



Stars of Sandstone

12TH - 21ST APRIL 2014

NEWSLETTER

STARS OF SANDSTONE 2014 – A 10-DAY COMMEMORATION TO HERBERT GARRATT AND HIS SANDSTONE LOCOMOTIVES

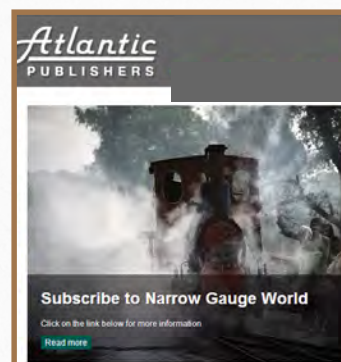
Knowledgeable steam enthusiasts will be aware that 2014 happens to be the 150th Anniversary of the birth of Herbert Garratt. Since its conception the Sandstone Heritage Trust has been very well known internationally for its four Garratts from four different manufacturers, namely NGG13, No. 49 manufactured by Hanomag, NGG16, No. 88 manufactured by John Cockerill, NGG16, No. 113 manufactured by Beyer Peacock, and NGG16, No. 153 manufactured by Hunslet Taylor.

Visitors to previous events will clearly recall triple headed Garratts and even four Garratts working together, often banked by an NG15. That is a cumbersome and difficult thing to do and we have decided to stay with convention during the show and run the Garratts double headed. It is no coincidence that every day is double headed and every day we have two Garratts working so that this entire event is a true commemoration of Herbert Garratt and his superb achievements.

We will elaborate more on this in the next newsletter.

David Joy is features editor of the UK magazine *Narrow Gauge World* and author of *Engines that Bend*, a book that embraces articulated locomotives worldwide and includes substantial coverage of Garratts.)

Narrow Gauge World



STARS OF SANDSTONE

With Stars of Sandstone now under 8-weeks away and with people registering on a daily basis we are beginning to develop some idea of the dynamics of the event. By now you will have received our full programme which provides the train crews and the support staff and of course our visitors with an opportunity to understand where they need to be on what particular day.

Because many people can only come for 2-3 days we have tried to make every day as representative as possible regarding what we can offer. What is not in the programme are the many interesting activities

that we think up on the spot or which the Military, for example, suddenly decide to implement. We are putting a lot more effort into our agricultural side this year and we have some top class people coming to assist us, and once again they will be using their imagination and hauling all sorts of machines out of sheds and putting them to work. The same applies to our traction engines and steam rollers. In fact, everything is receiving our attention on all fronts.

So at this point a big thank you to everyone who is working so hard to make this event a big success. Thank you to those who have registered and

to those who haven't you might like to consider taking the plunge in 2014.

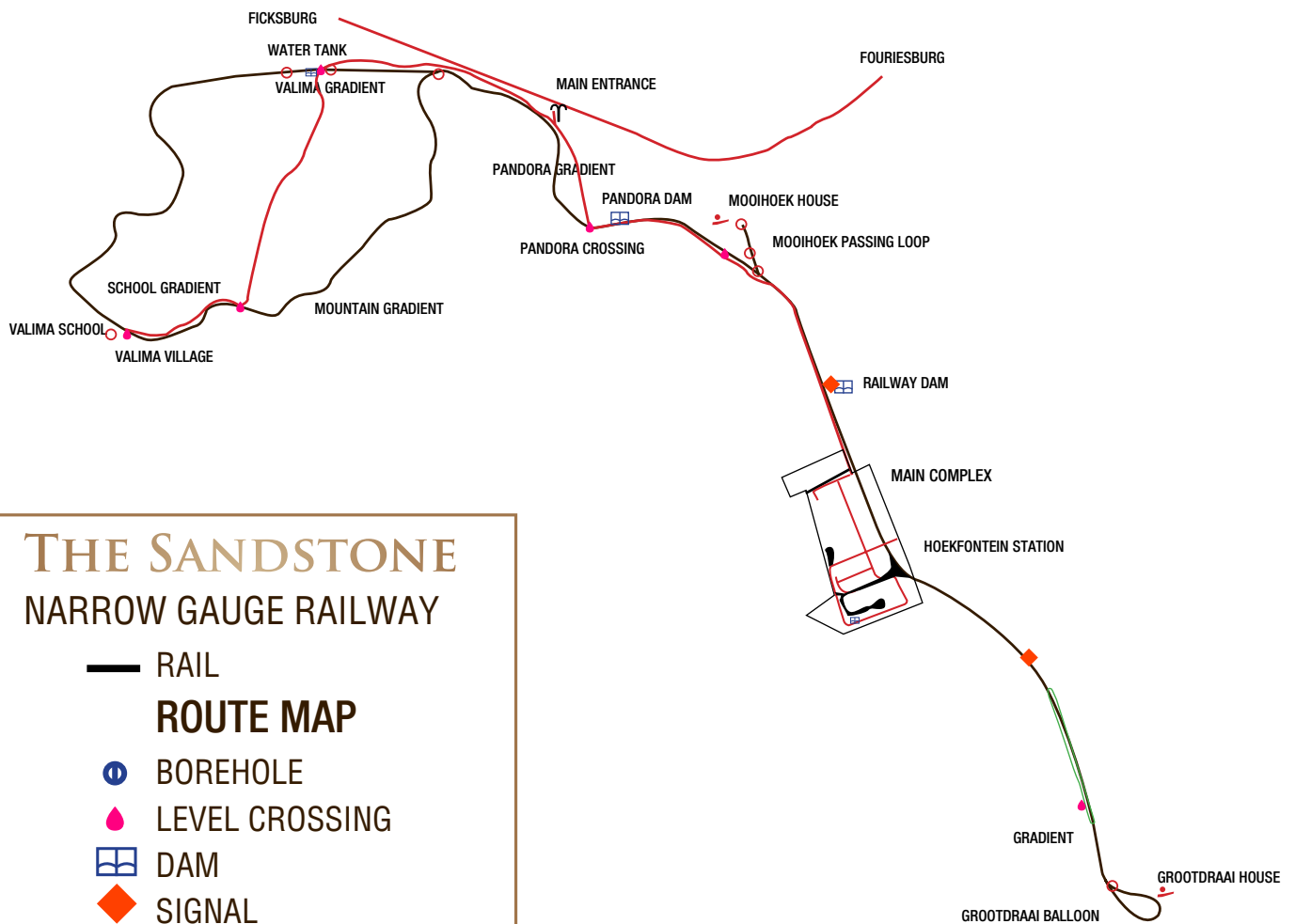


Photo by George Dehlen



Photo by George Dehlen

THE SANDSTONE NARROW GAUGE RAILWAY ROUTE MAP



SANDSTONE ESTATES (PTY) LTD



Photo from Chris Cairns

ON-LINE REGISTRATIONS

We are aware that a number of you have registered on-line to attend Stars 2014.

If you have not heard from us since you registered can we please ask you to make contact with either Babita Hira (babitan@sandstone.co.za) or Joanne West (joannewest@btinternet.com).

REQUEST FOR SPEAKERS

We still have 5 free evenings which provide an opportunity for after dinner speakers to give presentations on Heritage subjects of interest to like-minded people.

If you would like to do a presentation on your own railway or Heritage programme somewhere in the world, or if any South Africans are interested in providing background on any particular aspect of South Africa's Mechanised Heritage, they would be welcome to give presentations. A good example is the Crankhandle Club's presentation by Trevor Komaremy entitled 'The Classic and Vintage Car Scene in the Western Cape' at 20h00 on Monday, 14th April 2014. Although people have

preferences Heritage people are very often interested in all aspects of Preservation.

In days gone by even if you caught the train you still had to get to the station in a Model T Ford or whatever so the synergy is enormous between the different aspects of Preservation.

There is no charge for this but we do not pay the speakers either because we regard this as an opportunity to publicise other Heritage destinations.

Should you be interested in putting a programme together with us please e-mail Joanne West at: joannewest@btinternet.com.



1912 Rover Colonial belonging to Hans Zwets of the Crankhandle Club

WE WELCOME VINTAGE AND VETERAN CAR CLUBS



Our 1927 Chev Fire Engine ex Kroonstad Municipality



1947 MGTC
Photo from SHT Archives

The Eastern Province Vintage & Veteran Club from Port Elizabeth, the Crankhandle Club from Cape Town, the Southern Cape Old Cars Club from the Garden Route, and the Early Ford Club from Cape Town are all going to be attending in good numbers. We welcome them. If they would like to bring their cars we will make special arrangements for them to be accommodated, and of course their own cars can be part of some unique photographic opportunities.

A number of Sandstone's own classic vehicles will also be doing the rounds.

SPECIAL TRAINS

Groups attending the event may apply to put a headboard onto a locomotive in order to identify the train with their group. Here is an example of The Lotus Register that came last year. Obviously a group photograph with the locomotive is a good idea.

You do not have to be a big group in order to ask us to do this.



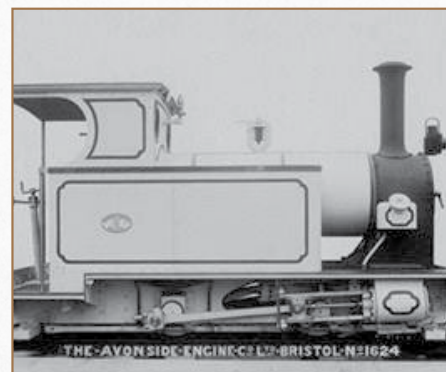
The picture above was taken on a rainy day at Hoekfontein Station recently



Here's a photo of No. 1624 in the condition that we received it. It is hard to believe that this loco had been saved for preservation by SANRASM and yet abandoned in this manner.

OFFICIAL INAUGURATION OF AVONSIDE, NO. 1624

As we prepare for Stars 2014 we are pleased to advise that we have achieved another milestone. Our latest fully restored locomotive, the ex SANRASM Avonside, No. 1624, has passed her boiler test with flying colours and is in good heart.



REQUEST FOR INFORMATION ON WHEREABOUTS OF COCO PANS

We have only been able to find 4 and that does not make a really good consist. We are currently restoring a Ruston Bucyrus Excavator to work in our quarry to load coco pans. We could do with 20 or more. We understand most of those in the country have been cut up but there might be some survivors. Any tip-offs would be appreciated.



COORDINATION OF PHOTOGRAPHIC ACTIVITY STARS OF SANDSTONE 2014

We are delighted to advise that David Benn, one of the most experienced and consistent top line Railway photographers in South Africa, has agreed to act as the photographic coordinator for the entire event. In the past we have had problems where the photographic group as it were has not been always that well informed as to what the options are and has not always been in the right place at the right time. David will ensure that this does not happen. He will have access to various transport options which he can book in advance, and once we know the numbers of people who wish to register as photographers and be part of a professional photographic group we will adjust our logistics accordingly. David Benn can be contacted at david@shrinks.co.za. He is currently on a Tall Ship on the way to Antarctic from Argentina but he will be back on-line after 15th February.

It is very important that those who have registered but who have not specifically advised that they would like to be part of the organised photographic programme notify David and copy Joanne West (joannewest@btinternet.com) so that we can ensure that they are kept properly informed both prior to the event and during Stars itself.

Amateur photographers who have not worked with experienced railway photographers need not be intimidated – they will be made very welcome.

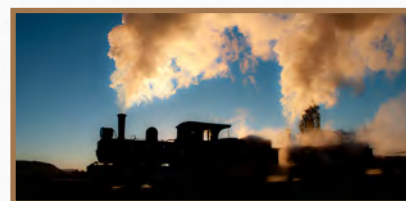


Photo from David Benn

A FOOTPLATE EXPERIENCE

We are delighted to advise that this year we will be offering footplate experiences on a formal basis. These footplate experiences are being arranged in accordance with the rules as set down by the Rail Safety Regulator.

Footplate experiences are R500 per person for a 1-hour experience. Only one person will be allowed on the footplate together with the driver and fireman. People wishing to enjoy a footplate experience should make an application now and should also specify which specific locomotive they would like to ride on. We cannot guarantee to provide the loco that they request, and in some cases footplate space is very limited, particularly on the smaller locomotives. Bigger locomotives like the NG15 and the NGG16's are more accommodating and provide a more robust experience for the participant. Please e-mail Babita Hira (babitan@sandstone.co.za) if you would like a footplate experience and we will then coordinate a specific time and place for you to be accommodated. You will be issued with a document which will provide you with written authorisation to be on the footplate. It is not sufficient just to wander up to the locomotive and ask the driver if you can hop aboard.



VINTAGE AGRICULTURAL MACHINERY

The tractor collection would like to shake off the cobwebs. If you are comfortable around old tractors let us know. We have lots of good machines but not a lot of drivers.



This photo was taken in Swaziland on the banks of the Little Usutu River in 1964.

WHAT WAS THE FIRST ITEM TO BE ACQUIRED FOR THE SANDSTONE COLLECTION? IT'S CERTAINLY NOT THE OLDEST!

It is in fact a 1951 Land Rover that was acquired by the current owners of Sandstone Estates in 1961. It had done many hundreds of thousands of miles in service to Wankie Colliery in Rhodesia in those days and ended up in SA where it was purchased for £30. It will be at the show and it is a reliable friendly

workhorse that lies at the very heart of Sandstone's Preservation culture.

It is an ideal vehicle for our Heritage environment because it has the classic vehicle and the agricultural provenance that sits so well with our overall theme.

REQUEST FOR HISTORICAL PHOTOGRAPHS

Dave Richardson is currently working with us on the provenance of all our locomotives and other items of rolling stock. Leith Paxton has been of immense help to us in providing photographs of our locos in days gone by. For example, here is a picture of Class NGG16, No. 153 taken at Ixopo by Leith on 11th May 1971.

NGG16, No. 153 is one of our most resilient and competent work horses.



QUIZ - IDENTIFICATION OF HERITAGE ITEM

John Menasce has come back in response to our query in Newsletter Number Four. He confirmed the item illustrated is part of a blacksmith's kit for trimming horses' hooves prior to shoeing or for extracting old shoes.

Thank you John.



SANDSTONE PARTICIPATES IN CHANGE OF COMMAND PARADE IN BLOEMFONTEIN

Our relatively well known Mk IV Sherman tank was invited to participate in the Change of Command Parade ceremony in Bloemfontein recently.

On the 24th of January 2014 the General Officer Commanding SA Army Armour Formation Brigadier General Burgert Christiaan Gildenhuys, SM, MMM handed over Command to Brigadier General Andre Retief SM (with bar) MMM at a Change of Command Parade at the Tempe Military Base in Bloemfontein.

Sandstone has a close working relationship with both the South African Army Armour Formation and the South Africa Armour Museum and was invited to the parade which was attended by Wilfred Mole and Michael Myers.

Sandstone was honoured to have its Sherman Tank take part in a drive past at the parade with other current and historic museum armour. The Sherman was driven by Sandstone's Desmond Clarke.

Sandstone has worked with Brigadier General Retief over many years and his appointment bodes well for the South Africa Armour Museum and Sandstone's relationship which will no doubt continue to grow from strength to strength.

We wish Brigadier General Gildenhuys and Brigadier General Retief all the very best with their new appointments.

These photographs show the Sherman being loaded onto an Army low bed.

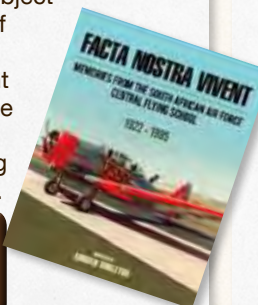
The parade was meticulously organised and was a great success. One of the main organisers, Colonel Raymond Hohls from the Armour Museum in Bloemfontein, will be in attendance at the Stars of Sandstone show with his highly motivated team. For people with an interest in Military matters and perhaps with a Military background they might like to communicate direct with Raymond. The Museum welcomes interest in its affairs and has many strong international connections as well.



AVIATION MATTERS

Our Aviation coordinator this year is Andrew Dix (andrew@dix.co.za). The Harvard Club will be represented once again. On the subject of Harvards we commend people interested in this subject to acquire a copy of an excellent book 'Facta Nostra Vivent – Memories from the South African Air Force Central Flying School 1922-1995'.

For further details please click here



HARVARD CLUB | SOUTH AFRICA

To keep Harvards in the air and to keep them safe and keep them reliable must be a tough job. We strongly support this appeal from the Harvard Club of South Africa:

AN APPEAL TO MEMBERS AND BENEFACTORS

"I LOVE THAT SOUND"

A comment that has been repeated time and again when a Harvard flies over. The Harvard Club is about to embark on a major fund raising drive.

Funds gathered will be specifically for the overhaul of four Pratt and Whitney 1340 Radial engines.

The sound "you" love to hear

As Chairman of the Harvard club I urge you to consider making a donation so

that we may put another 4 Harvard's back into the Air.

To make this possible we have to reach out to people like you to make this a reality.

For further information please contact **Paul Roberts on 0823396550 / paul@randairport.co.za**

Sandstone has made a R1,000 donation.



HAVE YOU WATCHED OUR 2013 DVD?

If not you might like to consider acquiring a copy. We have just been advised that the DVD has won an award in the UK. The award announcement states,

"This is Peter Love's favourite DVD of 2013. It's just been released and was produced by the highly respected Frameline Film & Television in South Africa.

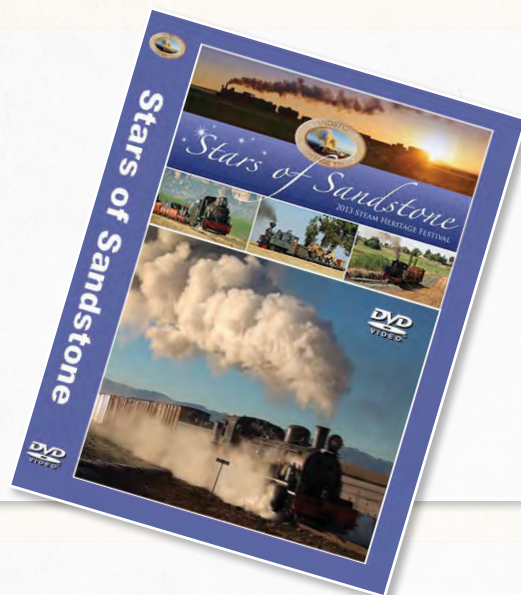
It covers all the very best of the Sandstone Heritage Trust 2013 eight day steam heritage machinery festival that took place

at this working farm in the magnificent setting of the former volcanic mountains of the Eastern Free State."

Should anyone wish to purchase a copy of the DVD please contact either

Babita Hira
babitan@sandstone.co.za in SA or

Joanne West
joannewest@btinternet.com in the UK.



RAILWAY HISTORY GROUP OF SOUTHERN AFRICA

People who are interested in understanding more about South Africa's unique Railway history need to subscribe to the Railway History Group of Southern Africa for their excellent publication (wgreig@mweb.co.za).

Copies are available on the SIA web site.

Click here to view the Railway History Group January 2014 Bulletin

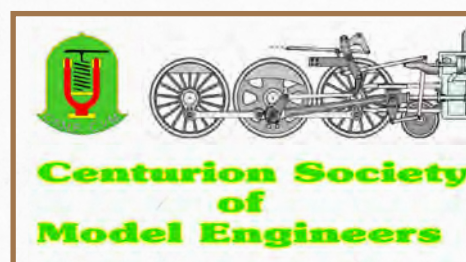


RAILWAY MODELLERS

We have been strongly supported by a number of clubs. One of these is the Centurion Society of Model Engineers.

Click here to view their website:
www.centuriontrains.com

If you could like to receive their newsletter please contact Jon Shaw (jonsamshaw@gmail.com).



WILDLIFE MATTERS

For years we tended to try to discourage Meerkats and Ground Squirrels from inhabiting our complex and then we suddenly realised that was very unfair and we now do just the opposite and encourage them.

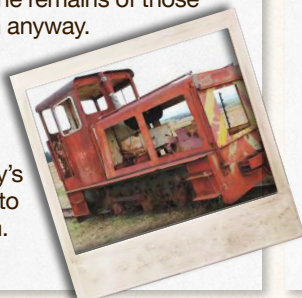
Visitors may well come across these cute little animals, some of which are sufficiently tame to be picked up. This is Mushka. If you see her running around the grounds she may let you give her a cuddle but just make sure she has right of way!



RESTORATION NEWS

We have two Baguley Drewry locomotives. The one illustrated is ex Sena Sugar Estates, Mozambique. They were collected about 10-years ago. We have started a programme to restore them. We will be using original 6LW Gardner engines rather than the later model engines that were fitted to them. Only the remains of those engines remain anyway.

If anyone has interest or background information on Baguley Drewry's we would love to hear from them.



3'6" COACH RESTORATIONS

Now that our big Main Line coaches are under cover we can do justice to the restoration work that is necessary. Previously as fast as we tried to restore them the weather set us back but those days are behind us now. Our full-time carpenter, Ben, has been very diligently working on these carriages.

They will be made available to train crews and if extra space is available to other guests who have specified interest in staying in them. The facilities are minimal – we are currently fitting electric power so they have light but people staying in them will have to walk some distance to the ablution facilities. It wasn't our intention to use these as accommodation but since they are being restored anyway we think it is a good idea.



UPDATE ON LOCOMOTIVE STORAGE SHED

Our big 150 metre long locomotive storage shed, which has recently been doubled in width, has now had its doors fitted. We are still working on the groundworks. Excessive rain over the last few weeks has caused flooding and we are going to have to lift the line of the floor and lay the storage line back again.

We are making the shed much more user friendly with better lighting and better access to the large collection of interesting old Railway items stored there.



REQUEST FOR GUARDS

For a number of years Barry White from Perth has been coming and acting as our Chief Guard. We are looking for guards, i.e. visitors who would like to put on a uniform and ride the trains from the Guards Van. Obviously there are responsibilities which go with the job and Barry has provided the following basic rules:

- ✓ Before train departs check all hand brakes are off
- ✓ Ensure no oil leaks in brake hoses
- ✓ Blow whistle 5 minutes before train departs so that passengers can board
- ✓ Ensure all doors are securely shut
- ✓ Use green flag or radio for right of way
- ✓ Ask the head photographer what he wants and inform the driver and carry out the needs
- ✓ Keep a look out on the trip as people sit on the sides of the coaches and lean out
- ✓ Reset the points for the straight when entering the loop at Grootdraai
- ✓ Assist with any shunting as required.

HEALTH AND SAFETY OFFICER

We have no direct responsibility to appoint a Health and Safety Officer but being a working farm we maintain certain Health and Safety standards. From a railway and old Heritage equipment standpoint additional expertise would be useful.

If any of our visitors or prospective visitors have expertise in that area they could probably provide our own people

with some guidance. Essentially they just look out for areas that we may have missed which could cause problems.

This concept of asking our visitors to bring their expertise to Sandstone is a critical part of our ability to function because the show isn't big enough to justify the appointment of professionals in all these different categories.



O&K's - Photo by Aidan McCarthy

IDENTIFYING LOCOMOTIVES

There has always been some confusion about our Orenstein & Koppel locomotives. For clarity the following are restored and in full working order:

O&K, No. 4102, built 1910, 50Hp.

O&K, No. 2510, built 1907, 40Hp.

O&K, No. 12536, built 1934, 10Hp.

However, we are not sitting on our hands with the others. All three of the

following are currently in one or other stage of their rebuild:

O&K, No. 11112, built 1925, 30Hp. Very rare locomotive was built in 500mm gauge and was regauged to 2-ft.

O&K, No. 12140, built 1930, 30Hp. Very rare locomotive was built in 500mm gauge and was regauged to 2-ft.

O&K, No. 12691, built 1936, 60Hp, ex SANRASM.

INTERESTING WEB LINKS - A VISITOR'S PERSPECTIVE FROM A PREVIOUS EVENT

Kim Winter has been to visit us from the UK on a number of occasions and he goes to a lot of trouble to prepare a summary of his thoughts and observations on each event.

[Click here to read more](#)



This one covers his time at our 2012 event 'Kalahari Sunrise' which readers of our newsletter might find of interest.

SAN ALFONSO COLLECTION, CHILE

We have been in contact with Jose Zagal in Chile. The following link describes the activities of their 2-ft Narrow Gauge railway and smaller gauge railway. They would love to hear from like-minded people.

[Click here to read more](#)

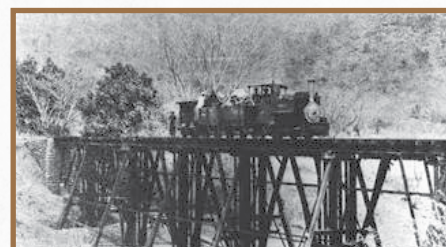


ITEM OF HISTORICAL INTEREST TO SOUTH AFRICA'S VERY EARLY NARROW GAUGE RAILWAY DEVELOPMENT

John Tilly / Chris Rippon have sent us this interesting photograph of the Sheba Gold Mine Railway in Barberton which opened in January 1890.

This was in fact the first railway in the Transvaal.

[For further details click here](#)



Marc André Dubout is a strong supporter of Sandstone's activities. He keeps us updated regarding work being done on *Les Trentes ans du Chemin de Fer des Chanteraines*.

[Click here to read more](#)



STARS OF SANDSTONE PUBLICITY

Some useful publicity we have been receiving includes:

Locomotives International
Issue 88 February/March 2013

Going Places
Steam Heritage Festival 2014

Business Brief - Feb/March '14
Steam Nostalgia

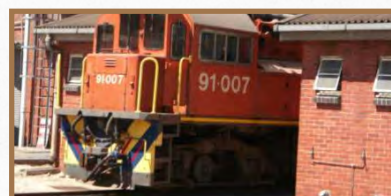
All4Women.co.za
Enthusiasts alert!
A celebration of all things steam

We have noticed more ladies are coming this year, which is great. The **All4Women.co.za** web site has just run a feature article which ladies might like to have a look at.

APPLE EXPRESS, PORT ELIZABETH

See the first newsletter just received of Apple on Track

**The official newsletter of the
Apple Express**



FREE TO ROAM

For those visitors who appreciate nature and enjoy walking they don't necessarily have to catch the train or hitch a ride.

You could walk from the complex to the balloon at Grootdraai and even to Valima Siding if you wanted the exercise.

There is lots to see and do along the way and you could always stop a passing vehicle and hitch a ride if you have had enough.

The pictures below were taken over the weekend. Obviously climatic conditions will be different in April and so will the crops.

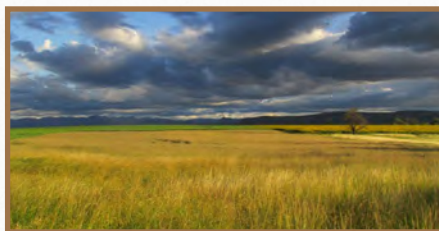


Photo by David Benn



Photo by George Dehlen



Photo by Hannes Paling

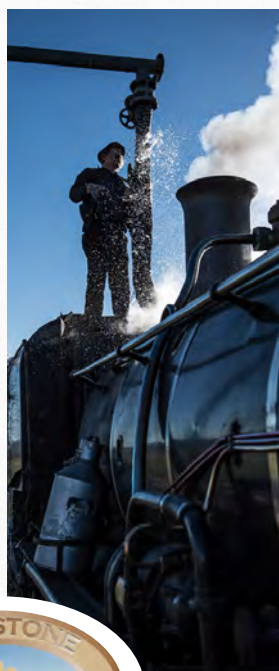


Photo by Rod Hering



Photo by Rod Hering



Photo by Rod Hering



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