

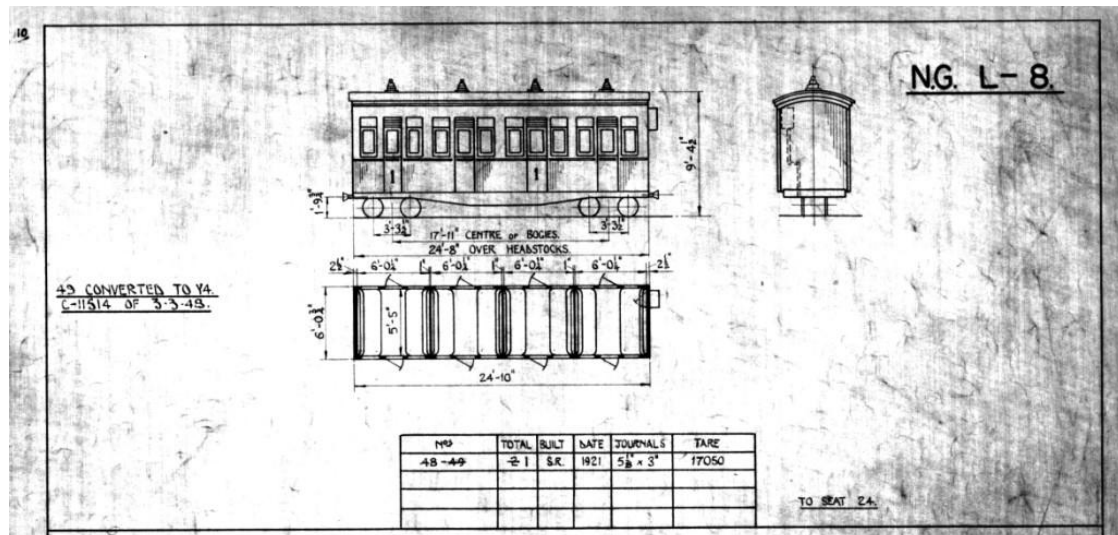
NARROW GAUGE COACHES OF THE SAR

Part 4.

By Leith Paxton

Having completely covered the coaches intended for use in Natal, and before we proceed with the Cape coaches there are a pair of coaches that appear to be slipped into the gap left.

NG.L-8. Two of these 1st coaches were built at Salt River works. It is not certain which branch they were built for, but because it was at Salt River, it can be safely assumed they were for the Hopefield line. However, what is more obvious is that they were built from material recently acquired from German South West Africa. The underframes were fish bellied presumably from their disused bogie open wagons with their standard ubiquitous 'Koppel' bogies. NG48 landed up in her 'as built' on the Langkloof before being sent to the Paton Country Rly in the 1980s, where she remains. NG49 spent the latter half of her life in SWA where it was converted to a Y-4 where the two end compartments were opened out as a baggage and Guard's compartment. She was scrapped 1961. Coach No.NG50 was converted under the NG.S-2 in Part 2.

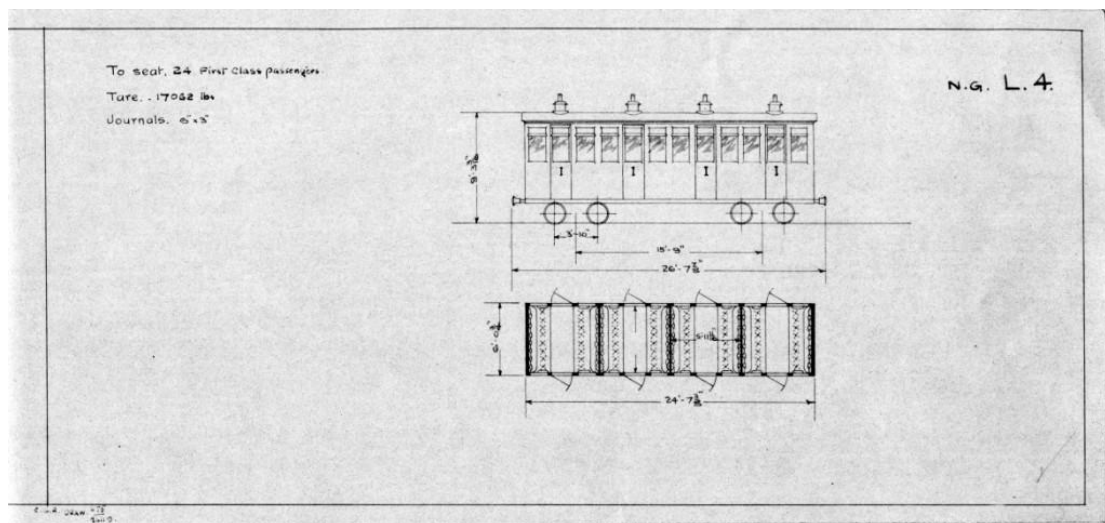


NG.L-8 No.NG48-NG49 (diagram)



Coach NG.L-8 NG.48 Photo Leith Paxton

NG.L-4. Fifteen of these First Class 'Dogbox' type coaches were built from 1902 to 1907 by Bristol C.& W Co. and the Hungarian R & W Co. The latter were used on the Hopefield branch and in keeping with that branch were not fitted with vacuum brakes. In 1913 No.NG.54 was converted as Staff Car type NG.B-1 for use with the Dining Saloon NG.A-1 'Saldanha'. In 1927 it was converted to a NG.BDV and renumbered NG17. On the closure of that branch they were sent to the Uppington and Fort Beaufort branches. From 1923 most of them were rebuilt with extended underframes to accommodate a toilet in the centre and as such were reclassified NG.L-5. NG65 was reclassified S-10 for 3rd use. Ultimately, they ended their working lives in SWA and the Avontuur line. Most of those on the Avontuur line were painted green and are in use on the Apple Express.

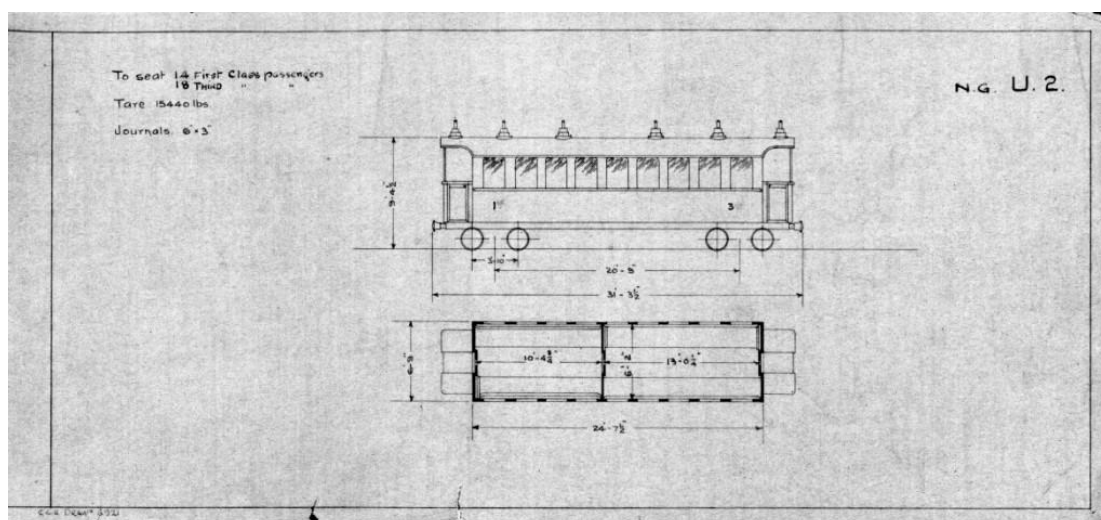


NG.L-4 No.NG52-NG63, NG65-NG67 (diagram)

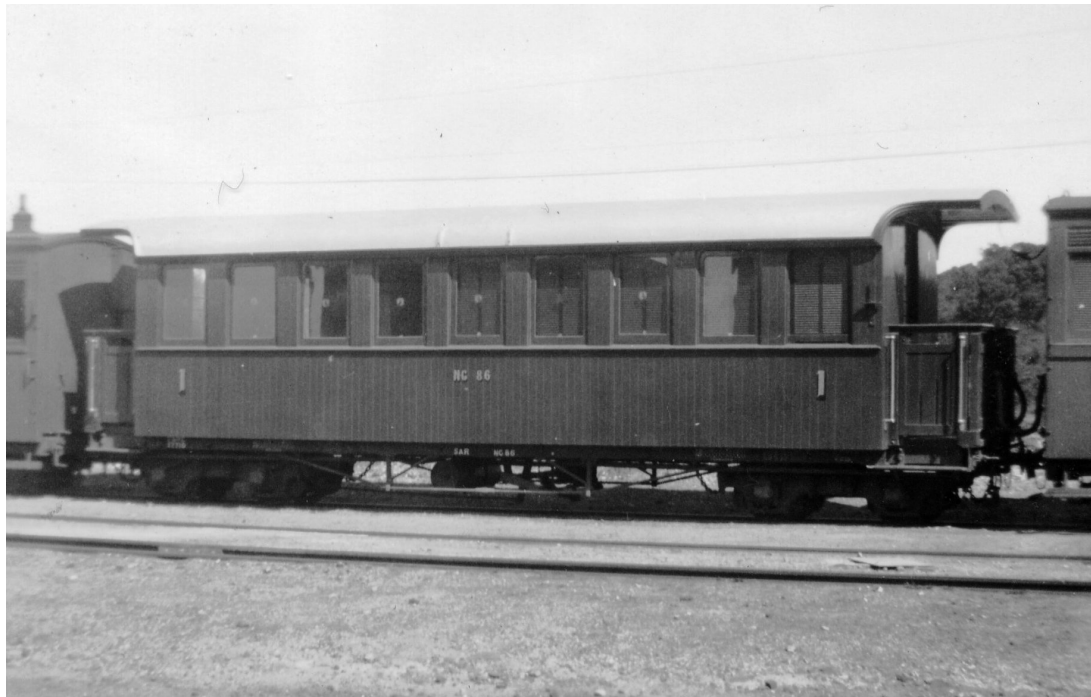


Coach NG.L-4 No.52. The last of the NG.L-4 that was not fitted with a toilet. Photo
Leith Paxton

NG.U-2. Three of these coaches were built for use on the Walmer branch. NG.63 and NG.86 were modified to L-17. Because of the 'look me up and down' seating', they could be easily modified from 1st class only to 1st and 3rd class by moving or the complete removal of the centre partition, in which case, I suspect several changes were made which did not make it to Assets Register and/or diagram books. The last example was scrapped in the SWA in 1961.

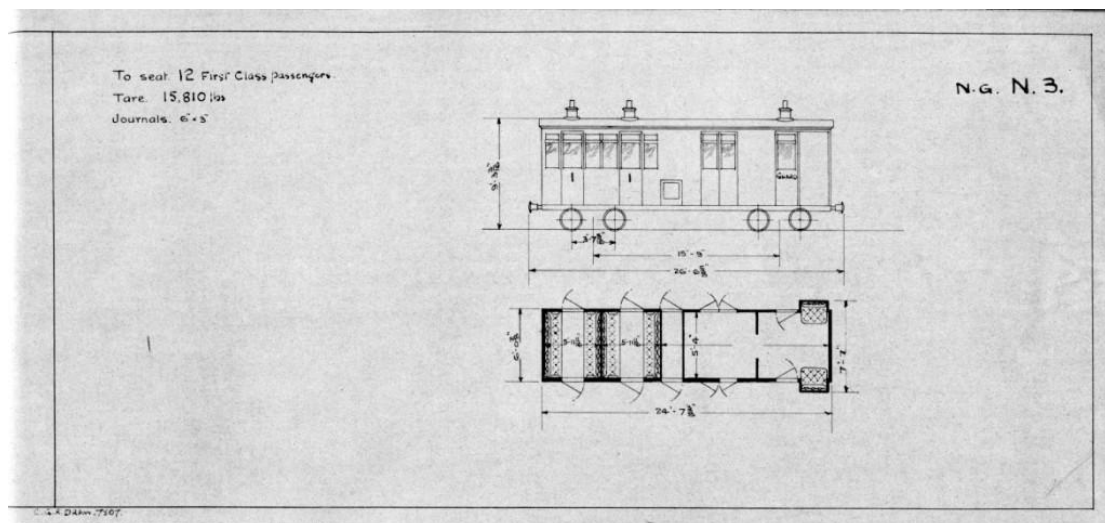


NG.U-2 No.NG63, NG64, NG79, NG86 (diagram)



Ex-Walmer Type NG.NG86 Photo AH Spit Coll Leith Paxton

NG.N-3. Seven of these 1st Compo Vans were built. Their initial allocation is not known but they all appear to have finally landed up on the Avontuur. NG72 was converted to a NG.K-2 with the removal of the passenger accommodation, NG76 was converted to type A-1 Dining Saloon No.115, and NG77 was converted to a NG.N-7 for use for the RMO, Jan 1918. The balance, NG73, NG74, NG75 and NG78 were left intact as compo vans. At least NG73 and 78 survived, painted green, on the 'Apple Express' although the Baggage portion of the van has been converted to passenger accommodation.



NG.N-3 No.NG72-NG78 (diagram)



Compo Van NG.N-3 No.73 Photo Leith Paxton