



THE NORTH STAR CHRONICLES – a newsletter primarily for the model railway fraternity

Volume 5 no 3 March 2017

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Editorial

The main feature this month is again the Outeniqua Transport Museum. In this edition the coach collection is covered. The article is not yet finished. When the missing items have been photographed later this month the complete list will be added to the website.

But first some interesting articles have appeared recently in the media. Those who model or are just interested in Colorado narrow gauge will enjoy <http://google.com/newsstand/s/CBlwqJWPhTQ>. Another article from the UK Telegraph newspaper featuring the A1 Peppercorn Tornado including a drone taken video of the loco crossing the iconic Ribbleshead Viaduct can be found at: <http://google.com/newsstand/s/CBlwmqfDpjQ>

Thirdly there is some more encouraging news about Hornby at <http://google.com/newsstand/s/CBlw35iAsTk>

Lastly for an update on China's high speed rail network, refer <http://google.com/newsstand/s/CBlwwKrcrTQ>

The Outeniqua Transport Museum – Part 2 the coaches

As far as I can ascertain at the beginning of last year there were just under 200 coaches (including 8 narrow gauge ones) in the Transnet Foundation owned coach inventory. These were distributed/stored all around the country, some in extremely poor condition.

Of this total some 23 are located at the Outeniqua Transport Museum – those on display with one exception fortunately under cover. Apologies for the poor quality of the photos taken through glass.

No 14 saloon ‘Constantia’



Imported in 1896 this is the oldest coach in the collection. It consisted of toilet facilities at the one end of the saloon , with 2 compartments for 2, followed by the saloon area, a 3rd compartment for 2, a fully equipped kitchen and lastly the attendant facility accommodating 3 attendants with their own toilet/wash basin facility.

No 18 ‘Middleburg’

Built in 1897 by JJ Beijens in Haarlem Holland for the Nederlandsche Zuid Afrikaansche Spoorweg Maatskappij no 18 is the second oldest coach in the museum



6006 balcony/2nd/guards/baggage



Two of these type of coaches were imported by the Central South African Railways in 1903. The coaches in addition to the 2nd class (European) seating/guards/baggage had a toilet between the passengers and baggage compartments with a wash hand basin opposite.

'Tafelberg'



Also imported in 1903 this coach provided accommodation for 6 people and one attendant via two state rooms and another compartment all sleeping two people. The bathroom was shared by the state rooms while the attendant had his own facilities. The coach had its own lounge/diningroom and kitchen facilities.

468 class C9 (on display outside)



15 of these type of coaches were imported by the CGR starting in 1903. They were designed to sleep 24 or seat 36 passengers. These balcony coaches have a cross over corridor and 3 compartments, each providing sleeping accommodation for 4 or sitting accommodation for 6 passengers on the one side of the coach with the toilet facilities in the centre and another 3 compartments accommodating the same passenger layout as the first section, on the opposite side of the coach.

No 866 (134) 'Kafue'



Built in 1906 as the last of a batch of 6 R4s for the Cape Government Railways in these cars the pantry was enlarged and separated by a partition from the kitchen which resulted in the loss of 2 seats in the saloon. At Union the R4s were reclassified A12s. No 866 was renumbered 134 and named 'Kafue'. As originally built the coach did not have a bar but was fitted with a wine cellar instead! A conversion to a bar took place in 1922.

No 5092



Only two coaches of this type were built by the Pretoria/Pietersburg Railway in 1909. Their unique feature is the centre balcony for boarding and disembarking. The balcony also served as a divider of the 1st and 2nd class passengers. The second class section had 28 (green) seats- while the first class section only had 20 (blue) seats – and some extra leg room (does this sound familiar?!) At the center balcony provision was made for the storage of baggage as well as a toilet facility.

Second generation A18 No 168 'Palala'



Introduced in 1914 with an obvious NGR heritage, these dining cars were the first built purely under the auspices of the SAR. 168 is the third of the class. The dining saloon sat 24 and the coach has a bar, pantry and kitchen. Access to the coach is gained at each end by means of a swing door opening on to a half balcony. At one end of the vehicle half the balcony is occupied by a larder, adjoining which is the kitchen. Next to this is the pantry with direct communication to the dining saloon. At the other end of the dining saloon is the bar, with an ice chest occupying half the balcony space. Corridors give access to the dining saloon, past the bar at the one end and the kitchen at the other end of the coach. This long serving coach was only withdrawn in 1982.

No 196 'Tewani'



Starting in 1924, 12 of these twin car units were built – 6 in Pretoria and 6 in Durban. The first coach contained the dining saloon and a small bar while the second had the kitchen pantry and staff quarters. There was seating for 46 passengers.

795 Lounge car

Sadly there is no information on the coach below either in the museum or on the Transnet Heritage Foundation website other than the fact it was built in 1929. In addition I have been unable to locate any information myself through a web search. Somebody out there must know something! Assistance would be appreciated.



5267 type M-36 day saloon





Three batches of M-36 day saloons were built between 1927 and 1933. The term day saloon applied to coaches which had compartments but which could not be converted to sleeping accommodation.

No 49



Built in the UK by Metropolitan Carriage and Wagon Company for the Governor General's White Train, this luxurious fully air conditioned coach was first used by the Royal family on their 1947 tour of South Africa. After being withdrawn in 1975 the coach saw service in the same year as the conference centre positioned on the Victoria Falls bridge for the failed talks between the then Rhodesian government and ZANU-PF.

No 51



No 51 is another of the 12 fully air-conditioned all steel coaches built by Metropolitan Carriage in 1946, 8 of which were for the Royal Train (5 saloons and 3 sleepers) and two were reserved for the use of the Prime Minister.

Type O-38 no 5921



Placed in service in 1951, this is one of a class of 30 steel bodied suburban coaches built by the Gloucester Railway Carriage and Wagon Company and erected at Salt River in 1950/51. These coaches had a seating capacity of 98.

No 199/254 'Umfolozzi'



As can be seen from the adjacent photo this clerestory diner is still in use as a restaurant in the Museum. According to Les Pivnic's book 'Railway Dining Cars in South Africa' 'Umfolozzi' was in use from 1924 to 1980.

28282



This coach is currently being used by the Power Van Office where tickets for the trip up the Pass (highly recommended) on the line to Oudtshoorn can be purchased.

40055



About all I can tell about 40055 at the moment is that it is now used as a toilet facility!

The coaches still to be added to the foregoing list are 1014, 5287, 5489, 5580, 15015335 and 4274.

Highway Model Railway Club – an update

Returning to the origins of the North Star Chronicles, initially it took over the mantle from the late Sheldon McGlone of reporting on what the various model railroaders/railway modellers in the Durban area were up to with their individual layouts (but then the content wandered off.....)

Now is perhaps an appropriate time to update the community on Highway Model Railway Club whose roots stretch back 35 years to the early eighties. Those interested in the history of the club and the original module specs can find them on the website: www.northstarrailway.com. The remaining modules belonging to Durban Modular Railroaders had been in storage for some 13 years. In recent times, the modules of Roving Rails the other component of the HMRC, had infrequent outings (public exhibitions once every couple of years!) Now with permanent premises becoming available both sets of modules have been re-erected. However there is a great deal of work to be done to have the entire layout operational. The electrics on the DMR modules require a lot of attention and new corners have to be designed and built (although hopefully with suitable alterations two of the original DMR corners can be incorporated).

A lot of the motive power requires updating to DCC - and sound in most instances.

The rolling stock requires servicing – bogies and couplers.

The result will be the re-establishment of the structured operations which DMR followed for over 20 years – fast clocks, timetables, waybills and car cards.

Lots and lots of work to do but hopefully the result will be a great deal of fun!

Tip

Recently I had to repair something which involved the removal of cyanoacrylate glue. A visit to a local hobby shop revealed that they were out of stock of cyano debonder. Z-7 made by Zap is one such brand. However I had some nitromethane which I understand is fuel for drag racers and r/c aeroplane engines and this worked a treat.