

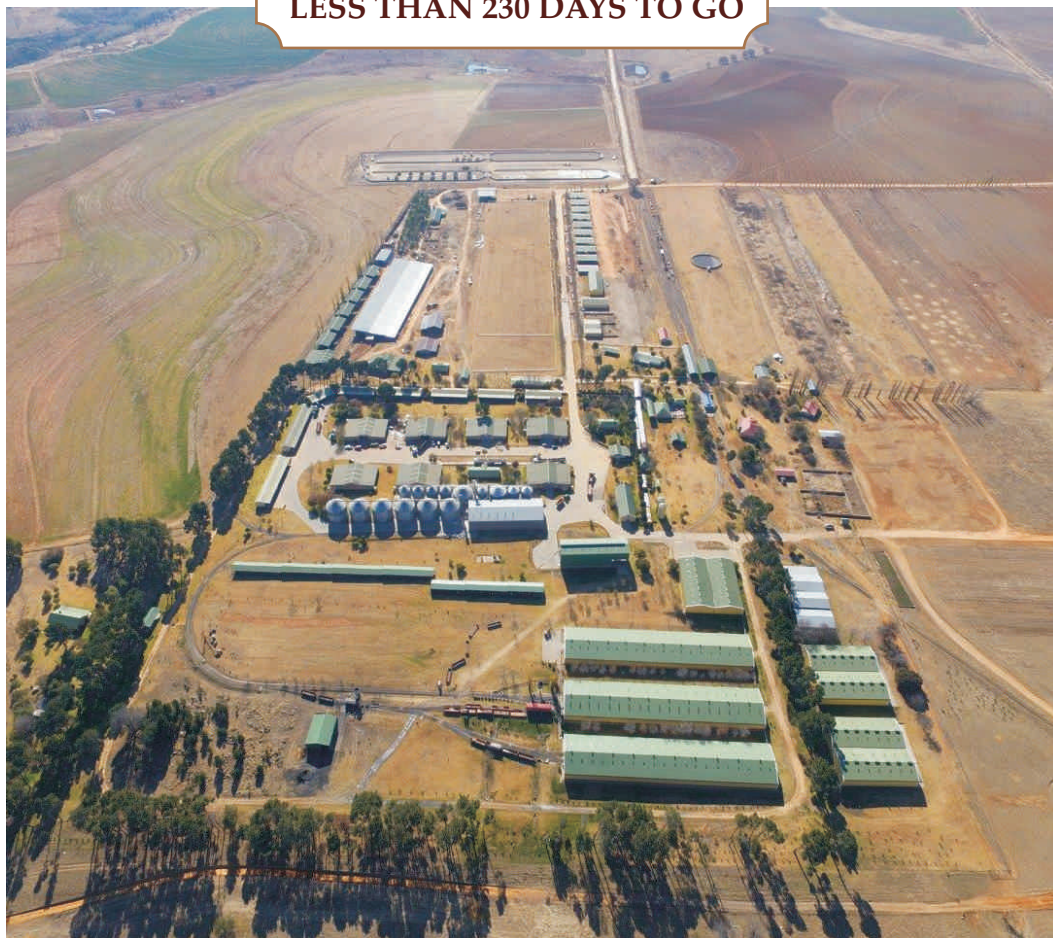


Stars of Sandstone

NEWSLETTER NO: X

30TH MARCH — 9TH APRIL 2017

LESS THAN 230 DAYS TO GO



Sandstone Heritage Trust's motto is "Preserving the best of our past for the future", and at *Stars of Sandstone* 2017, visitors will be able to immerse themselves in a world that steps away from the pressures of modern life. Both adults and children will be able to experience sights and sounds that their parents and grandparents found commonplace, while surrounded by the majestic scenery of the Eastern Free State. All of these elements are brought together to present a heritage festival unparalleled in Africa, and possibly even the world: *Stars of Sandstone* 2017 — from 30 March to 9 April 2017.

STARS OF SANDSTONE 2017 UPDATE

Visitors to Stars 2017 continue to book and we are finding their input to be very interesting.

We have started to differentiate between people with different interests and we are also beginning to establish lists of people who want to do more than just walk around and take photographs, i.e. people who would like to be hands on. Obviously due to the nature of the old technologies we work with, this is not something we should encourage the inexperienced to become involved with, but of course there are a wide variety of tasks and people can assist in different ways.

As a result of the above we will be communicating with everyone who has registered to make sure we have a good understanding of what their expectations are.

As the picture shows, the Estate is wearing its Winter Livery, but Spring is not far off.

Bookings for *Stars of Sandstone* 2017 are open on our website www.sandstone-estates.com. With greater interest than ever, you are advised to book now as there will be pressure on accommodation in the surrounding areas.



Preparation Continues

MORE ACCOMMODATION

Another issue which we have addressed aggressively is the one of accommodation. We have some very unique, very old and very special Main Line sleeping coaches. These comprise First Class passenger coaches, engineer's saloons with their own on site ablution facilities etc.

In order for this to work, we have completely revamped the big storage area which is within the complex where the coaches are actually stored. We have built a brand-new ablution block which will cater to the needs of the people using these coaches. We have been through every compartment to make sure that it is in good order. That does not mean to say we have restored them, because they are already in good condition; we have just made sure that they are neat and tidy. We have replaced the hard, old leather mattresses, some of which are 100 years old, and replaced them with comfortable mattresses which have been tailor-made for each compartment.

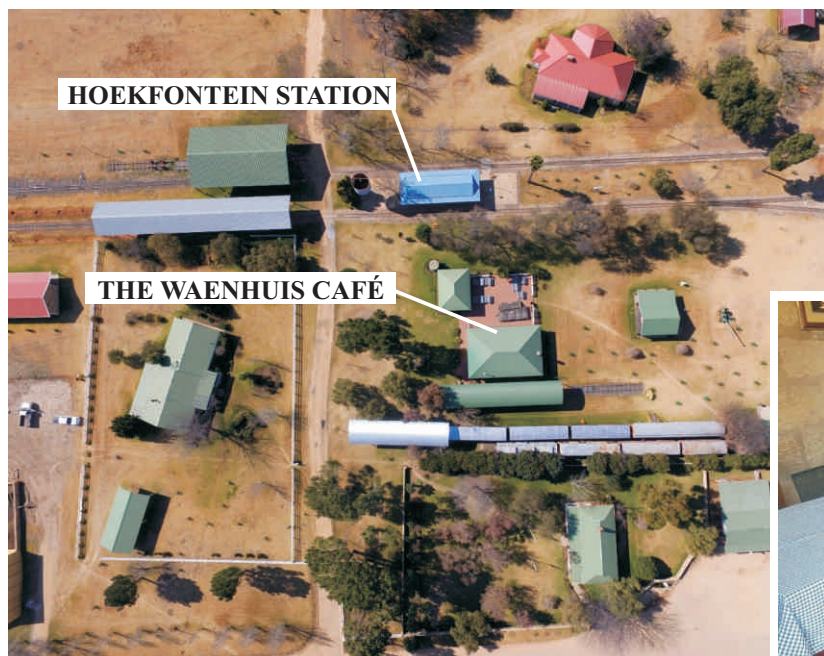
We are not for a moment saying this is luxurious accommodation but it will be comfortable, and it will be obviously totally watertight because the coaches are located inside a building. Because this accommodation is not going to be ongoing, we are going to ask those people who decide to book this accommodation to bring in their own sheets, pillows and blankets. For us to buy these and to use them for a few days is uneconomical. However, if you are from overseas and you would like to take advantage of these facilities, we will supply you with these because it is impractical to fly halfway around the world with bedding. We have 4-sleeper compartments, and single and double coupés. Please contact Larissa Clarke (E: lclarke@sandstone.co.za) for a quote for the best option for yourself and members of your family.



Above: the Chief Engineer's Saloon during its upgrade

Right: a single occupancy compartment

Below: The new Sleeping Coaches Ablution Block situated at the end of the carriage shed



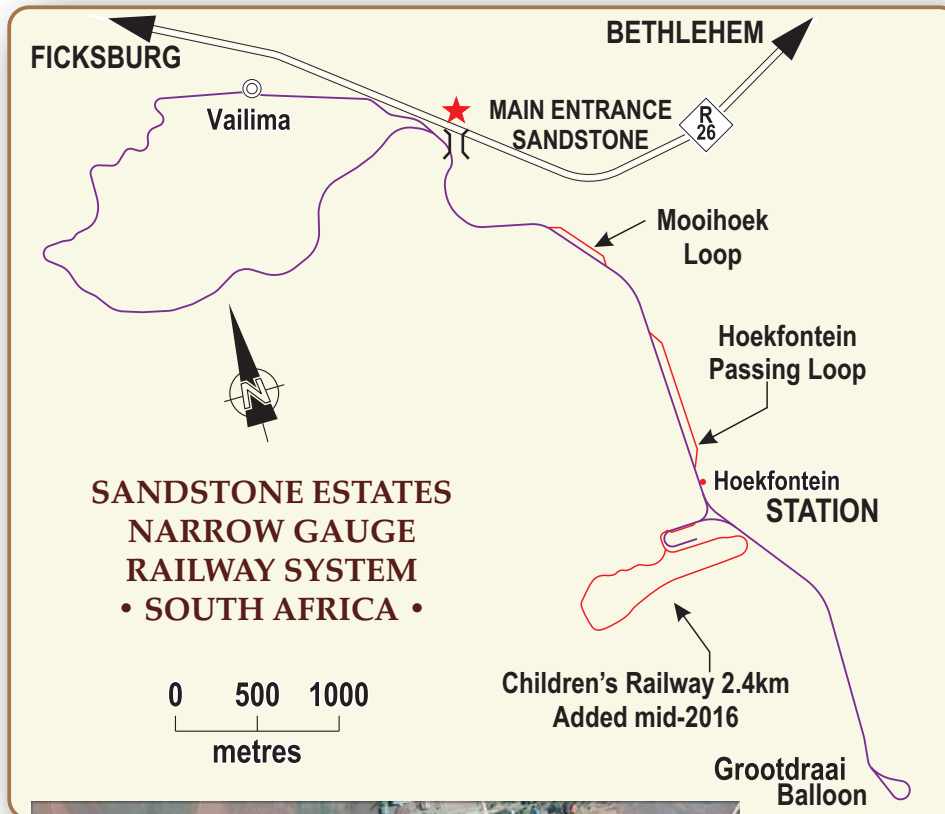
EVEN MORE HOSPITALITY

We have been busy expanding our catering capability in order to improve our overall hospitality capacity. Extensive renovations are now underway to enlarge the kitchen and facilities at The Waenhuis Café in good time for the 2017 event. For those who have not been to Sandstone, The Waenhuis Café is central to most of the activities.

The Café is still very cosy, but obviously our complex is in its winter colours.



The Sandstone Railway



Additional track work has taken place over the last few months. In addition to the new Mooihoek Loop mentioned in the last Newsletter, a storage line on the Vailima side of the station has been converted into a passing loop to give us the ability to handle multiple trains at the same time.

Gert Jubileus' pictures show the new Hoekfontein Passing Loop formation



Most Sandstone locomotives came from the sugar cane industry and other industrial sectors, and they are regarded as small, ie similar to locomotives used on most English Narrow Gauge railways. However, the big locomotives get to work frequently, but the little locos hardly work at all.

We now have a 2.4km Children's Railway departing from nearby our main station, meaning that our logistics aren't overly complicated. To fire our big engines needs an event of some significance. The little ones are so much easier, and we can begin to open to the public on weekends for 'kiddies trains' which children will ultimately enjoy just as much. The loading gauge is lower than it would need to be to carry our heavy haulage locomotives like the NGG16, NGG13, and NG15, but that is fine because that is exactly why we built the railway. We wished to protect the little locomotives against the big ones.

When one comes to Sandstone one does not see every part of the farm or farms. It just happens that right behind our complex and invisible to visitors is a beautiful lake, a forest and the normal stunning views that you associate with the Eastern Free State. It was in this area that Gert Jubileus, our overall Railway Superintendent, decided to plan this new Children's Railway.

The project had a nice selection of engineering challenges. Cross two streams, widen a dam wall to carry the railway across it safely, and build a water tower of some sort. It is more than good luck that a pumping engine to move water from this lake to our complex was in need of a secure pump house, and it will now also become a watering point for the locomotives. The Sandstone working vintage graders, diggers and scrapers were deployed very swiftly to complete the earth works and literally in a matter of days the track bed was ready.

Many years ago, the family who lives on the farm built a concrete tennis court in this area to take advantage of the good view across the lake. It makes a perfect a stopping point on this line, perhaps a little shelter and an area where people can get off, stroll around, have a picnic and then catch the next train passing.

We have also managed to acquire an antique steel footbridge from Bethulie station in the Free State. It is too narrow for even a 2ft gauge line but the plan is to use the side structures with a new deck. The steel sleepers that are the standard issue on our line are almost unobtainable, but we were able to source concrete sleepers instead.

Currently we refer to it as the Children's Railway, but it may well be changed to 'Seb's Railway' in honour of the Grandson of one of the Directors.

Our thanks to Narrow Gauge World. This is an extract from their article. (See Media links p13)



Stars of the Children's Railway

There are more than a dozen of Sandstone's smaller locomotives suitable for the new line and most of them have a current boiler certificate.

Many are remarkable survivors as typified by Orenstein & Koppel 0-4-0T 11112 of 1925. It was delivered to the Fazenda Tentativa sugar estate, near Caxito in Angola, which uniquely operated on 500mm gauge instead of the normal 600mm. The loco was last reported in service in 1969 in an area that became the scene of much guerilla warfare and is still riddled with landmines. This at least meant no 11112 and its sisters were protected from vandalism and it was duly acquired in 2003. Having been left in the bush for many years, it was at first deemed beyond repair but restoration began in 2010. Painted in a bright yellow which highlights the black boiler and frames, the engine has appropriately been named 'Ermyntrude' after a Queen of the Valkyries who was a particular lover of children.

Three other locomotives came from the same sugar estate in Angola. The last to be restored is another O&K 0-4-0T (12140 of 1930). It has received a totally rebuilt firebox as well as a newly fabricated cab and smokebox. Like Ermyntrude it has keyed axles and thus it has been possible to change the gauge to 600mm. No 12140 has been named 'Anna' after the wife of Lukas Nel, who with his team carried out the restoration at Bloemfontein.

Also from Angola is Arn Jung 0-4-2T 'Gazengo' (847/1905), thought to be one of only two locomotives by this builder surviving in Africa.

Another German builder represented at Sandstone is Henschel in the shape of 'Sena 2' (13779 of 1915). One of the numerous Feldbahn 0-8-0Ts, it has had an extraordinary preservation career. It was rescued from Sena Sugar Estates in Mozambique by a British enthusiast, brought to Warwickshire and then sold to a Swiss enthusiast who decided to send it to Sandstone for restoration. It can thus claim the unique accolade of being exported to South Africa twice and to Europe once!

Sandstone has several locos built in the UK. Apart from the massive NGG16 Garratts, there is a variety of smaller engines suitable for the new line. The two by Avonside are both 0-4-0Ts – 'Xanthe' (1624 of 1913) and the later 'Sezela No 3' (1924 of 1936), taking its name from the notorious crocodile that lived in the Sezela River and had an uncanny ability to smell out its victims!

There is Andrew Barclay 0-4-2T+T 'Egolomi' (1459 of 1916), the first 2ft gauge industrial loco to be acquired by Sandstone, and two very different Kerr Stuart products. One is 'ISE 3' (4063 of 1924), a rare survivor of the Darwin class of 0-4-2PTs, while the more familiar Wren class is represented by 0-4-0T 'Little Bess' (4031 of 1919), discovered in a wood by a group of Eastern Cape enthusiasts in 1974.

THE LITTLE WOMEN WORKERS OF SANDSTONE



O&K 12140 "Anna" picture by Lukas Nel



The Feldbahn carrying its original WW1 German Army number, 498. Picture by Jean Dulez



*The 1899 Decauville, "Bathala"
Picture by Jean Dulez*



*"Miss Brakpan" at work in Brakpan in the late 70's.
Picture by Peter Micenko*

'Little Bess' may be tiny but even smaller is 'Bathala', widely regarded as the jewel of the Sandstone collection. This Decauville 0-4-0T (302 of 1899), affectionately known as the 'Little French Lady', came from the Dombe Grande Sugar Estate in Angola where it too was a casualty of the civil war. It had been placed in a museum on the estate about 1930 and was saved from prying eyes when the roof collapsed on top of it.

Smaller still in a different way, is a locomotive with a special fascination due to its obscure origins. 'Miss Brakpan' is a 2-6-2 of miniature rail scale but gauged to 2ft and its history has sparked much investigation. The loco was acquired by Sandstone in 2004 from the defunct 2ft gauge system at Ratanga Junction in Cape Town, along with a number of other items. Its diminutive size was an immediate clue that it was not built for a 2ft line but more likely 15in or smaller. During the 1950s and '60s there was a great deal of miniature railway construction in South Africa and almost every major town had a 'railway in the park'.

'Miss Brakpan', when acquired, carried both a boiler number and works plate from James Brown & Co in Durban (1948). Subsequent research has established that it went to several miniature lines in South Africa, including, in 1968, the Klerksdorp Dam Railway operated by Michael Liebenberg, known by everyone as Sonny. This period has been evocatively recalled by his daughter Averill Chapman: 'I will never forget the first time the engine was fired-up and the pressure in the boiler was climbing. Black smoke poured from the chimney, steam and water blowing out of the slide valves and the whistle blowing. The boggy [tender] was filled with coal and the water tank filled with water as the train was shunted out of the shed. I can still smell the coal smoke, oil and steam that filled the air.'

She has similar memories of the period from 1974 when the locomotive went to the Jan Smuts Dam Miniature Railway in Brakpan, where it accordingly gained the name 'Miss Brakpan'. Ill health finally forced Sonny Liebenberg to retire and, after unsuccessfully trying to find a buyer, he gave the engine to a local scrap dealer in 1994. It then somehow got to Ratanga Junction, where a project for a steam-worked line was eventually abandoned.

Re-gauging at Ratanga was not too successful as the small wheels tend to derail on points and curves. However, we are hopeful that little 'Miss Brakpan' will be able to run on the new line as we are not widening the gauge around the curves.

Once again, our thanks to Narrow Gauge World. This is an extract from their article. (See Media links p13)

Sandstone Locomotives



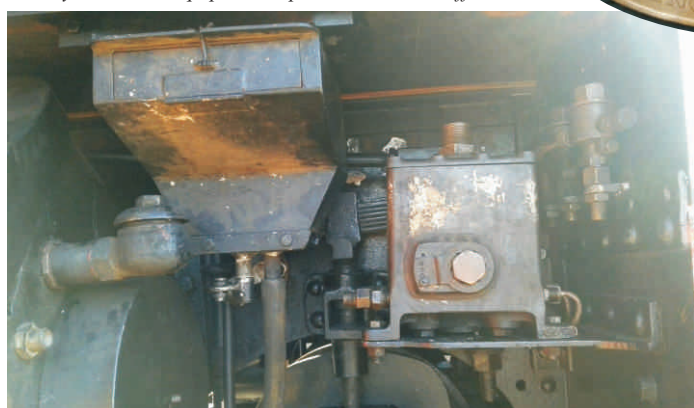
Above: the new tank in place Below: together with the sanders and cylinder cock equipment in place behind the buffer beam.

The Star of the show for our 2017 event, NGG11 No 52, is well on its way to being completed at our Bloemfontein workshop. Lukas Nel and his team have been quietly working away for the last 3 years turning this badly damaged and derelict ex-SANRASM locomotive into a preservation icon. As the second oldest Garratt locomotive in the world, it will be a special attraction at **Stars of Sandstone 2017**.

No 52 at its birthplace in Manchester in 1919.
Picture courtesy of Transnet Library.



No 52 will be 98 years old in 2017, as can be seen on this plate



The front tank has now been fitted and work has begun on the mechanical lubricator, sanders and cylinder drain cocks. The number plates have also arrived from the manufacturer, as have the works plates. As was the practice of Beyer Peacock at the time (1919), there is no works number shown.

Given the parlous condition of No 52, Lukas Nel and his team have done a superb job on the pipework, all of which had to be fabricated from scratch as the pictures below and right show.



A NEW HOME FOR AVRIL

David Shepherd's 15F 3052 "Avril" will be moving to a new home at Friends of the Rail in Pretoria as featured in Newsletter 9.

Currently, the plan is that 3052 will be moved on Sunday 28th August, leaving Reefsteamers Depot for Pretoria at about 08h00. As part of the loan agreement between Sandstone Heritage Trust, the owners of 3052, and Friends of the Rail (FOTR), 3052 must be given covered accommodation at the FOTR base at Hermanstad in Pretoria. To assist in this, Sandstone have made a prefabricated shed available on loan to FOTR which will be erected prior to 3052's arrival. This shed is similar in design to the one next to Hoekfontein Station at Sandstone where 10CR 771 is on display. The ground inside the shed will be brick paved and secured by doors at both ends.

15F No 3052 Avril on 15 November 2008, before her rebuild in 2016



Sandstone Locomotives

CLASS NG10 SOUTH AFRICAN RAILWAYS No 61

The sole surviving NG10 Narrow Gauge Pacific locomotive has been in the Sandstone collection for a number of years and has been overshadowed by the ongoing rebuild of the NGG11. Recent examination of the loco has led to further investigations in to its condition and it may be a candidate for restoration. One of only four ex-SAR narrow gauge tender locomotives with the two "Lawleys" and the NG15 in the collection, NG10 No 61 has a tractive effort of 12302 lbs compared with Lawley BR7 at 3000lbs and an NGG16 at 18850 lbs which can make it a very useful locomotive.

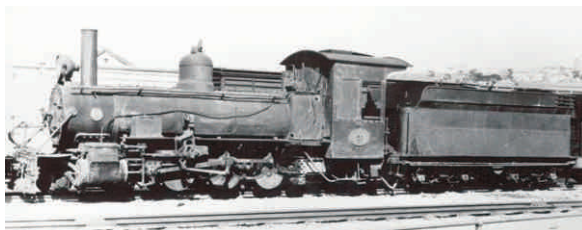
During the period of the First World War, the Avontuur line was suffering from a shortage of motive power. No British builder, due to the war effort, could supply the locomotive requirements of the line and Baldwin supplied two classes of locomotive. The NG9 class was a 4-6-0, while the NG10 was a 4-6-2. Baldwin were not strangers to the South African narrow gauge railways, having supplied three locomotives in 1902 with a further one in 1911. These are generally referred to as Class NG7 and were of 2-6-0 wheel arrangement. Unlike the NG9, the NG10 was much more stable in reverse with its rear pony truck and could operate at a higher speed making its usage much more flexible. The NG9 having a tendency to derail over 10mph in reverse.



The Baldwin works photo of No 61.

Picture courtesy of Leith Paxton

The Class NG10 were typically American in appearance, even to having the number on the smokebox door, although the sand dome was moved to the conventional British position as sand boxes on the running plate. They also had a huge cab, which found favour with the enginemen of the day. In the previous Baldwin locos the firebox and ash pan was kept clear of the rear driving wheels and extended almost to the tender draw bar positioning the driver and fireman on either side of it. (When the NG10's were replaced by the NGG13's, the engine crews were not amused by the cramped cab conditions of the Garratts despite them being much more powerful locomotives). The chimney also had a rather ornate capping. Five locomotives were delivered in 1916 numbered 61 to 65. No 61 being Baldwin works No 42633. Put to work as bankers on the Loerie bank and Patensie Branch, the class survived until 1962.



No 61 at Humewood Depot before withdrawal. The changes to the chimney and tender can be clearly seen. Picture by Leith Paxton

Two locomotives, 63 and 64, spent their last days in South West Africa (now Namibia) but the gauge conversion there led to their demise together with those other NG10 survivors in Port Elizabeth with the cascading of the NG15s. No 61 was put aside for preservation and given a cosmetic overhaul. The locomotive had by now lost its ornate chimney cap with the chimney now of the rather unattractive stove pipe design but the capping was reinstated. The tender had also been modified with the original coal rails replaced by steel panels and the bunker extended in height.

Having been exhibited at the Narrow Gauge Museum at Humewood Road, number 61 was finally moved to the Humewood Road diesel depot after the Museum's closure. Some 40 years in the salty air had a bad effect on No 61.

To prevent further deterioration the locomotive was moved in 2006 to Sandstone's facility at Bloemfontein and stripped for assessment. Initially the boiler was seemingly beyond repair but further examination has revealed that it can be rebuilt and in August 2016 the boiler was sent to Keith Stevens's facility in Howick for rebuilding.

Picture by Lukas Nel



No 61 at the Humewood Narrow Gauge Museum

No 61's tender is also badly rusted and will probably be built from scratch as the frames are also badly rusted. A decision will be made whether to replicate the original tender or the modified later version.

Another similar locomotive on the Brecon Mountain Railway in Wales, is sometimes referred to as an NG10 but this was built in 1930 to a similar design to operate on the EPPC line in Port Elizabeth from Chelsea on the Avontuur line to the EPPC cement works in Port Elizabeth carrying limestone. It has also been restored to its original condition with three domes and a smaller tender, having been modified during its work with EPPC.



The similar Brecon Mountain Railway Baldwin 4-6-2 in June 2016.



And at Humewood Road Diesel Depot. Picture by the late Chris Gammel

As the last survivor, No 61 is a significant part of South Africa's Narrow Gauge history and its return to the rails will be another milestone in Sandstone's preservation achievements.



Diesel & Rust



Above from Jeff Lanham, Bom Jesus Mill 1969.

2004: arrival at Sandstone

The Arn Jung in service at Sandstone in 2015. Picture by David Benn

Photographer Jeff Lanham visited Angola in 1969 to photograph industrial locomotives at the numerous sugar mills. Already in a war situation, Angola was a dangerous place to visit at that time but Jeff managed amazingly to get access to many locations to get his shots. We have featured some of Jeff's pics before of the Caxito O&K's now at Sandstone but here is a new one from Jeff of the Arn Jung No: 847 0-4-2-T at the Bom Jesus mill. The loco, now in the Sandstone Collection, is one of only two Arn Jung locomotives believed to have survived in Africa.

No 847 will be extensively employed on the new Children's Railway (see the articles on pages 3 & 4)



PORT ELIZABETH WAGON COLLECTIONS

Above, Thabiso Makgetha and Petrus Maphutse, Sandstone's long distance wagon collectors



In our last Newsletter we featured our new Freightliner Argosy affectionately named "Geel Mielie". As the collection of our wagons purchased in the Eastern Cape draws to a close, "Geel Mielie" has made her first trip to Port Elizabeth to collect a Y type ballast wagon (pictured left). As you can see, this is a particularly good example having been secure inside the Humewood diesel depot for the last 10 years although still ravaged by rust scars from its time close to the Indian Ocean.

The statistics of the wagon collections are quite staggering. 33 wagons have been collected in 23 trips since 31st July 2015 without incident at an average of 1500kms per trip, a total of 33856kms! Some wagons are able to be double stacked within the legal height limit for a normal load hence less trips than wagons. With 4 more trips and 5 more wagons to collect, there are just under 6000km to go for Thabiso and Petrus. Well done guys!

Military Collection Update

M3 STUART LIGHT TANK (aka The Honey Tank)

In terms of the joint venture between the SA Armour Museum and the Sandstone Heritage Trust, an M3 Stuart Light Tank, complete with spare engine has now been collected from the SA Armour Museum in Bloemfontein for possible restoration. The engine is an aero radial type, similar to that used in Sherman Tanks.

This is a WW2 American light tank and was supplied to British and Commonwealth forces under lend-lease prior to the US entering the war. It was used by US and Allied forces until the end of the war. It was first used by the British in the North Africa campaign from 1941.



The name Stuart given by the British, comes from the American Civil War Confederate General J.E.B. Stuart and was used for both the M3 and the derivative M5 Light Tank. In British service, it also had the unofficial nickname of "Honey" after a tank driver remarked "She's a honey!". The M3 Stuarts were the first British-crewed tanks in World War II to engage the enemy in tank versus tank combat.

Sandstone's Mk IV Sherman, which is one of the items in the joint venture arrangement, has been a great success and a huge drawcard to visitors of Sandstone Estates. The Honey, with its strong connection to South Africa's Military involvement in North Africa in WW2 will be a welcome addition to the tracked armoured vehicles at the Sandstone Heritage Trust.

Left: from WW2 archives, an M3 Stuart in action with the British in North Africa

The M3 Stuart "Honey" Tank on arrival at Sandstone. Picture by Peter Webb



MARMON HERRINGTON ARMOURED CAR

Andy Selfe is doing a first class job restoring Sandstone's WW2 Marmon Herrington (lightly) Armoured Car! For more information on the restoration of the Marmon Herrington click here:

<http://armouredcarmk4.blogspot.co.za/>



A Very Venerable Old Gentleman is back in Motion 1935 FORD PICK-UP: report from Chris Wilson

One of the most interesting and unique vehicles in the Sandstone collection is the Ford V8 bakkie (the South Africa colloquial name for a pick-up) dating from 1935. What makes it so special is its originality. It has never been re-built or painted, and looks as such a vehicle would have looked after, say, 15 or 20 years of hard work, plodding around the farm. In view of this, it has been decided to keep it this way, making sure it starts and runs reliably, but leaving everything else as is.

From the 1950's, the old bakkie belonged to Dennis Petersen, of Frere near Estcourt in KZN, until his death in 1999. Dennis had a general and automotive engineering shop serving the local farming community, which was his father's before him. Dennis worked for his father as a young man, who was apparently a hard task master. He was unable to afford a vehicle, until one day he espied this Ford parked in a location, complete but standing unused. He purchased it for a very nominal amount, about 5 pounds! Once he started working on it he found the reason for it being laid aside was a rusty fuel tank. This was replaced, and the vehicle serviced; Dennis had transport! It became his main vehicle for over 30 years.



I first met Dennis in the late '80s. He was still using it to go into Estcourt on a regular basis. The starter would not turn the engine over by that stage, but this was no problem – Dennis would take a clothes peg out of the glove box to hold the choke out, insert a crank handle and swing the old girl into life. Unfortunately the local cops took a dim view – probably Dennis' forthright character did nothing to sweeten them – and they would reach for their ticket books the moment the venerable Ford chugged into town. The clock, which still works, shows 3345 miles. Since it, in common with most vehicles until recently, only records 5 digits one can only speculate how many times it has been "around the clock".

Although it has been run occasionally since those days it has now needed attention. Brakes, radiator, electrical, fuel system and head gaskets have all been worked on, and a thorough clean up carried out.

Chris's pictures illustrate the originality, down to the hub caps and well-worn paint of the Ford as well as showing it fulfilling a role it would have carried out for many years, down to the local cash store for petrol, post, bread & milk and a re-fill gas bottle.

Vintage Machinery

McCORMICK INTERNATIONAL 123-SP COMBINE

Chris Wilson has been hard at work on this machine, too. Reference has been made in previous newsletters to Sandstone's 123-SP combine, which has been undergoing mechanical restoration at Lions River, KZN.

The 123-SP was International's first self-propelled combine, or "Harvester-Thresher" as IH preferred to call them. Combines, which both cut and thresh the crop in one operation thus "combining" the functions of the reaper and threshing machine, had been around for several decades by the time self-propelled were launched in the 1940's; both America and Australia lay claim to inventing them.

Early combines dating from the early 20th century were massive machines designed for the extensive wheat lands of the western USA, pulled by teams of up to fifty mules, and later by powerful crawler tractors. Smaller grain farmers continued to cut and bind into sheaves and thresh later in a separate operation with a stationary thresher. Eventually smaller combines drawn by medium size tractors became available; Massey Harris of Canada became the first to successfully design and launch a combine with its own power unit driving itself through a transmission in 1940.

After WW2 the other major manufacturers were quick to follow, and IH's 123-SP was launched in '46. At the time of the previous report Chris had, with patience and persistence freed up the stuck engine without stripping, got it running and successfully tested the clutch and transmission. Next the separating mechanism had to be tackled.

Having stood for up to half a century all the chains and shafts were seized solid. In order not to damage or break anything all belts and chains were removed, the chains were soaked in a mixture of old oil and diesel and after some time were freed up. Missing chains and some belts had to be replaced.

Next all the many shaft bearings were thoroughly greased, care being taken to ensure grease was actually going into the bearings. Then Chris began coupling up the mechanism, shaft by shaft, running each one separately, checking for noise, vibration and overheating. Most of the bearings were found to be sound. Eventually, a sweet moment, everything from the main drum, to the fan, sieve shakers and elevators were turning smoothly – just as sweet was the sound of the 6 cylinder IH side valve engine purring under load!

Many other details have been attended to. Due to the expense and difficulty of obtaining 6 volt batteries the electrical system has been converted to 12v, and the charging system and instrumentation modified accordingly. The fuel tank and radiator had to be extensively repaired, and replacement rear tyres fitted, plus many other minor repairs.

The combine is waiting collection, and once back at Sandstone will be re-united with its head, which will be repaired on site. Incidentally the head features a pick-up mechanism – does anyone know of a suitable small swather to match? Contact Chris on e mail: katbr@worldonline.co.za



HOW DOES IT ALL BEGIN?

Very often like this: a piece of scrap found on a mine in Rustenburg, rescued, kept in storage for 10 years, and then resurrected and brought into the restoration queue.

Below is a very rare and old Ruston mine locomotive. Ruston is a venerable brand and they make agricultural and industrial equipment.



The 2nd example, believe it or not, is a Caterpillar Tractor and this is how we received it. It is very old and therefore significant, but whether we can justify the investment in its restoration remains to be seen.



Every bit of assistance we receive regarding parts can make a difference. A deceased estate recently cleared out an old factory. We were able to acquire the entire hoard, and it became a treasure trove of parts that we could use on a whole variety of our restoration projects. In the Heritage sector, somebody's scrap is somebody else's treasure so please let us know if anyone has stocks of spares that are going to be dumped for whatever reason.

WORKING VISIT FROM Danie Pretorius



Danie Pretorius is a regular visitor to Sandstone and recently spent a week with us doing much needed remedial work with our stationary engine collection.

Sandstone Heritage has in its care many stationary engines, and although most have been restored to a high level, none have run for many years.

The collection has recently been moved to a dedicated display area and each engine can now be properly appreciated.

Danie Pretorius from Sasolburg volunteered to come and assist in getting them running, and in the week of 18 to 22 July succeeded in getting 10 engines going, including a Lister, a Ruston and a Crossley. Having considerable general engineering experience but little on actual stationary engines, Danie decided to tackle the smaller units first.

Three further engines have manifested fuel or ignition problems and have been set aside for further attention.

Sandstone expresses its sincere thanks to Danie for giving up his time to assist us. If there are any other people that would like to spend time on the farm assisting as Danie has done, please contact Chris Wilson on e mail: katbr@worldonline.co.za

We look forward to another visit from Danie!

Seen Around Sandstone

MR HINDLE 80 YEARS YOUNG

Mr Mark Hindle celebrated his 80th birthday at Sandstone on the 30th July 2016 with his wife Liz and family from Johannesburg and the UK. After arriving at the Waenhuis at 11h30 for some tea and coffee with rusks, the guests joined a train headed by Lawley locomotive BR7, "Hayley" and departed for Grootdraai at 12h00. A Ratel accompanied the train, driving

next to the loco for the full duration. On their return, the party took a tractor tour through the vintage collection with Seun as their guide.



The birthday boy, Mark Hindle, enjoying the footplate of BR7, now 121 years old itself.

Pictures by Larissa Clarke

The Waenhuis Café prepared and supplied a 3 course meal of Bean Soup with buns, and Lamb Potjie with pap and rice. Dessert comprised Malva Pudding with Custard, Koeksisters and little Caramel Tarts. To cap the proceedings, the visitors brought a splendid birthday cake. In good spirits, the party left the farm at 17h30.



A TYPICAL FAMILY VISIT TO SANDSTONE

On Tuesday 12 July 2016, Georg Bernhoeft and his 11 year old son, Killian came to visit us at Sandstone Estates. Georg lives in Germany, but works in Pretoria 3 weeks a year. His son is crazy about trains and he brought him to Sandstone for a memorable day out.

Whether they be in pairs or large family groups, or family gatherings from around the world — they come to us in different configurations. We have limited accommodation but we can certainly handle small to medium-sized groups who stay over if they would like to enjoy a total immersive heritage experience.

The past is all around us and many of the parents who visit us feel it is important to show the younger generation the physical survivors of the past. This is encouraging, as it is important to enable all people to access the rich heritage we have at Sandstone.

For your own family outing or reunion, please contact Larissa Clarke on +27(0)76 024 6188 on or e-mail lclarke@sandstone.co.za



The verdure of the Oats in contrast with the grazing cattle in the late afternoon Winter sunlight



Despite the recent cold weather, our wildlife continue to thrive.
Picture by Mike Myers



PAVING THE WAY

The road from our security entrance has always been subject to the vagaries of the weather. Len Huxham and his team are now fully engaged in paving this section. The paving bricks may be modern, but our recently acquired 1950s Aveling-Barford road roller was put to good use preparing the surface for paving. These pictures by Leigh Sanders show the Aveling Barford compacting the surface and a section of the paving completed.



Out on the Farm

NEW SAW MILL AT WORK

The very nature and age of the Sandstone collection, particularly with the railway, means that wood is an essential element in the coach and wagon department.

We have acquired a new saw mill and we are currently training staff to operate it. We are now utilising trees that need to be removed for various reasons from different parts of the farms to provide a small scale logging facility to provide planks.



Above is Sandstone's Moeketsi Charles Malinga confidently operating the saw mill.

Below is Ernest Moleko hard at work installing a new floor on a narrow gauge flat wagon after restoration, using the newly sawed planks.



WINTER 2016: ARABLE REPORT

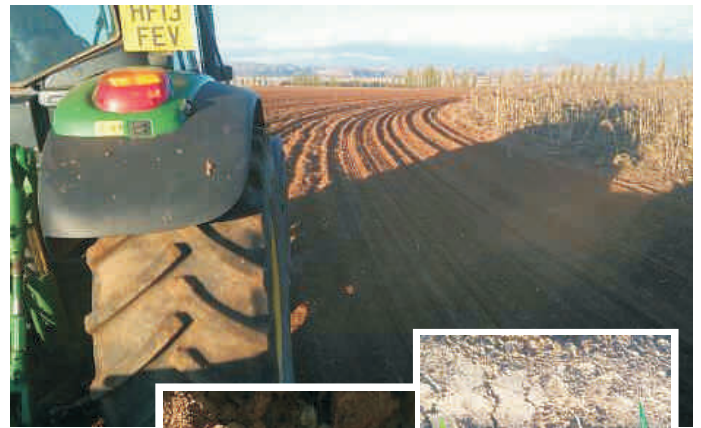
For the second year in a row we decided to plant wheat, regardless of the poor wheat season of last year. A very dry El Nino season that we experienced in 2015/2016 is usually followed by a wetter La Nina season. Indications are that the El Nino effect is dissipating with a likelihood of a wetter season ahead. We decided to plant double the hectares of last season being 400 as against 200.

We used our own seed held over from the previous season as it cuts down input costs. We plant at a slightly higher rate to allow for lower germination possibilities. The cultivars planted last year were the ever-trusted "Elands" and a new faster growing "SST 374" seed. The Elands produced B1 grade wheat which is what we planted.

Our JD 1780 11 row planter, newly imported from the USA, was used for planting. This planter is primarily used to plant soya beans and wheat. Land preparation is the same as we do for all our crops. The lands are ripped if needed, worked twice with an offset and a seed bed created with the cultivator ahead of the planter.

The pictures show root and plant growing from seed, note the soil clinging to the fine roots, showing that we have good moisture in the ground. We were lucky this year as we had some rain prior to planting and with no really hot days in winter the top soil does not dry out as it does in summer when there is no rain.

We have been blessed with just below 60mm of rain during the past month, which is above normal for this time of the year. This will boost our winter wheat. Germination of our seed looks good and so we are optimistic about the outcome as long as Mother Nature plays along. With the rain and a mild winter with no real frost, weeds are starting to show their presence that the frost and lack of rain keep at bay during normal winter seasons.



The developing wheat crop



History



Digging trenches at Elandslaagte



The Station Master's house at Elandslaagte



The Ambulance Train at Elandslaagte

THE BOER WAR AND THE RAILWAYS

The Boer War of 1899 to 1902 was significant for many reasons but it was also one of the first conflicts in the world where the railway system played an important part. Acting as a supply line for both the British and the Boers in different areas of the country, the railway infrastructure was a constant target for the opposing forces. For the British, the railway also offered an evacuation service for the wounded to safer areas with many dedicated ambulance/hospital trains put into service.

Ralph, 4th Baron Montagu of Beaulieu, sent us some special images he discovered of the Battle of Elandslaagte in 1899 where the railway station (between Ladysmith and Glencoe in Kwa Zulu Natal) became a battlefield after the Boers, under General Kock, occupied it during their invasion of Natal on 19th October 1899. A British detachment led by cavalry commander, Major General John French was sent from Ladysmith to recapture it. With additional reinforcements sent from Ladysmith the British were successful in recapturing the station. Interestingly this was one of the few occasions during the Boer War where a British Cavalry charge actually made contact with the enemy.

However with the fear that 10,000 Boers from the Orange Free State were about to attack Ladysmith the British forces were ordered back there and the Boers recaptured Elandslaagte two days later.



Above & Below: The Princess Christian Hospital Train



These pictures at Elandslaagte were taken by GP Atkinson, the Station Master. In our next Newsletter we will feature some pictures from the Nick Lera collection of Spion Kop and a Boer perspective on the railway infrastructure.

Media Matters

STEAM REPORTS

The weekly reports from Gert Jubileus and his team have proved to be a hit with our readers and friends. Links to the latest ones:
http://www.sandstone-estates.com/images/stories/sandstone/Railway_Heritage/20160625/23_june_2016.pdf
http://www.sandstone-estates.com/images/pdf/8_July_2016.pdf
http://www.sandstone-estates.com/images/pdf/18_July_2016.pdf
http://www.sandstone-estates.com/images/pdf/25_July_2016.pdf
<http://sandstone-estates.com/images/pdf/8%20Aug%202016.pdf>

E-BIZ RADIO Mike Myers from Sandstone was recently interviewed on e-biz news and spoke about our Open Day Steam Events in 2016 and Stars of Sandstone 2017. Click on the link to listen to the interview: <http://www.ebizradio.com/?p=15396>

NARROW GAUGE WORLD

http://www.sandstone-estates.com/images/pdf/Narrow_Gauge_World_August_2016_New_Line_Sandstone.pdf

CENTURION SOCIETY OF MODEL ENGINEERS

36th National Live Steam Meet - 24 & 25 September 2016, read more at www.centuriontrains.com

REEFSTEAMERS DEPOT

<http://www.reefsteamers.com/css/News/2016/DPT%20RPRT%20-%202016-M07-30%20-%20RPT-118%20ISU-175.Pdf?v=jGGRhXYrO1k>



Early in August, South Africa experienced a number of severe cold fronts which brought snow to the Eastern Free State. Leigh Sanders' photos show the effect on the nearby Maluti Mountains, as seen from the farm.



A DE2 IN SERVICE

We thought you might enjoy this pic from Geoff Cooke of DE2 1229 in 1973 at Westacre Junction (west of Bulawayo and originally the junction for the branch to Matopos which closed in 1948.)

Sandstone's DE2 No 1207 may soon be seen in service after the purchase of the total spares inventory from the National Railways of Zimbabwe.

UPCOMING STEAM WEEKENDS 2016

Heritage Day Weekend Saturday, 24 September

Cherry Festival Week 17 - 19 November

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Please be aware we add people to our newsletter list as a matter of course.
You are free to unsubscribe at any time.

From all of us at Sandstone — THAT'S ALL FOR THIS ISSUE!

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Please click on the logo to visit the Sandstone Heritage Trust website