

### **Non Revenue Earning vehicle : –14120**

This coach started life as a Type C-22 first class articulated mainline saloon number 8158 and was built by Clayton Wagons and erected at Salt River in 1928. It was used on the Union Limited, Blue Train and the Pilot train in 1947 and thereafter on the Orange Express until 1956. It was converted to a first and second composite coach of type D-1-C in 1972 and in 1976 was again converted to be used on the Germiston Breakdown trains becoming 14120 of Type Z, a classification for non revenue vehicles. This coach is not in its original conditions as has been converted several times to be reclassified .

### **Preserved Rolling stock:- Transnet**

#### **Non Revenue type**

NO	Type	Building date	Location	Condition
40055	NRE	Not Available	Museum, George	Fair
40084	NRE	Not Available	Museum, George	Fair

#### **Type C**

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**

#### **Non REVENUE TYPE**

NO	Type	Building date	Owner	Condition	Remarks
None					

#### **Type C vehicles**

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 14120 is in a 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.

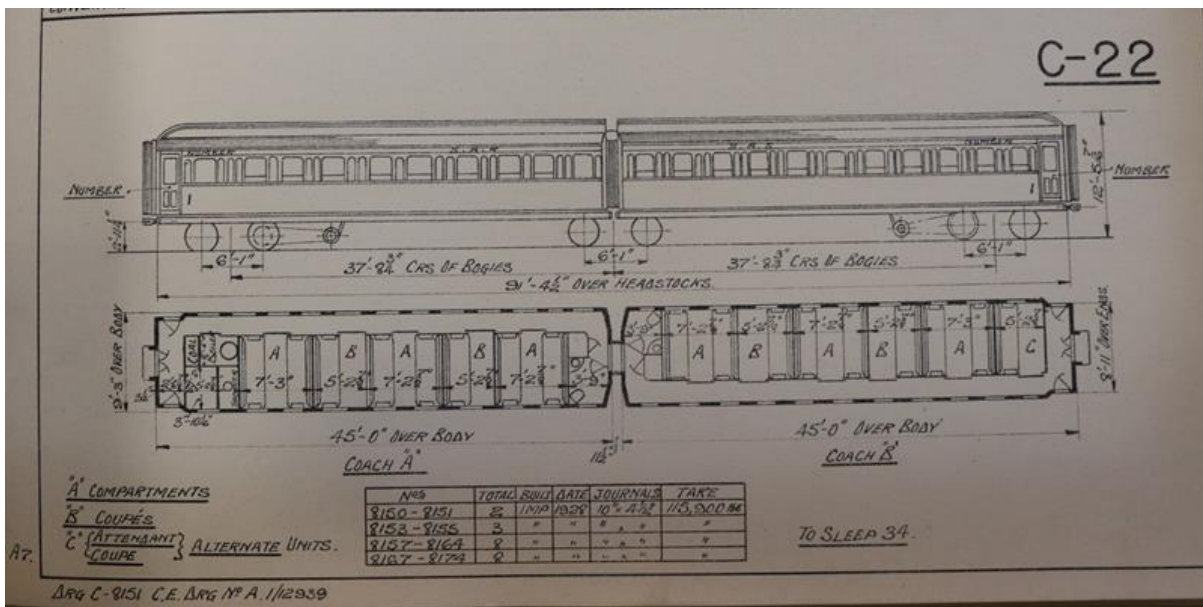
**Recorded list of NRE.**

No record of NRE vehicles available. Record of Type C and Type D vehicles as recorded in below Diagram Books.

DIAGRAM C - FIRST CLASS.									
N <sup>o</sup>	DIAGRAM	N <sup>o</sup>	DIAGRAM	N <sup>o</sup>	DIAGRAM	N <sup>o</sup>	DIAGRAM	N <sup>o</sup>	DIAGRAM
554-581.	C-16.	741-749.	C-16.	767-771.	C-27.	8255.	C-30.	8290	C-31-B.
582-586.	C-13.	750.	C-27.	772.	C-16.	8256.	C-30.	8291-8355.	C-25.
591.	C-16.	751.	C-16.	773.	C-27.	8257-8278.	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.		
629-673.	C-16.	757.	C-27.	786.	C-16.	8281.	C-31-A.		
674-679.	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.		
692-699.	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.		
704-709.	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 NRE :- No diagram available.**

**Original diagram of Type C**



**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)

