

PRIVATE SALOONS AND MISCELLANEOUS COACHES:-

General information:

A total of 98 Private Saloons were built during the period 1920 – 1928. Several others were later built and are also part of the Private Saloon and Miscellaneous coach selection for preservation purposes.

Most of the Private saloons were a once of and various in the internal layout and exterior design of the coach. They all served the same purpose in providing exclusive sleeping, bathroom and conference facilities to high profile Government officials and Transnet Senior Officials.

Although not identical, Private Saloon no 1, is represented by the following Saloons that are preserved and /or in operation.

Preserved Rolling stock:- Transnet

NO	Name	Building date	Significance	Location	Condition
2		1931, Pretoria	Used on Royal Train and Governor General train. Head, Division Planning, Johannesburg	Knysna	Fair/ Loan agreement
5	South Africa – renamed in 1971 to Tafelberg. Also carried the name Sandveld.	1903, Imported	System Manager, Cape Town	Transnet Museum , George	Good
14	Constantia, later modified and renamed Vrystaat.	1896, Imported	Cape Government Railway coach. Used by System Manager Bloemfontein	Transnet Museum, George	Good
18	Middleburg,	1897, Holland	The original saloon of the late C.A.A. Middelberg, Director (1890-1899) of the Nederlandsche Zuid Afrikaansche Spoorweg – Maatskappij, built by JJ Beijnes, Haarlem, Holland	Transnet Museum, George	Good
24	Bethlehem	1898- rebuilt 1909	Used by President Reitz of the Boer Republic of the O.V.S and later by the Superintendent Operating, Bloemfontein.	Waterval Boven	Fair
33	Ceres	1897,rebuilt 1904-1908	CSAR coach, System Manager , Kimberley	Knysna	Fair/ Loan agreement
35	Rusthof, later Tarka	1908, Pretoria	CSAR coach- Used by Prime Minister Gen Louis Botha and later by the System Manager, East London	Queenstown	Fair
43	Libertas	1947,Imported	Used by the Prime Minister of SA	Waterval Boven	Fair
51		1947,Imported	Used by the State President of SA.	Transnet Museum, George	Good
56		1908,Pretoria	CSAR coach, was used as Train de Lux observation car and later as part of the System Manager, Cape Town pool.	Culembourgh	Fair / on loan.
66	Waterval	1926, Pretoria	Used by the Railway Board , Pretoria	Waterval Boven	Fair
82	Tafelberg	1939,Pretoria	Used by the System Manager, Cape Town.	Culembourgh	Fair/on loan

Transnet asset on loan / Private Ownership

NO	Name	Building date	Significance	Location	Condition
26	Avontuur	1898, Imported	Allocated to the General Managers Commercial section, Johannesburg	Sandstone Estate/ Privately owned	Unknown
32	Somerset	1904	Allocated to General Managers pool, Johannesburg	Sandstone Estate/ Privately owned	Unknown
42	Vorentoe	1947	Minister of Transport, Johannesburg	Germiston	On loan/ fair
83	Dundee	1939	Judges coach, Johannesburg	Germiston	On loan / fair

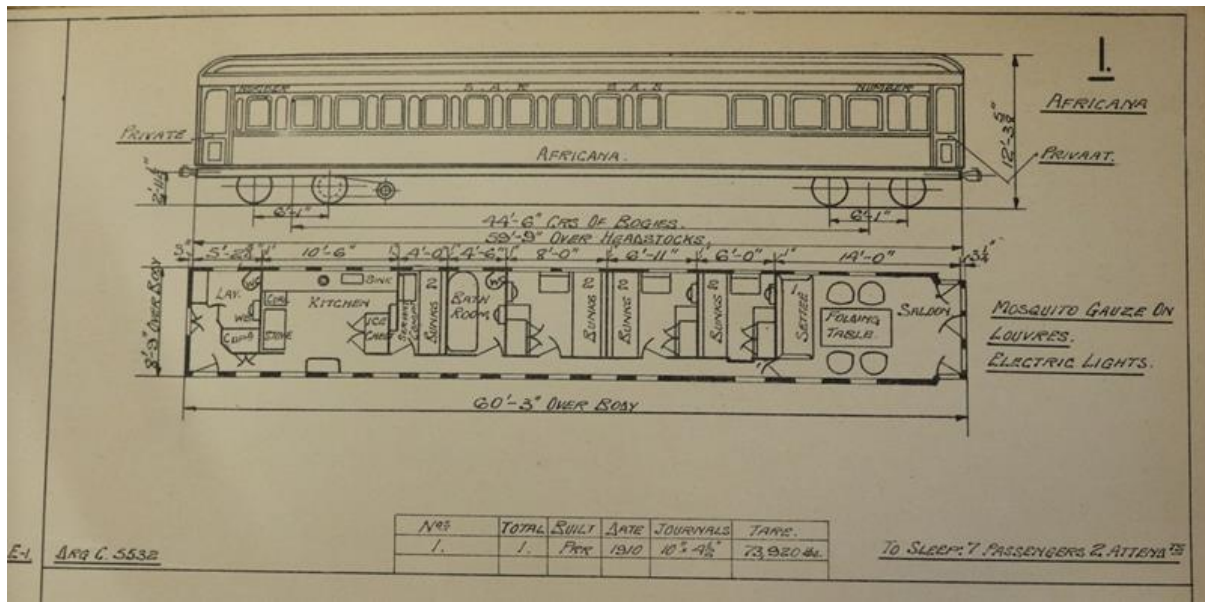
Motivation for disposal:-

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 Private Saloon .

PRIVATE SALOONS.											
N ^o	NAME	AVONTER	Y ^r	NAME	AVONTER	Y ^r	NAME	AVONTER	Y ^r	NAME	AVONTER
1.	AFRICANA	1.	60	60	15002		15002	15039			15039
2.		2.	62	62	15003		15003	15040			15040
3.		3.	64	64	15004		15004	15041			15041
4.	TRANSVALIA	4.	65	65	15005		15005	15042			15042
5.	SOUTH AFRICA	5.	66	66	15006		15006	15043			15043
6.		6.	67	67	15007	WATERVAL	15007	15044			15044
8.		8.	69	69	15008	VOORLOPER	15008	15045			15045
10.		10.	69	69	15009	GROOTSCHUUR	15009	15046			15046
14.	CONSTANTIA	14.	70	70	15010		15010	15047			15047
15.	VOORSPAEC	15.	71	71	15011		15011	15048			15048
16.	PRETORIA	16.	72	72	15012		15012	15049			15049
17.		17.	74	74	15013		15013	15050			15050
18.	SLEEMPOONTJIN	18.	75	75	15014		15014	15051			15051
19.	SCOTIA	19.	76	76	15015		15015	15052			15052
20.	CAMBRIA	20.	77	77	15016		15016	15053			15053
21.		21.	78	78	15017		15017	15054			15054
22.	MANHATTEN	22.	79	79	15018		15018	15055			15055
23.	ORATIA	23.	80	80	15019		15019	15056			15056
24.	BETHLEHEM	24.	81	81	15020		15020	15057			15057
25.		25.	82	82	15021		15021	15058			15058
26.	AVONTUUR	26.	83	83	15022	AVONTER	15022	15059			15059
27.	TARNA	27.	84	84	15023		15023	15060			15060
28.		28.	85	85	15024		15024	15061			15061
29.		29.	86	86	15025		15025	15062			15062
31.	ASTON	31.	87	87	15026		15026	15063			15063
32.		32.	88	88	15027	I. A. COACH	15027	15064			15064
33.	CERES	33.	89	89	15028	" "	15028	15065			15065
34.		34.	90	90	15029	" "	15029	15066			15066
35.	KUSTHOF	35.	91	91	15030	" "	15030	15067			15067
36.		36.	92	92	15031	" "	15031	15068			15068
37.		37.	93	93	15032	HOSPITAL COACH	15032	15069	HOSPITAL COACH		15069
45.		45.	94	94	15033	" "	15033	15070			15070
47.		47.	95	95	15034	I. A. COACH	15034				
51.		51.	96	96	15035	" "	15035				
52.		52.	97	97	15036	" "	15036				
53.		53.	98	98	15037	" "	15037				
55.		55.	15001	15001	15038		15038				
56.		56.					15039				

Diagram of Coach 1:-



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 Main Line Coaches is recorded in above publications reflecting the Diagram (coach layout) , Type, Numbers of the coaches, builders name and building date. Both 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.

