



INTERNATIONAL *Stars of Sandstone News*

EVENT DATES:
4 — 14 APRIL 2019
www.starsofsandstone.com

Dateline July 2018
No. 6



A few days ago, the fine team in our Livestock Department successfully in-spanned 36 Afrikaner Oxen pulling one ox wagon. If you have been following this development in our Newsletters, you will notice that we have done research on just how big these spans really were in days gone by.

The closest we really came to an accurate assessment, was from some photographs taken during the Anglo Boer War by a British Officer, which clearly indicated that there were 34 oxen pulling a wagon through the Wilge River. We can assume therefore, that 34 was the maximum number ever in-spanned, because the Officer in question expressed astonishment at the sight.

We decided to raise the stakes and in-span 36 animals. If you

look closely at the photo below, you will see that there are some very young oxen in the span. This is part of their training routine.

We will be in-spanning 36 Oxen during **Stars 2019**. See also the video of this special moment: <https://bit.ly/2LN9YBz>

With 8 months to go...

We can spend many hours generating words to try to describe what visitors to **Stars 2019** can expect. Nothing however replaces the modern video technology so freely available on YouTube, so without us saying any more, [click here](#) to view a very short but powerful description of what might surround you at **Stars 2019**.

We hope you enjoy reading this Newsletter.



Bookings for Stars 2019 & The Blue Train | Unforgettable Sandstone | Heritage Day Event | The Sandstone Railway | Classic Cars
Preservation Items | Stationary Engines | Aviation Matters | Modern Farming | Industry News | Visitors | Media Links

The procedure for booking via our international agent, Geoff's Trains, is slightly different from booking directly with Sandstone as a Southern African Resident. However, any guests who wish to be active participants, particularly rail crews who already know their way around the country, are welcome to contact us direct. Please contact Dave Richardson by e mail daver@sandstone.co.za

International Bookings:

If you wish to indulge in a full package tour with all flights and land arrangements included, please book via the Geoff's Trains website, <http://www.geoffs-trains.com> or the **Stars of Sandstone** website under International Enquiries, <https://bit.ly/2LDEJBH> which are then routed to Geoff's Trains for processing.

No International bookings or enquiries will be processed by Sandstone.

On receipt of a booking form, Geoff's Trains will issue an invoice; once accepted, a deposit of US\$100 is requested. Should any optional extras be required a further invoice will be issued. Final payment is requested no later than two months prior to the event.

Bookings for Southern African Residents:

Only via the **Stars of Sandstone** website : <http://bit.ly/2rj6ocu>

We accept that these bookings will work to slighter shorter lead times than the International ones. Once an enquiry is received, you will receive details of pricing and, if you have identified dates and the number of people, we will issue a formal quote. You will be asked to confirm this quote at your earliest convenience. Reminder e-mails will be sent where no response has been received. Once confirmed, an invoice will be issued with a 50% deposit required by the end of October 2018. Final payment is required no later than two months prior to the event.

Southern African Residents will be required to confirm their identity number or passport number by way of a copy of such document on final confirmation prior to invoicing.

International visitors accompanying Southern African Residents will be required to pay the appropriate International rate.

Our pricing is structured to enable affordability for both local and international visitors as per common practice in the tourism industry in South Africa.



BOOKINGS FOR THE EVENT AND THE BLUE TRAIN

Registrations for **Stars 2019** are coming in steadily. Be sure to reserve your place and your local Free State accommodation in good time via our website.

Diarise the dates: 4 to 14 April 2019

The Blue Train to Stars of Sandstone 2019

The iconic Blue Train will be making a special trip to **Stars of Sandstone 2019**, departing Pretoria on 3 April 2019. Guests will enjoy two days at the **Stars of Sandstone** event on (4 and 5 April), with the train staged at Vailima Siding at Sandstone. Departure is on the evening of 5 April, with arrival in Pretoria on Saturday, 6 April.

The trip includes entrance to Sandstone and transfers from the Blue Train to the event, and of course all the Blue Train extravagances.

This once in a lifetime experience of travelling on the Blue Train to visit Stars of Sandstone 2019 is being rapidly booked and space will soon be limited. If you do not want to miss out on this great adventure you are urged to contact us now to avoid disappointment. The luxury suite options in fact, have already been booked.

Full details of this grand tour can be found on the Stars of Sandstone website:

<http://www.starsofsandstone.com/> or contact Dave Richardson on e mail, daver@sandstone.co.za

60% full already — BOOK NOW!

UNFORGETTABLE SANDSTONE



There is truly nowhere else on earth quite like this — a large agricultural estate in the Eastern Free State with its own 26km private railway line and the largest collection of 2ft Narrow Gauge steam locomotives in the world. There are more than 50 restored and unrestored locomotives, of which 25 are fully operational.

A place where traditional Afrikaner oxen are bred, trained and actually earn their keep by pulling wagons and ploughing the land. At Sandstone one can find a magnificent cross-section of almost 300 items of agricultural equipment dating back to the late 1800s. Included are steam traction engines and the earliest of early vintage tractors, ranging from the huge Emerson Brantingham Big 4-30, right down to the diminutive Massey Harris Pony.

There is a collection of nearly 500 farm implements, a huge collection of old combine harvesters and threshing machines and, to top it off, a fleet of vintage earth moving machinery that we use constantly to improve Sandstone's infrastructure.

A new Stationary Engine Museum has recently been completed which showcases man's ingenuity in pumping water and generating electricity for well over 100 years.

All this will be showcased at ***Stars of Sandstone 2019***.

Whatever your interests, you will find something to fascinate you. The owners, directors and staff of Sandstone Estates cherish their landscape and work hard to give it the vibrancy that a biological approach to farming inevitably provides. A 400 ha chemical-free zone has been declared around the main complex and that trend towards self-sufficiency without the use of invasive chemicals in agriculture will continue.

It's a big place and an exciting event with much to see and do!

Read on...

JOIN US FOR HERITAGE DAY STEAM WEEKEND

Diarise 22 September!

September is Heritage Month in South Africa with Heritage Day on Monday 24th September. To celebrate Heritage month Sandstone will be holding an Open Day on Saturday 22nd September coinciding with this long weekend.

Train rides from Hoekfontein to Vailima Siding will operate at 10h00, 12h00, 14h00 and 16h00. Other attractions will be Ox Wagon rides and Military Vehicle rides while the famous Sandstone Heritage Collection will be open to view. Refreshments will be on sale with the Sandstone Shop open for memorabilia, too.

Entrance is R200 for adults and R125 for under 12s which includes one train trip. Booking is essential and it will be a day not to be missed. Contact Leigh Sanders or Alina Halafu on 051 933 2235 or e mail, leighs@sandstone.co.za

We look forward to seeing you there.



THE SANDSTONE RAILWAY: 2ft NARROW GAUGE NEWS



UPDATE NG 10 No 61

The Star locomotive for *Stars of Sandstone 2019* will without doubt be our 1915 Baldwin NG10 Class No 61.

The last survivor from the South African Railways 2ft narrow gauge system in Port Elizabeth has been undergoing a restoration by Lukas Nel and his team in Bloemfontein for the last two years and is expected to be steam tested in December this year.

The locomotive is now looking fairly complete with a new boiler and cab fitted. The numerous boiler mounts and controls which have long ago disappeared from No 61 are being meticulously fabricated as per the original components. A new regulator assembly and main steam pipe have been constructed and a new chimney in the original style is being fabricated.

One major step is to complete a new tender frame and fit this with the new tender tank that has been constructed.

In reality, the locomotive is probably 80% new construction, but to the original drawings. It will be a very special engine.

NG10 No 61

The “new” regulator assembly made up from new and original parts





NGG16A 141 on a test run in 1989. Picture courtesy of Shaun McMahon.



NGG16A 155 at Nqabeni in 1991. Picture by H Grover courtesy of Shaun McMahon



No 155 at Harding Terminal 1996 (120km from Port Shepstone)

One of the most interesting unrestored locos in the Sandstone collection is NGG16 No 155, or perhaps, more correctly (but unofficially), NGG16A No 155.

This locomotive was part of the fleet inherited by the Alfred County Railway (ACR) when it concessioned the Port Shepstone to Harding line in 1988.

Nevertheless, forward thinking in the operating department of ACR produced two locomotives to move steam traction forward in the 20th Century.

NGG16 141(also stored at Sandstone for the owner) and 155 were modified by Phil Girdlestone to similar principles as the 26 Class, 3450 *The Red Devil*, perhaps the most famous South African steam locomotive. This involved boiler modifications as per the LD Porta principles used in Argentina and applied in South Africa to 3450 by David Wardale.

The locos were rebuilt in 1989 using a Gas Producer Combustion System (GPCS), Lempor exhaust, improved spark arrestor system, a modified valve system and lubrication.

The GPCS is a single-stage gas producer which achieves an improved combustion and steaming rate, reduces the emission of wasteful black smoke and overcomes the problem of clinking. The result is improved combustion, thereby minimising black smoke, which is evidence of incomplete combustion and unburnt coal particles being ejected through the exhaust.

One of the most obvious externally visible differences between the original and the rebuilt locomotives, is the megaphone-shaped Lempor chimney (clearly seen in the picture of 141) which allows the outlet area to be as large as possible, since that allows the largest possible blast nozzle area and therefore the lowest back pressure.

In comparative testing, No 141 achieved a fuel saving of 25% compared to a standard Class NG G16 Garratt, a performance which was easily maintained in regular service. Power outputs of over 700 indicated horsepower were achieved and the locomotive was probably capable of achieving a maximum of 800 indicated horsepower, some 25% more than a Class 91-000 narrow gauge diesel-electric locomotive. With the two locomotives being so different from the original, they were unofficially classified NGG16A by the ACR.

No 155 sadly lost its modified engine units at some time to unmodified NGG16 No 142 which was subsequently scrapped. However the original drawings of the modifications are available and it is possible that Sandstone may be able to restore No 155 as a NGG16A.



The Bloemfontein Team: front row from left to right, Michael, Manuel and Getrude, back row from left to right, Izak, Simon, Lukas and Anna Nel



Above, NZASM "B" number 230 after stripping



Left, Number 230 after cleaning and painting



Below, 4AR 1555 and its tender after being completely stripped awaits cleaning

OUR UNSUNG HEROES

As Sandstone is now on the restoration of their 24th Steam locomotive at Bloemfontein, it is interesting to reflect on the variety of locomotives that Lukas Nel and his team have returned from the grave.

Steam locomotives restored by Lukas Nel and team as at July 2018:

1. NGG 16 number 113. Feb 2003
2. NG 15 number 17. July 2003
3. NGG13 number 49. Nov 2004
4. Decauville number 302. March 2005
5. Kerr Stuart Little Bess number 4031. June 2005
6. NGG 11 number 55. (Paton Country Railway) Aug 2005
7. Feldbahn number 13779. March 2006
8. Peckett number 2161. August 2006
9. NG 4 number 16. Feb 2007
10. Kerr Stuart number 4063. Feb 2008
11. O&K number 2510. Feb 2008
12. Lawley number 97. April 2008
13. NGG16 number 88. Feb 2010
14. Class 19D number 2654. March 2010
15. O&K number 12493. (Exported to Germany, 500mm gauge) March 2011
16. O&K number 10311. April 2011
17. Miss Brakpan number 626. Sept 2011
18. Arn Jung 847. Feb 2013
19. Avonside 1624. March 2014
20. O&K 12691. Feb 2015
21. O&K 11112. Feb 2016
22. O&K 12140. Feb 2016
23. NGG11 number 52. Jan 2017
24. NG10 number 61. Under restoration for completion Dec 2018

TRANSNET PRESERVATION

Such is the restoration reputation of the "Bloemfontein Manne" that Sandstone was recently awarded a tender by Transnet for Phase 1 of the cosmetic restoration of two locomotives destined for the new museum in Bloemfontein — NZASM "B" No 230 from 1897 and 4AR No 1555 from 1913.

No 230 has been completed and work now goes on with 1555. The tender involves stripping each loco to the boiler on the frames, cleaning all parts and setting them aside for future assembly and painting all the items with a protective coating of red ochre.

The 4AR has some damage to the running boards which will be repaired, and has been fitted with new tender axle box bearings and keeps. The locomotive is expected to be completed by mid-August 2018.

Sandstone is proud to be involved in these restorations of South Africa's railway heritage.

COOPERATION AND PRESERVATION



Garratt Bucher, who has established a Narrow Gauge Railway in Texas, USA using exclusively South African locos and rolling stock, generously shared with us his invaluable archive photographs.

Garratt's father, Bob Bucher, also visited South Africa many times in pursuit of his interests in 2ft Narrow Gauge.

These photographs portray our locos doing what they were designed to do when they entered commercial service.

Top, unrestored at Sandstone, NGG13 No 58 on the Umlaas Road-Mid Illovo branch in July 1981

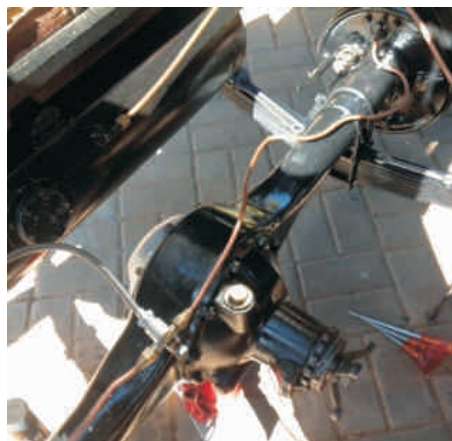
Bottom, NGG13 No 49 at Izingolweni in December 1980

Both pictures courtesy of RL Bucher

CLASSIC VEHICLES AT SANDSTONE



*Above, the Morris 10 prior to restoration
Left, the engine and gearbox assembly after its rebuild.
Below left, the gearbox sealed to the bellhousing and clutch.
Below right, the rear axle in situ with the brake gear assembled.*



UPDATE ON MORRIS 10

By Tom Kirkland.

The puzzle is finally coming together with the completion of the engine, clutch and gearbox rebuilds. This model of Morris uses a wet clutch system with the clutch running inside the bell housing in a bath of oil, not dissimilar to a motorcycle. This makes the joining of the engine and gearbox quite tricky to avoid oil leaks.

The rear axle has also been totally overhauled and fitted to the chassis with the brake assembly in place.

The next step is to fit the engine and gear box and take the car to a rolling chassis. Then final assembly can proceed. With this restoration we have decided not to totally renew the interior or respray the car so that it will retain its 1933 patina whilst being in excellent working order.

The car will make its debut at *Stars of Sandstone 2019*.





Sandstone's 1903 McLaren Traction Engine



CAT 621 Scraper

APPEAL FOR EXPERTISE

We have the largest collection of Road Engines which includes Road Locomotives, Steam Tractors, Steam Rollers and Portable Agricultural Engines in the country. The problem is that the expertise to maintain and operate this type of machine, basically does not exist in South Africa.

Because Railway enthusiasts are not generally very interested in Road Steam, we have difficulty deploying our excellent Narrow Gauge rail expertise to incorporate Road Steam. We are therefore looking for people who own traction engines (obviously from overseas, because there are so few in South Africa), so that essentially they can enjoy operating these big machines in an African savannah environment. We have been partially successful in recruiting people in this category in the past and we look forward to doing so again.

We are in a position to make special arrangements for these crews to be housed and looked after so that they can be as productive as possible.

The second category is Classic & Vintage Earth Moving machinery. Although we have access to a large number of people who understand how to repair and operate agricultural machinery, it isn't necessarily true with Earth Moving plant. Generally, these machines are bigger and more rugged, but essentially it is the same type of equipment.

We are looking for people who have spent a lifetime in Earth Moving, both at the Civil Engineering level and even more importantly at the mechanical, repair and operational level. We have outsourced a number of repair projects for Earth Moving equipment such as our DH8 Crawler which we hope to have in full operation.

It is our intention to assemble a team of 6 to 10 people who can operate these machines and actually carry out Civil Engineering work in real time during Stars 2019.

If you have that sort of experience in either of these two categories, please do not hesitate to contact Dave Richardson on E: daver@sandstone.co.za



Caterpillar logo 1925

STATIONARY ENGINES

By Danie Pretorius.

The oldest resident stationary engine at Sandstone Estates, is the National Oil engine which is stationed inside the Waenhuis pub - always a favourite of visitors to Sandstone.

According to Mr Gerhard Wille, the previous owner of the farm Hoekfontein, this engine was bought from a Roman Catholic Mission Station in Swaziland in around 1970 or 1971. A German technician dismantled the engine in Swaziland and did the erection of the engine and generator at Hoekfontein, where it still stands today

No mechanical work was done on the engine and Mr Wille said that the Technician told him that these engines can last a hundred years or more, if looked after.

According to the data plate on the generator, it was manufactured in 1935. It can be accepted that the engine must be from the same era, so this engine can now be approximately 83 years old and still running nicely. The engine is not generally used for generating electricity and is only started up in order to entertain visitors.



Right, the valve gear responsible for the rhythmic “clackity clack” sound which attracts the visitors when the engine is running



The manufacturer plates on this grand old stationary engine and generator



Fig 1



Fig 2



Fig 3



Tom Cole's model of the Star Drilling Machine. Work still in progress.

MODELLING THE COLLECTION

This is about one of the unrestored exhibits — the STAR Portable Drilling machine Model 1, Chassis 6699. Sold in 1901 & 1902 and manufactured in Akron, Ohio.

A retired Industrial Engineer, Tom Cole is Curator of the Stutterheim Stationary Engine Museum. The Museum has a part-time staff of 7, with 145 engines on show or being rebuilt (www.stuttengines.co.za). The museum is privately owned and relies on a benefactor and donations.

On a visit to Sandstone in May 2015, an old steam borehole drill caught his eye (fig 1) and he decided to make a 1/12th scale model to detail and understand the workings of the band wheel (fig 2) and the walker beam.

Back in 1899, the Star Company in Akron Ohio designed this band wheel that was belt-driven, to oscillate the borehole stamp (fig 3). Then two cast iron wheels could be levered onto the wood-lined band-wheel to operate the main cable drum and the walker beam by friction.

May 2018: this model is still work in progress, the boiler and paintwork is next. The 20 spoke wheels were difficult, necessitating three jigs and a dividing head: the boss spoke holes are offset (10+10) and exactly 36° apart.

We shall be following progress on Tom's model in future Newsletters.



DHC 1 Chipmunk ZS-COX from the Classic Flying Collection



The RAFVR Cambridge University logo on ZS-COX



The RAFVR Leeds University logo on ZS-JJG

*The attention to detail that has gone into these aircraft is remarkable and we look forward to seeing them at **Stars of Sandstone 2019**.*

One of the major attractions at the **Stars of Sandstone** events has always been the aviation displays and the chance for visitors to take a flip in a vintage aircraft.

Recently we paid Gavin Brown's *Classic Flying Collection* a visit, where Jacques Ritchie gave us a guided tour of the facility. Jacques is a master aircraft technician and has rebuilt numerous aircraft over the years. He is also an accomplished tour guide and a mine of information on each and every aircraft in the collection.

In this edition, we feature the DHC-1 Chipmunk and their fascinating connection with UK Universities. The de Havilland Canada DHC-1 Chipmunk is a tandem, two-seat, single-engined primary trainer aircraft, developed shortly after the WW2. It sold heavily throughout the immediate post-war years, being typically employed as a replacement for the de Havilland Tiger Moth biplane.

It performed its maiden flight on 22 May 1946 and was introduced to operational service that same year. The type was also produced under licence by de Havilland in the United Kingdom, who would produce the vast majority of Chipmunks

The Classic Flying Collection has three Chipmunks, of which two have University connections. After WW2, there was a serious shortage of pilots and the RAF Volunteer Reserve (RAFVR) placed Chipmunk trainers with a number of UK Universities to set up Flying Clubs and to train pilots. Registration numbers ZS-COX and ZS-JJG were placed with Cambridge and Leeds Universities for this purpose, and have been painstakingly restored in these colours with the University badges on the aircraft. The third example, ZS-LJU, is believed to be an original de Havilland demonstrator, and is painted in the colours used at the time.

DESCENDING FROM THE SKY



*You can learn more about these fascinating machines on Wikipedia:
<https://en.wikipedia.org/wiki/Autogyro>*

A group of seven Gyrocopter pilots from all over the country descended on Sandstone for an overnight visit recently. They took a walking tour of Sandstone and lunch the next day before flying off to another destination.

An autogyro (from Greek αὐτός and γύρος, "self-turning"), also known as a gyroplane or gyrocopter, is a type of rotorcraft which uses an unpowered rotor in free autorotation to develop lift. Forward thrust is provided independently, typically by an engine-driven propeller. They were invented by a Spanish engineer, Juan de la Cierva in 1923 and have quite a following throughout South Africa and the world.



The Red Devil No 3450 in the late 80s. Picture courtesy Dennis Moore

THE RED DEVIL UNIQUE SAR Class 26

A spectacular event in the history of South African Railway Preservation

With the return to steam recently of Class 26 No 3450 with Ceres Rail, Dennis Moore has sent us his favourite picture that he took of the loco many years ago. A truly magnificent shot.

This iconic locomotive has captured the imagination of the world since it was introduced in 1981. In a world where steam traction was rapidly being phased out the modifications done to the locomotive at the time put it in a different league from existing locos. Simply put more power and less fuel consumption was the result but sadly it was just too late but the bright red paint scheme (lost for a while during service) kept No 3450 in all rail enthusiasts' hearts and now it lives again...

MODERN FARMING



Geelmielie (truck) loads up the last delivery of Speckled Sugar Beans

We are surprised how much interest people have expressed in our commercial farming activities and we will be addressing this at **Stars 2019**.

The last of our Speckled Sugar Bean harvest has now been delivered to our customer in Natal. We learnt a lot this year in terms of how to harvest Speckled Sugar Beans under difficult conditions, and we will be even better geared up for it next year using all our resources.



NG4 No 16 hard at work with the wheat harvest



THE SANDSTONE STEAM RAILWAY AS A FARMING TOOL

The Sandstone 2ft Narrow Gauge Railway is well known as a tourist railway, but it does earn its keep as part of the modern farming process by transporting the crop from the lands to the silos in the main complex.

Depending on how early the Soya Bean harvest ripens in 2019, we hope to harvest Soya Beans and load them directly to the train. We regularly use the 2ft Narrow Gauge Railway to move crops in bulk to our main grain silos which were designed to take commodities directly from the train into the intake pit and then into the silos.

Such crops can be maize, wheat and soya beans. It is commercially viable for the farm and particularly useful in wet conditions where tractors and trailers can be bogged down in muddy conditions.



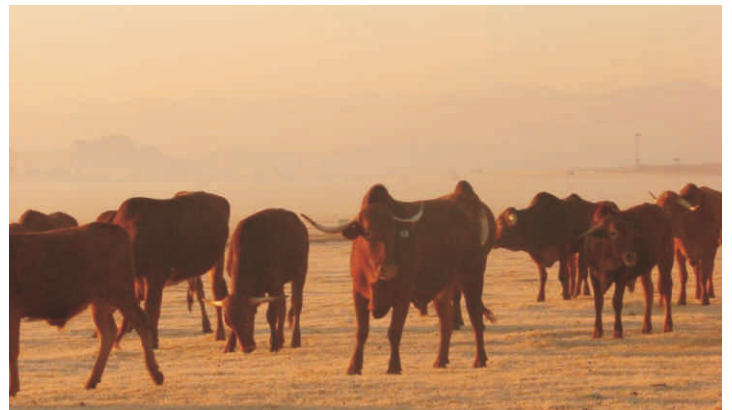
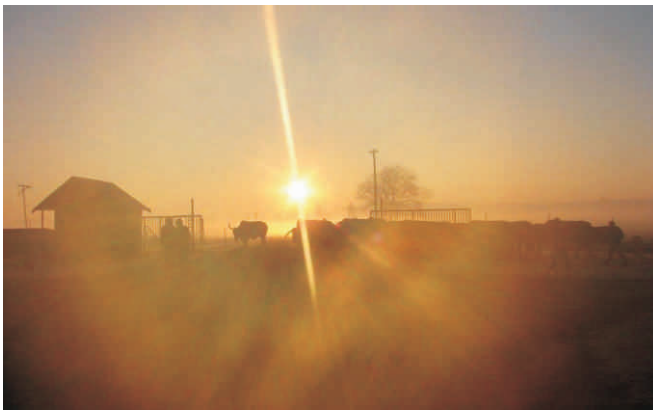
EARLY WINTER'S MORNING

Most guests to South Africa are very familiar with the phrase, "Sunny South Africa", and while we do get our more than fair share of sunny weather not everyone is aware of our winter conditions. Despite endless sunshine we also have bitterly cold mornings during our winter months, particularly in July.

These two delightful images show our Oxen at sunrise awaiting an early feed in a temperature of -8°C in mid-July 2018.

Breakfast is very welcome, even though the animals must crunch their way through a thick frost to the feeding area at around 07h00!

*Snow on the Maluti's, a not unusual sight in the Eastern Free State.
Courtesy David Benn*



VISITORS TO SANDSTONE



Above, filming in progress (Hoekfontein Station vicinity).

Below left, Sandstone's Ford F100 at a classic car rally in Nairobi a few years ago. We are obviously not a static museum!



Above right, one of the staff coming back from church in a Model T one Sunday

ON SET WITH FORD

As part of an ongoing social media programme, Ford has been producing two-minute video productions which are aired on social media, particularly Facebook. The productions, which will run to 26 episodes, are of visits to Ford owners and users throughout South Africa and their experiences with Ford products, with both modern and older vehicles featured.

The film crew visited Sandstone Estates recently, to film our experiences with Ford vehicles — which range from a 1915 Model T, a 1930 Model A and various trucks and tractors from the 50s and 60s to modern Ford Ranger bakkies (utility vehicles).

Although Ford is no longer a producer of tractors under its brand name, Sandstone has a number of Ford models from the 50s which still give sterling service on the farm.

In this shoot, our 1935 Ford V8 pick up which is unrestored from new, and our 1951 Ford F100, which journeyed to the Equator on a rally in 2006, were featured by the film crew.

The final sequence was with one of Canadian Ford military units from WW2 which was driven towards Grootdraai where the film crew met up with 20 oxen especially in-spanned for the occasion. As a tribute to Ford, one of the oxen has been named *Ford* in their honour.



Andreas and Karola Giller with O&K 12691, "Montana"



Andreas in the cab of GMAM No 4079, "Lyndie-Lou"



Transnet Heritage Foundation SAR Class 25 Condenser No 3451 (Steamnet 2000) at Reefsteamers, Germiston in 2017

During July, we were privileged to host a visit from Andreas Giller, the Locomotive Archivist from the Hanomag/ Henschel Museum of Kassel in Germany. He has assisted us with a number of photographs and drawings of NGG13 No 49 recently, too.

Andreas was visiting Southern Africa as part of a tour which took him to Zimbabwe and then, joined by his wife Karola, a trip to Namibia. He was keen to visit us at Sandstone, as we have the only restored Hanomag-built NGG13 Garratt in South Africa, viz No 49 from 1928.

Hanomag is credited with co-designing the NGG13 with the SAR which developed into the NGG16 and was to become the standard Narrow Gauge Garratt design for the next 40 years.

Unfortunately, at the time of his visit, No 49 was still away for retubing, so only the two engine units were at Sandstone. Nevertheless the Sandstone collection never fails to impress, and Andreas and Karola marvelled at our other locomotives, whilst Andreas was excited to see two Hanomag tractors, one of which was similar to the one he learned to drive on many years ago. As a memento of his visit, Sandstone presented Andreas with a copy of the book, *Sandstone, the first 10 years*.

After a light lunch, keeping to the German theme, O&K No 12691 was steamed for a short run to Grootdraai, using one of the newly rebuilt *Little Bess* coaches, now named *Springbok*. Our loco foreman, Gert Jubileus, was on hand and was able to give Andreas a great deal of information on Sandstone's extensive loco collection.

A locomotive which Andreas had never seen before, is the GMAM Garratt, a number of which were built by Henschel in 1953 and 1958. On his return to Johannesburg, he was able to view Sandstone's GMAM No 4079 *Lyndie-Lou* at Reefsteamers in Germiston. Another interesting locomotive which is based at Reefsteamers, is the Henschel-built Class 25 Condenser No 3451 (the first of its class), so this was a bonus item on his visit. The main attraction though, was the boiler unit of Sandstone's Hanomag-built No 49, currently in Reefsteamers workshop as previously mentioned. Many photographs were taken (natürlich!)

Sandstone would like to thank Andreas and Karola for taking time to visit us at Sandstone and view our collection — his comment was that he was overwhelmed by what he saw and with our hospitality.

From Sandstone's perspective, it was a pleasure to meet him and his wife and to forge a connection with this great museum in Germany.



David Fletcher up close with the full-sized Decauville (aka temptress), Bathala



Two of the Accucraft Decauville models



David Fletcher is an Australian Architect specialising in laboratory and biocontainment facility design. He's also a locomotive design researcher and has published many papers and drawings on the art, architecture and liveries of American locomotives 1870-1920. His work can be seen in every issue of *Narrow Gauge & Shortline Gazette* in the US, as well as other publications. David is also a consultant to model companies in the US, primarily Accucraft Trains and Bachmann Trains, as well as Argyle Loco Works in Australia, and previously Aristocraft Trains.

Extract from a letter from David Fletcher, of Melbourne, Australia:

For many years a visit to the magical, mythical far away Sandstone Estates seemed beyond David's horizons, but started to become a real possibility in 2015, tempted by none other than the diminutive 3-ton Decauville, named *Bathala*.

He writes, "Alison and I decided to do a six-week tour of several African Countries, and we decided to detour to Sandstone for a two-day visit to the area, including a visit to the high mountain passes in gorgeous Lesotho.

"Arranged with the Sandstone office in advance, Leigh Sanders organised the whole visit, and a wonderfully enthusiastic Michael Van Rensburg undertook the afternoon tour of all the equipment barns and especially the locomotive collection. But I had a big ulterior motive... It just happens that as a rail enthusiast and locomotive historian myself, there were assets in the collection I wanted to see close up and photograph in detail."

In 2015, Sandstone Heritage Trust assisted David with material with which he could produce a set of scale, detailed drawings of the Decauville locomotive. Nearly every rivet is present on the model, as measured from the real thing. These drawings were for the purpose of building live steam models by Accucraft Trains of the USA, (45mm gauge, at a scale of 7/8"= 1ft). The 200 live steam Decauville models were released for sale in early 2017 and were an instant hit.

"Our visit to Sandstone in 2018 included a fabulous and detailed view of the entire locomotive collection on hand, but also included an especially detailed look at the 1895 Falcon 4-4-0 locomotives (Lawley) and the Henschel Brigadelok 0-8-0T. It's a long road from drawing to production, but these two locomotives capture my imagination and could be outstanding 16mm scale future products — this is what I will endeavour to do.

"I am following with great interest the restoration of the NG10 outside frame 2ft gauge 4-6-2 of the Baldwin Locomotive Works (BLW). The BLW was the largest builder of steam locomotives in the world, with around 70 000 having been built by the time the company ended its steam programme in the 1950s. The NG10 represents an important class within the Baldwin Narrow Gauge story, and seeing one in steam again will be awesome.

"I can see many more visits to Sandstone Estates in future. After all, Johannesburg is only 14 hours away by air, and then an easy 4-hour drive to the farm. What more could anyone want! :)"

EXPERIENCE ALL THAT SANDSTONE HAS TO OFFER AT STARS 2019



A list of what you can see and do at *Stars of Sandstone 2019* during the event from 4 to 14 April 2019:

- Steam train rides and photography
- Steam footplate experiences
- Flips in vintage aircraft
- Tractor and vintage bus rides
- Military and Classic vehicle rides
- Ox wagon rides
- Modern farming tours
- Vintage agricultural machinery
- Traction engine displays
- Heavy armour military displays
- Battle re-enactments
- Special photographic sessions for the rail enthusiast, as well as numerous photographic opportunities on the farm and with the exhibits
- Tour to our 3'6" Bloemfontein Workshops
- On site Food Village and Bar
- Become involved as an active participant in the event

Over the next few newsletters we shall be showcasing these experiences for *Stars of Sandstone 2019*.

DENNIS MOORE BOOKS

From the very beginnings of the Sandstone Steam Railway, renowned railway photographer and writer, Dennis Moore, spent many hours photographing the railway and provided the beginnings of a massive archive now in existence at Sandstone.

Having retired to the Western Cape, Dennis is less active in the photography of railways but has produced a number of self-published books from his extensive photographic collection.

Dennis has just announced four new books that are available. All the books are available online from blurb.com:

Steam Byways: Through the Reverses to Barkly East
www.blurb.com/b/8842030

Steam Byways: The Maclear Branch Line www.blurb.com/b/8841993

Steam Byways: From Burgersdorp to Rosmead www.blurb.com/b/8841924

Cape Eastern Steam [available in two versions]
www.blurb.com/b/8842136 or www.blurb.com/b/8842275

Dennis has produced 46 titles in the recent years which can be viewed at www.blurb.com/user/store/red3450

MEDIA LINKS

Gert Jubileus at the Sandstone Railway Running Shed produces an outstanding technical bulletin every fortnight or so, covering the work that they do. Since our last newsletter, read Gert's latest Steam Reports here:

June 2018: <https://bit.ly/2LU6Cg2>

July 2018: <https://bit.ly/2A9rBkK>

With regard to the Stars 2019 event, the following links are pertinent:

The Railway Magazine UK:
<https://bit.ly/2Akm97Q>

In Touch Rugby: <https://bit.ly/2HWU0H1>

Prestige Magazine Online:
<https://bit.ly/2JMIBdW>

The Heritage Portal:
<https://bit.ly/2Oh0OyK>

Replica or Authentic? Sandstone Steam Railway puts forward its case in the latest edition of *Narrow Gauge World*, read here <https://bit.ly/2AcPzo5>

From all of us at Stars'19 — that's all for now!



Preserving the best of the Past for the Future
Please click on the logo to visit the
Stars of Sandstone website

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