



HERITAGE NEWS

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CAT D 7



Sandstone Estates became the home of many different vintage machines and equipment over the years, machines that would have been lost forever have found a safe haven under the wings of the well known Sandstone Heritage Trust.

No less impressive was a vast collection of Cat machinery, from Dozers to Cat Tractors and for many years I walked past these magnificent machines and thought, I wonder if these machines will ever run again and to my surprise one by one they are returning back to life, a task that looked impossible became a reality when we saw them running again.



Sandstone Estates hired a Cat mechanic a few years ago. Deon worked at Barlows for many years and finally found a place where he could use his expertise to bring the impossible back to serviceable condition again. Deon has one assistant, Lucky who is his right hand man, both taking these old rusty tracked machines to pieces and fitting them back together again after repairs were done.



These Giant earthmoving machines then are moved to Janki Palmer and his assistant David who are exceptionally good at panel beating and spray painting. This is where the final touches of the restorations are done and finally a Phoenix rises from the ashes.

Deon and his team have restored a D 8 H, D 7 and a D 4 so far and are busy with another Cat D 4 restoration.

On the left: Deon inspecting the D 7 before they moved it to the Vintage Workshops.



On the left: Lucky, his assistant and Deon on the D 7

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CAT D 8 H



The Cat D 8 H was recently restored into perfect working condition and the fine art of a real technical expert on Cat machines can be seen in the images on this page.

This is also where Janki and David prepared the rusty old machine for spray painting and the end result: "as good as new"



A view of the Cat D 8 H with a old Mercedes tipper truck hiding in the shadow as it also are returned into its formal glory. When old trucks like this suddenly arrive on the Estate there are many who say: " look at this old truck, will it ever run again, is it really worth it? A few months later the sad picture has changed into a masterpiece as it looked like 50 plus years ago. It is amazing to see what love and care could do to an old rusted machine.



On the left: A view of the Cat D 8 H.



On the left: A recently restored Caterpillar D4 restored by Deon and spray painted by Janki Palmer.

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FUNKEY



This very unique 3'6" railcar was moved from Ceres to Sandstone Estates last month. Ceres Rail started the restoration of this Funkey railcar and Sandstone Estates will soon do the mechanical restoration needed.



Left: The Funkey loaded and on its way to the Free State.



The Funkey was offloaded onto a Narrow gauge flat wagon to allow us to have it mobile to move and work on it. At the moment we are busy with the restoration of the Class NGG 16 A and the little Ruston Diesel locomotive and soon will attend to the railcar restoration.



On the left: The Funkey found a safe sleeping place inside the Narrow Gauge Wagon Shed where it will await her restoration.

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RUSTON DIESEL LOCOMOTIVE



The restoration work on the little Ruston Diesel locomotive is slowly coming together, the engine was removed and needs some serious work on it before we can fit it back or maybe find a suitable replacement engine for it.

Cleaning the frame and body parts were first.



Left: The little Ruston Diesel Locomotive frame and gear box, grinded clean with flapper disks.



Bryne is now working on the bodywork, cleaning the rust from the Ruston but some parts will need a special hand like Thinus to bend and manufacture new panels for it.

The next stage will be to remove the wheels and do the axle boxes and bearing.



Left: The brass plates still intact on the cab front plate.

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VINTAGE TRACTORS



The Vintage shed at Sandstone Estates houses a huge collection of Vintage tractors all which are in good running condition.

Chris Wilson is the man behind the scenes who maintains this exquisite tractor collection. These old tractors show an era in farming long forgotten, a time when time was not factor in our lives, when travelling by horse was considered the fastest way of travelling and oxen were replaced by modern horse power like these old vintage tractors.



Today the world has changed, time and tide waits for no man and throughout the years Engineers designed the more modern way of farming and months of work now have change to only a few days to do the same as these old tractors, leaving these lovely old machines rusting away under the Pepper trees near the old farm houses.

Here at Sandstone Estates it is different, many of those rusted relicts of the past were collected over the years and restored back to their formal glory preserved for the future.



When we compare the new with the old it is hard to believe that these tractors once were called technology and were leading the way to the new generation of tractors seen working the lands today.



On the left: A view through a Ox wagon in the Vintage shed.

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CLASS NGG 16 A



The restoration of the Class NGG 16 A number 155 is making good progress. The boiler was re tubed a while ago and was moved back to Sandstone Estates.

Thinus still needs to complete the steel work required on the bunker but we changed the priority to the rest of the locomotive when the boiler came back.



The boiler was fitted back onto the engine units after a hydraulic pressure test was done. The lagging and cladding was fitted back and the cab fittings were next.

Thinus then prepared the elements and fitted them back after testing each for leaks. He then fitted the chimney, blast pipe and spark arrestors. The regulator was fitted and Thinus is busy manufacturing the petticoat that is special in design for the exhaust system used by this locomotive.



The fire bars were fitted back and we soon will steam the boiler up to boil all the loose oily substance and wash the boiler out before we fit back the dome.

The vacuum cylinders were overhauled and fitted back as well as the 2 chamber tanks. The brake gears were fitted into position and the handbrake was fitted.



The ejector, gauge columns, pressure gauges and regulator rod and gland were fitted back.

Bryne did the cosmetic part and ground the boiler frame clean, painted the under frame black and Janki and David soon will prepare the locomotive for spray painting work. The Class NGG 16 A number 155 will be painted in Mexican red.

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CLASS NGG 16 A



On the left: The Class NGG 16 A boiler back from Pretoria where Wonder Steam replaced all the tubes and did some work on the boiler.



On the left: The boiler offloaded in Hoekfontein.



On the left: The boiler reunited with the engine units.



On the left: Both engine units now back under the boiler.

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CLASS NGG 16 A



Left: Thinus finishing the last work needed on the cladding.



Left: The cab of number 155 taking shape.



The chimney now fitted and Thinus is busy to fit back the regulator goose neck and regulator valve. The turret safety valves and clack box fitted.



The cab handrails, steps and windows fitted with both swing out seats.

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CLASS NGG 16 A



The smoke box was a task on its own, fitting back all the elements, blast pipe and spark arrestor plates, for most of these Thinus had to make new plates.



Bryne grinding the boiler frame before he painted it black.



Number 155 out in the sun on a cold winter morning.



Below: The boiler frame painted black.

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CLASS 19 D



The Class 19D that was donated by Sappi Saiccor was cosmetically restored a while ago, in addition a roof was built over the locomotive to protect it against the elements of nature.

A final resting place for the Class 19D in memory of the last working industrial locomotives in South Africa

The Sandstone Estates Management want to thank the Sappi Saiccor Management for their generosity in donate this locomotive for preservation at Sandstone Estates.



The Class 19D's were very successful branch line locomotives that served the South African Railways for many years. Many of these 19D's ended up being sold to the Coal and Gold Mines where they saw many years of happy steaming but even this sadly came to an end. Sappi Saiccor had the last working steam locomotives in industrial service till a few years ago when these locomotives were replaced by diesel traction.