



Stars of Sandstone

12TH - 21ST APRIL 2014

NEWSLETTER

NARROW GAUGE GARRATT LOCOMOTIVES

Despite some editorial glitches at the last minute our last newsletter went down very well and we appreciate all the very kind comments that we received regarding the presentation and content.

We were being prompted by a number of international experts who pointed out that we have an interesting cross

section of surviving Narrow Gauge Garratt locomotives in the world.

Below is an abbreviated biography of Herbert Garratt and his work produced jointly by David Joy of Narrow Gauge World and supplemented by John Middleton who is arguably the most knowledgeable person on the planet when it comes to South African locomotives:



An iconic Sandstone scene. Two NGG16's working against the background of the Maluti Mountains.

Photo credit: David Benn



Sandstone Garratts



NGG16 working on ACR
Photo credit: Dick Manton

HERBERT GARRATT – AND HIS SANDSTONE LOCOMOTIVES

“June 2014 sees the 150th anniversary of the birth of Herbert W Garratt. It is rightly being celebrated on the Sandstone Steam Railroad, the only place in the world with four working Garratts built by four different manufacturers in four different countries.

Born in London on 6 June 1864, Herbert Garratt was inventive and restless from a relatively early age. At the age of 15 he became an apprentice at the North London Railway's Bow Workshops. When only nineteen, he became a ship's engineer and crossed the Atlantic before returning to Britain and two years later taking out a patent for improving steam engine valve gear. Long-term employment constantly eluded him, but he had spells as an engineer in Cuba, Lagos and

Peru. Between times his industrious inventions ranged from a spark extinguisher to a patent improved boiled-egg timer!

In the early 1900's he drew up sketches for a radical type of articulated locomotive with a large boiler slung between power bogies at either end, one bogie carrying the main water tank and the other coal plus additional water. It would spread the weight over numerous axles, provide maximum flexibility on curves and yet only require a single crew. Garratt's ideas were rejected by several manufacturers, but his luck finally changed when they found favour with Beyer Peacock, then regarded as the 'Rolls Royce of locomotive builders'.

HERBERT GARRATT – AND HIS SANDSTONE LOCOMOTIVES II

The design was patented in 1907 while Garratt was working as an Inspector for the New South Wales Government.

Garratt moved to Manchester late in 1907 but his Australian stint may be the reason that the first two Garratts built went to Tasmania two years later. Sadly, Garratt died in 1913 at the early age of 49 and did not live to see his locomotive conquer the world and become a dominant form of motive power in much of southern Africa.

Beyer Peacock and Herbert Garratt had shared the costs of taking out the patents so they arranged a number of licencees overseas. These included St Leonard (Belgium), Henschel (Germany) as well as Baldwin and ALCO in the USA but neither of the USA firms actually built one. Beyer Peacock and its licencees supplied hundreds of these massive machines to a range of gauges from 5'6" to 2ft gauge until 1927, when the original patents expired.

However, Beyer-Peacock continued to take out new patents on various design improvements and thus managed to stay ahead of the competition, new licence agreements were signed with Euskaldana (Spain), Franco-Belge, Cockerill and Haine St Pierre (all in Belgium), Ansaldo (Italy) and Franco-Belge (France). During this period the German firm Hanomag took some large orders for Garratts (including Sandstones NGG13 No. 49) which do not seem to have been subject to a licence agreement. Subsequently in 1936 Beyer Peacock signed an agreement with the German Locomotive Manufacturers Association that no further Garratts would be built in Germany without a licence agreement.

Henschel continued to work under their licence and in fact designed the SAR GMAM and GO classes. However, in 1952 Krupp delivered

some Garratts to Angola without any reference to Beyer Peacock.

German manufacturers were soon off the agenda, and in 1937 it was the licenced Belgium firm of John Cockerill that built No 88. Beyer Peacock certainly did not throw in the towel and the third of the Sandstone locomotives, No 113, was supplied to South Africa just prior to the outbreak of war in 1939.

Demand for Garratts continued into the 1960's, with the very last being built in 1968. Beyer Peacock was then in the throes of total closure and so the order was passed to the Leeds firm of Hunslet who sub-contracted it to their South African subsidiary firm of Hunslet Taylor (although the boilers were built in Leeds). It is one of this batch, No 153, that forms the fourth working NGG at Sandstone.

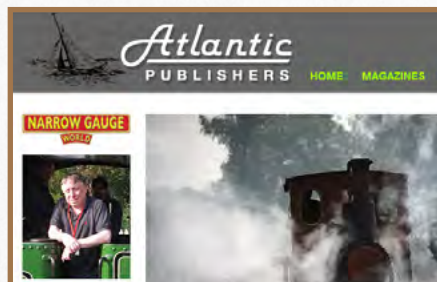
Its Garratts thus span a forty-year period. They create a truly awesome sight when working a quadruple-headed train, and are a fitting memorial to one of the great inventions of the steam age."

David Joy

David Joy is features editor of the UK magazine *Narrow Gauge World* and author of *Engines that Bend*, a book that embraces articulated locomotives worldwide and includes substantial coverage of Garratts.

Click below to subscribe to this excellent publication.

Atlantic Publishers



NGG11 restored for Alan Paton Narrow Gauge Railway by Sandstone Estates during trials 2004



NGG13, No. 58, as rescued from SANRASM



NGG13, No. 49, "At home"



Avontuur Narrow Gauge NGG16, No. 131, hauls the Dias Express. Does anyone recall the date of the Dias?



NGG16 No 140 Wilsons Cutting 22.5

GARRATTS - NGG 52, CLASS NGG 11, BEYER PEACOCK 5976/19 & THE WELSH HIGHLAND

Geoff Pethick has also reminded us that we have two extremely historic Garratts in our collection. Geoff who was instrumental in helping acquire many of our earlier locomotives has added his voice to the dialogue and a compilation of his thoughts is below:

"Just a thought but you have two other extremely historic Garratts.

NGG 52, Class NGG 11, Beyer Peacock 5976/19, that came from SANRASM is the second oldest Garratt in the world, the Welsh Highland K1 is the oldest.

The other loco is the red one NGG 16, NGG155, which is the penultimate Garratt built, by Hunslet Taylor, and one of only two that has the full gas producer firebox and draughting conversion done by Phil Girdlestone. (Editor's note: Phil will be attending the show.)

There is nowhere else in the world where such a display could be mounted, especially with four of the locos being able to be steamed."

Geoff Pethick



NGG 141 waiting to leave
Station at beach Terminus – June 1991

SANDSTONE'S MILITARY SECTION RECEIVES STRONG SUPPORT FROM THE SOUTH AFRICAN ARMOUR MUSEUM IN BLOEMFONTEIN



A team from the South African Armour Museum will be in attendance from Saturday, 12th April through to Monday, 21st April 2014. The Officer leading the group will be Lieutenant Colonel Raymond Hohls.

The Sandstone Heritage Trust is indebted to the South African Army Armour Formation and to the South African Armour Museum particularly for their support and for their interest in our activities. As most people know our Military vehicle preservation programme is a joint effort between ourselves and the South African Armour Museum.

For further information on last year's Military vehicle activities at Stars of Sandstone click below:

Because there will be such an interesting array of Military vehicles on display we do invite people to join us on our daily convoys. However, people wishing to ride in the Sherman should make special arrangements to do so. The cost of operating this iconic Second World War tank is huge and we will ask for a contribution towards our fuel costs for people wishing to ride in the tank. Details are available from Colonel Hohls. Look for the Willy's Jeep in the Military vehicle area near the Waenhuis.

Colonel Hohls would be delighted to talk with Military vehicle enthusiasts. He would also be happy to host visitors to the beautifully presented South African Armour Museum in Bloemfontein at any time in the future.

For further details contact
Tel: 051 402 1700.



Military Machines



Sherman Tank Flattens
Building at Sandstone Estates
in 2013

STOP PRESS

As we were about to release this newsletter the SA Armour Museum in Bloemfontein phoned to say they had decided to bring a Mk II Olifant Tank as part of their exhibit. Obviously the Olifant will work alongside the Military vehicles in the Armour Museum/Sandstone collection.



THE MOUNTAIN WANDERER

Everybody should be aware of the train that will depart at 15h30 every afternoon from Hoekfontein Station to cover the entire line. Whatever the weather we will go and we will be relying on our trustee Garratts to haul us around the circuit.

Every train will be double headed this year so we can have maximum passenger capacity as required.

David Benn, this year's Photographic Coordinator, took these three superb pictures (right) which personify the experience.

This is a train for everybody and it is an opportunity to spend 2.5 hours chatting to like-minded people while travelling through the beautiful Eastern Free State countryside.



The only panel beating required was to the nose cone – shown here in JCB yellow, an indication of how the finished job should look.



Record of rear end before priming



All pictures by Chris Wilson taken at his workshops and in his garden at Lions River, Natal.

HERITAGE DIVERSITY AND SAAF AIRFIELD TUG

Chris Wilson, one of the great stalwarts of Sandstone and someone who has been to virtually all our events over the years, is currently restoring a 1960's Fordson Airport Tug which will be positioned at the airfield to assist with aircraft movements etc. This is an ex South African Air Force machine which is positioned beautifully between our vintage and classic tractor collection and our interest in older aircraft.

The unit is built around a Fordson Super Major, one of the world's most popular tractors in its day, originating from the massive Ford plant in Dagenham, UK. The Super Major was in production from 1960 to 1964, and this is the earlier version, built between 1960 to 1962.

Interestingly however, the skid unit bears a Ford Motor Co of South Africa serial number plate and serial

number, 31168, which does not correlate to any Dagenham number as far as we can see, strongly implying that the Ford skid unit was assembled, and/or supplied, from the Ford plant at Port Elizabeth. This then in turn strongly implies that the Tug is of South African manufacture.

The unit is by no means a mildly modified agricultural tractor. From the front the nose, fuel tank and bonnet identify it as Fordson; the engine is undoubtedly Laurie Maitland's brilliant Ford design; and the diff and rear drive, although well hidden, are definitely Major. But the rest is very different.

We believe that this old tug personifies our Heritage ethos, i.e. everything is interesting in isolation but it is magnificent in synergy.

MAPS

We have recently had all the farms digitally mapped.

We took the opportunity to also do the railway and a copy of that map appears below. There will also be a very large copy of the complex map

up in the Waenhuis so people can get their bearings.

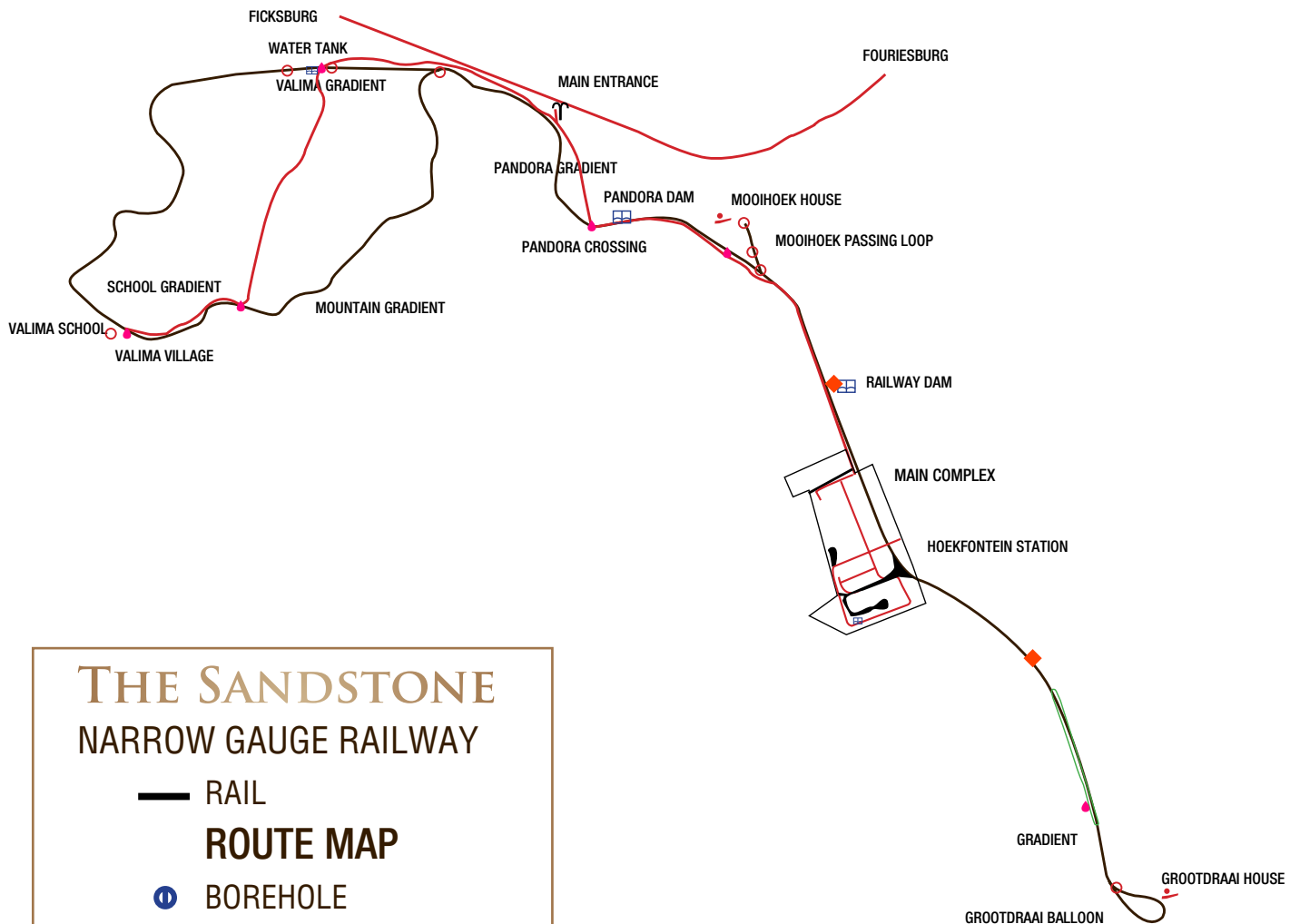
If you would like an advance copy of that by e-mail please contact us

(E: joannewest@btinternet.com).



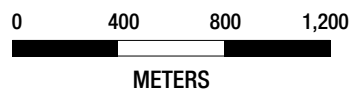
THE SANDSTONE NARROW GAUGE RAILWAY

ROUTE MAP



THE SANDSTONE NARROW GAUGE RAILWAY

- ROUTE MAP**
- RAIL
 - ① BOREHOLE
 - LEVEL CROSSING
 - ☐ DAM
 - ◆ SIGNAL
 - ⋈ STATION
 - TURNOUT
 - ☐ WATER TANK



SANDSTONE ESTATES (PTY) LTD



OUR AFRIKANERS

It is amazing how many of the ladies have expressed interest in them. They will be housed immediately adjacent to the complex throughout the event so if you would like to go and have a chat to them they are going to be right there. Despite their fierce appearance they are very docile.

CLASSIC AND VINTAGE VEHICLES

Tom Kirkland who has been to Sandstone before and who for years has always been a very strong supporter of the MG Car Club has volunteered to come down a week early to work on old vehicles.

Tom is very knowledgeable and he will be in and around the old vehicles which will have their own staging area near the Waenhuis.

If you are interested in old cars don't be shy, go and talk to Tom, and perhaps hop in and go for a ride with him to chase a train or two.

Tom will be assisted by other Classic and Vintage Car specialists. If you have an interest in old vehicles and if you would like to make contact with Tom please note his e-mail address is: kirk1@lantic.net.



HARVARD'S AND VINTAGE AIRCRAFT

Visitors wishing to enjoy a flight in the Harvard or the Chipmunk should contact Gavin Brown direct (E: gavin@watex.co.za) for a quotation and to fix a time.

Please note as it stands the Harvard will only be there from 18th - 20th April 2014 but we are talking to the Harvard Club about having aircraft there for the entire show.

Our airstrip is in good condition and Eskom have undertaken to take down the power lines on the right which are no longer in use, which will make for safer flying conditions.

We are able to supply the following airfield information supplied by Andrew Dix, Aviation Coordinator (E: andrew@dix.co.za).

AIRFIELD DETAILS:

S 28 50' 36"
E028 00' 18"

RUNWAY DIRECTION, ALTITUDE, LENGTH, SURFACE:

RWY 01/19 ALT 5315' LENGTH 900M GRASS

HAZARDS:

Eskom poles but we hope they will be removed in time. Trees on approach to 01. Railway line runs parallel on left of RWY 01.

SPECIAL PROCEDURES:

Pilots requested to overfly main buildings north west of airfield before landing.

RADIO FREQUENCY:

Standard unmanned frequency 124.8 MHz.

PARKING:

This will be adjacent to at RWY 19 threshold.

SECURITY:

Security will be on site 24-hours a day for our entire event.

GROUND TRANSPORTATION ARRANGEMENTS:

There will be a vehicle based at the airstrip and anyone requiring a lift from the main complex to the airstrip simply has to speak to the Train Controller at the station office. Trains will be running regularly so jump aboard.



Sandstone airfield approach

Pilots who require definitive information on use of the airstrip should communicate directly with Andrew. The above is for general information only at this time.



Photo by George Dehlen

LOCOMOTIVE RESTORATION

These are some pictures of O&K locomotive, No. 11112 ex Angola currently under restoration in the Bloemfontein workshops.

Keith Stevens in Howick, Natal is working hard to complete the boiler as you can see from the photographs on the right.



TRACK MAINTENANCE AND UPGRADES

Jantjie and his team have been at it for the last two months and are still continuing. The picture, on the left, shows what we are doing in our big 150-metre long storage shed. We have taken out one of the 2-ft Narrow Gauge lines to make it easier for people to access the 3'6" coaches which are themselves undergoing restoration. We are putting down some quality material on the ground

and we are taking steps to prevent moisture from entering this huge building. It was originally designed as a shed for rolling stock but has been developed into something more people friendly, as you will see when you come to Sandstone.

The non-stop rain over the past 3-weeks has caused a lot of track subsidence and this is putting great pressure on our gangers.

LOOKING FOR SOME ATMOSPHERE?

Visit the Steam Sheds – night and day they are full of atmosphere.

We work entirely on an honesty basis where we accept that the visitors who come to our annual event are responsible people and can be relied on to go wherever they like without in any way compromising the security of our operations. The technical staff will have overalls on clearly marked, while volunteers and students assisting us will be wearing green Staff T-shirts. Please feel free to talk to them and/or anyone else who happens to be there if you have a question.



CONSISTS

We are currently putting together the consists and trying to make them as imaginative as possible. Quite a number of people have asked us to not forget to put tractors onto some of the flat wagons and that we will be doing.

Wouter and his excellent team at Sandstone have produced another masterpiece. This was a scrap ex Rustenburg Platinum Mine ballast wagon dating back to the early part of the last century. The bogies have been overhauled, the wagon has been restored and is now fully operational. It will be in use at Stars and represents a new item in the consist.



A QUICK ROUND AND ABOUT AS WE PREPARE FOR THE SHOW

Ou Piet (left) and Johannes (right), our two traditional stonemasons, have been incredibly creative. They were asked to seal off the areas between the different sheds containing steam and other Heritage items. This they have done by building sandstone walls. Our workshops were called upon to manufacture gates which are imaginative, creative, and strangely compatible with what we do.



COSMOS SEED

Last year we had a good harvest of Cosmos seed.

For those who enjoy Cosmos why not buy a packet while you are on the farm and take it home? It is easy to grow, friendly, and non-invasive (some farmers will disagree with this but we know better).



COSMOS REPORT

Getting our Cosmos right for the annual Stars event is difficult. Weather plays a big part in the growth rate of the plants and they often flower too soon or too late. We think we have got it right this year with the growth being on target to flower in the second week of April. We have different areas at different stages of development so even if some don't make it the others should.



This is a larger field of Cosmos (below) which we use for seed production. The weather is typical of what we have had for a few weeks now – huge storms build up and drench us virtually every day. This is creating a big challenge on many fronts.

We hope we do not get wiped out by frost like we did last year but that event was quite a bit later in the year.



LOOKING BACK

You will see a locomotive, 10CR, No. 771, directly opposite the Ablution Block that has been partly dismantled.

We had a volunteer who enthusiastically tackled it and then lost interest, which is often the case. We will shortly put it all back together again. It is a very rare 10CR Pacific.



The photograph below was taken at Lorraine Gold Mines in February 1994.

How about this for an archive photograph? Our two NG15's, No. 19 and No. 17 taken at Humewood Road in November 1987.

Both photos were kindly supplied by Ken Livermore.



STOP BLOCKS AND BUFFERS

Many of our storage lines do not have stop blocks or buffers. This is being rectified. Tinus in the Steam workshops is churning them out at the rate of two a day at present. They will be fitted in time for our Stars event.

Cecilia who cares for the Running Shed and Tinus who is manufacturing the stop blocks pose with their handiwork.



DID YOU KNOW THAT SANDSTONE ESTATES IS A POPULAR WEDDING VENUE?

If you know of a young couple who want to get married in modern times but take a step back in time while they are doing so please ask them to contact Leigh Sanders (leighs@sandstone.co.za).



KEEPING THE LINES OF COMMUNICATION OPEN

We would like to make sure that we understand exactly when every guest is likely to arrive and what we can do to assist them. We would also like to remind people that if they do not have a lift from the airport to the farm we can circulate their details to other visitors who have already arranged cars and transport. Last year we were quite successful with a number of informal lift clubs that were put in place.

BE AN EARLY RISER

If you really are an early riser and your camera needs early morning exercise, get yourself off down to the locomotive sheds, which will be full of early morning activity as the steam locomotives are raising steam and being prepared for the day's activities.

Photographic opportunities are as unlimited as your imagination.



DID YOU BUY OUR DVD?

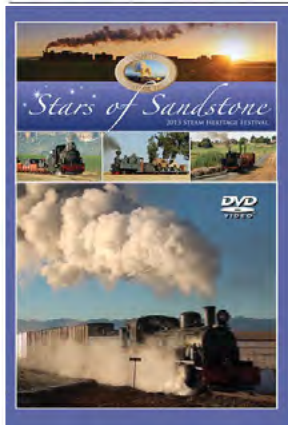
If not please reconsider. It is really receiving rave reviews from around the world. The attached has just appeared in the Welsh Highland Railway publication The Snowdon Ranger and has been written by David Kent, the Editor and a man with great experience, great knowledge, and someone who is held in high esteem in the world of 2-ft Narrow Gauge railways worldwide.

Copies can be purchased from

Babita Hira: babitan@sandstone.co.za or

Joanne West: joannewest@btinternet.com

DVD REVIEW



Stars of Sandstone 2013 Festival

By Frameline for Sandstone Heritage Trust

Running time approx 50 minutes and is available to order from joannewest@btinternet.com

The DVD costs £10.50 which covers P&P to order by cheque make payable to 'Wilfred Mole' and send to the following address: 33 Searing Way, Tadley, Hants, RG26 4HT. Tel: 01189 819600

When a DVD comes in for review one has to usually settle down and take in the story to find out what it is all about, unless it's telling you what you have missed! 'Stars of Sandstone' is just that, a fantastic selection of the very best footage that our twinned railway in South Africa had to offer on their gala event for 2013. I had the privilege of going out to South Africa and meet Wilf Mole and his team in 2005 for one of their Cosmos events and

then in subsequent years take out crews from our own railway to experience the Transport extravaganza that is Sandstone. I am biased when reviewing this DVD because I can hear and smell the very action that takes place in front of your eyes during the whole programme simply because I have had the opportunity to fire and drive such diverse things as the single deck Leyland Bus, O&K tank engines and even NG15 & NG16's. The vast collection of machinery the Sandstone Trust owns has to be seen to be believed almost all of it in full working order and of course one way you can experience that is to make a visit to one of these events. This disc will give you the very best of introductions to the event and show you the extent of the collection, it is not just restricted to narrow gauge railways but the much wider South African transport scene. The parallels between our railways are there in the fierce gradients their line has, the locos like Class 15's and 16's, but also in a wonderful mix of smaller tank engines and rolling stock of just about every shape and size.

This programme would make a superb Easter Present for you so that you can sit and enjoy what is probably one of the best selections of narrow gauge railway items and other transport almost any where in the world. The advert for this year's event is elsewhere in the magazine, it may prove to be a bit difficult for you to make any arrangements to visit this year but if you fancy going out to make a visit or indeed perhaps getting a party together for 2015 after you have seen this DVD then let me know and we'll see if your dreams really can come true. This DVD shows what else awaits you in the southern hemisphere and that the cooperation between both railways can only be for the future success of both enterprises.

Dave Kent

1974 FORD F250 4X4 FOR SALE

One of our keen supporters, Syd Lippstreu, has an original 1974 Ford F250 4X4 for sale. It has been carefully restored and maintained since 1979. It is original in all respects with 43,000 kms on the clock and comes with its original documentation. It's available for R150,000 to a genuine SA collector. Please contact Syd on Tel: 082 469 2424 or E: lipps@aerosat.co.za



ELSEWHERE... THE NOT SO GOOD NEWS

We have quite a flurry of e-mails from interested parties pointing out what appears to be a problem developing at Paddock in Natal. This was one of the stations on the Port Shepstone/Harding line.

One of their original NGG16 locomotives, namely No. 88 (in green livery), is an operational locomotive on the Sandstone system. We have many other connections with this line in terms of wagons, coaches, assets, and our big Bagnall Diesel.

The photos (right) show what a beautiful 2-ft Narrow Gauge location this used to be. The buildings seem to be surviving but they are obviously under threat. The locomotives and carriages are in a much more parlous state. We would be happy to co-ordinate a pressure group to try and persuade the authorities to realise what a national treasure this is.

The following information was received from Peter Bagshawe:

"Paddock Station is in relatively good condition and is still being lived in and looked after by Bernard and his family (as they did in ACR days).

The old station masters house, which was a museum in ACR days is also in relatively good condition and is believed to be lived in.

The coaches and locos which were stabled above the Gorges View

Restaurant (on the "mainline") were moved into Classens yard last month. There are two lines of stock here, one of NGG16 Garratts and one of coaches. NGG16 151 is stabled separately (not on rail). Some work had been done on this loco, until it was found that the firebox needed major work.

LOCOS NOTED:

NGG16 114/125/126/139/142/149/151/156 (8)

COACHES NOTED:

7/8/12 (unglazed converted livestock wagons)/72/95/109/141/142/143 (9)

VANS NOTED:

V3187 (1)."

EDITOR'S NOTE:

We have received a number of independent e-mails from Narrow Gauge enthusiasts who have looked at each locomotive in detail and apparently some are in a very parlous condition. It appears that some of these locos have been stripped with a view to being restored but it has gone no further than that, which is very often the death knell for a locomotive.

For further information contact
D.E. Classen
(dec@paddock.co.za).



TOTAL PROHIBITION OF PRIVATE VEHICLES ON THE SITE

We have had numerous problems in the past and lots of justified complaints of people spoiling a photographic opportunity by tearing down a dirt road in front of photographers in a modern vehicle.

We are going to ask people to respect the integrity of the Heritage environment this year and keep their cars in the parking area.

There will be sufficient transport to move photographers around and there will be lots of opportunities for people to

hitchhike on passing ox wagons, Model T Fords etc. so it is not necessary to inject a modern vehicle into the picture. Our security will certainly take a dim view of it if one appears.

We appreciate everyone's cooperation.

Our old 1951 Ford F100 (completely unrestored) has done some amazing trips. The picture (left) was taken in Kenya a few years ago.

This is the type of vehicle that can feel free to get in the way.

GUARDS

We have two volunteers for Guards but we could probably do with another one or two to take the pressure off them. If you are interested in being a Guard on a train please feel free to let us know. We will be doing a Guard's induction course beforehand.

LIFT CLUBS

Last year we were quite successful in coordinating lift clubs whereby people with rental cars which were half empty offered lifts to people who were keen to get from Johannesburg International Airport to the farm.

The following people are looking for a lift at present:

Bob Baker – Tuesday, 8th April (05h00 arrival time).

Simon Mead – As above.

TRANSPORT DURING THE SHOW

We have a 10-seater minibus on standby. Our ever reliable and cheerful driver, Viccie, will be there to assist.

All transport requirements should be co-ordinated through the Train Controller who will be based in his office in the main railway station.

The minibus is available to take people back to their B&B's but is not available for long-distance transport to airports etc. You need to make special arrangements for that as per our advice to share lifts.

As a visitor to the show if you are coming in your private vehicle or if you are from overseas and are renting a car and are quite happy to give people a lift from Johannesburg and back please let us know.



COACH ACCOMMODATION

Our coaches are currently full, mostly with volunteers and people working odd hours during the event.

For those who have asked for coach accommodation we are pleased to report that we are making good headway. In fact, we have been very pleasantly surprised with the condition of our coaches now that we have had a proper look at them. We have had a carpenter working on them for nearly 6-months now and he will be flat out up until the event.

Everyone who has requested coach accommodation will be allocated a coach number and a compartment number. Because we are quite well off for compartments based on current demand most people will have their own unit. Access is a little bit difficult but it just involves a 10-minute walk from our main complex.

Our nearby Single Quarters have two bathrooms, one of which will be allocated for coach residents.

For further clarification on this please do not hesitate to contact **Leigh Sanders** direct on (E: leighs@sandstone.co.za).

Please copy **Babita Hira** (E: babitan@sandstone.co.za) and

Joanne West (E: joannewest@btinternet.com) in on your e-mail.

Compartments under restoration and refurbishment. Apologies for the dust at this stage.

Electric power is also being installed so the coaches will have electricity but no plugs. We will make special arrangements for people to charge their cell phones in the office.

ACCOMMODATION

If you have a problem with accommodation and you need guidance please do not hesitate to contact Leigh Sanders (E: leighs@sandstone.co.za).

The following establishments have confirmed that they still have rooms available:

FICKSBURG

Bella Rosa
bellarosa@telkomsa.net

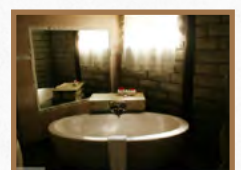
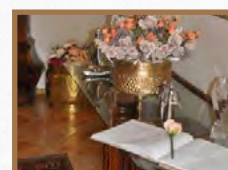
Malutizicht
rogerdix@iafrica.com

Canonly Guest House
pattyacanonly@gmail.com

The Green Acorn
greenacorn@worldonline.co.za

Imperani Guest House
imperani@vodamail.co.za

Woodpecker B & B
eureka@woodpeckerbb.co.za



ACCOMMODATION

FOURIESBURG

Shumba Valley Lodge
barmour@worldonline.co.za

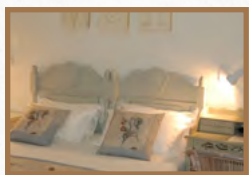
The Copper Kettle
thecopperkettlesa@gmail.com

Wyndford Holiday Farm
(only from 13 – 17 April)
reception@wyndford.co.za

Sandstone Chameleon
(from 13 – 21 April)
sandstonechameleon@vodamail.co.za

The Rose House
(from 12 – 20 April)
critch@netactive.co.za

Fouriesburg Country Inn
fburginn@worldonline.co.za



THE WEATHER

Let's all pray for a period of refulgence. It has been raining virtually non-stop for weeks now. Good for the gardens but it slows things down.

During the event we will continue to operate regardless of the weather so we suggest visitors bring wet weather gear just in case.



EVENING PRESENTATIONS AFTER DINNER

We have had a good response to our request for people who would like to give presentations. The following have now been confirmed and booked:

PETER BEST, UK:

The LYN Project and the Lynton and Barnstaple Railway Revival
– **Sunday, 13th April 2014.**

TREVOR KOMAREMY, SA:

The Structure of the Classic and Vintage Car Scene
– **Monday, 14th April 2014.**

DAVID BENN, SA:

To Antarctica on a Tall Ship
– **Tuesday, 15th April 2014.**

SVATOPLUK ŠLECHTA, CZECH REPUBLIC:

Presentation on Čierny Balog and Czech Railways
– **Friday, 18th April 2014.**

ROBERT CARTER, USA:

My time on the Ffestiniog Railway, North Wales in the 1950's/60's
– **Friday, 18th April 2014.**

DAVID ROLLINS, AUSTRALIA:

My involvement with 'Flying Scotsman' during its visit to Australia 1988/89
– **Saturday, 19th April 2014.**

GRAHAM BLACK, AUSTRALIA:

150 years of continuous steam working
– **Sunday, 20th April 2014.**

Full details of their talks will be published in our final newsletter. The same information will be posted on the bulletin board in the Waenhuis. We strongly recommend that people take time to sit and listen to our speakers. In the past the talks have been most educational and well received by Stars visitors.

Talking about bulletin boards there will be a large blackboard in place which will be written up the night before clearly indicating exactly what will be happening and where on the following day.

REEFSTEAMERS DEPOT STORY

Lee Gates of Reefsteamers produced an outstanding presentational document with special emphasis on Reefsteamers Depot.

[Click here to read more:](#)



RAILWAY HISTORY GROUP

This is a very special edition of the Railway History Group newsletter No. 122 because it has some absolutely fascinating write-ups on 2-ft Narrow Gauge operations in South Africa.

From the Sandstone standpoint we would like to point out that we have a 10CR, and our Kerr Stuart loco Tamara which is featured. We also have oxen to pull railway wagons around if we want to so we felt a particular empathy with this edition. Ladies attending Stars 2014 must look closely at the

fashions being worn with the Dutton Rail Car because that wouldn't go unnoticed either.

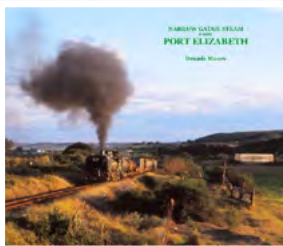


Railway History Group
Bulletin No.112 February 2014

EXCELLENT NEW NARROW GAUGE BOOKS RELEASED

Dennis Moore, who is one of South Africa's most accomplished Railway photographers, has just published two books on South African Narrow Gauge.

For further details
click here.



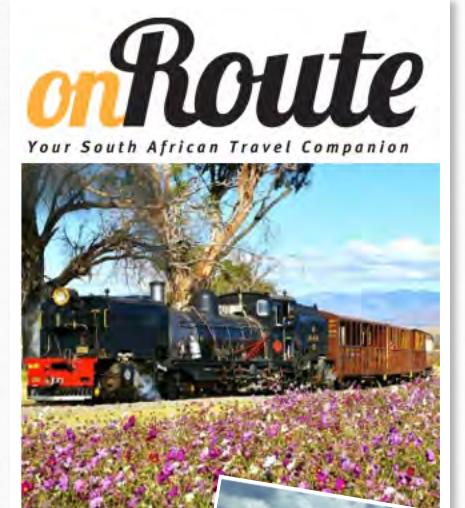
INTERESTING LINKS - STARS 2014 MEDIA COVERAGE



Tourism Update
Steam Heritage Festival
set for April



Newsclip
Planes and Trains
Sandstone's Unique Fly-in



On Route
World class heritage and
steam festival - Stars of
Sandstone Event

IN CONCLUSION

We are often reminded at the Sandstone Heritage Trust what we have in terms of valuable Heritage assets and we can only say in all modesty that we are not sure how it came about but we are delighted to be able to share these wonderful old machines with like-minded people from around the world.

This is also a good opportunity for us to thank the many people who have offered their services. In days gone by our volunteers were paid but now they pay to attend the event and then they volunteer which assists us to achieve our level of viability. We believe this is an agreeable arrangement for both

parties because our volunteers do truly get to experience a genuine hands on opportunity to drive and work on machines that only their great grandparents might have had the opportunity to come to grips with.

So to all of you that have written, to all of you that are coming, to all of you that are supporting us, and to all of you with intelligent practical suggestions we say thank you and we look forward to seeing you early in April at Sandstone Estates.

There will be one more final newsletter before the event.

From the Stars 2014 Team



Click Here to visit
our website