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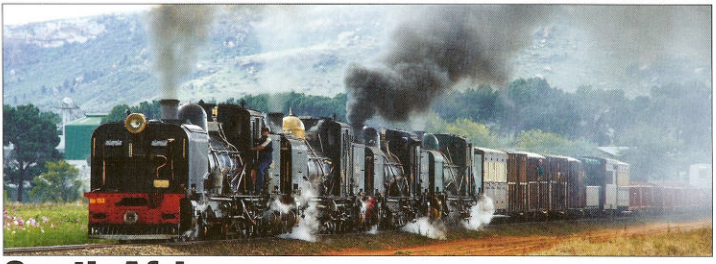


PLUS: Latest narrow gauge, miniature, modelling news

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South African superpower gets serious...



Eight power bogies, 24 axles, 300 tonnes and a lot of power – the private Sandstone Estates railway in South Africa certainly knows how to make headlines...

Just as ***NGW*** was going to press we received these photos of a milestone event at Sandstone on 10th April, when four 2ft gauge Garratt locomotives representing the products of four separate manufacturers were steamed together hauling a 35 truck freight train.

Amongst the extensive collection of the Sandstone Heritage Trust are four Garratt locomotives manufactured by Cockerill of Belgium, Beyer Peacock of the UK, Hanomag of Germany, and Hunslet of South Africa. Over 20 years the four have been restored to full working order and to coincide with an international Steam Gala taking place on the estate it was decided to stage the steaming.

Sandstone is likely now the only place in the world where four operating Garratts co-exist in the same shed – though the Welsh Highland will have four in future. However the WHR certainly won't have four locomotives of different makes on show...

The steaming was witnessed by an enthusiastic group of dedicated international railway photographers who had flown from many parts of the world for the gala.

Sandstone spokesman Wilfred Mole said that the steaming demonstrated the popularity of South Africa as a destination for dedicated rail tourists.

"In recent years there has been a rapid decline in the number of heritage railways that still operate steam and which offer a tourist experience," he added.

"Although located in a remote area of South Africa, Sandstone's engineering excellence is recognised worldwide and is proven by the spectacle of over 300-tons of locomotive power working together in perfect harmony on a beautiful Autumn afternoon in the Eastern Free State," Wilfred said.

Photos: David Benn, Aidan McCarthy

Axe to fall in Ukraine

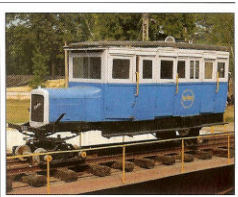
Time seems to have caught up with the Gaivoron rail system in Ukraine, with news that the entire network is to be closed, likely with immediate effect.

Until recently two lines were still running services out of Gaivoron, a small town around 200 miles south of Kiev. When ***NGW*** correspondent James Waite visited in August 2010 he reported only one train a day on most days, hauled by one of four TU-4 diesels.

In better news the latest edition of *Eastern Star,* the newsletter of the New Europe Railway Heritage Trust, reports that plans to establish a national railway museum in the Ukraine are moving forward, the proposals having been confirmed at a meeting of local authorities in March.

The museum will be based at Kiev's oldest station, the Kiev-Tovarnyi freight terminal, built in 1907, where there will be space for around 400 metres of exhibition track and possibly access to a few kilometres of running track, allowing future operation of regular steam trains. Whether these plans will include narrow gauge is not yet clear.

NERHT believes that economic difficulties in Ukraise will make setting up of the museum a difficult process.



■ **Dodgy subject? This early Dodge-powered railcar from the Kalka-Shimla Railway is displayed outside at the Delhi Railway museum in India. It must have been a great way to travel the mostly mountainous route on this line, famed for its breathtaking views.** ***Photo: Adrian Garner***

Below: As detailed in our world news pages, Sunday 10th April saw four 2ft gauge Garratt locomotives representing the products of four separate manufacturers steamed together on the private railway at Sandstone Estates in South Africa. The quartet, built by Cockerill of Belgium, Beyer Peacock of the United Kingdom, Hanomag of Germany, and Hunslet of South Africa hauled a 35-truck freight train.
Photo: Aidan McCarthy, courtesy Sandstone Heritage Trust

