



Stars of Sandstone

NEWSLETTER NO: V

30TH MARCH — 9TH APRIL 2017

STARS OF SANDSTONE 2017 UPDATE

Sandstone Heritage Trust's motto is "Preserving the best of our past for the future", and at *Stars of Sandstone* 2017, visitors will be able to immerse themselves in a world that steps away from the pressures of modern life. Both adults and children will be able to experience sights and sounds that their parents and grandparents found commonplace, while surrounded by the majestic scenery of the Eastern Free State. All of these elements are combined to present a heritage festival unparalleled in Africa, and possibly even the world.

Bookings are open on our website www.sandstone-estates.com. With greater interest than ever, you are advised to book now as there will be pressure on accommodation in the surrounding areas. However, we are expanding our suggested list of establishments to avoid any disappointments.

This issue of the Newsletter outlines some of our plans to whet your appetites:

Steam Hauled Tour - pages 2 & 3

What's On and when - page 4

Infrastructure Upgrade - page 5

Getting the Stars ready - page 6

* STOP PRESS *

**Transnet announces first online Auction
for steam locomotive disposals
TO GET YOUR OWN LOCO,
SEE PAGE 9**



We will be attempting to increase our span to 16 from the current 12 oxen

We are delighted with the feedback we receive to our newsletters. For those of you that read it, but who do not comment, please let us have your thoughts as to how we can improve it. There is often a palpable enthusiasm coming through when we get feedback from someone who realises that we have saved an asset that they remember, or which made them think fondly of their elderly parents who might have had some connection to that old technology.

There are many negatives in today's world, but we are able to hold our head up high for being recognised on the world stage for being an organisation which is doing something progressive as far as preserving our heritage is concerned.

There is a vibrancy about South Africans when they get "stuck in" to a job, and we often feel the same, when we review the progress of our Bloemfontein loco rebuild facility, our running shed at Hoekfontein (see <http://www.sandstone-estates.com/index.php/general-news/3102-sandstone-steam-railway-news-29-january-2016> for our latest report) and the work done by many outside specialists. This may involve ox wagons, old tractors, cars etc, and by restoring them we are adding value, not only to our own

lives, but to those of the people who support our endeavours. So when you look at what we do, please join in the spirit of goodwill and upliftment that these labours bring to so many of us. We thrive on the collective enthusiasm that we receive from so many places around the world. A recent letter in Narrow Gauge World from the UK sums up the world wide support for Sandstone and its heritage efforts: read at <http://www.sandstone-estates.com/index.php/general-news/3089-narrow-gauge-world-article-support-for-sandstone>

The global weather forecast predictions indicate good rains from March onwards. Although it will not have any direct impact on the crops that we should have planted in late 2015, we will nonetheless be grateful for it when it comes. The weather is bigger than all of us, and although we believe we have great resources and a tangible "get it done" attitude, influencing the weather is obviously beyond our reach. That is truly in the hands of the gods. We have had some rain in January which has relieved the pressure, particularly on the livestock.



Stars 2017 Steam Hauled Tour

STARS OF SANDSTONE 2017: THE VAILIMA VENTURER



15F 3052 passes Sekonyela on a previous Eastern Free State excursion.

Picture by Dave Richardson

Our steam hauled Tour Train from Johannesburg to Ficksburg & Bethlehem and return to coincide with the 2017 Stars event is in an advanced planning stage.

The tour will, of necessity, be hauled by electric traction to Bloemfontein, where Sandstone's steam locomotives will take over. GMAM No: 4079 will be accompanied by David Shepherd's 15F No: 3052, while 19D No: 2654 will follow with a mixed train for the entire route. During the trip, the locomotives will be swapped around, allowing passengers to enjoy different haulage and also different consists. Photographic opportunities will be available along the route to Ficksburg, where the train will be staged during the Stars event. Passengers will be able to visit the event and also take advantage of day trips with the different locomotives for photographic opportunities. There will be also ample accommodation on the train for other visitors to *Stars of Sandstone* to join the train for these day trips. The train is being run in conjunction with SAR Steam Tours and Reefsteamers. The provisional Itinerary appears overleaf.

Celebrity locomotive **15F 3052**

is owned by British wildlife artist, David Shepherd, and is on loan and in the custodianship of SHT. It was one of the 2nd batch delivered post-war by North British and is fitted with vacuum brakes and a mechanical stoker. It also acquired a 23 class long tender, probably while allocated to Kroonstad Depot. It spent much of its life at Germiston Depot, where it was converted to oil lubrication from grease pads on the driving axles. This system was preferred for shunting duties. During this time, the loco bore the nameplate, "City of Germiston", although it was originally officially named "Brakpan". In 1991, after a brief allocation to Millsite Depot in Krugersdorp, 3052 was selected as the engine to be presented to David Shepherd by Spoornet in exchange for an original painting by the artist, in fact of the locomotive itself. The presentation took place on Kimberley Station by Dr. Anton Moolman, and 3052 hauled a short train southwards from Kimberley. The loco now carries the name "Avril" in recognition of David's wife.



David Shepherd on the footplate of his 15F, "Avril".

Picture by Dave Richardson

Had the locomotive been relocated to England, as a 3'6" gauge, it would become a static exhibit, and David Shepherd therefore decided to leave the locomotive in South Africa where it could be used. In 2002, SHT funded repairs for the loco to be steamed to coincide with a visit to South Africa by David and his wife Avril. On 3 November 2003, 3052, complete with a 3-year boiler certificate, hauled a special train from Mason's Mill to Cato Ridge and back. Excited by the prospect of 3052 in steam again, David asked Sandstone to take custody of the locomotive, in the hope that it could be used on the Bloemfontein-Bethlehem line while being based at Ficksburg. Unfortunately, this was not practical, and the loco was moved to Reefsteamers Germiston facility in 2008.

With the expiry of its boiler certificate, 3052 was staged at Germiston but is now undergoing major repairs. The tender was replated some years ago and the boiler has been undergoing a full retube for its new certificate. All the boiler mounts are being overhauled, and all the axles and wheels will be electronically tested. The locomotive should be ready for a test run at the end of February 2016.

THE STARS LOCOMOTIVES

19D 2654 Acquired from Lorraine Gold Mines near Welkom, this locomotive was one of the second batch of Class 19D engines built by Krupp and delivered prior to the war. Number 2654 spent much of its life at Pietersburg depot. It was the first 19D acquired by Lorraine and retained its SAR number throughout its life at the mine. It is now fitted with a Vanderbilt tender and has been restored at Sandstone's facility at Bloemfontein.



Sandstone's 19D 2654 on a test run after restoration.

Picture by Lukas Nel

GMAM 4079, the first rail acquisition of Sandstone Heritage Trust, was acquired from Randfontein Estates Gold Mine in 1997 where it was numbered R1. Originally, it was numbered R15 and called "Wendy", but was involved in a serious accident on the mine where there was a fatality, and after rebuilding at the REGM workshops, was renumbered R1. It was one of the first Garratt locomotives acquired by REGM in 1983 directly from the then-SAR at Waterval Boven.

The locomotive is now carries the number 4079 and is named "Lyndie Lou" after the wife of SHT Trustee, Wilfred Mole.

In 2010, 4079 was transferred to Reefsteamers on loan but was taken out of service due to excessive wear on the wheels. It is now undergoing rectification at Reefsteamers to correct this, as well as some minor repairs and recertification of the boiler. 4079 is expected to make a test trip in July 2016.



GMAM 4079 storms past Orient with the Magaliesburg Express.
Picture by Dave Richardson

Stars 2017 Steam Hauled Tour



THE TOUR TRAIN

Reefsteamers, in conjunction with SAR Steam Tours, has a dedicated train set for long distance travel, with three levels of accommodation: **Gold Class** comprises 3 compartments, all en suite, for 6 Passengers. **Silver Class** has 5 compartments and 2 coupes (all en suite), for 12 passengers, while **Economy Class** has 5 compartments and 2 coupes, with a shared bathroom and toilet facilities. Accompanying the sleeper coaches, will be a lounge car, a dining car, kitchen car and a daysitter coach to accommodate passengers for the photographic trips from Ficksburg. The train will offer all meals for the journey and full security will be ensured by 24 hour security personnel on board.

*A Gold Class Compartment.
Picture by SAR Steam Tours*

Arrangements are still being finalised with Transnet to confirm the train, but we have had positive feedback from them as they are well aware that **The Vailima Venturer** is an important step in the revival of rail tourism in South Africa, and they wish to see it run. The fares will be announced shortly, and will reflect either Gold, Silver or Economy Class, plus a day trip fare for the photographic days. Initial enquiries and provisional bookings to Dave Richardson at E: daver@sandstone.co.za

FARES & BOOKINGS FOR THE TOUR

PROVISIONAL ITINERARY — 29 March to 12 April 2017

2017	Route/Attraction	Locomotives
29 March	Johannesburg-Bloemfontein. Mid-morning departure to allow for International flight connections & transfers.	4079 & 3052
30 March	Visit to Sandstone's Workshop facility in Bloemfontein. Re-board and proceed to Marseilles for overnight stop.	4079, 3052 (Passenger) & 2654 (Mixed)
31 March	Marseilles-Ficksburg with photo opportunities.	4079, 3052 (Passenger) & 2654 (Mixed)
1 April	Staged at Ficksburg. Visit to Sandstone Estates for the Stars event.	
2 April	Ficksburg-Bethlehem line.	Photo trains: 4079, 3052 (Passenger) & 2654 (Mixed)
3 April	Staged at Ficksburg. Visit to Sandstone Estates for the Stars event.	
4 April	Ficksburg-Bethlehem line.	Photo trains: 4079, 3052 & 2654 (Mixed)
5 April	Ficksburg-Bethlehem line.	Photo trains: 4079, 3052 (Freight) & 2654 (Passenger)
6 April	Staged at Ficksburg. NG Photo Shoots, Stars event.	
7 April	Staged at Ficksburg. NG Photo Shoots, Stars event.	
8 April	Ficksburg-Bethlehem line.	Photo trains: 4079, 3052 & 2654 (Freight).
9 April	Ficksburg-Bethlehem line.	Photo trains: 4079, 3052 & 2654 (Passenger).
10 April	Staged at Ficksburg. NG Photo Shoots, Stars event.	
11 April	Staged at Ficksburg. NG Photo Shoots, Stars event.	
12 April	Ficksburg-Johannesburg	

TRAVEL TOURS TO STARS OF SANDSTONE 2017

Currently, we know of 2 Tours are being offered from Europe for the **Stars of Sandstone 2017** event by Ffestiniog Travel (www.ffestiniogtravel.com/) and Geoff's Trains (<http://geoffs-trains.com/>). Both tours are being finalised but will include the **Stars of Sandstone** event as well as other tourist options in South Africa. Geoff's Trains will also offer a second leg to travel Zimbabwe by rail with a large steam hauled portion. Initial enquiries and provisional bookings can be made to Dave Richardson. Email him direct: E: daver@sandstone.co.za



*Photo opportunities are an exciting feature of rail tours and the Stars of Sandstone events.
Picture by Alex Reichle*

MAKING MEMORIES

Stars of Sandstone 2017 is the perfect venue for groups such as car and motorcycle clubs. Few visitors to the 2015 event will forget the two Model A Fords brought to the event by Julian Wills, and the delight of the many photographers who photographed the two cars in many varied locations. In fact, as can be seen below, the 2016 "Unforgettable Sunny South Africa" desk calendar (on week 7 - 13 March) features a picture of the two Fords with our Garratt locomotives.



Sandstone's Albino Springbok will be an attraction for game viewers. Picture by Leigh Sanders



The Stars 2017 Event

ACCOMMODATION IN THE AREA

A large number of guest houses can be accessed in the Sandstone area close to the event, whilst accommodation is also available at the Fouriesburg Country Inn, some are 45 minutes travel from the venue. We have block booked this and the surrounding guest houses as additional accommodation (all within 5 minutes of the Fouriesburg Country Inn) for the duration of the event. A daily shuttle bus will be available to bring guests to and from the venue, but they are filling up very fast!'

For a full list of accommodation in the Eastern Free State, please contact:
E: alinah@sandstone.co.za or
L: +27 (0) 51 933 2235

The Fouriesburg Country Inn is backed up by some first class guest houses just minutes away from the venue



CLUBS & GROUPS

We are expecting many diverse groups to assemble at Stars 2017, to relax with no formal club activities on the agenda, but rather an integrated approach to the whole event.

We therefore encourage all heritage enthusiasts to join the event along with their vehicles. The Model A club will be attending in period dress — the first time this has happened at a Stars event — and we urge all our visitors to dress at some time during the event in the period that interests them. As well as Classic Car Clubs, we invite all motorcycle clubs to join us at **Stars of Sandstone 2017**. In late 2015, we were visited by the Harley Davidson Club from Kwa-Zulu Natal. Despite no prospects of rain, their valuable machines were parked under cover!



STARS 2017 — MAIN ATTRACTIONS

Stars of Sandstone 2017, 30 March to 9 April, is destined to be the biggest and best event we have ever offered, and we have increased the number of attractions that visitors can experience:

- Steam train rides/Rail Car Rides
- Heavy armour military displays
- Classic vehicle rides
- Military vehicle rides
- Vintage bus rides
- Armoured trains
- Vintage earthmoving displays
- Walking Tours
- Bird Watching
- Astronomy Evenings
- Special supervised Steam Train photographic sessions, with early morning run-pasts.
- Traction engine displays
- Flips in vintage aircraft
- Tractor rides
- Ox wagon rides
- Battle re-enactments
- Vintage agricultural machinery
- Vintage earthmoving displays
- Visit to Sandstone's Bloemfontein workshop
- Live Speaker Presentations
- Game Viewing

Be sure to make your bookings well in advance, and we look forward to seeing you at Sandstone!

PUBLIC DAYS EXTENDED FOR STARS 2017

At the Stars 2015 event we held our first Public Open Day to encourage the local communities to participate. This was also an opportunity for people who found either the cost or the time involved the main event to be a problem, and what a success it was! Over 2000 people attended but the feedback was that it was impossible to see everything in one day. We also found that the volume of people put pressure on our operations, particularly our trains, although we did run 24 separate train trips during the day.

For Stars 2017, we are extending our Public Open Days to a whole weekend: Saturday 8 and Sunday 9 April. Visitors will be able to enjoy all the attractions of the event with special catering facilities set up in front of the Waenhuis operated by the local community.

Therefore, we look forward to welcoming our friends and neighbours once again so that you can all see what we have been up to!

*A full house at Stars 2015.
Pictures by Sandstone*



*Battle re-enactments will be a new attraction at Stars of Sandstone 2017.
Picture by Dave Richardson*

Preparations for Stars 2017

INFRASTRUCTURE UPGRADES

The primary reason behind the decision to hold our next *Stars of Sandstone* event in 2017, was to gather together the lessons we have learned from previous events and make improvements. While many will be unseen by visitors, there are a number of major infrastructure projects that will be very visible.

The Railway

Significant changes will be made by 2017 both to the track routing and infrastructure.

At Hoekfontein Station, the platform surface is being re-laid to give a more even surface for passengers, and the station itself will be fenced from the Waenhuis area. Therefore passengers will only be able to board trains from the two platform faces. These changes are being made in light of pending new station regulations from the Railway Safety Regulator in South Africa.



*The new siding at Hoekfontein will continue straight on to the buildings in the distance.
Picture by Sandstone*

At Grootdraai on the balloon, a short siding will be built to enable trains to wait there and avoid blocking the exit back to Hoekfontein, while visitors explore the scenery. Toilet facilities will also be placed there, together with a refreshment stand.

At the opposite end of the line at Vailima Halt next to the Sandstone Mountain, the original loop is to be reinstated to enable two trains to utilise the mountain section from opposite directions and cross at the Halt. Toilet facilities will also be placed at the Halt.

Nearer to Hoekfontein the siding at Mooihoek, the terminus of the original railway before the extension to Vailima was built, will most likely be removed as it sees little use as a rather uninteresting destination. The track removal will release valuable track and points for another project further down the line.

*The Game Camp Dam.
Picture by Gert Jubileus*



The Kitchen

By far the largest project will be the new state of the art kitchen to be built close to the Waenhuis. In the past, we have struggled sometimes with the current small kitchen in the Waenhuis, which despite its size, has managed to produce up to 300 meals three times a day for 10 days! Now it is time for an upgrade, and we are commissioning a high capacity hospitality kitchen to meet our needs in 2017 and in to the future. We will be employing a Master Chef to oversee operations so that we will be able to offer splendid fare on time and avoid the overcrowding with our current facilities.

The current kitchen will be retained for our normal tourism activities throughout the year to serve the Waenhuis Café, where sheer numbers are not a problem. The new kitchen will also enable us to expand our tourism and conference facilities to attract larger groups than we can manage currently at any time.



*Our Dining Car, "Umgeni" with a full house.
Picture by Sandstone*

Dining Car Number 218 "Riet"

As part of our dining facilities, our 1924 dining car, Number 198 "Umgeni", had proved extremely popular with visitors for a special retro dining experience. For 2017, we are adding another dining car, "Riet". Built in 1928 in the UK, the coach will be positioned next to the current one to give additional dining space for our guests. The coach is currently under restoration at Sandstone and will be a significant addition to our facilities.



The camping ground water tank will be moved to the end of the platform. Picture by Sandstone



At the northern end of the station, the water tank, that was originally behind the camping ground toilet block, will be erected to allow trains to replenish their water supplies without having to move down to the main tank by the road crossing. The stand pipe used by the smaller locos at the road crossing will also be extended to the second line to avoid congestion on the main line.

The Game Camp Dam line will veer south just after the security gate on the line to Grootdraai and amble its way down to the dam which is a very scenic spot. This short line will be suitable for the smaller locos in our stable and will either terminate in a run around loop or balloon but initially trains can be top and tailed with two small locomotives. This will enable our visitors to enjoy a new ride on the system plus the possibility of a picnic or just admiring the scenery.

Finally, on the line to the loco depot, where the branch turns off to the storage sheds, a third line will be laid to form a turning triangle to ease congestion on the current triangle at the south end of the station.

All these changes will make riding the Sandstone 2ft narrow gauge railway a more exciting and fulfilling experience. The whole railway will undergo its annual maintenance programme this year and before the 2017 event in line with Railway Safety Regulator requirements.



Getting the Stars ready

RAISING THE GAME

While the railway is the most prominent feature of Sandstone we are increasing our efforts in other areas where the wheels do not run on rails.

EARTHMOVING EQUIPMENT

Sandstone has a large collection of earthmoving equipment and we will bring some of these into action in 2017 — we shall hold earthmoving demonstrations with our diggers, bulldozers and other machines. Guests will be able to try their hand at this (under supervision of course) via our "Dig It" programme. If you always wanted to dig a huge hole, now you can!

Our veteran Case Digger was purchased new in 1975 and is part of the Sandstone "Dig It" programme. Picture by Rudolf Pretorius

MILITARY MATTERS

Our partners, The SA Armour Museum, will be joining us once again in 2017 with new exhibits and more action than ever before. Currently under restoration, our Marmon-Herrington Armoured Car will make its debut, together with a number of other interesting historic military vehicles recently acquired.

TANK TRANSPORTER

We have a 3-axle ex-South African Air Force Oshkosh mechanical horse which would have pulled a trailer similar to the one in these photographs. Since this Tank Transporter is surplus to the Armour Museum's requirements it will, as soon as we allocate time and resources to it, be matched to the Oshkosh as a genuine post war transporter rig for the Sherman.



Sandstone's Sherman MK IV WW2 Tank enjoys some demolition work.

*Picture by Gary Barnes
Our Sherman is resting this week after further demonstration work. It is looking very battle worn which is the right thing for it because it saw service in World War Two.*

Pictures: Sandstone



Two stunning Model A Fords have joined us as permanent residents, a 1931 Coupe and a 1932 B pick up. Sandstone pictures.



WW2 MARMON-HERRINGTON ARMoured CAR DRIVEN FOR THE FIRST TIME IN 50 YEARS

Read all about it here:

<http://armouredcarmk4.blogspot.co.za/2016/02/running-under-its-own-power.html>

Andy Selfe has been continuing with this project as you can see. The vehicle has been fitted with a replacement Perkins diesel engine and the body painted with a number of smaller items taken care of. You can look at progress on Andy's Blog which is updated regularly. Save the link on your



browser and you can look at any time for the latest postings. This photo shows Andy trying to break up the concrete filling in the first wheel with a jackhammer as all were filled with concrete!



CLASSIC VEHICLES

As with our tractor collection, our classic vehicles are also undergoing a makeover and more volunteers will be required to operate them in 2017. We love them to move around rather than be static exhibits. A number Car Clubs have already indicated that they would like to join us at Stars of Sandstone 2017 so there will be a lot to see on the motoring front.

Events 2016



The Mountain Wanderer leaves Grootdraai. Picture by Deon Harris

We are operating two routes in 2016, with **The Mountain Wanderer**, hauled by the massive Garratt locomotives, which is a two hour scenic trip around the entire rail system. For those who prefer a shorter trip (approximately 40 minutes), **The Lesotho Meander**, travels the Grootdraai Loop with magnificent views of Lesotho and the Maluti Mountains.

Our new Waenhuis Café is open for refreshments and we also offer Walking Tours, Military Vehicle Rides, Oxen Rides, Railcar Rides and much more at these events.

Special arrangements can be made for steam train and railcar rides throughout the year. We are able to offer conference facilities if required, and hospitality for large visiting groups.

Contact Alina on E: alinah@sandstone.co.za or L: 051 933 2235 or Larissa on E: lclarke@sandstone.co.za or C: 076 024 6188. For further information on our 2016 programme, pricing and times please see our website www.sandstone-estates.com

THE SANDSTONE STEAM CALENDAR 2016

We shall be running a full programme of events during 2016 with special Steam events on selected weekends

Our dates for 2016 coincide with public holidays and long weekends in South Africa, they are:

Easter Weekend	Saturday, 26 March Sunday, 27 March
Workers Day Weekend	Saturday, 30 April
Youth Day Weekend	Saturday, 18 June
Women's Day Weekend	Saturday, 6 August
Heritage Day	Saturday, 24 September
The Cherry Express	Thursday- Saturday 17-19 November

SANDSTONE WALKING TOURS ALL YEAR ROUND

Join us for an exciting 2-hour experience — Our tour guides will walk you through the buildings housing our world famous heritage and military collection, including vintage tractors, our 2-ft Narrow Gauge railway locomotive workshops, traction engines, cars, military vehicles and much more.

TIMES: We are open from 09h00-15h00 (for the last tour of the day) from Monday to Friday, and 10h00-11h00 on Saturdays.



We look forward to welcoming you to Sandstone!



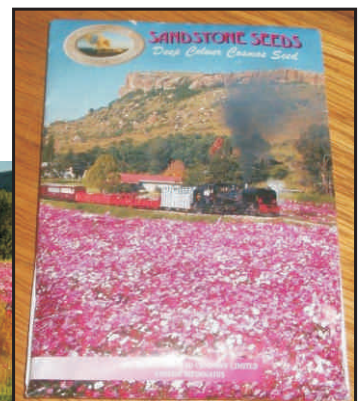
*Scene from c1870?
No, it was in 2015
at Sandstone!
Picture by
Deon Harris*

*The BSA Railcar.
Picture by
Gert Jubileus*



COSMOS One of the events that was a forerunner of our *Stars of Sandstone*, was the Cosmos Festival held in April/May to coincide with the Cosmos flowers. Cosmos is notably unpredictable in flowering, but the displays were generally breathtaking, and added great value to many photographs. We have been cultivating the Cosmos for many years as one of our attractions, and we are able to offer packaged Cosmos seed for your own garden. To order Cosmos seed, contact Babita Hira on E: babitan@sandstone.co.za or T: +27 (11) 805 4692 for a future spectacular display in your garden. Stocks are limited, so order now.

The seeds are available in 2 packet sizes at R30.00 and R80.00 (incl VAT)



Seen around Sandstone

PASSIONATE ABOUT SANDSTONE — Gert Jubileus

Exciting news for our railway operation is that Gert Jubileus has re-joined Sandstone after a number of years running his own computer business in Bethlehem. Gert is well known to many Sandstone visitors, and has taken over responsibility for the 2ft Narrow Gauge railway in its entirety. Gert will also be in charge of all heritage displays within Sandstone as we increase our marketing programme for tourism.

Gert's passion for Sandstone and steam in particular will serve us well as we lead up to Stars 2017. Already he has worked tirelessly to brighten up the display areas and loco workshops for visitors with all our exhibits re arranged, and cleaned as well as the display areas. To add to this, he also expanded his talents to our gardens which have been subjected to a massive clean-up programme.

Gert describes his railway career to date:

I started my career as a fireman and driver assistant (Diesel) in Bloemfontein in 1988 and worked the lines Bloemfontein-Kimberley, Bloemfontein-Colesberg, Bloemfontein-Modderpoort/Ladybrand, Bloemfontein-Kroonstad, Bloemfontein-Welkom and Bothaville and Theunissen-Winburg branch line. In 1990, I was transferred to Virginia where I was a fireman on the 15Fs working the Glen Harmony Branch line, as well as the Hennenman shunts and exchange locomotives to Kroonstad. I then wrote my drivers' exams on Diesel Locomotives and resigned to continue my career on Steam Locomotives. In 1992, I became a Steam Driver at FSG mines in Welkom. We had 5 x 15CAs lease lend locomotives on night shift and 4 on Day shift. The 15CA locomotives were sometimes exchanged with 19Ds as well as Class 24 number 3688 when no 15CA's were available. On occasion, we steamed the Class 11 locomotives just to keep them active.

In May 1993, when FSG mines erected diesel tanks just before they phased Steam out, I resigned and started working on St. Helena Gold Mine on the Class 16CRs until December 2002 when the last steam was withdrawn. I also worked the Gold Express passenger trains from Welkom Station to Virginia with Class 16CR number 821 (now in the Sandstone collection at



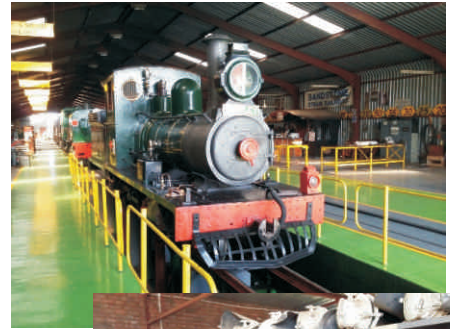
Hoekfontein). We then were transferred to Diesel traction. In 2003, I came as volunteer at Sandstone Estates, and started working full time in September 2004. In between then and now I worked for Sheltam as a Diesel Driver and also at Virginia Harmony Gold Mines, and sometimes worked exchange locomotives from Sishen to Randfontein.

Now I am back with Sandstone Estates and plan to go on pension here.

— Gert Jubileus



These pictures show the massive effort put in by Gert and his team starting in late December 2015. You can also follow Gert's weekly reports on our website at www.sandstone-estates.com



After the recent rains the maize crop has taken a healthier look.
Picture by Des Clarke

MODERN FARMING REPORT

As you will have read in our editorial, the drought in South Africa, and particularly in the Eastern Free State, has had a devastating effect on crop yields for 2016 — but all is not total doom and gloom, as Des Clarke's latest Arable Report shows. Click on the link below to read the report.

<http://www.sandstone-estates.com/index.php/modern-farming/48-modern-farming>

In the last few weeks we have had notable rainfall at Sandstone, but not enough to reverse the damage of the drought. News24 posted some aerial footage of the effect of the drought in the Free State of South Africa.

<http://traveller24.news24.com/News/watch-harrowing-drone-footage-of-free-state-drought-20151229>



The dams are slowly filling, this is Pandora Dam.
Picture by Leigh Sanders

Sandstone Railway News



TRANSNET DISPOSAL OF STEAM LOCOMOTIVES

The online auction of the first tranche of steam locomotives to be offered for disposal has been posted on the Go Dove online auction site, please have a look at the following link:

http://www.steam-in-action.com/index.php?option=com_content&view=article&id=380&catid=12&Itemid=123

Online Auction: Lots closing from 16 Feb 2016 05:00 AM PST

NEWS FLASH

THE DE2 No 1207



Our planning to refurbish this locomotive has moved forward after further communications with National Railways of Zimbabwe (NRZ) in late 2015. John Batwell sent us this photo of the NRZ Museum loco No: 1200 in its original livery, although it is misleading as the silver colour should be Fridge White.

The interest for heritage diesel locos is growing worldwide, and we were pleased to receive the following article from The Railway Magazine in December 2015. Click on this link to view the article http://www.steam-in-action.com/images/stories/sia/20160115/Railway_Mag_Dec_2015.pdf

The DE2 were the first main line diesels on the African continent in 1955, and when No: 1207 is running it will be the only privately preserved main line diesel in South Africa.

RUSTON & HORNSBY 48DL No 487962



This 1963-built underground mine locomotive is currently under restoration for Sandstone Heritage Trust. It will be modified to a similar design as our Funkey ex-underground locomotive currently doing sterling service at Hoekfontein.



Acquired from a 3rd party, we are not sure of its history and at which mine it worked in South Africa. There is little information on the Internet apart from basic info on the 48DL type. Does anyone have information on where this locomotive may have worked?

If you can help, please contact Dave Richardson on E: daver@sandstone.co.za

NARROW GAUGE COOLER VAN NO: 178



One of the items rescued from the scrap line at Port Elizabeth is this last survivor of the TZ type cooler van. A pioneer of the modern refrigerated van, these wagons used water tanks on the roof that drained through charcoal panels on the side, creating a cooling effect to keep perishable cargoes intact for the journey to Port Elizabeth. This priceless heritage gem is currently undergoing a full restoration at Sandstone.

FUNKEY RAILCAR



We recently acquired this ex-Transnet Funkey Railcar which had seen recent use with a private contractor in Namibia. It is planned to restore the vehicle for future use.

Agricultural News

AGRICULTURAL HERITAGE

With the arrival of Chris Wilson, our vintage tractor collection is undergoing a major makeover, with many units that have minor ailments being quickly returned to working order.

THE MARSHALL MP 6 REPORT

— Chris Wilson

A bad oil leak from the LHS rear hub was caused by a defective seal. Shown here, cleaned up and with cover removed to obtain seal dimensions for quotation purposes. The wheel & hub were also removed to access the seal.



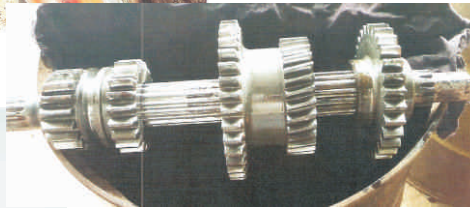
With fuel tank, covers, links, steering removed, an engine crane is used to inch the massive gearbox away from the diff housing.



With the box loose, a tractor mounted crane was used to lift it clear and position it for stripping.



The problem lies with the input shaft. Obviously at some stage, the splines had stripped, and a quick fix had been carried out, "squaring off" the shaft and clutch brake wheel. The wheel has loosened again.



The solution is to build up the shaft and hub, and cut keyways, giving a snug, firm, strong drive again. A new regulator (off the shelf) was tried to diagnose the charging issue. Turns out that the regulator is in fact the actual problem.



Next in line for Chris and the team: a Perkins-engined Allis Chalmers. Once running, it will be left in its original "working clothes", providing both charm and provenance



THE INTERNATIONAL TITAN

In line with the policy of having a comprehensive tractor collection showing as many significant steps in tractor production as possible, Sandstone Heritage has just bought in an International Titan 10-20 from the UK.

As far as is known none of these iconic tractors have survived in South Africa, if indeed any were ever imported.

International Harvester, the leading tractor and farm machinery manufacturer well into the 1960's, started out with internal combustion engine tractors as early as 1906. At that stage the total market for such tractors, as opposed to steam traction engines, was as low as 250 per year.

The model designation Titan was first used in 1910 – the name was well suited to the massive 25 – 45 hp type D machines then in production.

By 1915 the industry had recognized the need for smaller maneuverable tractors for general farming purposes, and IH introduced the "Little Titan 10-20".

The 10-20 designation indicated that it would give 10 horsepower at the drawbar and 20 on the belt pulley.



For its day it was innovative, featuring a 2 cylinder horizontal water cooled engine, with overhead valves, and a high tension magneto for a better ignition. Further, it ran on Kerosene rather than Gasoline, cheaper and more readily available during WW1.

Steering was made easier with automotive type rack & pinion as opposed to the then more usual centre swivel axle. The transmission and differential were enclosed in oil, although the final drive was still by means of two exposed chains.

By 1918 tractor production in the USA had rocketed, in response to demand from the WW1, and totaled 132 000. The little Titan was nicely positioned in that burgeoning market, and that same year 17 675 of them rolled out of the Milwaukee factory.

But by 1921 a bad depression had hit the agricultural market, which dropped to a third of its previous year's sales, and by that time Henry Ford was well established in the market with his Fordson. To keep competitive Ford slashed his prices, forcing IH to do likewise. Nevertheless the Titan remained more expensive and sales declined. Notwithstanding, the Little Titan achieved sales of 78 363 units from 1915 to 1922.

The significance of the Little Titan lies in its being IH's first volume produced tractor, opening up the market to many first time tractor owners. It pioneered new engineering techniques which paved the way for further development to come. Sandstone is proud to have one in the collection.

— Chris Wilson

*More than 100 years old!
The 1915 International Titan.
Picture by Sandstone*

VINTAGE TRACTORS & AGRICULTURAL MACHINERY

We suffered from a lack of volunteers to operate our vintage agricultural collection and road steam in 2015 but we have made significant progress in rectifying this for 2017. Already our tractor collection, under the watchful eye of Chris Wilson, is being checked over and repairs made where necessary and we will have many more tractors in operation. We shall also be making space for machinery demonstrations such as ploughing in 2017. Our road steam section has also attracted more volunteers and we will see more of these machines in action.

To assist in getting a significant number of tractors operating at the event, SAVTEC, the federation of vintage tractor clubs in SA, have put Stars 2017 on their calendar as an official club event. This will bring a good number of keen experienced drivers to Sandstone. It is also envisaged that a formal ploughing match will take place under the Club's auspices, and that a number of prize winning tractors belonging to members will be exhibited. SAVTEC's website is www.savtec.co.za



Brought into the collection some years ago, this tidy looking Oliver Super 77 Diesel has never run here. Now, with repairs to fuel system and water pump, it is ready to play a role at events and shows. Picture by Chris Wilson

Interesting Reading

MAGAZINE

The Narrow Gauge magazine from The Narrow Gauge Society in the UK contains an excellent article on Sandstone in its latest edition. Click here

http://www.sandstone-estates.com/images/stories/general/20160205/Narrow_Gauge_Preservation_Progress_at_Sandstone.pdf

NEWSLETTERS

We receive a number of newsletters from heritage organisations in South Africa and around the world. Click on the links below for the latest news from the Crank handle Club in Cape Town and The Bennet Brook Railway in Australia, home to two ex-South African narrow gauge NG15 locomotives (118 and 123).

http://www.sandstone-estates.com/images/stories/general/20160118/The_Crankhandle_Chronicle_December_2015.pdf

http://www.sandstone-estates.com/images/stories/general/20160118/Bennett_Brook_Railway_December_Newsletter.pdf

Birding is a great attraction at Sandstone, and in 2017 we will have a birding expert on site from Bird Life South Africa.

http://www.sandstone-estates.com/images/stories/general/20160118/BLSA_Dec_2015.pdf

Our long time partners, The SA School of Armour, has an interesting magazine on military matters. You can download the latest edition by clicking on the link below

<https://dl.dropboxusercontent.com/u/42277594/Corbadus%20Issue%2028%20Vol%202015>

Graham Black, one of our many Australian visitors, is an active volunteer on the Richmond Vale Railway Museum in New South Wales. Click on the link for their latest Newsletter to see the work going on downunder.

http://www.sandstone-estates.com/images/stories/general/20160201/LINK_LINE_FEBRUARY_2016.pdf



At our main entrance and security entrance are a number of items that do not merit full restoration, but are nevertheless of great heritage significance. Recently, we have been enhancing their appearance with a coat of used oil to protect them from the elements, and the results are quite remarkable as this picture shows.

From all of us at Sandstone — THAT'S ALL FOR THIS ISSUE!

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Please click on the logo to visit the Sandstone Heritage Trust website