

PRIVATE SALOONS AND MISCELLANEOUS COACHES:-

General information:

A total of 98 Private Saloons were built during the period 1920 – 1962. Several other 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 purposes in providing private sleeping, bathroom and conference facilities to high profile Government officials or Transnet Senior Management official.

Although not identical, Private Saloon no 15079, is represented by the following Saloons that are preserved and /or in operation.

Variations of the :-

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

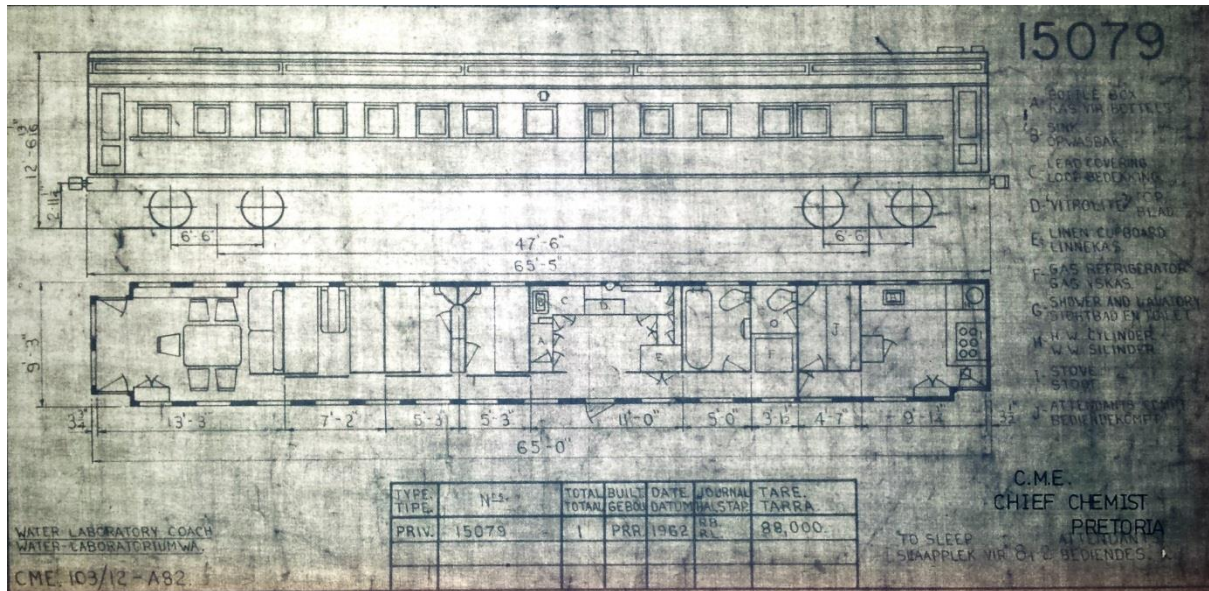
Motivation for disposal:-

Coach No 15079 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	Builder	N ^o	Name	Builder	N ^o	Name	Builder	N ^o
1.	AFRICANA.	1.	60.		60.	15002.		15002.	15003.
2.		2.	62.		62.	15003.		15003.	15004.
3.		3.	64.		64.	15004.		15004.	15004.
4.	TRANSVAALIA.	4.	65.		65.	15005.		15005.	15004.
5.	SOUTH AFRICA.	5.	66.	WATERVAL.	66.	15006.		15006.	15003.
6.		6.	67.	VOORLOPER.	67.	15007.		15007.	15004.
8.		8.	68.	GROOTSCHUUR.	68.	15008.		15008.	15005.
10.		10.	69.		69.	15009.		15009.	15006.
14.	CONSTANTIA.	14.	70.		70.	15010.		15010.	15007.
15.	VOERSPOED.	15.	71.		71.	15011.		15011.	15008.
16.	PRETORIA.	16.	72.		72.	15012.		15012.	15009.
17.		17.	74.		74.	15013.		15013.	15010.
18.	BLOEMFONTEIN.	18.	75.		75.	15014.		15014.	15011.
19.	SCOTIA.	19.	76.		76.	15015.		15015.	15012.
20.	CAPESIA.	20.	77.		77.	15016.		15016.	15013.
21.		21.	78.		78.	15017.		15017.	15014.
22.	MANHATTEN.	22.	79.		79.	15018.		15018.	15015.
23.	ORANGIA.	23.	80.		80.	15019.		15019.	15016.
24.	BETHLEHEM.	24.	81.		81.	15020.		15020.	15017.
25.		25.	82.		82.	15021.		15021.	15018.
26.	AVONTUUR.	26.	83.	NOVAEE.	83.	15022.		15022.	15019.
27.	TARNA.	27.	84.		84.	15023.		15023.	15020.
28.		28.	85.		85.	15024.		15024.	15021.
29.		29.	86.		86.	15025.		15025.	15022.
31.	AFION.	31.	87.		87.	15026.		15026.	15023.
32.		32.	88.	I. A. COACH.	88.	15027.		15027.	15024.
33.	CERES.	33.	89.	" "	89.	15028.		15028.	15025.
34.		34.	90.	" "	90.	15029.		15029.	15026.
35.	KUSTHOF.	35.	91.	" "	91.	15030.		15030.	15027.
36.		36.	92.	" "	92.	15031.		15031.	15028.
37.		37.	93.	HOSPITAL COACH.	93.	15032.		15032.	15029.
45.		45.	94.	" "	94.	15033.		15033.	15030.
47.		47.	95.	I. A. COACH.	95.	15034.		15034.	15031.
51.		51.	96.	" "	96.	15035.		15035.	15032.
52.		52.	97.	" "	97.	15036.		15036.	15033.
53.		53.	98.	" "	98.	15037.		15037.	15034.
55.		55.	15001.		15001.	15038.		15038.	15035.
56.		56.							

Diagram of Coach 15079:-



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 Private 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.

