COUNTDOWN TO THE GREAT 100

WHO'S WHO...

Chief Marshall
David Scales can be contacted on telephone number 012 667 3587 or cell number 083 212 0642

Press Liaison Officer
Craig Brophy is the Press Liaison Officer of The Great 100 Working. Craig can be contacted on cell number 083 212 2475.
Any members of the media who would like to set-up special arrangements to view the exhibits, write stories, take photographs or prepare video and TV material should contact Craig direct. Press packs featuring many of the items of equipment actually working at The Great 100 Working will be available during the Expo.

Guest Liaison Officer
Many of those who attend The Great 100 Working will meet Louise Jeffrey. Louise is our Guest Liaison Officer. She can be contacted on phone or fax 011 425 1243 or cell number 083 212 5585.



ADVANCE BOOKING

Advance ticketing for non-exhibitors is available as follows:
Tickets sold on the day to attend The Great 100 Working are R20 per day, or R50 for a 3-day pass for 9, 10, 11 April.
From 5-10 April, the show is open for exhibitors only for field trials and equipment preparation. Security will be imposed and we therefore invite you to apply for your special pass in advance.
Our Ticket Office is manned by Kathy Lotter on telephone number 011 799 7400, fax number 011 463 3890.
An advance ticket application form is included in this edition of The Veteran Farmer.

CHILDREN'S PLAYGROUND

This will be available. A trained Nursery School Teacher will be in attendance.

This edition of The Veteran Farmer is devoted largely to The Great 100 Working and will provide some interesting previews of some of the equipment that will be working and on display.

Essentially this is a working show for people who enjoy using old machinery in applications similar or identical to those for which they were designed. The organising committee look forward to hearing from you if you would like to participate and bring exhibits. If you would like to assist by driving one of the surplus tractors that we have available please fax us on (011) 805 1309. (We prefer faxes to phone calls if possible. If you must phone, call Chris Wilson on Cell: 082 789 6335.) Finally, we welcome our spectators and hope that through their enthusiasm and participation we will all enjoy an experience which reviews 100 years agricultural mechanisation.

IT'S NEARLY GREAT 100 WORKING TIME!

South Africa's premier working vintage tractor steam, stationery engine and old earth moving equipment event is nearly upon us. The time has arrived for exhibitors to make their final decision as to what they would like to exhibit, and for spectators and other players to make arrangements to be there to enjoy the sights and sounds of South Africa's oldest working machinery being put through its paces.

In this edition of The Veteran Farmer we preview some of the items that will be operating. If you feel that you can contribute, either by volunteering your services to assist with the equipment itself or by bringing your own archive material along for inclusion in later editions of this magazine, then we would be delighted to hear from you. Please remember that a number of senior editors of leading international vintage collectors magazines will be there and they will be ready to record how South Africa preserves its agricultural heritage.

Remember our movement and our country are on show so put your best foot forward!



Colonel Gaddafi would call this "the mother of all braais". It is a three and a half ton converted tar boiler – don't worry, it has a completely new interior. This will be doing sterling work at The Great 100 Working as a mobile braai. It was originally manufactured by Bristows Machinery Ltd London in 1896 and carries number 5288, and is in remarkably good condition. This braai was donated to The Great 100 Working event by Zach and Dave van Staden.

WORKING CONTINUES

Great 100 Working Insights



Marshall Colonial Engine,, serial number 53048, dated 1909, being loaded in the UK for shipment to The Great 100 Working. The reports we have been receiving about wet weather are confirmed by the damp conditions shown in this photograph. Other engines and steam tractors on show include Fowler, Marshall, Ransomes Simms & Jeffries and Sentinel.

Under the Old Earth Moving section we have these two 1950's Eimco face shovels. These are fierce looking machines which take no prisoners. See them work but stand back. Look out for many of the machines that built South Africa in the special "Old Earth Moving Equipment" section. Big cats, scrapers, face shovels – they'll all be there.





Rumely Oil Pull 30-60 heavyweight, two 8-furrow ploughs, a P&O and a Case are currently being restored and will hopefully be in use behind the prairie tractors. These huge tractors were part of our landscape earlier this century – see Tommy Wilson article on page 8.

Three prairie tractors will be hard at work at The Great 100 Working. Until recently this Rumely 30-60 tractor had not run for thirty years and needed a bit of help to blow the cobwebs out. After she settled down she idled comfortably. Other big old tractors on show include Emerson-Brantingham Big 4-20 and Big 4-30.



RAIL EXCURSIONS

A number of steam trains utilising different locomotives will be operating in the Eastern Free State using Kommandonek siding as the central departure and arrival point. The train schedule will be published prior to the event.

STOP PRESS

LOCOMOTIVES

3'6" Gauge

Steam buffs will be able to see:
16DA, No. 876 (THF)
25NC, No. 3488
GMAM No. 4079 (SSRC)
Hunslet 0-6-0DM Diesel

2' Narrow Gauge

NGG 16, No. 153
Barclay No. 1459
Hunslet/Gardiner 0-6-0DM Diesel

PARAMEDIC SERVICES

A helicopter with trained paramedic team will be on duty throughout The Great 100 Working supplied by Medair Ltd,Grand Central Airport. Tel: (011) 315 8260



ROAD RUNS

A numbers of road runs are planned. All vehicle and tractor owners are welcome to participate. Full details in the programme which will be sent to all registered exhibitors prior to the event. Register now.

CELLULAR PHONE COVERAGE

Both Vodacom and MTN have installed a base station in the immediate vicinity of The Great 100 Working. Cellular communications will therefore be excellent with saturation coverage of the total area of The Great 100 Working.

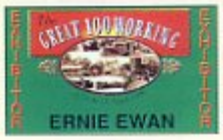
MISS GREAT 100 COMPETITION

Meet the young ladies (who will pose with your exhibit.

COUNTDOWN TO THE GREAT 100

SPECIAL NOTE FOR EXHIBITORS

Exhibitors will receive an Exhibitors Ticket as well as an Exhibitors Car Park Pass which will clearly show their vehicle registration number. Security at The Great 100 Working will be tight and it will therefore pay you to make sure that you have sent us your Exhibitors Application Form in advance so that we have time to get the tickets back to you. We will be in contact with you upon receipt of the Exhibitors Application Form. If you do not have a form, please urgently contact Kathy Lotter on telephone number 011 799 7400. The different colour of exhibitors tickets will clearly indicate the category of exhibitor.



IMPORTANT NOTICE

All visitors to The Great 100 Working Expo 9/10/11 April 1999 will be charged the published entrance fee. Exhibitors will enter no charge. Receipt of an official invitation does not mean free entry.

CLOTHING AND OTHER MEMENTOES

Kathy Lotter and her team will be manning the "Great 100 Winkel". A selected range of quality T-shirts and other items will be on sale.

THE FINEST MAMPOER IN THE LAND



A selection of Witbilts and Mampoer distilled by masters of their craft will be on sale at The Great 100 Working.

FIRE FIGHTING SECTION

A number of fire fighting vehicles, both old and new, will be on display and in use at The Great 100 Working. One of these is a 1973 Land Rover, model 109/HCB-Angus. The Chief Fire Warden for the whole event will be Mr Nigel Fenwick CBE. Nigel was for many years the Chief Fire Officer of Swaziland and is one of the most experienced fire officers in Africa today.



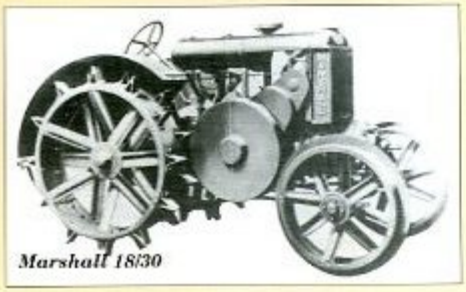
WORKING STATIONARY ENGINE DISPLAY

With the participation of Kerneels Laubscher, Neville Botha, Thys Jonker, Johan van Vuuren and Patrick Downey, we are rest assured that a substantial display of stationary engines will be on site. The following engines will be on display from these dedicated collectors.

1906	Ruston Proctor	Hot Bulb
1907	Ruston Proctor	Hot Bulb
1927	Blackstone	6 HP
1937	Crossley	8 HP
1936	Petter Apple Top	3 HP
1927	Petter Acorn Top	1-1/2 HP
1912	Standard Separator	
1946	International LB	
1932	Cushman Cub	
1923	Ruston Hornsby	1 HP
1930	Blackstone	2-1/2 HP
1946	Ruston Hornsby	11 HP
1927	Blackstone	7 HP
1928	Petter Apple Top	3 HP
1934	Petter Apple Top	1-1/2 HP
1931	Petter Acorn Top	1-1/2 HP
1927	Lister D Ricado	5 HP
1959	F.F.	
1959	F.F.	
1928	Black Delco	32 Volt L Plant
1911	International Famous	3 HP
1945	Moffat Virtue	3 HP
1927	Petter Apple Top	3 HP
1920	Fairbanks Morse	1-1/2 HP
1946	Lister D	1-1/2 HP
1929	Stover	6 HP
1929	Stover	2-1/2 HP
1917	Glison	3 HP
	Massey Harris	Type 2 6 HP
	Massey Harris	Model C 6 HP
	Ruston Hornsby	PB 4-1/2 HP
	Ruston Hornsby	IXHR 8 HP
	Cushman Cub	3 HP
	Lister	D
	Lister	A
	Lister	K
	Lister	Shearing Machine
	Fairbanks Morse	C 3 HP
	Fairbanks Morse	C Portable 6 HP
	Fairbanks Morse	C 9 HP
	Fairbanks Morse	Eclipse 2 HP
	Fairbanks Morse	Z 3 HP
	International	L.B. 1-1/2 – 2-1/2 HP
	International with Grinder	1-1/2 – 2-1/2 HP
	Petter	Junior 3 HP
	Frank Hartop	1 HP
	F.F.	3 HP

WORKING CONTINUES

Great 100 Working Insights


Marshall 18/30


Marshall 12/20


Marshall M

Marshall tractors will be well represented at The Great 100 Working. Items include a number of Field Marshall Series I, II and III. In addition a Marshall 18-30, serial number 166, a Marshall M, serial number 1288, and a Marshall 12-20 (no serial number available). South Africa was Marshall country and the organisers of The Great 100 Working are pleased to have assembled such a representative selection of both steam and diesel powered Marshall products.



ATTEMPT ON THE WORLD RECORD

During The Great 100 Working, all the vintage tractors and all the implements will be assembled in one land for a working attempt at the World Record. The Veteran Farmer has been in touch with The Guinness Book of Records but no particular category seems to exist where the record can be challenged. However, there is always a first time for everything and we will set the stage for a challenge which will involve a large number of working machines of various vintages with their selected implements. This challenge could be established in many ways. For examples:
(a) The largest number of vintage tractors and implements (working in one land at one time).
(b) The largest age difference of any group of tractors in one land working at one time, i.e. from 1907, say, to 1999.
Mr Keith May, one of our UK visitors, has agreed to act as convener for this event and will report back to The Guinness Book of Records after the attempt. So, if you have a working vintage or classic tractor (up to 1960) with a suitable implement, please bring it along.
The absence of that one tractor might well make the difference.
Please look on the official programme for the dates and time of this attempt.

ACCOMMODATION

The Great 100 Working has its own Accommodation Co-ordination Centre. Telephone Janet Barrett on telephone number 051933 3910, or Penny Coleman on telephone number 011 799 7407.
Accommodation is becoming scarce but the communities of Ficksburg, Fouriesburg, Clarens, Bethlehem, Clocolan and Ladybrand are all within driveable distance.
Please feel free to book direct or go through our Accommodation Co-ordinators.

WHERE IS IT?

On the main Fouriesburg – Ficksburg tar road (on Lesotho side). 14 kms from Ficksburg.

DIE GROOT 100 WERKENDE BOERE-ORKES!


Left to right: Jannie Venter, Louis du Toit, Nico van Rensburg

Die Groot 100 Werkende Boereorkes will be playing from Wednesday to Sunday at a number of special functions associated with The Great 100 Working. They will also be playing from a centrally located spot for a good percentage of the time throughout The Great 100 Working, 9, 10, 11 April

SECURITY

There will be tight security throughout the event. Both uniformed and plain clothed security personnel will be on hand 24 hours a day to look after the exhibits.

POTJIE-KOS COMPETITION

Bring your pot and join the fun – Saturday evening April 10th.

Steam Puffs

Steam played an important part in developing South Africa's railway infrastructure and was of vital importance to the agricultural sector in the early part of the century.

By Geoff Pethick

With 1999 being the centenary of the start of the Anglo-Boer War, it is perhaps an opportune time to take a look at some steam survivors from those years.

Pride of place must surely go to 6 Class locomotive No. 439. Built by Henry Dubs & Co., of Glasgow, in 1894, works no. 3093, this locomotive saw service as Oranje- Vrijstaatsche Gouwerments Spoorwegen No. 68, as Cape Government Railways No. 368, as Central South African Railways No. 343, before becoming South African Railways 439, which number she still carries. In common with many of her type she was reboilered during the early part of the century. At the end of her service career she was placed as a static exhibit at Winburg station in the Eastern Free State and in 1987 she was purchased by Rovos Rail and underwent a complete overhaul at Dunns Locomotive Works in Witbank. Although relatively small she still sees regular service on Rovos Rail trains, either hauling eleven coaches on her own or longer trains when assisted by one of the Rovos Rail 19Ds. She has been restored in dark green livery which is to automotive standards and lovingly cared for at Capital Park shed.

Pretoria also plays host to another 6 Class locomotive, namely Class 6B No. 498. This locomotive was built by Neilson & Co., of Glasgow in 1898 and served as Cape Government Railways No. 210 before becoming South African Railways No. 498, although she currently carries the incorrect no. 537. One of those which was not reboilered she currently languishes in the car park of the Fort Klapperkop Military Museum.

In nearby Krugersdorp the South African National Railway and Steam Museum (SANRASM) have rebuilt example No. 454, built in 1895, and rebuilt No. 473 built in 1897. Both these examples see occasional duty at their monthly open days.

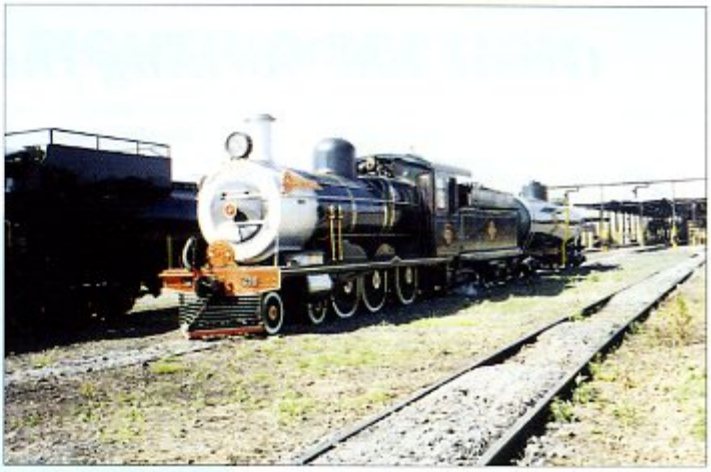
Other 6 Class locos can be seen throughout the length and breadth of the country. No. 429 in the Graaf Reinet Station Forecourt, No. 490 at the Uitenhage Station Museum, No. 500 at the Vereeniging Station Forecourt, No. 536 in Barberton and No. 544 at the Bethlehem Museum are some examples.

Of similar vintage and used largely for freight work were the 7 Class. Transnet Heritage Foundation maintains Class 7A No. 1007 and Class 7C No. 1056 in full working order and these two veterans see occasional use on the George to Knysna Museum line. No. 1007 was built by Neilson & Co., of Glasgow, in 1896 becoming Cape Government Railways 724, before receiving its present number. No. 1056 was a later build by Neilson, Reid & Co., of Glasgow in 1900 seeing service as Imperial Military Railway No. 123, Central South African Railways No. 393, Natal Government Railways 328, before assuming its present identity.

Other examples such as No. 990 and No. 1059 can be found at SANRASM, and on a number of station platforms such as Upington No. 950, Lydenburg No. 1029 and at Klerksdorp No. 980. No. 987 is situated at the Lord Milner Hotel in Matjiesfontein and No. 975 in the Boer War Museum in Bloemfontein. There are a number of others around the country, keep a look out for them.

The smaller tank engine types also played a part, and none more so than the locomotives of the Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij (NSAZM). This railway was a tank engine only line and the majority of the survivors came from the 46 ton Class. Built by Nederlandsche Fabrik van Werktuigen & Spoorwegmaterieel (Werkspoor) of Utrecht, Holland and Emil Kessler of Esslingen, Germany between 1894 and 1901 they were of the 0-6-4T wheel arrangement, probably the most unsuccessful wheel arrangement of any tank engine type worldwide.

B Class locomotives Nos. 47, 61 and 230 survive in Transnet Heritage Foundation hands. No. 230 is at Waterval Boven and the others are at Millsite Loco Shed, and the George Railway Museum. No. 230 has an interesting history as it didn't come into SAR stock, having been sold in pre-SAR days to the Victoria Falls & Transvaal Power Co. which was later absorbed by Escom. Built by Kessler in 1898, it is also unusual in that it has a 1952 British built boiler fitted.



Rovos Rail Class 6 No. 439 awaits the next turn of duty at Capital Park depot



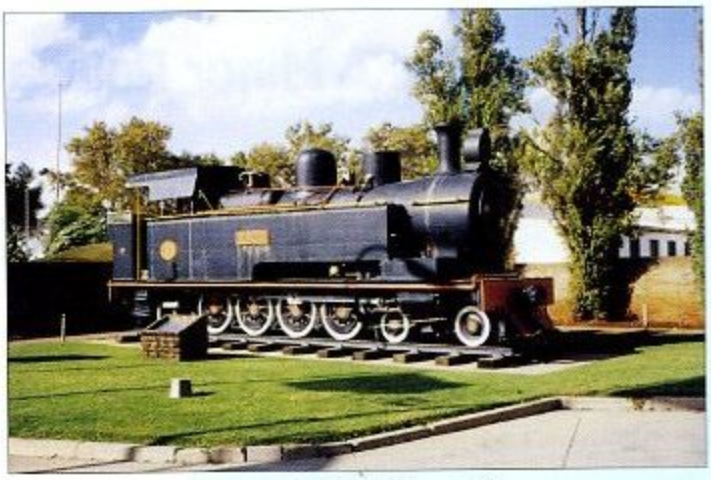
Rovos Rail 6 Class No. 439 awaits the green signal at Pretoria Station



CGR No. 356 Class 6 outside the Union Carriage and Wagon factory at Nigel



Class 6 No. 498 needs some TLC at the Fort Klapperkop Museum



1900 Dubs built A Class tank outside Iscor Refactories at Olifantsfontein

No. 61, was built by Kessler in 1897, and saw industrial service with Sappi, Geduld Pty Mines Ltd, Escom and Simmer & Jack Gold Mine Ltd before returning to SAR.

No. 47 also led a varied life, and worked at East Daggafontein Mines, before being returned to SAR and mounted on Pretoria Station in company with a very fine NZASM coach. Both are now back on the main line.

The James Hall Transport Museum in Johannesburg has ex-SAR No. 19, built 1897 as a static display in its small locomotive collection. As with all the others they only survived becuuse they were sold into industrial service, this one seeing service at Consolidated Main Reef Mines & Estates Ltd., before being saved by the late James Hall.

The Natal Government Railway was also a large employer of tank engines and a number of A Class locomotives still survive, although unfortunately none are currently in working order. All these were built by the Glasgow firm of Henry Dubs * Co. Ltd., between 1888 and 1900, with the exception of two built from stored material in 1915.

The example at the Umgeni Steam Railway at Pinetown had an interesting life, starting out as NGR No. 88, later becoming SAR No. 134. It was sold to Escom and used at the Umgeni Power Station before going on permanent loan to the Umgeni Steam Railway. After seeing use at Open Days it is currently awaiting repair. Reefsteamers at Germiston have ex NGR No. 85, SAR No. 130 nicely restored as a static exhibit at their Germiston base.

Iscor Refractories in Olifansfontein have restored ex NGR 137, SAR No. 176 standing outside the gates of their faefory as a reminder of the days when it was their works shunting locomotive.

There are a number of others of this type stored in various stages of dereliction with the possibility of one of them going to the UK for preservation.

Last but not least one must mention 'Kitty' the 1879 Kitson built ex NGR K&S Class design NGE No. 62. This is the oldest working locomotive in South Africa, having worked for Escom for many years before becoming a National Monument in the 1980s. Currently in the care of SANRASM it is steamed on special occasions, often in the company of other ex-Escom locomotives.

One can only marvel that so many Boer War era locomotives will survive into the next century, and it is hoped that one or more of the static examples will be returned to use this year and see service in the next millennium.

THE GREAT 100 WORKING

MAIN LINE STEAM PREVIEW 9TH TO 11TH APRIL 1999

Plans for The Great Hundred Working are now proceeding nicely and there is huge interest in the event.

We plan a full programme of main line steam events on Saturday 10th and Sunday 11th with special passenger trains between Ficksburg and Kommandonek, and a Sunday train running Ficksburg – Kommandonek – Fouriesburg and return. Motive power plan is to have GMAM 4079 serviceable, plus either our 14R 1745 (if Reefsteamers have finished the retyring and boiler certificate) and/or a Transnet Heritage loco. Coaching stock will be a mixture of Spoornet sitters plus some of our own. There will also be a number of interesting freight and mixed workings, including flatbeds loaded with vintage tractors and vehicles.

We are planning to have a major exhibition of our assets at Ficksburg loco shed, including Enchantress in pride of place, in company with the 1903 Barclay 0-6-0T, our vintage coaches and anything else that comes to hand before the time. We have started work on 25NC 3488 Enchantress. Graham Strydom reports that he and his team are making excellent progress so she may well be in steam by early April.

There will be regular trains between Ficksburg and Kommandonek, nearest siding to The Great Hundred Working, plus a Ficksburg – Fouriesburg train on Saturday and Sunday. Negotiations are underway to work the regular daily freight from Ficksburg to Fouriesburg or even Bethlehem on Friday 9th April.

Our highly supportive group of "friends" will be at the loco shed so pay them a visit.



Our loco shed which houses locomotives and rolling stock will be open on 10 and 11 April for The Great 100 Working for ticket holders only

That's all for this issue, contact Geoff Pethick on (011) 762 2351 for any steam chat, news, and items of interest.

A Minor Railway Renaissance in its Own Right

There will be plenty of steam railway activity at the Great Hundred Working 9 to 11 April 1999.

Tracklaying is proceeding apace at Hoekfontein, and it is anticipated that most, if not all, the 7 kms of 2ft gauge track will be complete and available for use. This gauge of track has largely been concentrated in Natal and the Cape, and of course in the mining industry, but it will certainly be the only steam operated system of such gauge in the Free State.

Ex-sugar industry Andrew Barclay 0-4-2T no. 1416 built in 1916 will be one of the star attractions. Delivered originally to the Tongaat Sugar Co, Maidstone Estate and named Egolomi, this Kilmarnock built locomotive was later sold to Dunns who sold it to Hannes Paling in Witbank, from whom it was purchased by the Sandstone Steam Railroad Co.

Having been stripped down at the Randfontein workshop, large parts of the locomotive were found to be beyond repair, including the cab, water tanks, coal bunkers and boiler. A spare boiler was purchased with the locomotive but proved to be longer and of a bigger diameter, which necessitated some fairly major modifications to the chassis, including lengthening the frames. Many new parts were constructed and others were thoroughly overhauled, at one stage the locomotive resembled a giant kit of parts of the workshop floor.

With boiler and steam test successfully accomplished and with final painting and finishing completed, this unique locomotive, the oldest 2ft gauge Barclay locomotive in South Africa will make its debut at the Great Hundred Working.

Another first for the event is the steaming of NGG 16 Garratt locomotive no. 153. Built by Hunslet Taylor in Johannesburg as late as 1968, these locomotives never worked in the Free State in their SAR days. Obtained in working order on lease/lend from the Transnet Heritage Foundation at the dissolution of the Midmar Historical Village, the boiler has been tested and recertified and a few minor repairs done. 153 hauled the last trains on the Midmar system and will feature in the inauguration of the system at Hoekfontein.

Hunslet diesel no. 6355 of 1964, itself now 35 years old, will be available as a standby and to add a bit of variety to proceedings.

On the main line, the Great Hundred Working should see the return of steam of Garratt 4079 following repairs afters its Cherry Festival escapades. This 1956 Beyer Peacock built Garratt locomotive was restored at Randfontein in 1997 and arrived in Ficksburg in 1998. It will be used to haul some of the Ficksburg to Kommandonek trains and will be a rare opportunity to see working Garratts of two gauges in close proximity to each other. It is also the 80th anniversary of the arrival of the first Garratt locomotive NGG 11 No. 51 to the SAR.

Transnet Heritage Foundation will also be providing Class 16DA, 4-6-2, No. 876, built by Henschel in 1930, works no. 21752, for express passenger work. This is the very well known locomotive that stood for many years in the old showgrounds at Milner Park before being returned to service in the mid-80s. A very attractive loco, it will be able to handle the sort of loads we will be running. An added advantage is that it has not worked on the Bethlehem to Bloemfontein line for many years.

Currently being repaired, and with Graham Strydom and the Sandstone Steam Railroad staff working flat out to get it finished in time, is the massive 25NC 3488 recently arrived from Kimberley. This locomotive was used on the Kimberley to De Aar line until the end of steam at which time Geoff Hall and John Gilberthorpe, two Kimberley drivers, bought her to save her from the scrap man. Named Enchantress after an old London North Western Railway locomotive, she will be a valuable addition to the Sandstone Steam Railroad fleet. Built by the North British Locomotive Co. of Glasgow in 1954, she was originally a 25C condenser locomotive and sported a massive condensing tender built by the German firm of Henschel. When she was converted to a normal type of locomotive she retained much of the original tender, known locally as the 'worshund' type, after its long low circular water tank.

On display at the Ficksburg depot will be 1903 built Andrew Barclay 0-6-0T, 1950 Hunslet diesel shunter 4029, neither of which have been seen in public before, and some of our historic coaches and wagons.

As with all projects, negotiations are underway regarding a number of other items and some of them may be surprise arrivals on the day. It should be remembered that all elderly machinery can be temperamental so whilst these are the plans they may be thwarted by last minute problems.

Invitation

***Friends** of the Sandstone Steam Railroad Company welcome visitors to the Great 100 Working.*

*The trains operating over the Great 100 Working long weekend, 9, 10, 11 April 1999 will be co-ordinated and manned by the **Friends** of the Sandstone Steam Railroad Company. Tickets to ride on the trains from Ficksburg to Kommandonek and Fouriesburg can be purchased at the Ficksburg Station ticket office. Tickets can be purchased on the day, prior to the departure of the trains.*

*The **Friends** have a club-house at the new Loco Shed opposite Ficksburg Station which will be open to the public. There will be exhibitions of vintage railway rolling stock, vintage lorries and cars and other items of interest. A special feature will be meals cooked in one of the early railway kitchen cars. A children's play area with a model railway and secure car parking are also available.*

Dave Fortune, Chairman, (Tel: 051 933 5796) welcomes all participants and visitors to the event.

Dennis Moye – Secretary

CALLING ALL MODEL STEAM ENTHUSIASTS

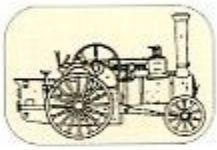




Live Steam Models Ltd. of the UK are pleased to announce that they have extended the range of whistles available to include a "bell whistle" and "tone whistle" suitable for half size (6" scale) traction engines. Illustrated details of the half-size version are shown having an overall height of 7". The sound of the bell whistle can be adjusted by raising or lowering the bell and locking it in position with the nut at the top.

Full details of the range of whistles available from 3" to 6" scale, together with details of 4" scale vertical and horizontal steam sirens can be obtained from:

Live Steam Models Ltd.
Unit 7, Old Hall Mills, Little Eaton,
Derby. DE21 5DN. UK.
Tel: +44 (0)1332-830811
Fax: +44 (0)1322 830050
E-mail: livesteammodels@zetnet.co.uk"



BURRELL NEWS

From the UK comes details of Burrell number AH5319 owned by Mr James Coward of Singlesole Farm, Thorney, Peterborough, UK. Telephone +44 (0)1733 270242. Burrell number AH5319, serial number 2425 was built in 1901. It is an 8 horsepower single cylinder agricultural engine, new to Richard Rainford of Altear and traded in to Burrells in 1910 when it was sold to Mornement & Ray, the East Anglian Dredging Contractors.
Rescued for preservation by Len Thorpe in the mid-60's from whom Mr Coward bought it in September 1996. Since then he has completed a major restoration on the engine.



Tallington "Old Glory" sponsored rally. Tony Fisher assisting on the footplate

ACCIDENTS DO HAPPEN!

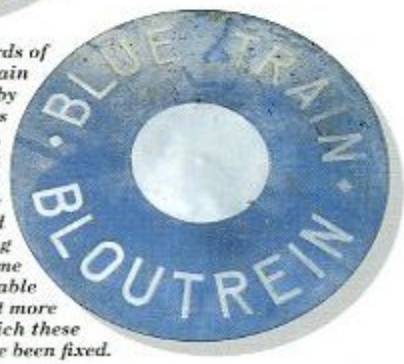




By now, readers of The Veteran Farmer magazine will have realised that we are very pro rail. There is no better way to move bulk commodities over long distances at highly competitive rates per ton. Unfortunately mishaps do happen. Recently, due to the heavy rains in the Eastern Free State, a goods train carrying wheat was derailed due to a washaway near Barnea between Bethlehem and Fouriesburg. Spoornet is an experienced operator and the wheat was quickly transferred to other wagons, the rail restored and the derailed DZ's removed. Running railways which cover thousands of kilometres anywhere in Africa is a job for men of steel and Spoornet's technical personnel are certainly up to the challenge.

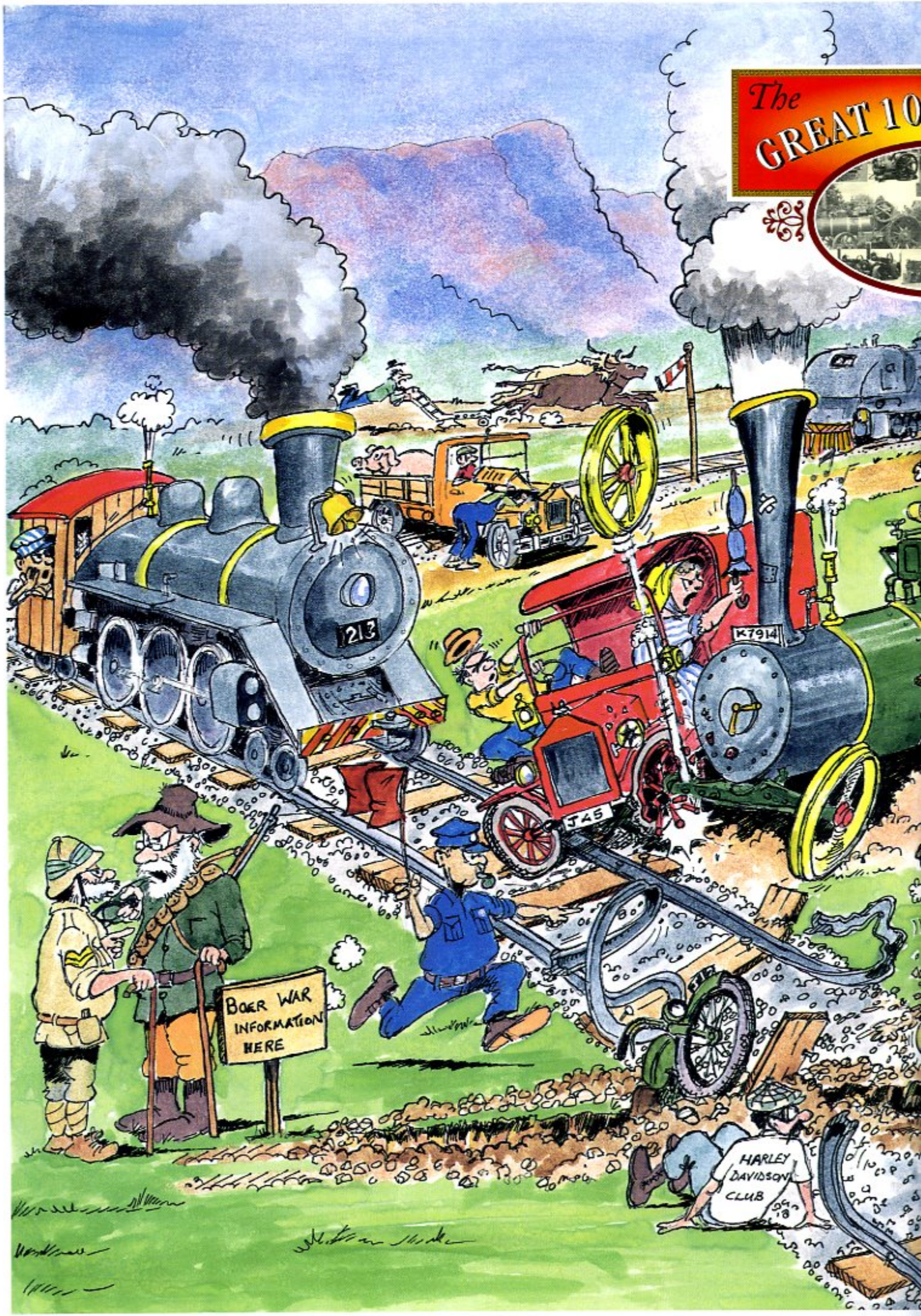


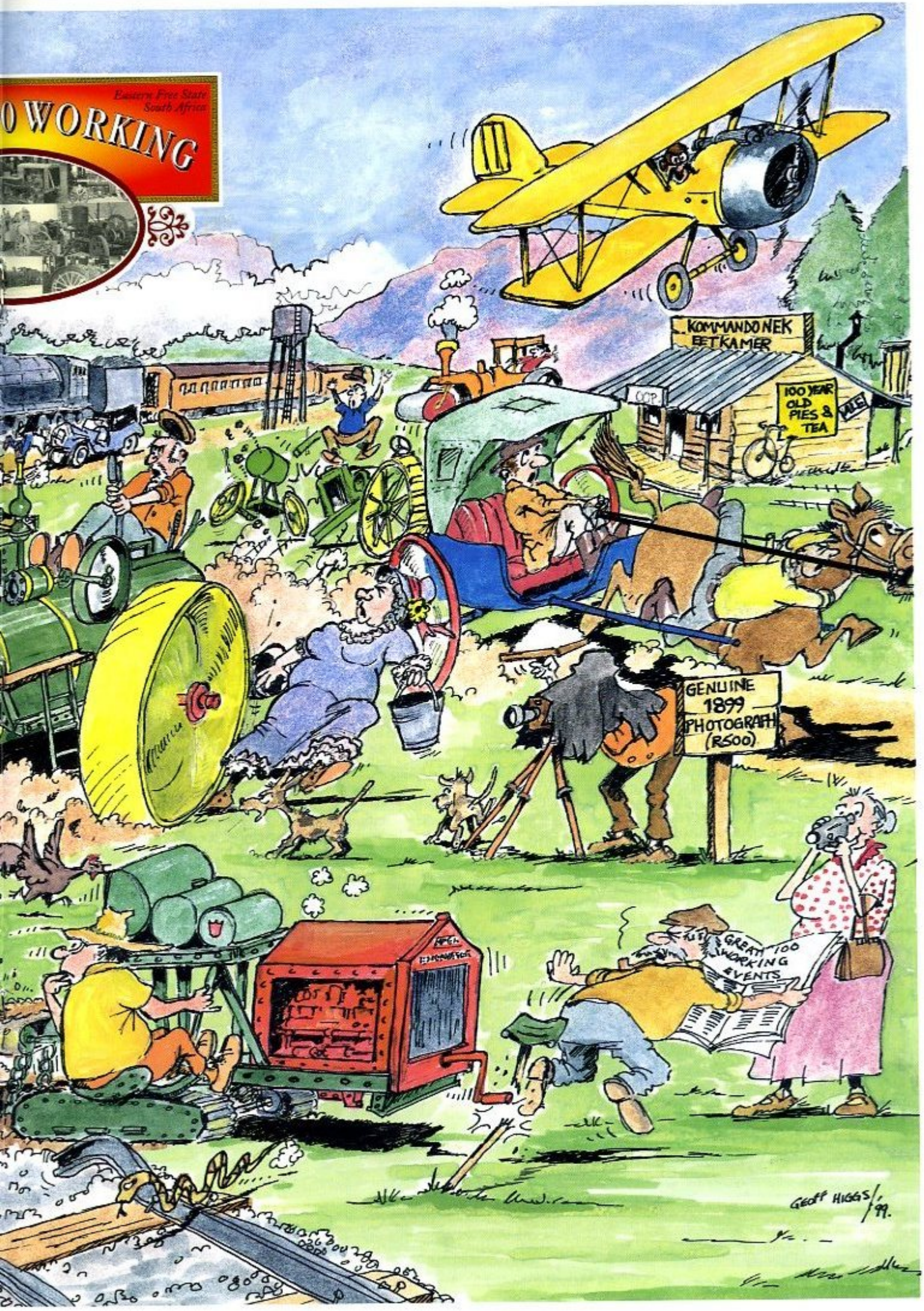
HEADBOARD OF THE TRANS-KAROO AND BLUE TRAIN



Photographs of the headboards of the Trans-Karoo and Blue Train were recently supplied to us by Mr Peter Hall of the James Hall Transport Museum. These originate from trains which operated in the 1960s and 1970s. How many thousands of kilometres did these headboards see running around the clock. Perhaps some of our more knowledgeable readers could tell us a lot more about the locomotives to which these were likely to have been fixed.

Original Blue Train headboard from 1968 – 1970


The
GREAT 10
213
K7914
J45
BOER WAR
INFORMATION
HERE
HARLEY
DAVIDSON
CLUB


Eastern Free State
South Africa
O WORKING
KOMMANDO NEK
BETKAMER
100 YEAR
OLD
PIES &
TEA
GENUINE
1899
PHOTOGRAPH
(R500)
GREAT 100
WORKING
EVENTS
GEOFF HIGGS
/99.

Do we realise how committed the generations were that came before us? This story of a tremendous civil engineering achievement was published in the September 26, 1951 edition of The Farmer's Weekly. It is published unedited.

FOUR YEARS OF HARD LABOUR REWARDED

Unaided Engineering Feat in Transvaal Lowveld

By ROSS BRESLER



At certain points the canal had to be blasted out of the granite and a concrete wall built on the outside.

Although they told him that it was impossible, Mr Norman Lagesen, formerly a Rand businessman, two months ago completed a 17-mile canal on his farm, "De Rust," near White River in the Eastern Transvaal.

It took him four years to build. He had very little capital and largely depended on Natives to help him.

When he bought the farm there was only a small mountain stream to irrigate an orchard of oranges, mangoes and papaws. He needed much more water for his lands.

Mr Lagesen wanted to lay out extensive orchards and to plant tobacco, groundnuts and cotton but the rainfall was inadequate.
He decided to harness the waters of the White Waters River, 17 miles from "De Rust".

The canal had to go through 17 miles of mountain and dense tropical bush. He surveyed the whole area and saw that the canal could be made.

Starting in 1947, Mr Lagesen and a squad of Natives toiled for four years to complete the canal. First they built a 100-foot weir across the White River and at one edge of the weir they made an outlet to let 16 cusecs of water through. This water was diverted into a canal five feet broad and three feet deep that started across the veld on the 17-mile journey to "De Rust".

The reservoir was easy to make but the trouble started as soon as they entered the mountain.

Where the land was flat and soft they cut up to 130 yards a day but sometimes when they struck rock the progress was only a few inches per day.

Pickaxe and crowbar could make but little progress in the granite, so Mr Lagesen bought a compressor drill and tungsten-tipped steel drills had to be used to penetrate the rock.

Sometimes when the narrow canal reached a precipice the Natives were lowered by ropes tied round their waists so that they could drill holes in the cliff face in which to load the dynamite. The portable compressor drill had to be lashed to tree trunks to prevent it falling over the cliff.

Once 700 feet of two-inch steel piping was tied to 350 feet of one-inch rubber hose to enable the Natives to get at the job.

Concrete walling was built to bring the water round the rocky corners. The work was extremely slow but Mr Largesen was also encouraged by the sight of the water at his heels.

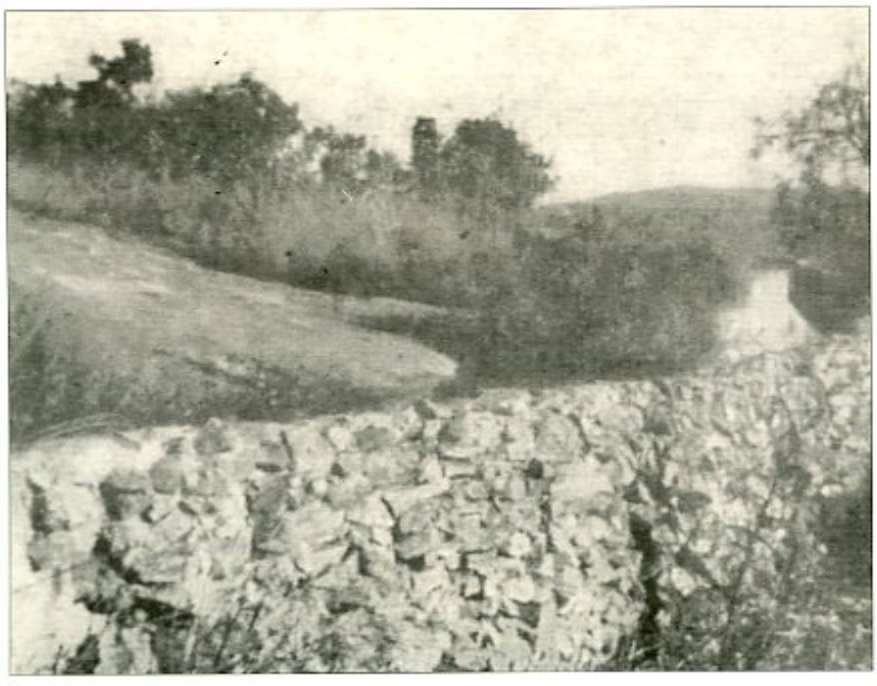
The scheme was completed two months ago when the canal reached "De Rust".

According to Mr Lagesen, the completion has increased the value of his farm from Pds. Stg. 10 a morgen to Pds. Stg. 150 a morgen and the planting of many varieties of tropical fruit is now possible. In addition, tobacco, groundnuts, cotton and rice can now be cultivated.

Although the final figures are not yet available the total cost of the scheme is estimated at Pds. Stg.12,000.

Native labour for the four years amounted to Pds. Stg. 800, salaries of two European supervisors Pds. Stg. 1,870, wages and rations of bossboys Pds. Stg. 360; 2,400 bags of cement Pds. Stg. 690, survey charges Pds. Stg. 250 and legal charges Pds. Stg. 300. In addition there is the cost of materials, cost of compressor, fuel and so on.

Mr Lagesen's achievement is generally regarded as one of the outstanding feats in the history of farming development in the Transvaal Lowveld.



In this sector a retaining wall of stones and concrete has been erected to prevent seepage. The bed of the canal has been concreted for a distance of about 50 feet.

KLUB NUUS

VETERAAN TREKKER EN ENJIN KLUB VAN S.A.
VINTAGE TRACTOR AND ENGINE CLUB OF S.A.

29 Januarie 1999

Geagte Lewe

DIE GROOT 100 WERKENDES waarvan u die afgelope tyd gelees en gehoor het kom nou vinnig nader. Ek wil nie hierdie geleentheid wat minkien slegs eenkeer in 'n leeftyd voorkom misloop nie. Ek wil graag een van diegene wees wat daarvan gaan verkeil in plaas van om te bly luister na die vertellings van andere. Ek gaan sovaar nie vergeet om in geldwaarde 'n paar Rand armer te wees nie want die ervaring gaan baie meer verrykend wees as wat die koste my gaan verarm. Ek wil my sovaar nie aan die foto's en video's van andere gaan verlyk nie. Ek wil my eie gaan neem van dit waarvan ek die mooste hou en ek gaan van alles hou!

Dit is nou wat ek wil doen maar wat van u? Ek beroep my op al die lesers van DIE VETERAAN BOER en lede van die VETERAAN TREKKER EN ENJIN KLUB VAN SUID AFRIKA, aan wie hierdie grootse poging gerig is, om asseblief te kom en deel te neem daaraan.

Daar is soveel gewoef om die Groot 100 Werkendes. Dit is 'n eenmalige gebeurtenis en gladnie die gewaande bedreiging vir ons jaarlikse Clocolan show nie. Intresseerd hierd dit vir die persone met 'n oop gemoed 'n verrykende ervaring en wat ons daarnit leer in die toekoms met groot vrug tot voordeel van die Veteraan Trekker en Enjin Klub van Suid Afrika sal kan aanwend. Blink asseblief so daaraan.

Aangesien die gebeurtenis so kort na die Clocolan show is, bied dit ons die ideale geleentheid om ons trekkers ens., daar te stoor sodat ons op 8 of 9 April 'n padoptog kan hou vanaf Clocolan na Sandstone Landgoed toe. As u ons belangstel in so 'n padoptog moet u my asseblief so sov skakel by 018 294 3580 of 083 258 5891.

Die onbaatsugtige poging deur die organiseerders om die Groot 100 Werkendes saam te stel en aan te bied vir ons genot verdien nie net bewondering nie maar ook ons bydrae by wyse van volle ondersteuning. Ek hoop van harte dat die organiseerders hulle regmatige deel hiervan van ons kant af sal geniet!

Die sov

Nic Vallentgoed
VOORSITTER

VOORSITTER/CHAIRMAN: POSBUSNO. BOX 2580, PUK-HEFARROM, 2520 * TEL: (018) 294 3580 SELKTEL: 083 258 5891
SEKRETARIS/SECRETARESSE: POSBUSNO BOX 56547, COLLEEN GLEN, 0018 *TEL NO: (041) - 3721 202/722 / 44

VOORSITTERS IN BLOEMFONTEIN BYEEN

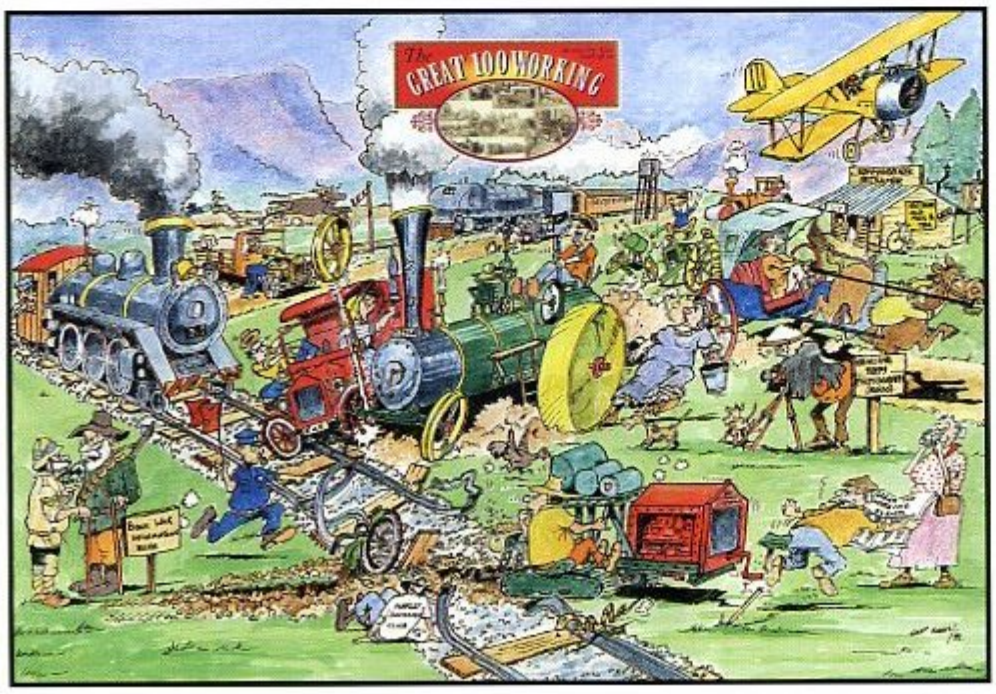


Foto : van links na regs :
agter: Roy Nel (Oos-Kaap); Yvette Theron (Sekretaresse); Nic Vallentgoed (Nasionale Voorsitter); Rob North (Natal).
middel: At van der Ruit (Oos-Vrystaat); Kerneels Laubscher (Hoëveld); Boy Hisom (Noord-Natal); Willie de Wet (Sentraal-Vrystaat).
voor: Christie Marve (Wes-Kaap); Daan Pienaar (Noord-Wes); Jurie Swart (Noord-Vrystaat).

'n Baie geskiedkundige vergadering het op Saterdag, 16 Feb 1999, in Bloemfontein plaasgevind. Dit was die eerste nasionale vergadering van die Veteraan Trekker en Enjinklub van Suid-Afrika. Op een na was al die Voorsitters van die verskillende takke teenwoordig.

Besluite wat aanvaar is, sal die bestuur van die Klub stroomlyn en groter sinergisme onder entoesiaste en die onderskeie klubs verseker. Ondermeer is daar op 'n eenvormige beoordelingstelsel besluit, iets wat baie sal bydra om die gehalte van restourasie te bevorder.

Maar daar is nie net vergader nie. Ná die gepraat is daar na Willie de Wet (Voorsitter : Sentraal Vrystaat) se kleinhoewe verskuif waar die afgevaardigdes op groot skaal deur Willie en sy gesin onthaal is.



The superb cartoon in the centre fold of this month's edition of The Veteran Farmer was painted for us by Geoff Higgs of Zimbabwe. He relied very much on images from previous editions of the magazine. Geoff has clearly defined, in his mind at least, what The Great 100 Working is all about.
On behalf of the editorial staff of The Veteran Farmer we say thanks to Geoff for a great piece of work. He can be contacted on telephone number +263 4 884 986 (Home) or +263 4 754 641 (Work – until 16h00 Hrs).
Write to him at P.O. Box BW 901, Borrowdale, Harare, Zimbabwe. A large poster size print of this painting is available at a cost of R30.00. See order form with Advance Ticket Booking Form.

WES-KAAPSE ANTIE

Deur Henn

BOETIE SE BROOD EN BOTTER



Op hierdie twee D's in Boetie baie trots. Die ysterwiel is in 1923 en die ander een in 1939 gemaak. Dié twee trekkers verteenwoordig die eerste en die laaste model van die reeks trekkers wat die langste in die geskiedenis vervaardig is. Die D-reeks is naamlik van 1923 tot 1953 gemaak. Die ysterwiel was in 1995 die wenner in die kategorie bes gerestoureerde trekker op staalwiele op die landwye veteraantrekkerskou op Clocolan.



Boetie en sy seun Jacques werk beide in sy bedryf. Jacques het 'n paar jaar gelede vir 'n jaar op 'n plaas in Noord Dakota in die VSA gewerk waar die eienaar, Don Duffler, sowat 600 John Deeres het waarvan baie nog gereeld gebruik word.

Boetie is een van daardie gelukkige mense wat sy groot liefhebbery sy beroep kon maak. Van kleins af was hy in trekkers geïnteresseerd, en dié belangstelling het oorgegaan in 'n uitgebreide kennis en kundigheid wat hom vandag in staat stel om sy brood en botter daarmee op Worcester te verdien.

Behalwe dat hy en sy seun, Jacques, trekkers restoureer, het hulle 'n versameling wat enige trekkerentoesias vir ure kan besig hou. Hulle konsentreer op John Deeres, maar het ook 'n paar uitsonderlike voorbeelde van die handewerk van 'n paar eksentrieke trekkervervaardigers van weleer. Twee van die skaars trekkers wat op restourasie wag, is 'n Case met die masjien dwars gemonteer, en 'n Fordson uit 'n fabriek wat Henry Ford in Ierland gevestig het om werk te verskaf.

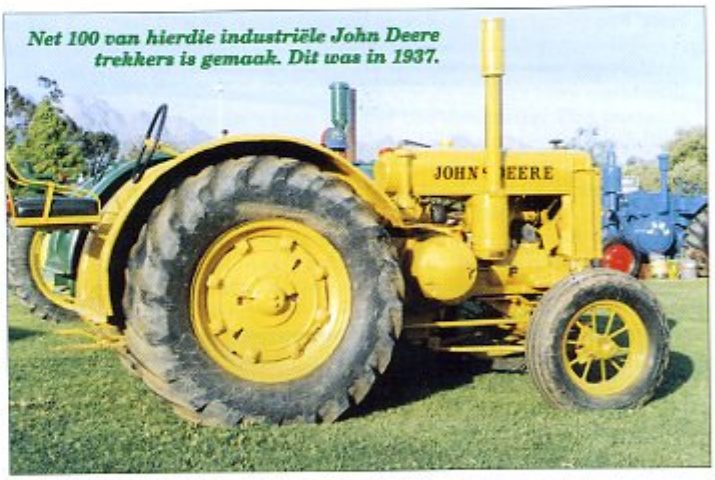


Volgens alle beskikbare inligting is hierdie 1947 BO een van net twee wat ooit uit die VSA hierheen ingevoer is.

Die John Deere 435 is een wat amper nie 'n John Deere is nie! Die firma wou 'n klein trekkertjie vervaardig, maar het nie oor 'n geskikte masjien beskik nie. Hulle het toe 'n kragbron van General Motors gebuik. Dit is 'n tweesilinder, tweeslag dieselmasjien.



Net 100 van hierdie industriële John Deere trekkers is gemaak. Dit was in 1937.





Die Amerikaners het hierdie ploeg, die Whirlwind, in Kansas vervaardig om leivore te maak. Tussen die trekker se kragaftakker en die aswegaar is daar 'n driegangrathas. Die ploeg word drie keer in dieselfde voor getrek, en elke keer word die grond verder gegooi weens die hoër spoed van die aswegaar.



Jacques op sy uitmuntend gerestoureerde 1961 830. Hierdie is die eerste projek wat hoofsaaklik deur Jacques aangepak en deurgevoer is.

KE TREKKERBEDRYF

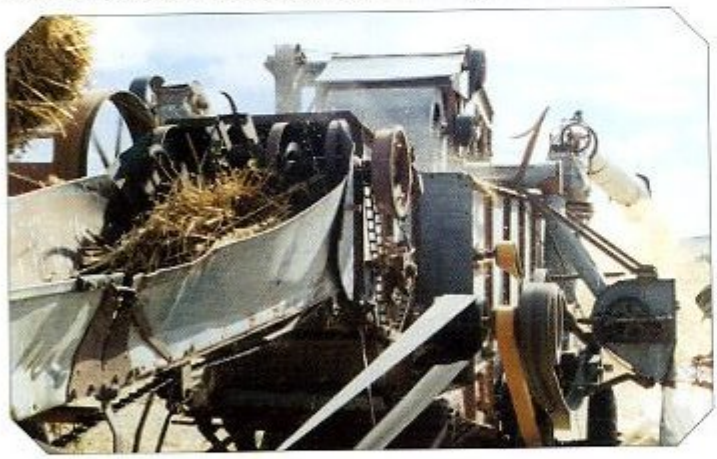
ie Richter

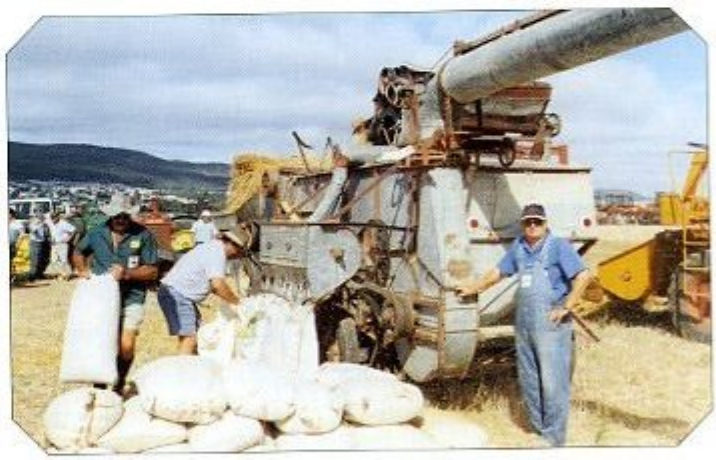
DIE TREKPLEISTER VAN DIE UITSTALLING



'n McCormic Deering dorsmasjien met die populêre naam, Driekapper, uit die jaar 1935, was die fokuspunt van die uitstalling van die skou van die Bredasdorp Groep van die Veteraan Trekker en Enjin Klub van die Wes-Kaap. Driekapper verwys na die drie arms aan 'n krukas wat die gerwe in die masjien in voer. Maar by die International Harvester Company in Hamilton, Ontario (Kanada) is daar natuurlik nie van Driekapper gepraat nie; hulle het eerder verwys na die model met die 28 duim drom en die 46 duim skoonmaakarea (skeier en siwwe). Die Kanadese was ook so gaaf om op die kant die volgende boodskap aan die gebruiker te skryf: "When ordering, repairs, give this no: D11.322H". Die rubberbande wat om praktiese oorwegings aangesit is, is al wat nie oorspronklik is nie. Miskien kan die eienaar die maatskappy se uitnodiging aanvaar, no D11.322H kwoteer en kyk wat gebeur! Dalk kan hy dan weer die oorspronklike ysterwiele aansit!!

Die dorsmasjien behoort aan mnr. Jian Coetzee van Buffeljags naby Swellendam. Mnr. Coetzee se vader, Albertus, het sewe sulke dorsmasjiene gehad waarmee hy lank na oestyd nog op plase rondgegaan het om te dors.







Dit is mos hoe 'n mens jou veteraan trekker na 'n skou moet neem! Op 'n veteraan vragmotor...
Dit is op sy 1960 Thames Trader wat Jannie Smit van Skoolplaas, Bonnievale, sy John Deere D na 1997 se Hoofskou op Worcester geneem het. Al wat van hierdie Thames nie oorspronklik is nie, is die nommerplaat, wat volgens landswet swart op geel moet wees. Die John Deere rus al, maar die vragmotor werk nog elke jaar voltyds gedurende die parsseisoen.

MUSEUMS

DIE BREDASDORP–NAPIERSE KOÖPERASIE SE MUSEUM 'N BESOEK WERD

Hierdie museum is in 'n netjiese, doelmatige gebou gevestig en beslis 'n besoek werd, veral vir mense wat die landboubedrywighede van weleer wil herleef.

1. 'n Baie besondere motor met 'n ewe besondere registrasienommer, hierdie 1928 tweesitplek Ford met sy "dicky seat". Dit is in daardie dele 'n jonkmansmotor genoem. Bredasdorp se registrasienommer is vandag CS, maar was eers CAK. Die rede vir die verandering lê voor die hand!

2. Hierdie "perdemeul" is maar teen 'n stadige spoed getrek, maar danksy die regte ratverhouding het die dryfwiel (regs) vinnig genoeg gedraai dat dit 'n saagmasjien kon trek.

3. In die versameling is daar heelwat gereedskap wat veral in die graanbedryf gebruik is.

4. Die museum het voorbeelde van die oesmasjiene wat in vervloë dae op die omliggende plase gebruik is. Daar is 'n Massey-Harris selfbindersnymasjien, 'n Massey-Harris dorsmasjien (blikbak) en, op foto sigbaar, 'n Ransoms dorsmasjien en 'n (silwer geverfde!!) Claas sleepstroper.

5. Hoe gelukkig is die Bredasdorpers nie dat hierdie dokument behoue gebly het?!

6. Die maatskappy wat hierdie groen Wallis trekker vervaardig het, is later deur die Massey-Harris fabriek uitgekoop. 'n Besondere kenmerk van hierdie trekker is dat die masjien nie 'n konvensionele oliebak gehad het nie. Die krukas het in die holte van die swaar gietyster onderstel gedraai.



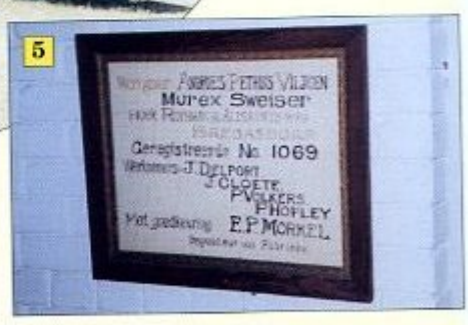












Bathurst Museum

Address: *14 Putt Road, Port Alfred, 6170*
Tel: *0466 243-743*
Opening hours: *Tuesday – Friday: 09:00 – 16:00*
Saturdays: 09:00 – 12:30
Sundays: 09:00 – 16:00

James Hall Museum of Transport

Address: *Pioneer's Park, Rosetenville Road*
La Rochelle, Johannesburg.
Tel: *435-9718 or 435-9485/6/7*
Opening hours: *Tuesday – Sunday: 9:00 – 17:00*

Koringbedryfmuseum - Wheat Industry Museum

Address: *Moorreesburg, 7310*
Tel: *0264 31093*
Opening hours: *Monday - Thursday: 08:00 – 17:00*
Friday: 08:00 – 16:00

Willem Prinsloo Agricultural Museum

Address: *Kaalfontein Farm, Old Witbank Road*
Pretoria Road, Rayton, 1001
Tel: *(012) 734-4171*
Opening hours: *Monday – Sunday: 08:00 – 16:00*