

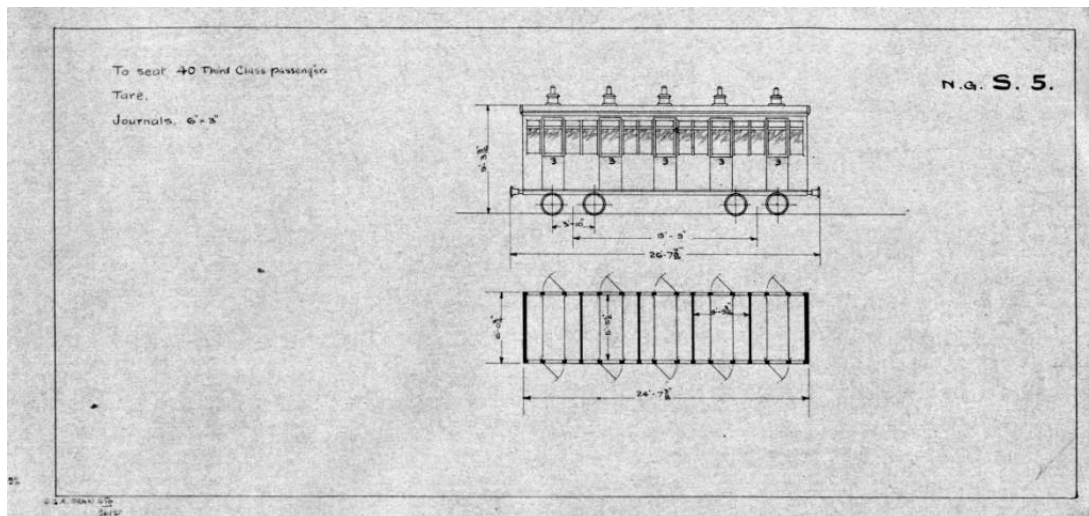
NARROW GAUGE COACHES OF THE SAR

Part 6.

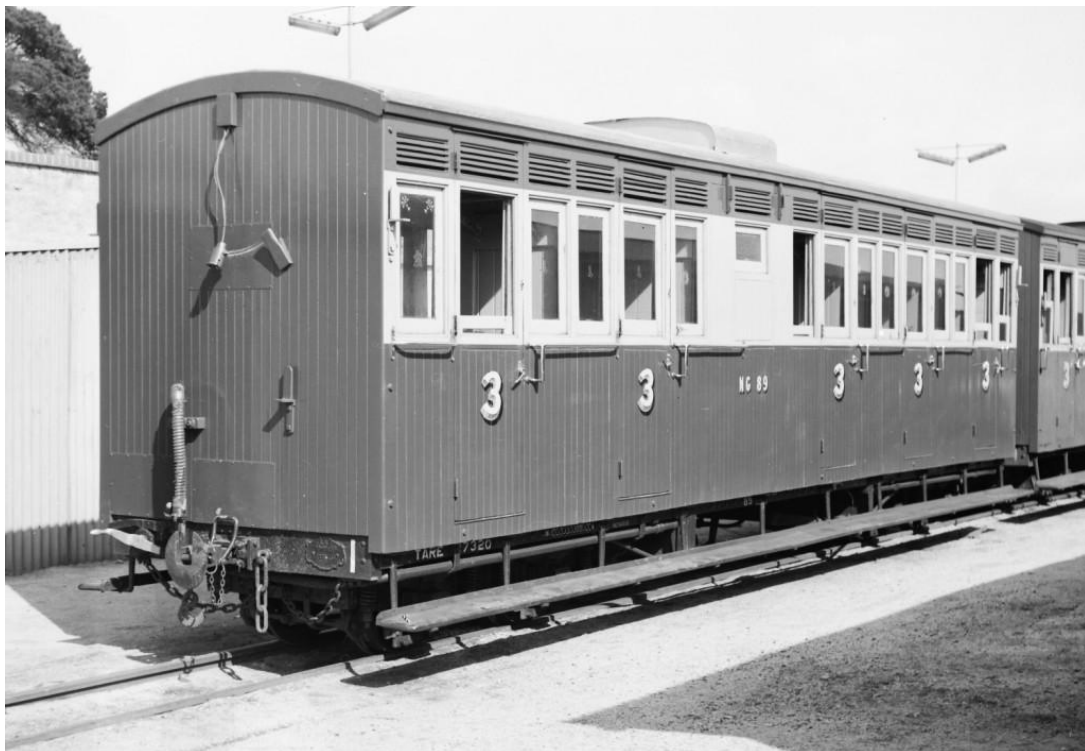
By Leith Paxton

In this edition we finish with the narrow gauge coaches built for the CGR (NG.S-5 and NG.T-1) and start the SAR built coaches, (NG.N-5 and NG.L-12).

NG.S-5. Nine of these 3rd Class side door coaches were built between 1902 and 1907 for use on the Hopefield and Avontuur branches. They all appear to have been with toilets with through access between the seats, reducing the seating capacity. All that I saw on the Avontuur in the 1960's were reclassified type U (1st reversed and 3rd) with a variety of configurations. (U-4, U-9, U-10 and U-11)



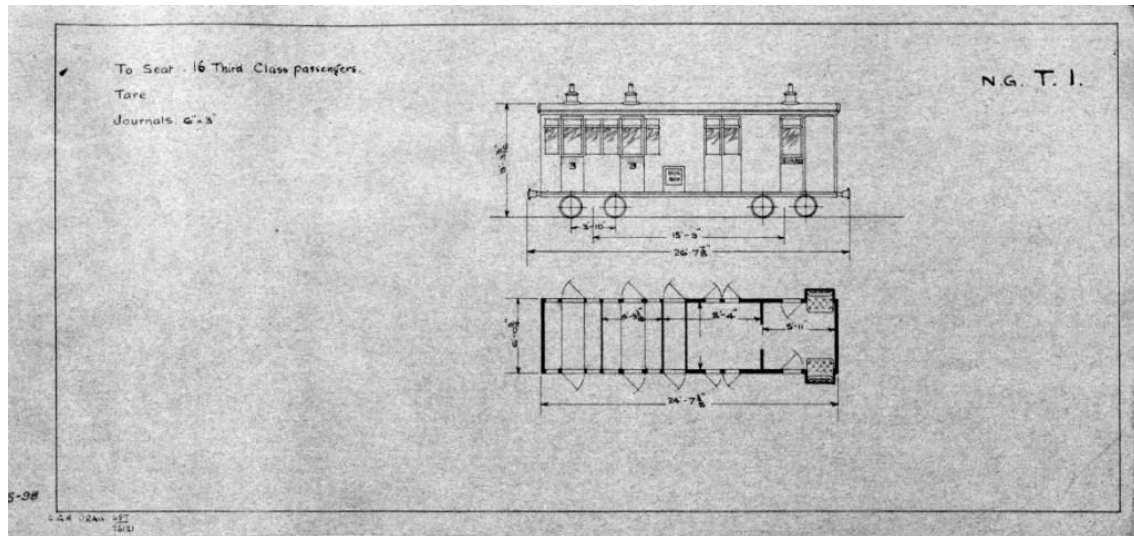
(Diagram caption) NG.S-5. No.80-84, 87-89.



No photos of the NG.S-5 survive. The closest we can come to is type NG.S-15 No.89 still all 3rd class showing the coach body extended to include a toilet.

The gap in numbering No.90-92 was covered with the coach type NG.S-2 covered in an earlier edition.

NG.T-1 The last coaches ordered for the CGR were seven 3rd class compo vans. It can safely be assumed that they were again split between the Hopefield and Avontuur. All ended their lives on the Langkloof and had their passenger accommodation removed and reclassified NG.K-2 (similar to the NG.N-3). No.98 however was converted as a 'Private Saloon'.

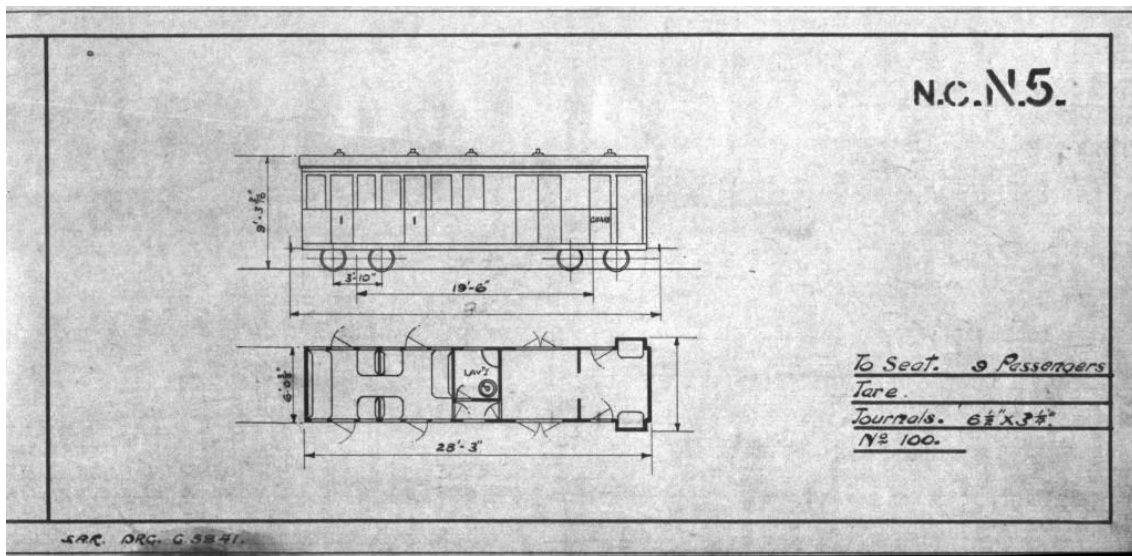


(Diagram) NG.T-1 Nos.93-99.



NG.K-2 No.94. Note the letter box slot next to the guard's door.

NG.N-5. Although built in Salt River, this 1st class Compo van with toilet was built on very similar lines as the rest of the CGR coach stock. We are not sure whether she was built for the Hopefield of Avontuur, but we do know she spent the latter half of her life on the Avontuur. She remained very much as she was built, except in about 1970 she was given a prism lookout in place of the traditional. It remains part of the 'Apple Express' stock.

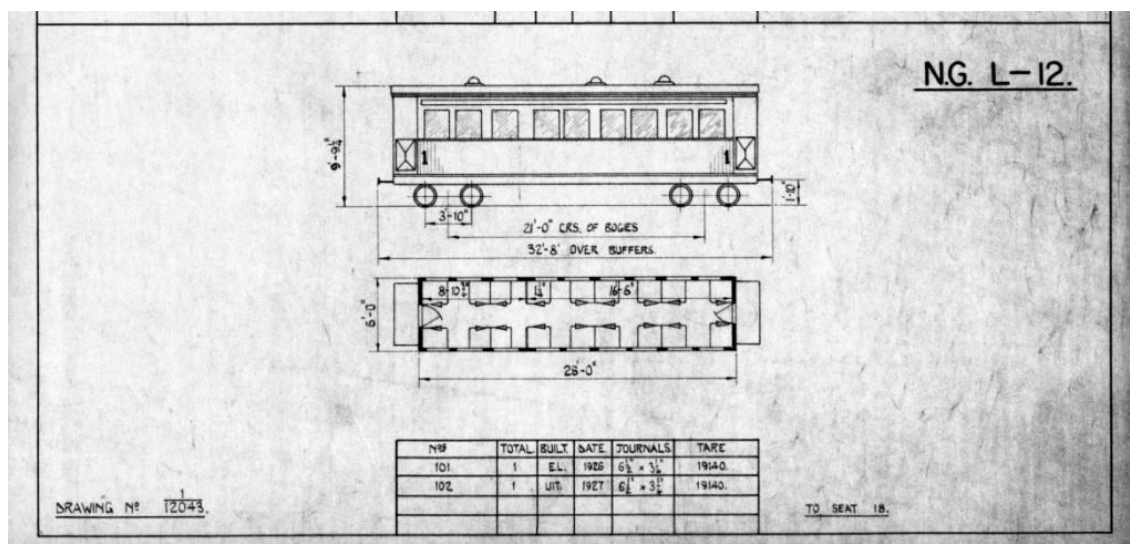


(Diagram) NG.N-5 No.100



The sole N-5 taken at Humewood Rd just after the Prism look out.

NG.L-12. In the 1920's two new narrow branches were built, Upington-Kakamas and Fort Beaufort-Seymour. For these branches as well as the supplementing existing ones, an order for 14 coaches of 4 types was placed with Säch Waggonfabrik. No. 101 was intended for Fort Beaufort and No.102 for Avontuur-Patentie. At the closure of the Fort Beaufort line, No.101 was sent to Port Shepstone where it was converted to NG.V-12 van. No.102 was transferred to SWA where it was scrapped in 1961.



(Diagram) NG.L-12 No.101-102



No.101 is seen here before it was converted to a van through the lens of Tony Spit
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