



Old style accommodation at Sandstone

Although the Sandstone Steam Railway was born in 1999, the original plans were not for narrow gauge but for operation on the Bloemfontein to Bethlehem 3'6' line via a Transnet concession. As part of that plan, a number of 3'6' gauge locos were acquired together with a variety of coaches. As we know that plan did not come to fruition and Sandstone now has an impressive collection of both 3'6' gauge locos and coaches. The locomotives are on display at Sandstone whilst many of the coaches have found new use as accommodation for our volunteers during events. Prior to be at Sandstone all the 3'6' gauge coaches were stored at Ficksburg station. Although most were under cover, not all were and a small number suffered terminal weather damage, becoming unsafe to move and had to be scrapped when the Ficksburg Station site was vacated in 2007.

At Sandstone a shed was constructed to house the coaches alongside unrestored narrow gauge locos and rolling stock. As Sandstone expanded the collection and staged more events, more volunteers were required and this put pressure on the limited accommodation available. Several of the coaches were given a quick makeover and fitted with a mains electricity collection while a small ablution and shower block was constructed next to the shed, now known as the 150m shed. There are now seven coaches in use for volunteer accommodation, and they vary from an 1899 Private Saloon to 1950s mainline coaches. Not all of the original capacity is used as the coaches have been modified over time so that the interior layouts are not exactly as constructed.

Private Saloon number 26.

Built 1898 Lancaster C&W (UK).

This coach dates from 1899 and was built in Lancaster, England. As a Private Saloon it slept seven people with two attendants. It was originally built for the Cape Government Railways as a First and Second class sleeper number 347. Before 1910 it was converted to the Private saloon layout for a Mr McEwan and renumbered 26. In SAR days it was reserved for the General Manager's use and named Avontuur. As with all such coaches it was entirely self-contained with accommodation for seven people plus two attendants. A full kitchen and bathroom were provided together with a saloon. It is of wooden construction.

It was last allocated to the SAR Commercial section and withdrawn from service in January 1983 and sold to Casa d'Veit near Hartebeespoort Dam from where

Sandstone acquired it in the late 90s. At Sandstone we only use 3 singles of the original layout.

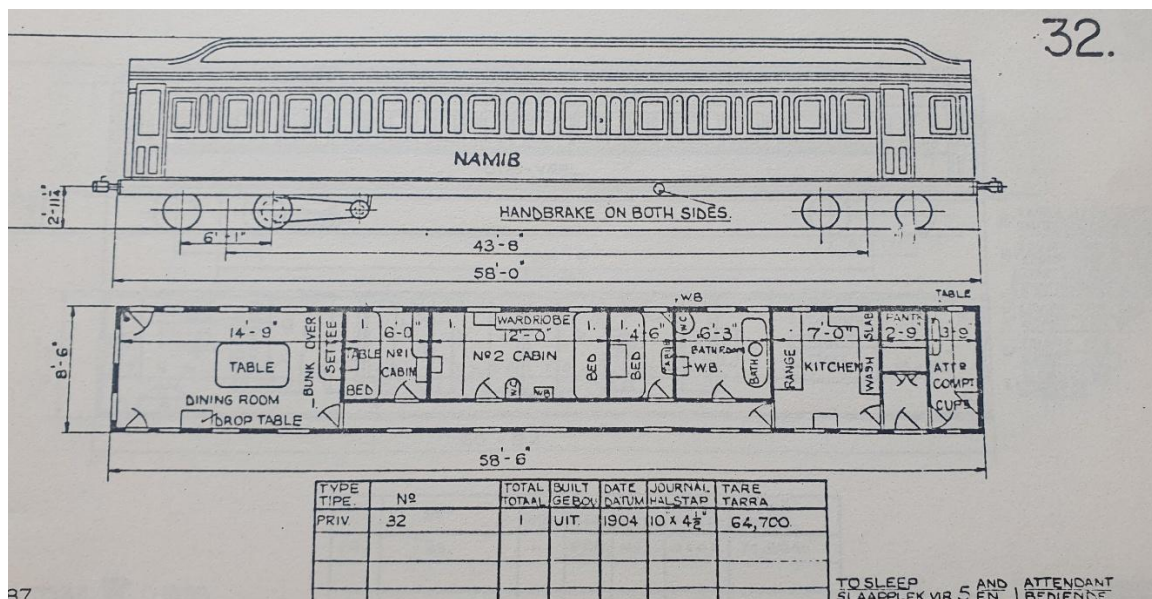


Coach 26

Private Saloon number 32.

Built 1904 Cape Government Railways, Uitenhage.

Originally numbered CGR 362 this wooden coach is similar in concept to number 26 but has accommodation for five people plus one attendant. It was modified, as with number 26, before 1910, and may have been named "Kalahari". It was reserved at one time for Ministerial use as one cabin is substantial and was probably for a very senior official. In SAR service it was an administrative saloon and named "Namib". It was withdrawn together with number 26 in January 1983 and also sold to Casa d'Veit and purchased alongside number 26. As with number 26 we only use 3 singles for accommodation.



Coach 32

AR Type AA-23 Kitchen Car

SAR number 253 Built 1924 SAR Pretoria.

Introduced to accompany the new A-22 dining cars, the AA-23 kitchen cars included a large kitchen area with modern equipment plus sleeping and ablution facilities for the kitchen staff. They were originally fitted with coal stoves, but some were converted to gas later in their service lives.

This coach was acquired from The Tain Restaurant in Midrand, near Johannesburg also of wooden construction, number 253 is one of numerous kitchen cars that were paired with the A-22 dining vehicles. Unlike their seating partners they did not carry names. Although built in Pretoria, the underframe was imported. Entering service on 30th September 1924 it was also withdrawn in December 1980 and sold to the Train Restaurant. During its time at the restaurant, number 253 had its kitchen equipment removed entirely and saw use as a private dining area with a free standing table and chairs plus a private bar at one end. Now, as a completely open area it can be used for sleeping bag accommodation or fold up bunk beds as required



Kitchen Car 253

SAR Type AA-29 Kitchen Car

SAR number 288 Built 1937 SAR Pretoria.

This was a development of the AA-23 with a slightly different interior layout and the length increased by just over 3ft. Originally coal fired stoves were fitted but these were converted to gas between 1965 and 1968. Changes were also made to the ventilation system to overcome problems with high temperatures in the kitchen and consequent staff discomfort.

A more modern version of the kitchen car, using gas instead of coal for cooking, number 288 was put into service in December 1937 where it was paired with a type A-28 dining car "Mooi". In October 1983 it was withdrawn and sold to Farmage in Cape Town and then to Allen Duff from whom Sandstone purchased it. It has six large beds originally for kitchen staff but for comfort we only use four singles normally.



Kitchen Car 288

SAR Type C-34 1st class mainline steel construction.

SAR number 8456, Built 1950 Metropolitan C&W (UK)

Sold directly from SAR service to AECL in Modderfontein in January 1987, number 8456 entered service in September 1950. When AECL wished to dispose of it was purchased by Sandstone. It has been modified with four of the compartments removed to create an open area. The remaining three compartments are used for sleeping accommodation.



Coach 8456

SAR Type D-37 1st/2nd class mainline steel construction SAR number 8641

Built 1950 Metropolitan C&W (UK)

8641 is a D-37 1st and 2nd class mainline coach built by Birmingham Railway Carriage and Wagon Co. erected in December 1950 at SAR Salt River. it was

withdrawn from service in November 1982 and Sandstone rescued it from Casa d'Veit near Hartebeesport Dam.along with Private Saloons 26 and 32 in 1998. An early example of steel body construction on a separate underframe, the D37 could sleep 12 first class and 21 second class passengers. The coach is used mainly for overflow accommodation



Coach 8641

SAR Type E-16 2nd class mainline steel construction

Two of the oldest examples of steel construction, the E-16 units were imported from the UK but erected at Salt River.



Coach 14277

Coach 14279

SAR number 14277

Built 1950 Metropolitan C&W (UK)

Originally numbered 8874 on its entry to traffic in July 1950, its conversion to non-revenue service in September 1984 saw it renumbered 14277. It was bought directly from Spoornet. It has 13 large beds and 9 top bunks.

SAR number 14279

Built 1950 Metropolitan C&W (UK)

As number 8881, this coach is a sister to 14277 and entered traffic in August 1950. Converted for non-revenue service at the same time as 14277, also acquired direct from Spoornet. As with 14277 it has 13 large beds but only 3 top bunks