



# Stars of Sandstone

NEWSLETTER NO: VIII

30<sup>TH</sup> MARCH — 9<sup>TH</sup> APRIL 2017

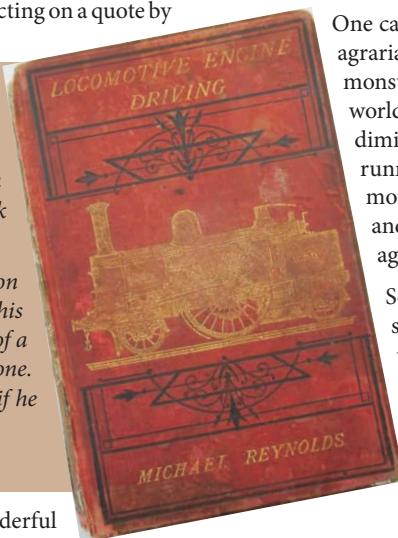
Here at Sandstone we often reflect on the majesty of steam. What is it that has inspired people for so long and which, if anything, is gaining momentum in the modern world today? It is worth reflecting on a quote by Elihu Burritt writing about the locomotive engine:

*"I love," says Elihu Burritt, writing about the locomotive engine, "to see one of those huge creatures, with sinews of brass and muscles of iron, strut forth from his stable and, saluting the train of cars with a dozen sonorous puffs from his iron nostrils, fall back gently into his harness."*

*"There he stands champering and foaming upon the iron track, his great heart a furnace of flowing coals, his lymphatic blood boiling within his veins, the strength of a thousand horses is nerving his sinews, he pants to be gone. He would drag St. Peter's across the desert of Sahara if he could be hitched on."*

— Elihu Burritt: 1810 - 1879

The quotation appears in the opening page of a wonderful book in the Sandstone Library called "Locomotive Engine Driving - A Practical Manual", written by Michael Reynolds in 1888. The book has a lovely little inscription in it: *Presented to Hamilton Blakeney on his birthday, 19th March 1890, by his brother William.*



Civilisation may have come a long way but is perhaps much less genteel than it was 130 years ago.

One can imagine what a momentous development it was in agrarian society to suddenly find these great big powerful monsters opening up countries and whole continents. In a world of mighty machines their presence is somewhat diminished these days, but when one sees them as one does running through the open veld and climbing the mountains at Sandstone one begins to feel that same awe and enthusiasm that inspired Elihu Burritt so many years ago.

So if you have never seen a Steam Engine up close, or spoken to the drivers, or looked into the fire box, then why not come to **Stars of Sandstone 2017**? We do a lot more than steam, but it provides the thunder, the vibration and the backdrop to everything we do.

To book, [click here](#)



## STARS 2017 EVENT BOOKING STATUS

The major limitation with regard to our site is catering. Our current tariff includes full catering, i.e. 3 meals per day. We have however had requests from enthusiasts who would like to camp and do their own catering or who would be happy to purchase food either from our cafeteria or from the food vendors that will be there.

We expect to reach capacity with respect to the fully inclusive rate i.e. including meals by the end of May 2016. If you want the standard all catered package then we strongly suggest you register now. We have a limited number of seats in our restaurant and 1920's Dining Car and we will close the bookings for the all-inclusive tariff package when we are at full capacity. The good news is we are hoping to significantly expand the alternatives so no one will go hungry.

Should you wish to book without meals please advise us on your registration form and we will send you the event entrance fees excluding meals.

*Our 1920s South African Railways pillared Dining Car*



# Sandstone Happenings

## CONSTRUCTION COMMENCES ON THE CHILDREN'S RAILWAY

After a few years of deliberation and lots of planning, we have decided to build a different railway to the main 2-ft Narrow Gauge line operation at Sandstone Estates, specifically for our little locos which we will call for the time being our Kiddies Railway.

We have a large number of locomotives, mostly from the Sugar Cane industry that are diminutive, pretty and very effective for their purpose. However, they were not really designed to climb mountains or travel long distances and so we have decided that they will have their own line. We will be able to operate

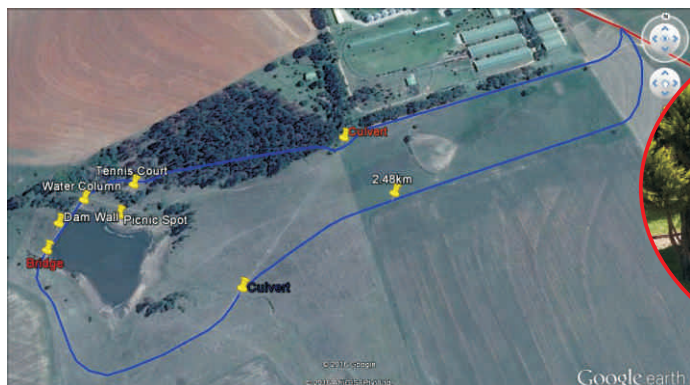
them independently of the main system.

The diagram below clearly shows where it will go relative to our complex. We have a lot of earthworks to do, particularly in widening the dam wall on the lake to the left of the picture. However, we are deploying our vintage and classic machinery to achieve the objectives and we are making great progress.

This new Game Camp dam extension is now under initial construction in time for the *Stars* event in 2017. Preliminary clearing of vegetation has begun.

The line will branch off from the Grootdraai line and run parallel to it before turning westwards and then complete a loop around the Game where a picnic site will be established.

Being of lighter rail construction than the current system, the line will be limited to our smaller fleet of locomotives such as the O&K duo of "Anna" and "Ermytrude". A watering point will be established next to the dam so that the operation can be self-contained without compromising trains on the main system. The line will be a 2.48 km round trip.



*O&K 12140, "Anna", will be one of the locomotives dedicated to the new Children's Line.*

*Across the wide African Savanna and with some bundu bashing, our 1950s CAT 12 Grader is doing most of the work without hydraulics? It's 100% Mechanical.*



## DAVID SHEPHERD'S 15F MAIN LINE 3FT 6" LOCO RETURNS TO STEAM

After almost 9 months of intensive work at Reefsteamers' Germiston facility, 15F 3052 passed its final inspection on May 9th with a steam test followed by a short run around the depot.

The repairs have included a complete re tube of the locomotive, sonic testing of all the wheels and axles and a complete refurbishment of all the boiler mountings. New 3052 number plates have been fitted after the originals went "missing" many years ago. Also fitted to the smoke deflectors were the "Brakpan" nameplates that the locomotive originally carried in 1946.

3052 will do a loaded test run to Magaliesburg on June 4th, double heading with sister locomotive 3046, "Janine".

Click on the link below for the Reefsteamers' report and pictures.



*3052 passes Vailima, next to Sandstone, on a Reefsteamers Free State Excursion in 2008*

[http://www.sandstone-estates.com/images/stories/general/20160518/Reefsteamers\\_depot\\_report\\_May\\_2016\\_2.pdf](http://www.sandstone-estates.com/images/stories/general/20160518/Reefsteamers_depot_report_May_2016_2.pdf)

# STEAM

The weekly reports from Gert Jubileus and his team have proved to be a hit with our readers and friends. Links to the latest ones:  
[http://www.sandstone-estates.com/images/pdf/Steam\\_Report\\_30\\_April\\_2016.pdf](http://www.sandstone-estates.com/images/pdf/Steam_Report_30_April_2016.pdf)  
[http://www.sandstone-estates.com/images/pdf/Steam\\_Report\\_-\\_7\\_May\\_2016.pdf](http://www.sandstone-estates.com/images/pdf/Steam_Report_-_7_May_2016.pdf)  
[http://www.sandstone-estates.com/images/pdf/Steam\\_Report\\_-\\_14\\_May\\_2016.pdf](http://www.sandstone-estates.com/images/pdf/Steam_Report_-_14_May_2016.pdf)



# Sandstone Locomotives

## South African Railways Class 10CR 4-6-2 ex SAR no: 771 North British 1919/1910




Over the next few newsletters we shall be featuring some of the Sandstone locomotive collection. We begin with the recently restored Class 10CR at Hoekfontein.

*Left: 771 on one of its last runs at Lorraine Gold Mine in Welkom in April 1991.  
Picture by John Middleton*


We wanted to take a moment to recognise the omniscient contribution of Les Pivnic in examples like this. For many years Les was the Librarian at the South African Railways later Spoornet later Transnet Museum and Archive in Johannesburg. He is possessed of complete knowledge of the history of the South African Railways and in particular the locomotives that powered the railways for so many years.

In future visitors will not only be able to admire a locomotive like the 10CR but will be able to read about it. A large sign, such as the one illustrated here, will be placed next to all the locomotives that we have on display.

**THE SANDSTONE HERITAGE TRUST  
LOCOS IN PRESERVATION**

**South African Railways Class 10CR 4-6-2.  
ex SAR no: 771 North British 1919/1910**

Prior to 1910 the railways of South Africa were made up of a number of separate operations which, upon the formation of the Union of South Africa in May 1910, merged to become South African Railways (SAR). One of the constituents was the Central South African Railways (CSAR), which ordered twelve Class 10C locomotives from North British in 1910. Delivered after Union, they were numbered 767 to 778 although they had already been allocated CSAR numbers. Number 771 would have been CSAR 1007. They were designed for working passenger trains between Springs and Randfontein on the Reef but were subsequently transferred to the main line passenger workings between Klerksdorp and Kimberley. When this line was re-laid with heavier track they were transferred to Cape Town where they worked suburban services, before electrification, to Paarl, Worcester, Wellington, Strand and Malmesbury. 1934 also witnessed a plan to introduce distinctive colours for SAR locomotives - each of the nine SAR Systems would have its own colour. The Cape Western System was appropriately allocated a livery that was known as "Vivid Electric Blue" and the 10CRs were the first engines to receive the new striking livery. However, the whole scheme was dropped almost before it started - it would appear that the blue livery on the 10CRs in the Cape did not stand up too well to a working environment especially for pooled engines. During this period all but two of the class (772 & 776) were reboilered and reclassified 10CR. They ended their days as shunters in the Cape Town area. The two remaining 10Cs were transferred to Bloemfontein for shunting and miraculously have survived as part of the Transnet museum collection. 772 & 776 are stored at Millsite but are in poor external condition. The remaining ten Class 10CR were withdrawn by 1973 and all were scrapped except number 771 which, rather incongruously for a main line passenger locomotive, found its way to Allanridge near Welkom in the Free State for a new life at Lorraine Gold Mine in February 1971. It suffered a major derailment in 1977 and was effectively written off for scrapping. However, thanks to the efforts of the Loco Foreman at Lorraine, Roelf Van Wyngaardt (also known as Oom Stoom), who decided to repair the loco in 1979, it was returned to service in July 1981. Certainly a lucky reprieve for 771. When this system closed in the late 90s number 771 was acquired by Sandstone and moved to Sandstone Estates. Roelf Van Wyngaardt began a rebuild of 771 at Sandstone but this was completed as a cosmetic restoration by Gert Jubileus and his steam team in April 2016. Number 771 weighs nearly 121 tons with its tender and is 63 feet (19,2m) long.





*Above: It's Cape Town, 1934 and 771 is resplendent in "Vivid Electric Blue" livery. Picture by DF Holland, Transnet Heritage Library Collection - copy of photograph supplied by Les Pivnic*

*Below: 771 as she stands today - at Sandstone Estates*





# Aviators at Stars 2017

## THE SANDSTONE AIRSTRIP

We are starting to think seriously about the Aviation content of *Stars of Sandstone 2017*. Gavin Brown (E: [gavin@watex.co.za](mailto:gavin@watex.co.za)), who has been to virtually every Stars event with a variety of aircraft including his Harvard's and Chipmunk is the man coordinating the programme. His initial suggestions appear below:

We have had a meeting with Jeff and we have come up with a possible list of aircraft that could be available for 2017.

8 must be available on the field at all times and that they may change over the week.

Definite aircraft visiting for the week so far, will be:

Aircraft Type	Owner
Harvard	HCSA
Tiger Moth	Jeff Earle
Stampe	Classic Flying Collection (Gavin Brown)
Chipmunk	Classic Flying Collection (Gavin Brown)

### The other aircraft suggested are:-

Stearman	Bi-Plane
Waco	Bi-Plane
Bucker Jungman	Bi-Plane
Fiesla Storch	Military Replica
Piper Cub	Military Colours
Auster	Military Colours
Fairchild	Military Colours
Bosbok	Military Colours
Cessna 195	Civilian Colours
Cessna 140	Civilian Colours
Piper Super Cub	Civilian Colours
Beech 18	50's Twin

If you own one of these or similar, please contact Gavin Brown (E: [gavin@watex.co.za](mailto:gavin@watex.co.za)) or Jeff Earle (E: [Jeff@erbec.co.za](mailto:Jeff@erbec.co.za)).

For those that have never been to Sandstone Estates, here is our grass runway which is considered to be an exceptionally good example of a grass runway - for which many of these old aircraft were designed to use. We have removed all the Eskom power poles that used to run along the runway to make it safer. We are also thinking of extending the runway by another 100m or so. It is currently 900m in length and these are the coordinates:

GPS Position:      S28 50' 36"      E028 00' 18"



*Two Bi-planes over the Sandstone complex.  
Is there better flying anywhere in the world?*



*Harvards don't generally nonchalantly sidle up to refuelling bays...  
but this is Sandstone, and anything's possible!*

## ADDITIONAL ACCOMMODATION NOW AVAILABLE ON SITE

With 65 compartments in a variety of interesting wooden bodied railway coaches, most of which are 100-years, now available for use we have decided to build an ablution block adjacent to our main wagon shed. It will provide for ladies and gents and have loos and showers with ample hot water.

This accommodation will shortly be released as an economically sensible answer to accommodation, particularly for those people who wish to be on site for early morning photography or if they are acting as volunteers or in a capacity which means that they are participating directly in the event some way or the other, i.e. locomotive crews.

*Rising rapidly...  
New ablutions  
at the Coach Shed*





# Steel and Stone

## WAGON RECOVERY



Our Freightliner continues to run around the clock recovering derelict wagons from the Eastern Cape.

We recently made our 19th collection from Port Elizabeth since July 2015 with the pickup of Y wagon 2799 from the Blok Yard behind Humewood Station.

Each wagon represents a major logistical operation. Firstly, the truck has to travel nearly 1,000kms to reach the loading site. We then have an arrangement with a local crane company that deploys a high quality truck crane to lift the wagon out from wherever it is onto the truck. Our crane contractor, CCM Crane Hire, has been an integral part of Sandstone's operation to move these wagons.

The pictures clearly show the conditions which in this case is adjacent to Port Elizabeth Harbour. We often wonder why these historic old wagons weren't taken into care much earlier.

The sorry state of the unit can clearly be seen after many years in the coastal air.

*Pictures by Fanie Claasen, CCM Crane Hire.*



## SPOT THE MISTAKE!

*Sandstone's NGG16 No: 88, in its green livery is a favourite amongst visitors but few spot the error from SAR days on its number plate. Can you identify it?*



## OUR NEW TAMPING MACHINE

One of the major issues in running a railway is track maintenance. At Sandstone we have over 20 kms of running line which has had to be tamped and aligned by hand when required. Many years ago the old SAR did have 2ft gauge tamping machines but these were disposed of prior to the Sandstone system being constructed. Not to be deterred, Gert Jubileus and his steam team have constructed a small tamping machine from the redundant chassis of a small underground locomotive. Initially this is manually operated but will be converted to locomotive operation after initial testing and trials.



*The centre brackets position the unit on the rails while the side arms repack (tamp) the ballast. As the machine is not fitted with hydraulics yet, there is a certain amount of manual operation. Pictures by Gert Jubileus*



At the suggestion of Kim Winter, a frequent visitor to Sandstone, we have decided to hold a competition to name this new creation. The competition will be open to all *Stars of Sandstone 2017* visitors with a prize of a footplate ride to be awarded at the 2017 event. Whether you think the machine is ugly or beautiful, we would love to hear from you. Send your entries to [tourism@sandstone.co.za](mailto:tourism@sandstone.co.za) and good luck!



# Modern Farming



## SPECTACULAR SANDSTONE COSMOS HARVEST



*Offloading the day's harvest in the late afternoon*

After a superb cosmos season we have now completed harvesting of all the fields. We had a great harvest and achieved the best seed yields that we have ever had. The seed is now being cleaned.

Many people have asked us about our Cosmos which is a unique colour combination and quite different from the normal roadside cosmos in South Africa.

The scientific name for our cosmos is *Cosmos bipinnatus*, originally a native of Mexico. This seed was imported into Zimbabwe and grown specifically for the Dutch flower market and was called Sensation. Sandstone will follow the tradition, and from now on will refer to *Cosmos Sensation* which is available commercially.

We are currently approaching a number of major nurseries and seed distributors in South Africa.

So many people stop by and take photographs in the cosmos and bring wedding parties to be photographed there that we thought that it would bring a great amount of colour and joy to South Africa if more people planted this stunning cosmos variety.

## PREPARING FOR THE WINTER



*Baling Eragrostis in one of the newly established fields*



At this time of the year we scramble to collect as much cattle feed as we can for the winter. Overall it was a very poor summer growing season with virtually no crops and therefore very little maize stubble for the cattle to feed on. The veld did badly but our *Eragrostis* planted in February did very well. We were lucky to get a first crop so quickly because normally we have to wait until the following year. Yields were fair but they will increase as the crop establishes itself.

## LIVESTOCK REPORT

Our herd of cattle continues to increase at a rapid rate. Although we had a very dry summer which prevented us from planting any meaningful crops, we nonetheless had some late rains which did help us to establish good grazing - as one can see here on the farm at Oliviersrus. One should remember though that as soon as the hard frost hits the feed, value of this grazing goes down very rapidly; and because we do not have a large amount of maize stubble to feed our cattle on we are going to have to be quite wide awake. Wherever possible, we are baling material and storing it for the winter. In farming, one doesn't really know what is going to happen in the medium to long-term.





# Spanning in...



## AFRIKANER OX TEAM

*With 16 Oxen in-spanned, our "new" Symons Half tent wagon has its first run. Picture by Des Clarke*

We recently in-spanned 16 oxen with one of our half tent original ox wagons dating back to the 1800's. This is part of a programme to increase the size of our spans to 24, which seems to be the maximum that that was used when oxen ruled the roost as far as heavy haulage was concerned.

We also have a second plan to breed and train a team of "Bont Afrikaner" oxen and it will be a fine sight to see two teams of 24 oxen working side-by-side, each with one being the more traditional animal. It will take time, but it is amazing how quickly the young Afrikaner calves can be brought into training.



*Commercial herd. Cross bred Bonsmara, Sussex, Afrikaner and Senepol*



*Left: Bovine Ballerinas, these wonderful Bonsmara Senepol cross cattle, are in tip-top condition as can be seen here. In fact, they almost appear to be posing for the camera!*



*Right: The patchy/blotchy hide described as "bont"*

## BIG BOY AND SHORTY — RARE BREEDS

It seems odd to call Mules rare but they are indeed becoming very scarce and we scoured the country to get these two. They are called Big Boy and Shorty.

We try to exercise them almost every day and here Lethola takes them for a bit of a practice run through the gardens. We have a very large selection of horse drawn and animal drawn vehicles so giving them something to do is not a problem.



We are however, struggling to find another set of harnesses, because we have four Mules in total but only two harnesses.





# Vintage Transport Update

## NEW SHED ERECTED FOR CLASSIC HERITAGE ITEMS



A high capacity shed has been erected which has 23 individual bays which will house some of the larger vehicles in the collection. These include Dump Trucks, Buses, recovery vehicles, cranes etc. We have a large variety of these type of vehicles spread all over the place and inserted into various other buildings. They will be taken out one by one, tidied up, wheeled checked, and placed into the bays. The shed is actually an afdak (lean-to extension) of the 150 metre coach storage facility.



## RESTORATION STARTS ON A ROBUST OLD LEYLAND BUS



Our 1950s Leyland Bus which we received from the Cape in running condition but very untidy and mostly without seats has recently been on a film shoot near Johannesburg. They wanted it as it was, but returned it to us in new colours and with a new identity with which we are quite pleased.

The bus has now gone back into our main workshops for a full mechanical check-up. Once that is done it will be sprayed in sandstone colours and will be deployed during our events to move people around. Our 1955 Bristol Bus is getting too old for arduous daily work.

## OLD BUT GOLD

One would be forgiven for thinking that this was an ad from the manufacturers dated somewhere in the 50s.

Nope — it was a photo taken at Sandstone Estates just the other day!



## EXPANDING OUR COLLECTION OF TRADITIONAL OX WAGONS

It has been a busy month for looking after and upgrading ox wagons. We have collected the Symons Wagon referred to in a previous newsletter from Professor Erik Holm, which is now beautifully restored. In addition, two other ox wagons have been taken out of storage.

The first of these is a heavy duty wagon capable of pulling substantial loads. It will be ideal for our 24 oxen team to work with in the future. It will be interesting to see how big a load they can actually cope with.

Professor Erik Holm is helping us to identify each wagon and provide as much historical data as possible. In due course, each wagon will have as much information on its history as possible attached to it. Generally, the date of manufacture is stamped on the axles.



We have nearly achieved our objective having a single location for our ox wagons to be housed and to have a representative collection that genuinely reflects the history of transportation in the pre-1920s. The good news is they all work and they do work.





# Agricultural Heritage



## OLD HARVESTING MACHINERY

We have a large building which even our visitors seldom go to that contains a wonderful selection of threshing boxes and repo binders, old combine harvesters etc. of every variety from tractor drawn to early self-propelled.

We have started a major clean-up operation of these machines with a view to restoring a cross-section. We hope to be able to demonstrate 100-years of harvesting which we may well be able to do when the wheat crop which is about to be planted is harvested in January next year. It is hard to find men with experience on these old machines because many of them were steam operated, but of course we have the capability to provide operating steam engines.

Comments from readers would be appreciated.



## MARSHALL MP6 TRACTOR UPDATE — FROM CHRIS WILSON

Our tractor restoration manager, Chris Wilson has been hard at work on the Marshall Mp6 and its gearbox repair. Here is his latest report:

Since the tractor is back home and has participated in an open day, it is time to complete the report. But before continuing with that, it may be a good time to put this magnificent machine into perspective.

Vintage tractors are admired for many different reasons, some for their historical significance, many for personal identification – “I drove one of these when I was a child”, or “My Grandfather had one of these” are comments often heard at shows, and somehow these rewarding remarks seem to make the whole preservation movement worthwhile.

Other tractors however are considered valuable due to their rarity and uniqueness, and the MP6 certainly falls into this category.

Marshall's of Gainsborough, England, had been building steam agricultural equipment from the mid-19th century, and wheeled tractors since 1907. By the 1950's they were well established in the tractor market with the renowned Field Marshall. The MP6 was a brave attempt to modernize and conquer new markets when launched in 1954. With its 69 hp 6 cylinder Leyland engine it was certainly larger and more powerful than anything else on offer, but it lacked any form of hydraulic system, and its very size (and price tag) hampered sales.

By 1960 only 197 had been built, and production was stopped.

The engineering and quality is what one would expect from an early British company with steam heritage – far in excess of what was really

required. It was just too expensive and large for the domestic market, and not sophisticated enough for most export markets.

Marshall's continued with crawler production for many years; and re-entered the wheeled tractor market decades later when they acquired Leyland's tractor division. This venture was unfortunately not successful and like so many tractor companies throughout the world Marshall's have disappeared.

Of the 197 built, records show 8 came to Southern Africa. Sandstones MP6, serial no 6740184, is one of the later ones built. It, together with another survivor, serial no '89, were painted yellow, fitted with industrial rear tyres and worked for the Transvaal Roads Dept allegedly pulling large compaction rollers amongst other duties.

No '184 was eventually purchased on auction by a Bethal farmer, and used for many years on heavy tillage, before being set aside.

When discovered it had been standing derelict although still complete for some time. Eventually it was re-built to its original condition in 2006.

Following on from the previous report, the damaged input shaft had been squared off in an attempt to secure a drive, presumably when the original splines failed.



*The Marshall MP6 back at work at Sandstone*

This shaft was carefully built up, machined round, and 2 keyways cut. The drive disc was similarly treated. The disc is now a snug fit on the shaft, secured with 2 substantial keys. The photo shows the disc being pushed on with the shaft already installed back in the box.

The final re-assembly was straightforward although time consuming. A service, tappet check, oil change was performed and diverse oil & fuel leaks rectified.

The left hand side shaft leak persisted after a new seal was fitted, resulting in some machine work to the components which cured the problem.

Andrew Mason, a local Merrivale based Auto Electrician has come up with a solid state voltage regulator which he fits within the original housings. Looks original and should be more reliable. One of these has been fitted to the Marshall and seems to be performing well.

— Chris Wilson

*Left: The Gear box re-assembled and in place – drive disk being pressed onto re-worked shaft, showing keys.*



# Military Matters

## PROFILE ON OUR WW2 UNRESTORED CRUSADER TANK

Back in July 2008, the Sandstone Heritage Trust was able to react quickly to a request from the Olifantsfontein MOTH Shellhole to save their plinthed Crusader tank (officially A15 Cruiser Mk IV). These tanks have a South African connection as our troops fought in them in the conflict against the Afrika Korps in the Western Desert during World War II. There was one plinthed outside our CO, Captain Snyders' office at 1SSB way back in the late sixties!

They were built by the famous tractor builder Nuffield and developed early in the War, the first being ready in March 1940. In all 5 300 were built between then and 1943. They were the principal British tank until they were replaced by the North American Sherman of which Sandstone has an example.

The early models came out with the same 2-pounder Quick Firing Anti-Tank gun with which Sandstone's Marmon Herrington Mk 4 is fitted. The later models were fitted with the 6-pounder with much more punch. It carried 65 rounds for this 57mm bore gun. A Besa Machine Gun was mounted coaxially.

Much of the construction, like the Christie helical-spring suspension system, was brought over from the A13 Cruiser tanks before it, likewise the power comes from the 27 litre, 340 BHP Nuffield V12 Liberty petrol engine.



*As found outside the MOTH Club in Olifantsfontein*

Its most recognisable feature, particularly on the turret, is the sharp edges of the construction. One wonders whether the lower angled plates wouldn't deflect an incoming projectile downwards to the tank's most vulnerable part, the turret ring! The design seems not to have been repeated on other tanks.



The tank was capable of driving at 42 km/hr for 320km on hard surface and 24 km/hr for 230 km off-road.

We have no immediate plans to restore the Crusader and we are in discussions with the SA Armour Museum regarding how best to optimise its future. It is an interesting and historically significant war machine.

## MANNING THE BORDER WITH LESOTHO AND MAINTAINING A STRONG SECURITY PRESENCE

We would like to take a moment just to reflect on the work that is done by our Security Division in association with the SA National Defence Force.

We have barracks on the farm which houses both our own people and from time-to-time members of the SANDF who are on border patrol duty. These men do an outstanding job and we commend them for their hard work, discipline and honesty. The photo below features three of our own security personnel.



*Left to right: David Mathe, Ezekiel Nduma, Joseph Lesesa*



*Members of the 10 SAI Battalion, Joint Tac FS stationed at Fouriesburg Ops Base on duty. These men did such an outstanding job during their tour of duty that we commended them to their High Command.*

*This John Deere's been taking a sabbatical, obviously. Perhaps time to find the feather-duster!*





# Trees & Library Finding

## ENVIRONMENT: TREE PLANTING

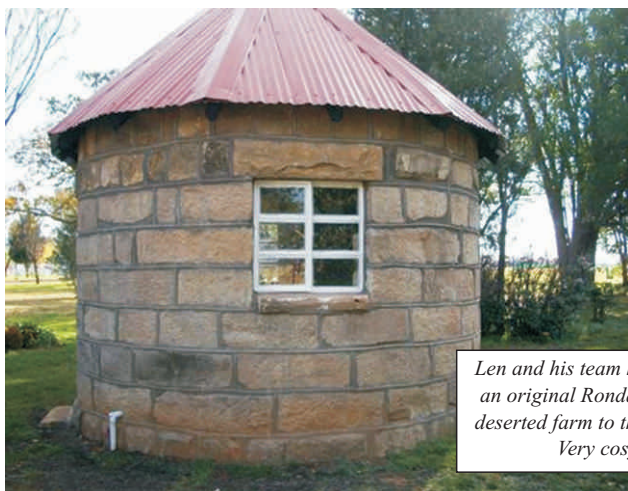
The Eastern Free State is very open. It is typical high altitude Savannah. In other words, there are very few trees relatively. What trees there are tend to be invasive and these trees like the River Poplars have been inhibiting water flows along the water courses.

Our strategy is as follows:

- 1) Reduce the invasive species by chipping them and turning them into compost.
- 2) Maintaining a steady planting programme of genuine indigenous trees that can survive the Eastern Free State weather, particularly the cold winters. In this regard we are now harvesting tree seeds from the wide variety of indigenous trees that we have counted in our complex. These will form batches of a nursery project to allow us to plant trees more extensively on all the farms.



- 3) Although we do not normally repeat information we receive on the Internet we were rather taken by the concept described very clearly below.



Len and his team have moved an original Rondavel from a deserted farm to the complex. Very cosy!

## LIBRARY MATTERS

Many of our readers are aware that we have a Library and it contains a treasure trove of old documentation. The Library is under the management of Judy le Grange.



Jan Smuts and King George VI lead the Royal party at Pretoria Station on the 29<sup>th</sup> March 1947 having just arrived from Witbank with 15CA's 2840 and 2828.

This is the special Royal Train taken on 24th April 1947 and we even have the admission ticket to the station to say goodbye to the Royal family from Cape Town Station.

We are often supplied with archive data from readers. Thanks to Andy Selfe for this. Even in those days the no liability factor was up front!



Harvest time at Sandstone means the driver must stop and take his own photo! With the quality cameras and modern cell phones available, everybody can no do this.





# More News and Events

## WORKERS DAY STEAM WEEKEND — 30 APRIL 2016



At our recent Workers Day Steam Event, George Shields, from the UK was our guest driver on the Lesotho Meander with Avonside 1624, "Xanthe".  
Picture by Dave Richardson

Our Worker's Day Event experienced early morning rain and a cold wind but this did not deter our visitors from enjoying the Sandstone experience. This was aided in no small measure by Larissa Clarke and her Waenhuis Café team who produced some superb food to warm our guests. We had some compliments:

Larissa,

Ons was die afgelope naweek deel van jul ope dag. Wat 'n belewenis! Ek moet julle professionalisme komplementeer. Enige besoeker by die Estate kan sien dat die mense wat daar werk 'n passie het vir die stoom en ou masjienerie. Vir my en my vrou was dit 'n openbaring en het ons die dag terdeë geniet ten spyte van die reën en koue vroër die oggend.

Ons wil definitief die 18de Junie weer die plaas besoek. Die fotos wat ons geneem het was van die beste wat ek nog geneem het.

Die bone sop was ook 'n treffer.

DOEN SO VOORT!!!!!!

— Ben en Corrie de Lange

## STARS OF SANDSTONE EVENT POSTERS

We have Stars 2017 posters in the UK in A2 size if you would like to put one up in your business premises or railway. We would be happy to send you a complimentary copy. Please e-mail Louise Norton at E: tourism@sandstone.co.za in this regard.



## TWO NEW BOOKS FROM DENNIS MOORE

### RANDFONTEIN ESTATES GOLD MINE

#### ... THE GARRATT STORY



Dennis Moore

Renowned South African steam photographer and author, Dennis Moore, has just produced two new books on the Randfontein Estates Gold Mine railway system from where Sandstone purchased its first steam locomotive, GMAM 4079, "Lyndie Lou". The books can be viewed and ordered on line via the on line publisher, Blurb.

Dennis is well known for his masterful photography and extensive and thorough research for his books. Visit the link below to access viewing and ordering.

[www.blurb.com/b/6964709](http://www.blurb.com/b/6964709)

Reefsteamers will be running their annual Winter Photoshoot at their Germiston Depot on Saturday, 23 July this year. Contact Ian Morison for full details, there are a fixed number of places and booking is essential.

082 903 9463

[photo@reefsteamers.com](mailto:photo@reefsteamers.com)

Be at Reefsteamers Depot before dawn for the challenge and excitement of photographing steam, sweat & steel



# Winter Photo Shoot 23 July 2016

bookings & enquiries [photo@reefsteamers.com](mailto:photo@reefsteamers.com) • IAN MORISON • 082 903 9463 • Reefsteamers Germiston



# Media Matters

**MATILDA TANK** An interesting link covering the restoration of the Matilda Tank in Australia appears here:

[http://www.lancers.org.au/site/Matilda\\_Tank.asp](http://www.lancers.org.au/site/Matilda_Tank.asp)

<https://www.facebook.com/Lancers.Museum/videos/1704701166421397/>

**VETERAN CAR CLUB** <http://www.sandstone-estates.com/index.php/general-news/3140-veteranics-newsletter-may-2016>

**BIRDLIFE SA** [http://www.sandstone-estates.com/images/stories/general/20160518/BLSA\\_April\\_2016.pdf](http://www.sandstone-estates.com/images/stories/general/20160518/BLSA_April_2016.pdf)

**CENTURION SOCIETY OF MODEL ENGINEERS** [http://www.sandstone-estates.com/images/stories/general/20160518/The\\_Centurion\\_Smokebox\\_May\\_2016.pdf](http://www.sandstone-estates.com/images/stories/general/20160518/The_Centurion_Smokebox_May_2016.pdf)

**REEFSTEAMERS DEPOT** Reefsteamers Depot Report with a full update on 15F 3052.  
[http://www.sandstone-estates.com/images/stories/general/20160518/Reefsteamers\\_depot\\_report\\_May\\_2016\\_2.pdf](http://www.sandstone-estates.com/images/stories/general/20160518/Reefsteamers_depot_report_May_2016_2.pdf)

Please be aware we add people to our newsletter list as a matter of course - you are free to unsubscribe at any time.



## SANDSTONE STEAM WEEKENDS

Our Easter Steam event proved to be a great success with over 500 visitors during the two days of 26 and 27 March. For our future weekend events we have changed our fare structure for the weekends by discontinuing specific train fares and introducing an entrance fee which will include unlimited train travel. This means that visitors will be able to ride both the Mountain Wanderer and Lesotho Meander and as many times as they prefer.

## UPCOMING STEAM WEEKENDS 2016

**Youth Day Weekend** Saturday, 18 June 2016

**Women's Day Weekend** Saturday, 6 August 2016

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NEVER, EVER A  
DULL MOMENT AT  
SANDSTONE



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