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No. 2

# INTERNATIONAL *Stars of Sandstone News*

EVENT DATES:  
4 — 14 APRIL 2019  
[www.starsofsandstone.com](http://www.starsofsandstone.com)



*An internationally recognised landmark Soutkop Mountain taken from the railway line at Vailima. Photo caption: Rod Smith, Canada*

Sometimes it's difficult to describe what we seek to achieve at a **Stars of Sandstone** event. Perhaps the word that best describes our ambition is *Esemplastic*. The formal translation is *shaping or having the power to shape disparate things into a unified whole*. One could hardly have more disparate items than donkeys, mules and oxen mingling with classic cars, earthmoving machines, great lumbering Boer War-era vintage traction engines, steam locomotives and accompanying rolling stock, various military vehicles and a huge variety of agricultural machinery. All of these spanning more than 150 years, doing every conceivable job that the innovators of each era were able to conjure up, and with vintage aircraft in the sky above.

Then, there are the people – all ages, all races, and presumably all political persuasions, but for once unified in the awe of what our forefathers created. The quality of the engineering that arose from the Industrial Revolution, coupled with the ingenuity of our own home-grown blacksmiths, has created an inheritance with a uniquely South African flavour.

There is therefore an ancient legacy at Sandstone of old engineering of real substance. Running through it all, is striking evidence of the mechanisation and machinery created and modified to fight wars, such as the Anglo Boer War, the First World War, the Second World War, and of course, South Africa's war in Angola.

We have been asked by a number of people whether **Stars 2019** will be different to previous events. The answer is that these events are *always* different, because we receive Heritage items in the intervening period which have never been seen before. Our newsletter provides updates as to the type of items that are being added to the family of over 2500 Heritage items that make up the core of our inventory. Finally, our fine team of Engineers never tire of restoring a wide range of items in the best traditions of *'n Boer maak 'n plan* (a farmer makes a plan).

Our newsletters will continue to hint at what will be on show, but they will never be a substitute for the real thing.

2019 International Visitors & Bookings | Photographers | Night Trains | Narrow Gauge Locomotives | Military Matters  
Road Locomotives | Stationary Engines | Aviation | Visitor Experiences | Miscellaneous | Media Links



Happy New Year 2018



*A line drawing by Marc-Henri Andre, Switzerland*



*We receive many thousands of photos after our shows and we love reflecting on the moment that each was taken. Above features an 1910 ex-WWI Peerless truck rolling along, closely followed by the Waffen-SS, while overhead, four classic aircraft of WW2 vintage complete the picture. Photo credit: Rod Smith*

*British designed but heavily South African modified Saracen Armoured Fighting vehicle with 90mm cannon at full stretch at Sandstone Estates*



For *Stars 2019*, the gates will open for visitors at 09h00.

Trains will run throughout the day each day of the event on the main Sandstone Railway starting at 10h00, with the last train of the day at about 15h30 being *The Mountain Wanderer*; a double-headed Garratt trip around the Vailima loop, arriving back around sunset. There will be numerous steam and diesel locomotives running, they will vary every day so that most of the steam fleet will be seen in operation at some point during the event.

The shorter Seb's Railway will also be running all day, every day, featuring the smaller locomotives in the Sandstone collection. At times, Seb's Railway will offer rides and at other times it will feature photographer's specials with industrial goods trains using cocopans, hoppers, cane cars, etcetera. On certain nights and weather permitting, the *Stargazer Express* will also be staged.

In addition to the Railway, you will find traction engines, vintage tractors and other agricultural machinery, vintage cars, draft animals, military vehicles and aircraft in action at many locations throughout every day. Special Arena Events are planned, with each day having a theme; either military, draft animals and tractors, traction engines, vintage cars and buses. Everything on display has an African heritage, making this the Premier Transport Heritage event on the continent.

There will also be opportunities to fly in vintage aircraft (at an additional cost), ride in military vehicles, ox wagons, vintage buses, railcars and much more.

It is not possible to supply a fully detailed daily programme this far in advance. The events outlined each day may change and they will certainly be expanded to include much more. For now, we can only give you an idea of the breadth of what will be on offer.

For information updates on Sandstone Estates, the Heritage Collection, the Railway and to view videos of past events, go to the Sandstone website at: <http://www.sandstone-estates.com> or keep abreast of news via our Facebook page.

Bookings are open on the *Stars of Sandstone* website at: <http://www.starsofsandstone.com>

We look forward to seeing you at *Stars 2019*!

*We encourage many of our guests to come in period dress which significantly enhances the photographic potential of our Stars event as in this photo of our Axis contingent. Heritage operation, Heritage people – a time warp personified. Photo caption: Rod Smith*





In our first *Stars of Sandstone* 2019 newsletter late last year, we outlined briefly how to book for the event, either Internationally or as a Southern African Resident.

Our overseas visitors generally work on longer lead times with flights involved and with the options to see more of South Africa during their visit. Therefore the procedure for booking via our international agent, Geoff's Trains, is slightly different from booking directly with Sandstone as a Southern African Resident.

## International Bookings:

Please book via the **Geoff's Trains** website [click here](#) or the *Stars of Sandstone* website [click here](#) (International Bookings). The details are then routed to Geoff's Trains for processing.

No International bookings or enquiries will be processed by Sandstone.

On receipt of a booking form, Geoff's Trains will issue an invoice; once accepted, a deposit of US\$100 is required. Should any optional extras be required a further invoice will be issued. Final payment is required no later than two months prior to the event.

## Bookings for Southern African Residents:

Only via the *Stars of Sandstone* website [click here](#)

We accept that these bookings will work to slighter shorter lead times than the International ones. Once an enquiry is received, you will receive details of pricing and if you have identified dates and the number of people, we will issue a formal quote. You will be asked to confirm your attendance and acceptance of the quote at your earliest convenience. Reminder mails will be sent where no response has been received. Once confirmed, an invoice will be issued with a 50% deposit payable by the end of October 2018. Final payment is to be made no later than two months prior to the event.

Southern African Residents will be required to confirm their identity number or passport number by way of a copy of such document on final confirmation prior to invoicing. International visitors accompanying Southern African Residents will be required to pay the appropriate International rate.

Our pricing is structured to enable affordability for both local and international visitors as per common practice in the tourism industry in South Africa.



*What we strive to do at Sandstone is to provide photographers with that extra item or two to enhance the interest of the photograph. On many occasions it is inadvertent. Above is a picture taken by Robert Carter, of two Garratts climbing the gradient from Grootdraai. Tom Kirkland, 85, in our MG TC seems to have got stuck on the wrong side of the railway. This is not a posed photographic moment, but just happened to be one of the myriad of things that happen in the normal course of events, but which always seems to provide for an interesting photograph.*

*Photo credit: Robert Carter, USA*



## DRONE PHOTOGRAPHIC OPPORTUNITIES

One of the highlights for visitors to the *Stars of Sandstone* events has been the great number of photographic opportunities that are available to our guests. Whether you prefer to photograph trains, military vehicles, agricultural equipment or just the passing show, what is available to you is spectacular.

In recent years, many photographers have taken to using a drone for photography, and the magnificent shots that have been published worldwide have led to a huge growth in their operation. The risks of using a drone are pretty obvious, particularly where there may be other drones or aircraft in the area.

South Africa has taken the lead in regulating the use of these RPA (Remote Piloted Aircraft), and in July 2015, issued a set of regulations under the Civil Aviation Act. All pilots must be licenced, and must comply with a set of regulations governing the use of an RPA. If you are thinking of bringing a drone to Sandstone please apply in advance and make sure we have the appropriate documentation to verify that you comply with the regulations. Gavin Brown and his team of classic aircraft pilots and support staff will be the final judge as to what drone photography will be permitted.

A simple version of these regulations appears on the following website:

<http://www.traveller24.com/News/12-things-you-need-to-know-about-SAs-new-drone-rules-20150518>

We know that many photographers would like to use a drone during their visit to *Stars 2019* for that extra photographic edge, but we will insist that all pilots are licenced and conform to the rules and regulations. We are currently studying these regulations in greater detail and will update this topic in future Newsletters.

*Another beaut photo by Rod Smith*



## STARGAZER EXPRESS



*Hoekfontein Station at night. Picture by Rod Hering.*



*NGG16 number 153 in the silence of night. Picture by Rod Hering.*

There is a certain mystique and magic about steam trains at night — the glow of the firebox, the glare of the headlamp and the reflections of steam in the darkness.

The photographic opportunities provided also give much creative licence to the photographer. Sadly, this is very much in the past in South Africa, with steam operations on the national network prohibited in darkness, except in emergencies.

At Sandstone, however, on our own rail network, our Operating Permit from the Railway Safety Regulator permits us to run at night within specific safety constraints for such operations.

On selected evenings during *Stars 2019*, we shall be running the *Stargazer Express* from Hoekfontein to Grootdraai and return, a round trip of about 60 minutes, to stargaze and view the magnificent night sky next to the Lesotho border. This is, of course, provided that the weather permits!

For safety reasons, we will ask all passengers to bring a torch, but the disembarkation area at Grootdraai will be fully lit for a short period and then we will switch to darkness for the presentation. Prior to departure, the area will be illuminated for passengers to safely climb aboard for the journey back to Hoekfontein.

There will be photographic opportunities while the train is standing in Hoekfontein Station and photographers will be able to walk along the road, next to the line to Grootdraai, for other photographs as the train moves down the line.

We will not be able to stage night run-pasts for safety reasons, nor allow flash photography during the presentation, as this can affect the enjoyment of the stargazers. Participants will be required to comply with safety measures and requirements.

No full moon will be experienced during the event, which will enhance the stargazing experience.

The *Stargazer Express* will be one of the highlights of *Stars of Sandstone 2019* and we look forward to seeing you there.

## QUOTABLE QUOTE

The late Leopold de Rothschild, a doyen of Railway Preservation in the UK, was a great fan of the Sandstone Heritage Trust 2ft Narrow Gauge Railway programme.

He visited South Africa and enjoyed a very happy week with us not long before he passed away.

**“There is something emotional about a steam locomotive — it lives!”**

Leopold de Rothschild 2010



*From left, Sir Bill McAlpine, one of Sandstone's Directors, Leopold de Rothschild and Deon Irish*



RAILWAY DIRECTOR'S  
LOUNGE CAR  
COMMISSIONED



V16 Brake Van No 3170 begins its new life with conversion to a Lounge Car.

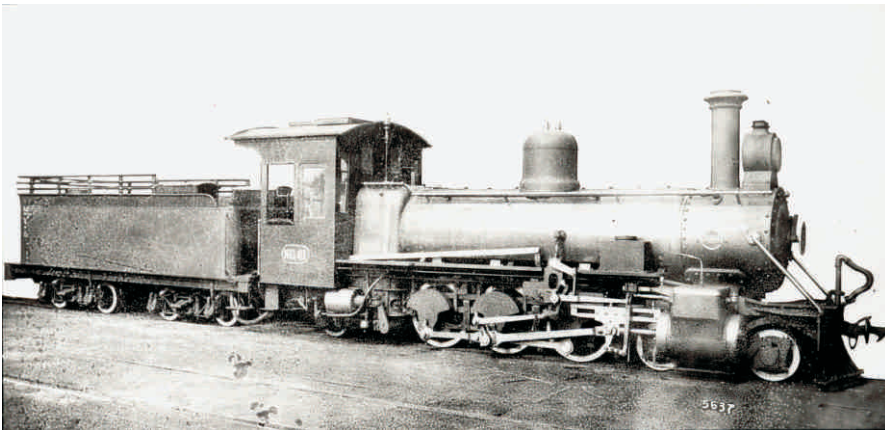
As always, our ability to do things is driven by what we have available. We were fortunate enough many years ago to acquire a very derelict coach (No 29) which sadly has proved to be beyond repair, as the chassis (c 1903) was missing some major irreplaceable components.

However, never say die! Help was at hand as we had another option in an equally derelict V16 Guards Van No 3170 from Port Elizabeth. As we have four other examples of this type, it was deemed a suitable candidate for the conversion.

The team at the Hoekfontein Running Sheds have looked at it and have come up with this innovative design for a Lounge Car (diagram on the left). It is very much balcony-orientated to accommodate the fine weather we have in the Eastern Free State.

We will provide regular updates on the progress being made on this Lounge Car in future newsletters.

The Star of Sandstone 2019:  
Class NG10 SAR No 61



The Baldwin works photo of No 61.  
Picture courtesy of Leith Paxton.

The sole surviving NG10 narrow gauge Pacific has been in the Sandstone collection for a number of years and was overshadowed by the rebuild of the NGG11 for the *Stars of Sandstone 2017* event. In order to have a Star attraction at *Stars 2019*, restoration of the NG10 has been underway for some time. The boiler has been completely rebuilt by Keith Stevens in Howick, while Lukas and his competent team in Bloemfontein are responsible for the full restoration. This will be the first American-built locomotive to be restored by the Sandstone Heritage Trust.

One of only four ex-SAR narrow gauge tender locomotives, including the two "Lawleys" and the NG15 in the collection, NG10 No 61 has a tractive effort of 12302 lbs, compared with Lawley BR7 at 3000lbs and the NG15 at 16610 lbs - which makes it a very useful locomotive.

The history of the Class NG10

During the First World War, the Avontuur line (Eastern Cape of South Africa), suffered from a shortage of motive power. No British builder, due to the war effort, could supply the requirements of the line and Baldwin supplied two classes of locomotive. The NG9 class was a 4-6-0, while the NG10 was a 4-6-2. Baldwin were not strangers to the South African narrow gauge, and had already supplied three locomotives in 1902 with a further one in 1911. These are referred to as Class NG7 and were of 2-6-0 wheel arrangement.

The Class NG10 were typically American in appearance, even to having the number on the smokebox door, although the sand dome was moved to the conventional British position as sand boxes on the running plate. They also had a huge cab, which found favour with the enginemen of the day.



Number 61 at Humewood Depot before withdrawal. The changes to the chimney and tender can be clearly seen. Picture by Leith Paxton.





*A rare picture of the NG10 in its preserved condition at Humewood Diesel Depot by Gary Barnes.*



*The new tender tank for the NG10 and below, an example of the wastage in the tender frames. Pictures by Lukas Nel.*



*The remanufactured tender bogies with the refurbished main frames and motion in the background. Picture by Lukas Nel.*

In the previous Baldwin locos, the firebox and ash pan were kept clear of the rear driving wheels and extended almost to the tender draw bar, positioning the driver and fireman on either side of it. (When the NG10s were replaced by the NGG13s, the engine crews were not amused by the cramped cab conditions of the Garratts, despite them being much more powerful locomotives). The chimney also had a rather ornate capping. Five locomotives were delivered in 1916, numbered 61 to 65. No 61 being Baldwin works No 42633. They were put to work as bankers on the Loerie bank and Patensie Branch, where the class survived until 1962.

Two locomotives, 63 and 64, spent their last days in South West Africa, but the gauge conversion there to 3'6" in 1961 led to their demise. The other NG10 survivors in Port Elizabeth met with a similar fate, with the cascading of the NG15s from SWA to the Avontuur line. No 61 was reserved for preservation and given a cosmetic overhaul.

Having been exhibited at the Narrow Gauge Museum at Humewood Road, No 61 was finally moved to the Humewood Road diesel depot after the Museum's closure. Some 40 years in the corrosive sea air had the obvious effect on the locomotive.

### The Restoration

To prevent further deterioration, the locomotive was moved in 2006 to Sandstone's facility at Bloemfontein and stripped for assessment. Initially, the boiler was seemingly beyond repair and the possible restoration put on hold. Further examination in 2016 revealed that it could be rebuilt, and the boiler was sent to Keith Stevens' facility in Howick for rebuilding. Two hundred boiler tubes have been obtained and swaged at Bloemfontein and sent down to Keith Stevens. The restoration of the boiler has in fact required a complete new boiler barrel and firebox, these were completed and assembled by October 2017 and the 350 stays required for the inner firebox are now being fitted to complete the boiler. The original dome has been retained. The boiler will be moved to Bloemfontein within the next few weeks.

A full set of NG10 drawings was obtained from the Transnet Library, which has greatly assisted with the ongoing restoration of the locomotive. It is a credit to their library that the 1915 drawings were complete, all 127 pages of them!

With the amount of remanufacturing required, it is safe to say that probably 80% of the locomotive is new build, an almost total rebuild. In fact, Lukas Nel has said that this is the most difficult restoration project he has ever tackled.

As the last survivor, No 61 is a significant part of South Africa's narrow gauge history and its return to the rails will be another milestone in Sandstone's preservation achievements. A true Star of Sandstone.

You can view full details of the restoration work carried out in 2017 on the Sandstone website:

<http://bit.ly/2mDEsLW>



## RETUBING NGG16 No 113



As part of our locomotive fleet preparations for **Stars 2019**, NGG16 No 113 is currently having its boiler retubed at Bloemfontein by Lukas Nel and his team. The locomotive was taken out of service at the *Stars of Sandstone* 2017 event after a major tube failure rendered the boiler unusable.

With the tubes removed from the boiler, it will now be descaled. The tube plates will also be tested and inspected before the retubing commences. This will be during the early part of 2018.

*The boiler with the tubes removed as well as a picture of the section of the small tube which caused the failure in April 2017.*

## A SECOND CLASS 91



*Arrival at Sandstone and unloading for storage in the 150m shed.*

Class 91 diesel electric locomotive number 91-016 has been acquired from RRL-Grindrod after the closure of their rail division.

One of four ex-TFR 91 Class diesels staged at the Grindrod Pretoria workshops, 91-016 was Grindrod's number 91 04. This locomotive, as with the other three, was converted to 3'6" gauge for use in the Welkom area by extending the 2ft gauge bogies and axles to 3'6".

The locomotive is complete, and still retains its Caterpillar engine, although it is not in working order. The locomotive is primarily for parts for Sandstone's 91-010 but the locomotive is being examined to diagnose the fault that resulted in it being staged.

## NEW ARRIVAL

### **Ancient 2ft Narrow Gauge Cattle Wagon collected from Ratanga Junction, Cape Town**

The directors at Ratanga Junction in Cape Town very kindly made it possible for us to collect a wagon which will form the basis of another standard coach which we refer to as 'Ratanga Coaches'. We also collected the last two remaining NGG series cattle trucks (or what was left of them) in the Eastern Cape. Most of our coaches currently in use were once cattle trucks which had been part of the theme park at Ratanga Junction.

It is the end of the line for these wagons, meaning that there are none left, but at least these three will be restored and will bring much joy to many people in the years to come here at Sandstone.



*Loading near Port Elizabeth.*



## Sandstone's Ratel 90



*In March 1993, this Ratel 90 Mk3 (Hull No 128 - the 128th of a total of 1381) was still a Ratel 60 Mk1; i.e. with an Eland 60mm turret on a Ratel 20 ICV hull. Therefore, conversion to a Ratel 90 and to an Mk3 hull must have occurred after 1993, long after the end of the Border War.*

*Tell-tale signs of a Mk3 hull include the covers over the lights and the armoured wheel hubs (Mk1 and Mk2 had cast iron hubs and an additional armoured cover plate was thus needed - a pain in the butt when changing wheels!)*

*From Sandstone web pics, I cannot clearly see if the roof now only has one pair of hatches behind the turret (instead of two pairs) and if the interior has been reconfigured to carry the 90mm ammunition, but I assume this is so.*

*A great looking vehicle, and as Ratel aficionados we are proud to see it so well maintained. The only other such Ratel is 0001, which is in the Museum of Military History in Johannesburg.*

Sandstone is privileged to receive support from exceptionally well qualified individuals who are experts in various aspects of our Preservation programme.

An area that is becoming stronger is the history of South Africa's home-grown Military Vehicle industry which produced superb Land Mine protected infantry vehicles as well as armoured fighting vehicles. Perhaps one of the most famous of these vehicles is the Ratel which Sandstone has in its collection, and which we are extremely proud to have acquired in an almost new condition.

Tony Savides is writing a book on Ratels and took time out to bring us up-to-date with the history of our own machine which is a significant member of our Armoured Vehicle line-up (see left)



## DAIMLER FERRET Mk1 RESTORATION



*"The Chosen one" Daimler Ferret Mk1*



*Preparation to start with battery cart and extinguisher at the ready*

Gavin Brown, who has done a great job over the years coordinating our Classic & Vintage Aircraft displays at Sandstone, reports as follows:

### From Gavin Brown:

Part One: Classic Flying Collection has been looking for a Mk1 Daimler Ferret Scout Car to add to its fledgling collection of military equipment. The Ferret Mk1 was judged the perfect vehicle due to its size, lack of a turret and relative ease of operation. In 2017, the SA Armour Museum in Bloemfontein loaned us one of these on proviso that it would be restored to its former glory — quite a daunting task for a bunch of aircraft tiffies, pilots and volunteers!

After transferring the vehicle to our base at Springs Airfield, an inspection revealed:

- a) All outside storage boxes badly rusted.
- b) The storage containers inside badly rusted
- c) All observation doors rusted and jammed in the open position.

However, we found the engine and gearbox full of oil and it appeared that the clutch etc. operated normally. We decided to push her out into the sun and see if we could get her to run.

After connecting the battery, the engine turned happily but was not getting fuel to the carburettor. We rigged up a temporary fuel supply and after 3 to 4 turns, she started. All manner of rubbish and a healthy load of blue smoke came from the exhaust, but then she settled down and ran smoothly. After consulting the manual and doing all the pre-operation antics with the clutch and gearbox, off we went driving around the airfield. She was a pleasure to drive, but without brakes, much anticipation was required to stop the 4.5 ton mass.

Part Two will appear in our next newsletter.



## MISSING MEMBER OF CASSPIR FAMILY



We are so proud of our collection of specialised South African designed and manufactured Military Vehicles which made such an impact on the world stage when they were introduced. South Africans were innovators when it came to design and manufacture of Mine Protected infantry carrying and armoured fighting vehicles. We are fortunate to have most of the classic examples of this technology in our Military Vehicle collection.

Our Casspir is an old campaigner at Sandstone, and so is our Blesbok. The Casspir was a Mine Protected troop carrier and the Blesbok was a Mine protected logistics vehicle, with a sort of giant reinforced double cab.

However, we were recently privileged to acquire a rare Duiker diesel bowser in very good condition.

The Duiker is similar to the Blesbok, as can be seen in this article from the excellent book *Surviving the Ride* by Steve Camp and Helmoed-Römer Heitman.

### Duiker

The Duiker diesel bowser was derived from the Casspir and using the same powertrain. Slightly heavier it was otherwise identical to the Blesbok except for the bowser tank in place of the load bed. It was originally fitted with a square 3 000 litre bowser tank (as shown in this photograph) and later produced with a 5 000 litre round-shaped bowser tank. The tank was fitted with a gravity feed system for dispensing fuel with an electric fuel pump as an option. As with the Blesbok provision was made for the mounting of a single light machine gun on the roof of the armoured and mine-protected cab. In total 30 were manufactured for the SAP.



## ROAD LOCOMOTIVES

### Extra Heavy Haulage... the true Dinosaurs of the open veld

Our great big and hugely impressive B5 Road Locomotive was part of a group of big Traction engines that was sent out to South Africa as a contribution to the war effort by the British War Department.

The black and white archive photograph is typical of what information has been published, and it shows a modest two wagons, probably loaded with 15 tons of stores being hauled.

A fine gentleman from the UK, Mr. David Hobbs, made available to us his Great Grandfather's archive photographs of his 3 years as Lieutenant in the British Armed Forces. In this archive, we have discovered that many more of these wagons were hauled by a single traction engine.

We have enough material to build two of these wagons, and it is on the list of items to be restored. However, at *Stars 2019* we intend to put together a road train of up to a dozen trailers of various types, just to prove how highly effective these machines can be.

We are still urging people with Traction Engine experience, particularly on big engines like this, to come forward and assist us. Our small team, currently headed by Henk du Preez (who is doing restoration work on our B5 Road Locomotive in Johannesburg) would love newcomers to join them. Please communicate with Mike Myers at E: [mikem@sandstone.co.za](mailto:mikem@sandstone.co.za) in this regard.

*Henk du Preez and Lukas Coetzee tackling this massive piece of machinery. Not for the fainthearted.*





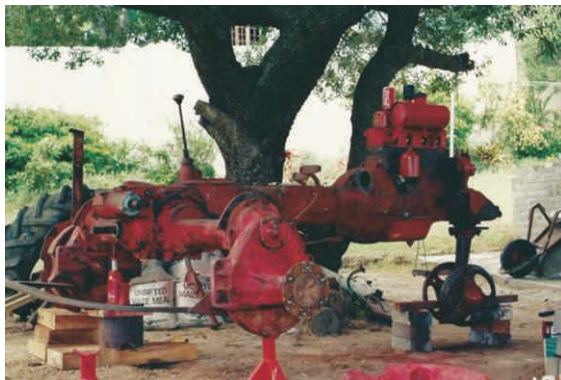
## OOM JANNIE'S COLLECTION



*Jannie du Toit holding the "Northmec Floating trophy, Bien Donne" for the best restored tractor manufactured before 1940.*



*Photo credit: Hannes Paling*



*Some of Oom Jannie's beachfront restoration projects, the tree under which he often worked, and Oom Jannie's Collection at Sandstone Estates*



Oom Jannie du Toit spent most of his life collecting and restoring McCormick and International Harvester tractors. He did this as a hobby and must have spent many happy hours finding, collecting and then restoring these old tractors. Like many elderly gentlemen, he was not sure what should happen to the collection and as a result approached the Sandstone Heritage Trust with a view to keeping it together and putting it on public display. This he did with the full support of his family.

His son Francois has taken the trouble to put together Oom Jannie's life story, so that it can be displayed with the collection. Here is Oom Jannie's story:

Jannie was born on 21 December 1928 on the farm Kuilenburg in the Agter Paarl. He attended Paarl Boys' High and made no secret of developing a serious dislike of school and sport because it interfered with his 'program of work and business'. His favourite subject was woodwork which he could only take up to Standard 7.

After leaving school, Jannie started farming on Kuilenburg which is in a dryland area and mixed farming demanded an all-round approach. With his mechanical abilities he sourced machinery which needed attention, fixed it and then took full advantage of it. He married Ricky Wepener who supported him in his ventures, along with raising their seven children; four daughters and three sons on the farm. He admired the courage and leadership of Jan Smuts and had a huge portrait of him in his study, and all the children were convinced that Jan Smuts was their grandfather! Jannie passed away in 2009 and his well attended funeral was held in the magnificent church of which he was one of the founding members: the Dutch Reformed 'Slot van die Paarl' which is still a feature in Windmeul today.

Jannie served on the Perdeberg Co-op Board for many years, and was a member of the Lions Charity Organization in Paarl, where his portfolio involved wheelchairs. This resulted in him attending auctions (his favourite pastime) which led to a steady flow of wheelchairs, whole and broken being delivered to the farm. They were fixed and serviced of course, and people who could not afford wheelchairs were helped by the Lions, the main Lion being Jannie.

After retiring to Gordon's Bay, Jannie bought woodworking machinery and rekindled his love for the craft. It also became obvious that restoring old tractors or machines to their original condition was not only a challenge but a passion. It was to occupy him for the rest of his retirement years. Quite remarkable is that most of Jannie's tractors were restored at about 3 metres above sea level which explains why the sea is in the background in many of the photos. Jannie was often to be seen at work under the wild olive tree next to his house and countless hours were rewarded when the most magnificent International red machine roared to life, every decal perfectly positioned and Jannie proudly piloting it onto a parked lorry to be taken elsewhere to start a new life. After filling a shed which was converted to a private museum on his eldest son Pieter's farm Onverwacht with his tractors, the future of the collection became a point of discussion. Sandstone Heritage Trust came into the equation and before long the whole collection was moved into a shed at Sandstone Estates where it can be viewed by all today.





*It was quite interesting for one of our lady visitors at Stars 2017 to see these two men dancing with this machine which shimmied all over the place!*



*Pieter Lubbe (left) and Dirk Brits (right) getting the Lister Genset up and running*



*Colin Healy and the the Lister 2/12*



*Dirk Brits cleaning the Massey Harris C34 (5HP) Fuel system to give it a test run*

A little-known group of machines at Sandstone is our collection of Stationary Engines, some of which date back to the late 1800s. These machines were pumping water and providing power long before the advent of electricity, particularly in the farming areas. Over the years we have accumulated a very significant cross-section of these old machines. Like most things, our ability to progress, restore, display and demonstrate these engines is entirely dependent on the quality of the people that offer their services to us.

Danie Pretorius epitomises the dedicated, professional volunteer and goes about his business in a quiet, methodical way. Danie has provided us with a short report on what he is doing.

### **Danie reports as follows:**

Before the *Stars of Sandstone* 2017 event, I spent some time going through the engine collection and getting a few running. At the event, I met two members of the Settlers' Veterane Klub in Modimolle (Nylstroom), Dirk Brits and Pieter Lubbe. I am grateful for all the help I got from them, they got a lot of the engines running and fine-tuned a few to be reliable starters from the beginning.

This was the first *Stars* event with the Stationary Engine Museum in operation, and we had visitors each day. Some just walked through, others lingered and asked questions, some even had a story or two to share, so we enjoyed it. Thank you to all who visited the Museum, you are always welcome.

One visitor to the Museum who needs special mention is Colin Healy from Natal. Whilst preparing to start the big National located in the Waenhuis Restaurant vicinity, he offered some valuable advice on the correct procedure.

One of the engines in the Museum which we thought we would leave till last was the Lister 2/12 diesel engine, but Colin said we had to start it! With his help and knowledge of this engine, we got it running, but with a lot of smoke, after which he explained the procedure for adjusting the injector pump timing for each cylinder (and they were way out). After adjustment, the engine started quite easily. Pieter adjusted the balance between the two injector pumps and then this engine ran smoothly and nearly smoke-free. For the remainder of the event, this engine was one of the favourites with our visitors to the Museum.

In the next issue I will include some photos of an engine in the museum which has a direct link to Formula 1 Racing! I will also give a brief overview of this engine's history.

— Danie Pretorius

The key to success with volunteers is to make sure they enjoy the work they do and to make sure that they are very well supported when they come and spend a few days on the farm. If you have particular expertise and you would like to spend a few days with us on the farm, please feel free to contact Chris (E: [chrisw@sandstone.co.za](mailto:chrisw@sandstone.co.za)). We have accommodation for you and we will provide the necessary infrastructure to make progress in your particular field of expertise.





When you catch the train to Grootdraai, one of the things that you will see is an eclectic collection of old aircraft parked at the end of the runway with their own fuel bowser, Army tent and a number of period vehicles including Jeeps, possibly a Dodge Power Wagon, and a few World War Two motorcycles.

Not only are the aircraft correct for the period but so is everything else, and Gavin Brown and his fine team of pilots and support technical personnel really know how to live the moment.

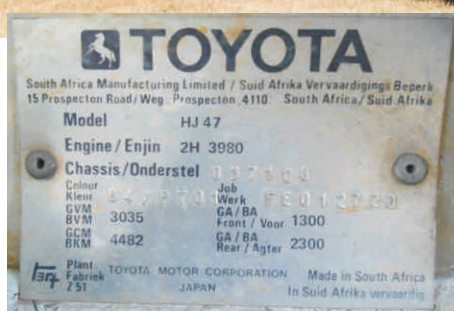
The flying is of an exceptional standard due to the experience of the men involved, and for their part, they absolutely love to take off and land on a genuine grass airfield. One forgets that these aircraft were never designed to land on tar or concrete, and to see them coming and going, which one can do frequently from the train, is a very special experience. Of course, it is very likely there will be a team of Afrikaner oxen hauling a wagon nearby, not to mention a wide variety of other participants.

There are many things that we feel we should do while we have the time. One of them could well be to have a flight in a charismatic, powerful and no nonsense Second World War training aircraft for Fighter Pilots, namely the Harvard or the gentler earlier generation genre such as a Tiger Moth.

We are fortunate in having a great relationship with the Harvard Club who respond magnificently every year by bringing aircraft to the farm. However, many people have gone away disappointed because they did not book a flight, or the weather conditions were against them. To correct that, we are going to arrange pre-bookings and full details will appear shortly.

With Stars of Sandstone 2019 still some time away, all pre bookings/enquiries should be directed to Dave Richardson on E: [daver@sandstone.co.za](mailto:daver@sandstone.co.za)

Full confirmations will be sent in due course together with final pricing.



## A CLASSIC IN TWO GENERATIONS

We are always amazed how vehicles in particular can change from being state-of-the-art new vehicles to absolute classics in as little as 30 years. That is exactly what happened to our venerable Landcruiser 80 Series which we purchased as new in 1985.

Having worked hard for over 30 years, the vehicle has recently gone through our main workshops and come out as new. Mechanically she was very sound and apart from a good service, did not need much else done, but inevitably the bodywork and upholstery etc. had suffered from hard use, mostly off-road for its entire life.

Credit for its renaissance must go to Janki Palmer who runs our body shop and spray painting facility at Sandstone Estates.

We never cease to marvel at how old vehicles, if given the right amount of attention, can start their lives all over again. In terms of economics we can bring a vehicle like this back into full use at a fraction of the cost of buying a new one.



## WHEAT HARVESTING



*Above, Fordson Major with trailed Sunshine Harvester Model No. 6.  
Below, the John Deere 55.*



Recently Sandstone took a short opportunity to put two old combines from the collection to work in a wheat field.

The first, an old favourite, was a John Deere 55. This model was JD's first self-propelled combine, introduced in 1946 and only phased out 20 years later, with a production run of 80 000, all built in the USA.

Although Massey Harris pioneered the self-propelled combine, JD's 55 with its top mounted engine and central operators platform was a significant step forward.

Sandstone's machine is definitely one of the earlier built versions, probably dating from the early 50s. It is also a bagging type, in that grain is put directly into bags on the combine rather than handled in bulk.

Originally, it would have had a 6 cylinder petrol engine, but in common with many 55s in South Africa, has been converted to a 4 cylinder Fordson Major diesel engine.

This particular machine came from a farm near Fouriesburg in running order, but very worn out, with evidence of lots of on-farm repairs. Some repairs have now been carried out, but its character & quirks remain as a true testament to how things were on smaller farms even in recent times.

As early as 1884, Hugh McKay of Bendigo, Australia, had developed a successful combine harvester; in fact, many believe McKay to be the real inventor of the combine. His business rapidly expanded to become the largest export business in the Commonwealth, producing a huge range of farm machinery. Named Sunshine, the business also pioneered self-propelled combines; and exported much equipment to Britain during the dark days of World War Two.

South Africa also received a large amount of Sunshine equipment over the years, and many items can still be seen around, particularly combines. Sandstone has put this one into working order, and it is seen here working through wheat this season. Typically Australian, it strips rather than gathers the crop.

Sunshine merged with Massey Harris in 1930, but by the 70s the factory was in decline, and no longer exists.



*Stars 2017: Amid the hustle and bustle let's go and cut some hay*

*Photo credit: Rod Smith*





*Rod and Ann Smith, of Montreal, Canada*



*Our specially home-grown Cosmos cultivar is very much a feature at Sandstone Estates. Nothing brings a smile to people's faces more than a field of flowers. Photo caption: Rod Smith*



### From Canada:

Hardly a week goes by that Rod and I do not reflect on our amazing visit to South Africa in April 2017 to attend the *Stars* event.

No previous photograph on my part, or description, could have enabled Rod to visualize what a magical part of the world this is, and the various events that were planned at Sandstone would be difficult to duplicate anywhere else in the world.

It was a visual feast for the eyes....cosmos, sunflowers, the beautiful mountains as a backdrop, impeccably maintained trains, coaches, old busses, oxen....the list goes on. Everywhere we turned, we were greeted with smiling volunteers and excited families. The fly-past by Tiger Moths, Harvards (I still need to obtain a t-shirt with "I love the sound of a Harvard" on it), was not only emotional but exhilarating to witness, and that, standing in a field as far as the eye could see, of cosmos, on one of your beautifully restored trains.

An undertaking like this is mammoth. I cannot imagine the man-hours involved, but Rod and I thank everyone at Sandstone for the experience and the opportunity to visit your beautiful farm and this magical event. It is a generous spirit that would allow so many people the privilege of visiting and witnessing all the attractions. The grounds were meticulously cleared of rubbish, not that I saw a speck the entire time we were there....the public washrooms the cleanest I have seen in all of Africa.

Rod has sent his complete set of photos to you, which I hope you can share with other enthusiasts. Our thanks again for such a special time. Seems quite inadequate, actually!

—Rod and Ann Smith, Montreal

### REFLECTIONS

Why would City people visit Sandstone? It is for experiences like these!

Apparently, one of the passengers on this excursion started to sing an old South African song called *Sarie Marais*, and soon other passengers joined in. No one was surprised ... these things happen!

*"O, bring my terug na die Ou Transvaal,  
daar waar my Sarie woon,  
Daar onder in die mielies by die groen doringboom  
Daar woon my Sarie Marais!"*

*Jennie Howarth enjoying a genuine oxwagon ride*



## OXEN & OXWAGONS

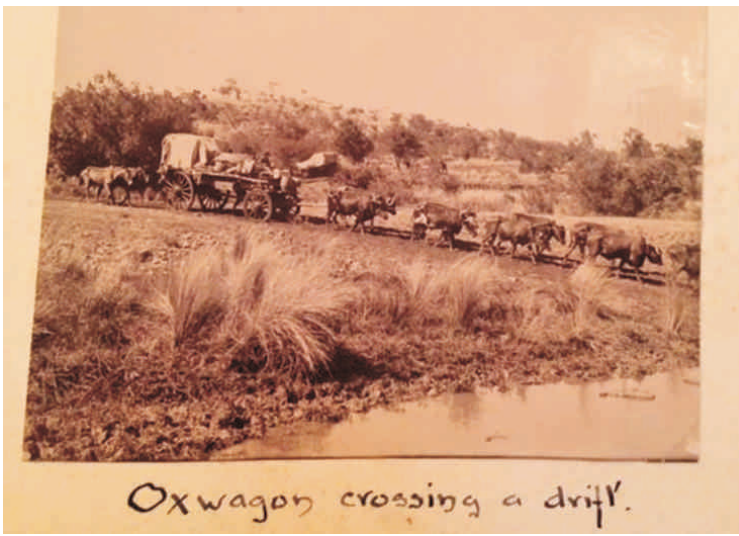
### The bedrock of South Africa's Transportation system for nearly 300 years

We have made enormous progress in researching what went before. Archive photographs like these clearly demonstrate that trek oxen in the 1800s were not all one colour and there is no doubt that a few surviving Bont Afrikaners are the descendants of these cattle.

An interesting photograph taken during the Boer War by a British soldier and sent home to his mother in England was kindly made available to us. It shows oxen on a train being moved.

The second revelation is that we believed that 24 oxen (12 pairs) was the biggest span that was typically in use during the 1800s. It is now revealed that spans of up to 32 oxen were used regularly at the time of the Boer War. The same soldier, Lieutenant Hobbs, was fascinated by this. He sent a photograph overseas that is not clear enough to publish, but in one of the letters home to his mother, he clearly stated that he had seen a team of 32 oxen.

This has motivated us to try and achieve that many oxen in-spanned to one wagon at **Stars 2019**. It will be touch and go because a lot of our oxen are still very young and it depends on how they get on in the meantime. We will persevere!



Oxwagon crossing a drift.

... they will find no more diamonds when we get to ...  
 ... There are an awful lot of animals of Bont ...  
 ... we are just on a bridge, they all go under to go down ...  
 ... I saw a team of 32 oxen in one span this afternoon ...  
 ... Major Hobbs has been taken prisoner I suppose ...  
 ... Kerkert, he must be a bit sick! Should think ...  
 ... he a funny Christian. I wonder where he shall be ...



Left, clear proof that draft oxen in the 1800s were mostly Bont variety but almost certainly mixed with native Breeds.

Right, flying bridge made of pontoons across the Vaal at Warrenton.



## RARE WAGON RESTORED

Less than three months ago, this very derelict wagon was collected from Sherwood Farm in the Elgin Valley, Western Cape.

It had been saved many years ago by late Kees Post, well-known farmer, Estate Agent and the driving force behind the Elgin Apple Museum.

Although it was outside, he had covered it with old steel sheeting and with it, the wheels of another wagon. We really held out little hope for its future when we loaded it, but surely Sandstone was the best destination!

In that short time, this is what master-restorer Professor Erik Holm and his brother Klaus have made of it, using the best of both wagons. It seems it was worth saving after all!

Many thanks to the Post family for making this donation to Sandstone. We hope we have done it justice.







## PAT ON BACK FOR OUR WORKSHOPS

Many years ago, in July 2001 in fact, we entrusted John Deere with an order for eight Series 5715 tractors manufactured in Brazil. This is the result, one of them was at work and not available to be photographed.

Since then, this fleet has carried out a huge variety of tasks from hay making, cultivating, haulage etc. Because of the high cost of replacing them, it was decided last year to upgrade them. This meant a mechanical service and a complete mechanical and cosmetic upgrade, which is now complete.

## MEDIA LINKS

### Stars of Sandstone 2017 videos on You Tube

For an in-depth view of Stars 2017, look at the superb Frameline documentary on YouTube: <https://youtu.be/937ZkuLj7w>

In addition, Trevor Staats from Australia submitted his own YouTube video: <https://www.youtube.com/watch?v=ih7MII0JzhE>

### SANDSTONE STEAM REPORTS

In addition to our Newsletters, Gert Jubileus at the Sandstone Railway Running Shed produces an outstanding technical bulletin every fortnight or so, covering the work that they do. It is for serious-minded railway enthusiasts, mechanical engineers and people who are interested in machinery. Since our last newsletter we have had a number of these Steam Reports published:

November <http://bit.ly/2DCrZix>

December <http://bit.ly/2FIIGDc>



*Just an ordinary Stars scene!*

*While the older people appreciate everything that is happening at Sandstone, it is also a fascinating experience for younger people of all ages.*

*Photo credit for both: Rod Smith*

**From all of us at Stars'19 — that's all for now!**



Preserving the best of the Past for the Future  
Please click on the logo to visit the Stars of Sandstone website

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