

4th-12th May 2013

This may well be our last newsletter before our event starts on 4th May 2013. Also attached is our initial programme for locomotive movements. This is however not cast in stone and we invite comments, criticisms, and recommendations.

1) Correction.

Oops, of course South Africa played New Zealand in the final and won in the World Cup in 1995. Australia were not in the final. Our previous newsletter (number 7, early edition) refers. Sorry about that. I must say we did get a few wry comments about the match where Australia plays New Zealand in the final and yet South Africa won it? As South Africans we quite like that idea.

2) Ladies Programme.

Reinette Wille, our Ladies Liaison Coordinator, is arranging a number of outings during the Stars event for the ladies present. These will be firmed up once she has an idea of the numbers. Examples are a day trip to Clarens to the art galleries, and a morning at a country fair on an organic farm nearby. It advertises Music, art, cheeses, trout, chocolates, breads, jams, wors rolls, luncheon platters, plants, fabric paints, jewellery, duvets, pillows...

For further details e-mail her on oxwagon@telkomsa.net.

3) Harvard flights.



We have had quite a lot of people signing up for Harvard flips at R2,500 each. Unfortunately these aircraft are expensive to keep in the air. Don't miss this opportunity to fly in an historic aircraft.

We need to have an indication as to the number of passengers that may be requesting Harvard flights? It will give us far greater flexibility in what we can offer but we need to start planning soon.

Here's an interesting link on an article which appeared on Laurie Kay who we advised earlier will be bringing his Harvard to the Stars event: <http://www.pilotspost.com/arn0000208>. We've also attached an article which appeared on Laurie in Diners Club for interest (sig_captain.pdf).

As a Harvard passenger you need to be aware of the following:

- a. You will receive a full safety briefing.
- b. An aerobatics or scenic flight - passenger to advise.
- c. Full briefing regarding the flight.
- d. Full aerobatic briefing (what to expect).
- e. Aerobatics are very simple and gentle –
 - a. Loop
 - b. Barrel Roll
 - c. Straight Roll.
- f. All maneuvers are "positive" G forces so even when inverted the passenger does not feel he or she is falling out of the seat.
- g. Flying time 20/25 minutes.

The operator will require an indemnity form to be signed as well.

4) Chipmunk signs up.



A Historic Chipmunk will be flying in to join the Harvard. Gavin Brown, the pilot, states: *"I would love to bring my historic DHC1 Chipmunk to your event. I would arrive on Friday 3rd and leave on Sunday 5th. I attended all the previous shows with the Harvard Club and would really like to be a part of the current one. I will also act as a back-up to Laurie.*

Here is a photo of the Chipmunk which is painted in the early 60's Cambridge University colours."

5) Breaking news Dakota. DC3.

Please note in the UK all DC3's are now grounded but they do fly here in SA. See attached.



We are awaiting costing on a possible flight to and from Johannesburg for a maximum of 22 passengers with 10kgs of baggage each. This will be from Johannesburg to Ficksburg Airfield. If you are interested please let us know. The aircraft will remain on the ground for one night in the Free State. Likely dates are 11th / 12th May.

6) Business Day advertisement.

In order to expand our footprint we have invested in an advertisement in the prestigious publication Business Day which will appear next week. The wording of the ad is self-explanatory.

SANDSTONE HERITAGE TRUST

Stars of Sandstone

2013 STEAM HERITAGE FESTIVAL

Calling all dads (and mums). Have your kids ever seen a real life working steam engine? We will have 22 in operation from the **4th to the 12th of May**. Have they ever seen a span of Afrikaner oxen working? Have they ever ridden in a military vehicle or seen a Sherman tank in full cry? Have you ever flown in a classic Harvard aircraft? In fact, have you as parents ever seen any of these things? If not, perhaps you and your children need to spend a few days with us at the **Stars of Sandstone** event in the *Eastern Free State*. You will see all of these things and many, many more, all operating in the magnificent historical Sandstone landscape of the *Eastern Free State*.

For further details see:
www.sandstone-estates.com
 (Under general news section of website)
 Or contact Babita Hira at
 Tel. 011 805 4692 or babitan@sandstone.co.za • After hours call Tel: 083 252 5229

7) Sandstone's historic Narrow Gauge coaches in focus.

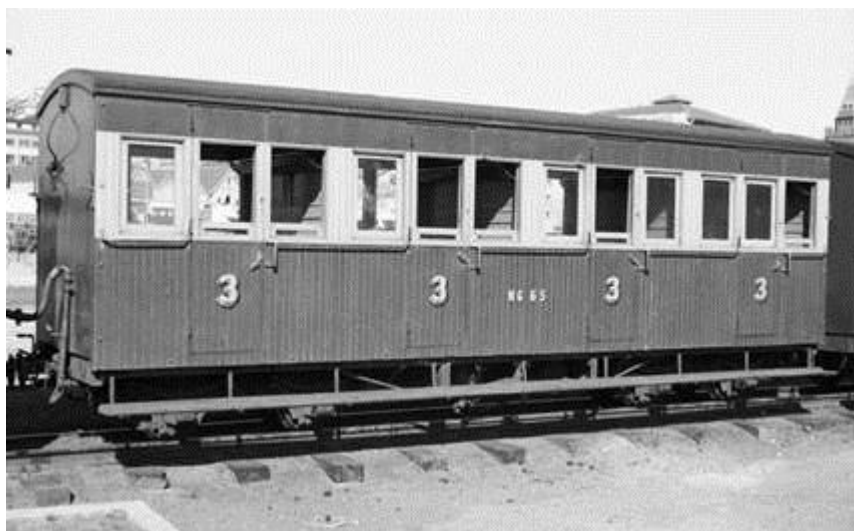
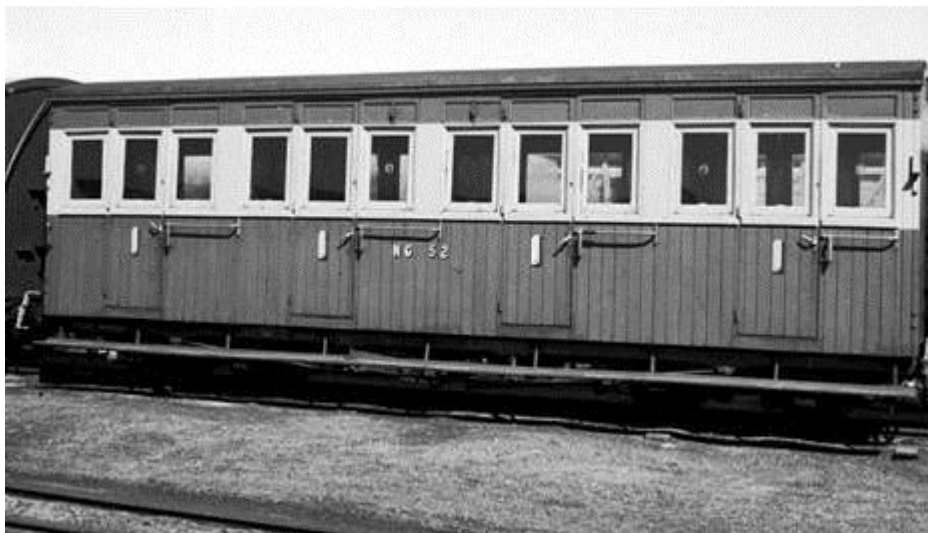
Leith Paxton, certainly one of the most knowledgeable and best organised South African Heritage Rail archivists from Cape Town has sent us some fascinating history and photographs of our two coaches, NG52 and NG65:

"The two coaches you have both started life as type L-4, and in the case of No.52 would date back to the commencement of the NG on the CGR.

No.52 was built as an N-4 by Baume & Merpet Kie in 1902.

No.65 was also built as an N-4 but by Hungarian R & W Co in 1907, but was converted to 3rd class use sometime in her life and recoded S-10.

I remember them both very well. The first trip I took to Loerie, with a school friend in 1962, would have been on No.52. Not having a corridor, the Guard had to climb along the running board on the outside! I should have photos that feat somewhere that I will hook out. In the meantime, I attach photos of both in service for your interest. I have not seen it in writing, but I have a strong hunch that the rolling built by the Hungarian R & W was used on the Hopefield line. So you appear to have two very significant item of CGR/SAR history there. I hope they are standing up to their age better than I am!





*There is an aspect to these L-4 coaches I forgot to mention. One which makes your No.52 even more significant. Of all 68 examples built, all but three were converted to type L-5 by extending the frames and adding a toilet in the middle. Several of these form part of the present day 'Apple Express'. **No.52 is the only example still in original condition so treat it with care!***

I have found some photos I took in 1962 showing the guard making his way up the outside running board collecting tickets. This practise was common in this country on 3'-6" until about 100 years ago, before they widened the 'dogbox' coaches and fitted centre corridors. So see it still used on the narrow gauge in the 1962's is amazing. I am positive the coach we are travelling in is No.52."

8) Weather update.

Please check the following link for detailed weather updates in the Ficksburg area:

<http://www.weathersa.co.za/web/home.asp?sp=1>.

9) Cattle.

The cattle have been moved to new quarters under cover at the epicentre of our Stars activities.



See our Oxen up close with their families and working.

10) Feldbahn.

Our Feldbahn is a military locomotive having seen service in the First World War. Wouter Jubileus in our Workshops has taken a flat and a B-Bogey and he has done a wonderful job of militarising them so that they can accompany the Feldbahn.



11) Have you ever ridden in a Military vehicle? Perhaps it is time you did.

Here's a picture taken at a previous event of one of our convoys. If you are interested in participating in any of the Military vehicle activities please contact Andy Selfe at aselfe@mweb.co.za.



Eland 90mm



Two of our vehicles have been loaned to the Army for for their display at the Bloemfontein show. They include our Stalin Organ (remember Stalingrad) and the Moffel. (Translation available upon request.)



South Africanised Saracen.

Our list of working Military vehicles appears below.

| <u>ASSET NO</u> | <u>DESCRIPTION</u> |
|------------------------------------|---|
| Transport Vehicles | |
| M5 | Land Rover Series 1 |
| M6 | Ford 3 ton 4 x 4 |
| M7 | Jeep CJ2 |
| M10 | Samil 20 Container |
| M11 | Samil 20 Cargo Body |
| M11 | Samil 20 Cargo Body |
| M14 | Dodge Power Wagon |
| M17 | Bedford Truck |
| M18 | Blesbok |
| Mechanical Horse | |
| M1 | Oshkosh |
| M26 | Diamond T Horse |
| Armoured Personnel Carriers | |
| M2 | Saracen |
| M3 | Saracen |
| M4 | Saracen |
| M34 | Ratel 656 MK3 Infantry Fighting Vehicle |
| Personnel Carriers | |
| M16 | Caspir Troop Carrier |
| M19 | Buffel MK 1A |
| M20 | Moffel MKA |
| M13 | Samil 50 MK2 Truck |
| Armoured Cars | |
| M8 | Eland 90 |

| | |
|---------------------------------------|----------------------------------|
| M21 | Eland 60 |
| M9 | Scout Car 4 x 4 Liaison |
| M27 | Scout Car MK2 |
| Tanks | |
| M25 | Sherman Tank M4 |
| Anti Aircraft Gun | |
| M22 | 3.7" QF Mark 2 Anti Aircraft Gun |
| Self Propelled Rocket Launcher | |
| M15 | Katyusha Russian Stalin Organ |
| Gun Tractor | |
| M33 | Samil 100 Gun Tractor |
| M12 | Samil 50 Gun Tractor |
| Artillery | |
| M23 | Carr 25 Pound Field Gun |
| M24 | Carr 25 Pound Field Gun |
| Tank Lowbeds | |
| M28 | 20T Military Lowbed Rogers |
| M31 | Lowbed Double axle |

NEWS FLASH!

In an early Newsletter we mentioned that we did not expect that the Eland 60 (M21 in the list above) would be ready in time. Last seen, this is what it looked like before being shipped off to Jan Fouche in Lichtenburg:



Jan has done a chassis-up rebuild on this vehicle with emphasis on the wheel-stations, the brakes and the universal joints, which were badly rusted. He has replaced pipes and hoses and special rubber boots and seals only available from overseas, because these are not being made here anymore. He

has not yet let on in what colour scheme it will appear, either Olive Drab, like this one photographed in full Operational Order at M'pacha, near Katima Molilo in 1969:



.... or Desert Sand, like this one taken at Runtu the next year:



If Jan (who hopes to attend the Event) finishes in time, it will bring the number of 'new' vehicles on display this year to three; this, the SAMIL 100 Artillery Tractor (M33 above) and the Ratel! The Eland 60 differs from the 90 in the photo above, in that the turret is fitted with a 60mm Breech-Loading Mortar, which can fire high angle/short range (lands 35 yards in front of the vehicle, hopefully with something in between!), high angle long range (up to 1 800 yards) and 'over open sights' (up to 300 yards). We are in possession of a full training manual for both these vehicles, as well as the Browning Machine Gun mounted coaxially in the Mantle.

12) Erection of new Military building.



By the time our guests arrive this new building, which is designed to house most of our Military vehicles, will be erected and will be in use.

This is an important milestone for us because our Military vehicles have never had a home as such at Sandstone Estates.

13) Hunslet Diesel.



Our Hunslet diesel, the stalwart of all previous events, has started shunting operations with its “new” Gardner 6LW engine.



This picture is of the Hunslet before its engine upgrade and refurbishment.

14) The Waenhuis awaits you all.



For those of you who have not been before this old tractor workshop is our permanent restaurant. You can see a glimpse of our 1920's Dining Car in the photo at the back if you want to dine in style.

15) Book and DVD available: Railways of Southern Africa 150 Years.

Jean Dulez who will be attending the event has asked us to draw attention to the book etc. detailed below. Copies will be available in our shop during the event.



As the title implies, this book deals not only with the motive power and trains on the South African network, namely the South African Railways or SAR but also those of specific neighbouring countries, namely Swaziland, Lesotho, Namibia and Botswana, all of which have experienced various periods of SAR administration. In addition, some private railway systems are featured, which includes special sections on the provincial Gautrain and Kei Rail systems. Going back before Union in 1910, the obsolete motive power of the Central South African Railways (CSAR), Natal and

Cape Governments Railways (NGR and CGR respectively) and the Transvaal railways (NZASM) also feature, since many of the steam locomotive classes from these administrations no longer existed after the SAR was formed in 1910.

In recent years, the state controlled transport organisation has been restructured and its name changed to Transnet, with the railways division, initially known as "Spoornet", later also changed to Transnet Freight Rail (TFR).

The book documents in great detail all the various designs and classes of steam locomotives to have been placed in service between the years 1860 and 1968, as well as the electric locomotive series (from 1925) and diesel locomotives range from 1938. In addition, the electric multiple unit designs (EMU) for the high density commuter services have also been given due recognition, an area ignored by most previous publications on the subject of railways in South Africa. This service now falls under the Department of Transport: the Passenger Rail Agency of South Africa (PRASA) which now also encompasses the long distance Shosholoza Meyl and upmarket Premier Classe passenger services (the world famous luxury Blue Train operation was still in 2012 being operated by Transnet itself). Metrorail is the operator of the commuter services.

We believe that this is the most comprehensive technical book on this subject, dealing with the entire period 1860 to 2011, to have appeared to date and deserves a prominent place in any Southern African railway enthusiast's library.

The DVD programme: South African Railways 150 Years

For those who cannot spend the time reading or who would like to see some action of the type of scenes statically depicted in our hard copy publication, Vidrail have released a twin DVD disc 450 minute mega programme. This presentation, therefore, complements the book "Railways of Southern Africa 150" but may also be viewed entirely on its own.

The two part programme commences with a review of the ancient steam locomotives of the very first standard gauge railway companies in the Cape and Natal colonies, followed by the development of steam motive power under the various regional governments in South Africa. This followed the decision, taken in 1875, to continue railway construction according to a narrower track gauge, namely the so called "Cape" (1067mm). The main operations took place under the Cape, Natal and Transvaal government railway administrations (CGR, NGR and NZASM). The latter, together with the Orange Free State railway, were operated by the Central South African Railways or CSAR after the end of the Anglo-Boer War, in 1902.

AR 150th Anniversary Postage Stamps and First Day Covers

The author was privileged to have worked on this 2010 stamp issue design and artwork, in conjunction with the late Boon Boonzaaier and the well known S A Post Office stamp design artist, Hein Botha. Some of the images in the book were in fact employed as subjects for the final locomotive and train scenes. We have a limited stock of these also available for resale.

16) Web site.

Some essential work is being carried out on our Sandstone web site over the next couple of weeks. Should any of our visitors visit the web site and it is down please bear with us and try again later or email us.

17) Cosmos report.

We have had unexpectedly wet and cold weather the last couple of days which is probably a good thing because it will slow the cosmos down and possibly stimulate new growth when the sun comes up. We have also got at least one strip of cosmos in the complex next to the railway line that has been planted very late and we are highly optimistic that this will flower on cue for the event.

We are in uncharted territory here because we normally don't plant for May flowering but unless the weather gets very cold, snows, or whatever, we should have some flowers for the photographs.

The photos below were taken this week.



18) Train coordinator appointed.

Peter Mole from the UK has agreed to be our train coordinator. Peter is an enthusiast with considerable experience in the Marine industry and was up until recently the Harbour Master at Weymouth in the UK. Peter brings a calm and intelligent approach to things and his job will be to remain at Hoekfontein Station in full radio control of all locomotives to ensure that all issues are coordinated. He will be supported by a technical team that can be called up at short notice to render support. He will also be in direct contact with all crews at all times.

19) There's something for everyone...

For those interested in tractors, buses, steam lorries, traction engines, and many other items – do not despair, they will be there.





20) Sandstone Fleeces.



We are starting to receive orders for fleeces. Please don't forget to order yours. You may rest assured it is the ideal garment for the Eastern Free State at that time of the year and is very durable.

To make sure that we have your size please let us know if you require one because we are only guessing at the moment. They are priced at R395 each. If you are interested in purchasing one please e-mail Leigh Sanders at leighs@sandstone.co.za and she will put one aside for you.

21) Message to photographers.

Let's see some imagination this year. We tend to get the same photos year after year. This picture was taken by Tessa Joughin at a function at Sandstone not too long ago is a beautiful example of creative photography. Who would believe that this was taken in the 21st Century?



22) And finally...

The coal has arrived.



See you soon!

The Sandstone team

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