Ringfenced for TFR project/ Waterval Boven
4910	L-44	1949	Transnet	Fair	Loan agreement – Friends of the Rail - Pretoria
4930	L-44	1949	Transnet	Fair	Loan agreement – Friends of the Rail - Pretoria
4931	L-44	1949	Transnet	Fair	Loan agreement – Friends of the Rail - Pretoria
4932	L-44	1949	Transnet	Fair	Loan agreement – Friends of the Rail - Pretoria
4933	L-44	1949	Transnet	Fair	Loan agreement – Friends of the Rail - Pretoria
4935	L-44	1949	Transnet	Fair	Loan agreement – Friends of the Rail - Pretoria
4589	L- 6	1938	Umgeni Steam	Unknown	
4853	L- 32	1940	Umgeni Steam	Unknown	
4855	L- 32	1940	Umgeni Steam	Unknown	
10020	L-19CT	1920	Umgeni Steam	Unknown	
10023	L-19CT	1920	Umgeni Steam	Unknown	
10077	L-33 –T	1939	Umgeni Steam	Unknown	
10850	L-46-CT	1939	Umgeni Steam	Unknown	

### Motivation for disposal:-

Coach No 1 – Africana- 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 Dining Cars.**

**Diagram of Dining car No :-**

**Information resources:-**

S.A.R – Types of Suburban Coaches 3'6" Gauge - Chief Mechanical Engineers – 24 March 1942

S.A.R – Types of Suburban Coaches 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.