

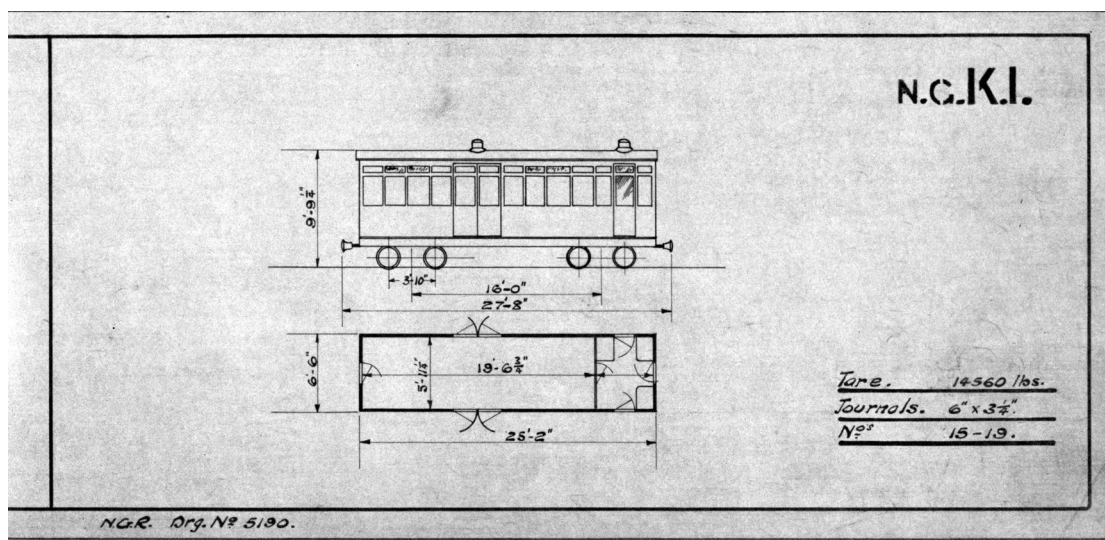
NARROW GAUGE COACHES OF THE SAR

Part 3.

By Leith Paxton

We continue our study of exNGR and Natal narrow gauge coaches, this time looking at the NG.K-1, NG.S-3 and NG.S-4 coaches.

NG.K-1. Five of these vans were built in 1907 by Cravens Carriage and Wagons Works. Not much is known of where they were first introduced, or for that matter, where they spent the rest of their lives, except they were confined to the Natal branches. As vans, they would have well utilised and were little modified. Three they were scrapped from 1962 to 1969 while Nos. 15 and 18 were still in service in 1980.

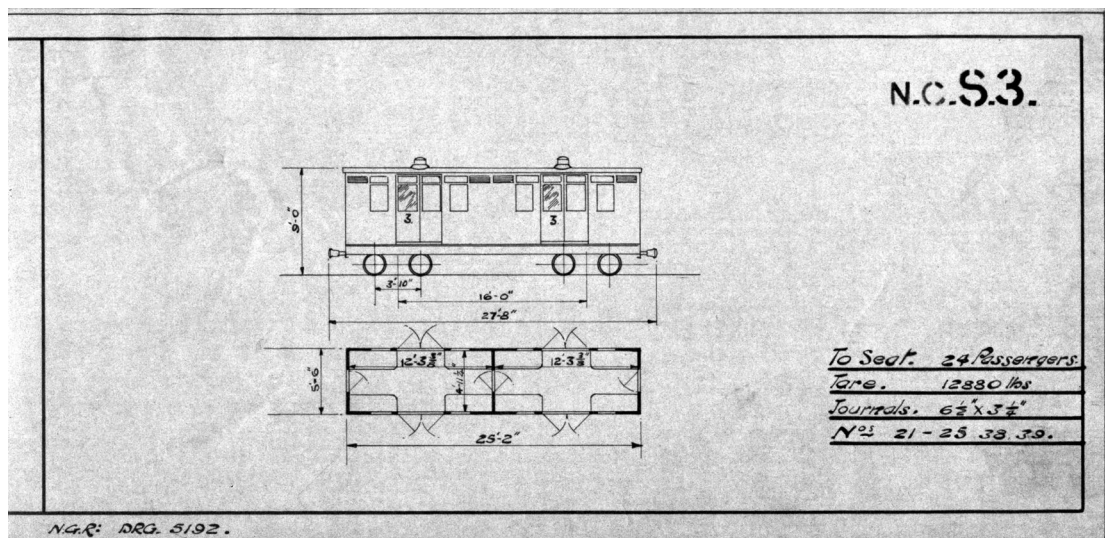


NG.K-1 No.15-19 (diagram)



NG.K-1 No.15.

NG.S-3. Eight of these 3rd class coaches were built. The first batch built by Cravens in 1907 and the second in Durban in 1914. Although similar to the NGR 36' mainline stock, they had an unusual layout in that they had a pair of doors on either side, and bench seats on either side and ends with a central partition with a interconnecting door. In service they were all heavily modified where at the end of their lives No.20 was converted to a Rail Motor Trailer, No.22 was modified to a NG.Z-2 Caboose No.23 had its body removed and reclassified NG.S-11 flat wagon, No.24 was modified to a van NG.V-9 No.973 in 1967, while No.38 was converted to a BDV-1 No.222. One will gather from the above, that the Natal branches had not scruples when it came to adopting and adapting their NG stock!

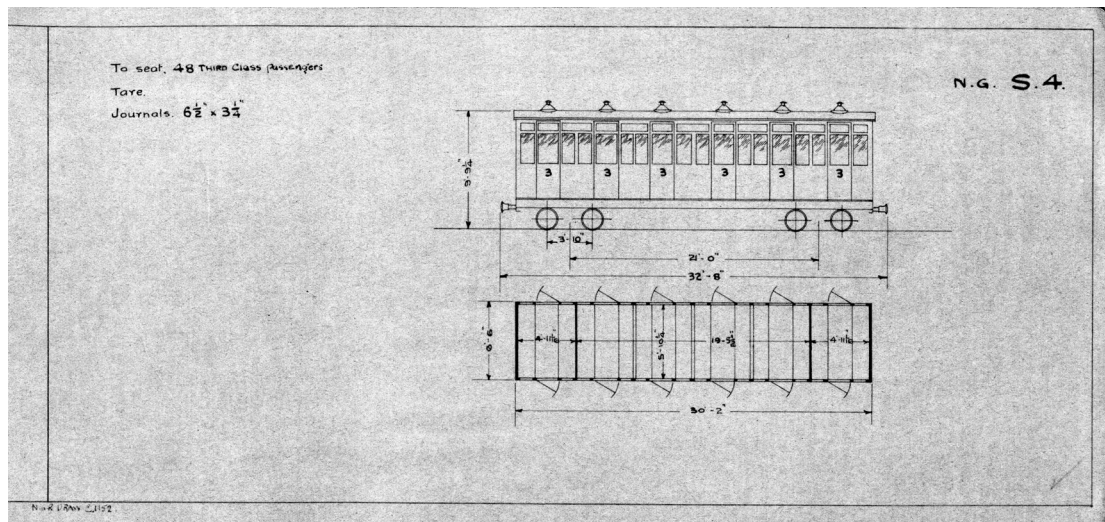


NG.S-3 No.20-25 and 38-39 (diagram)

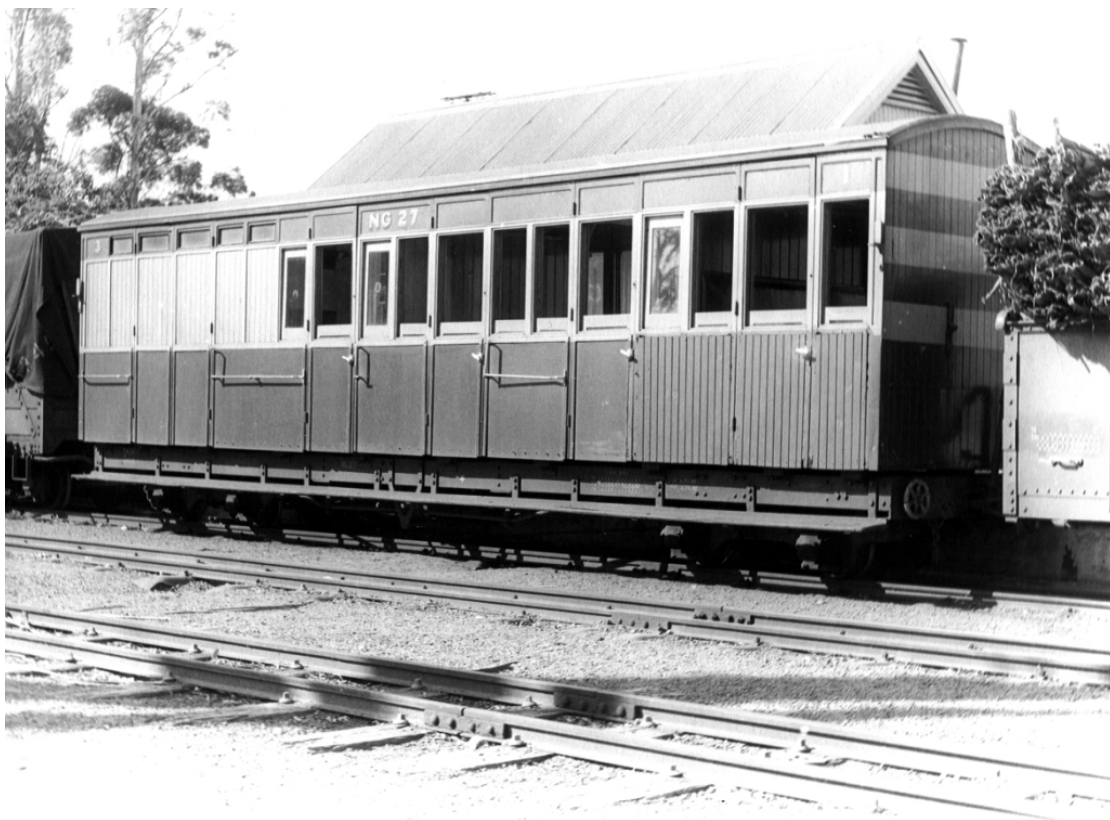


NG.S-3 No.24 before she was converted to a Van.

NG.S-4. At 30'-2" over pillars, these three coaches (with the NG.S-6) side door coaches were the longest NG branch line coaches built for SA. Again, nothing is known about where they were used. Two aspect of coach design plagued the SAR generally - the first was lack of toilets and then on the narrow gauge was the later lack of vans. These coaches fell prey to both. Nos.26 and 28 both had toilets fitted and had one compartment allocated to 1st class reserved accommodation becoming NG.U-5/LS.4 and NG.U-3/LS-2 respectively. No.27 had three of the compartments reworked to a Guard's and Baggage compartment becoming a NG.Y-1. Nos.26 and 28 would have been scrapped in the 1960's, while No.27 survived to 1980.



NG.S-4 No.26-28. (diagram)



NG.S-4 rebuild as NG.Y-1

It is my regret that I have never been able to find good quality drawings to redraw for my forthcoming book of NG Wagons and Coaches. If anybody can oblige, please contact me.