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BRITAIN'S BEST-SELLING STEAM & VINTAGE MAGAZINE

# OLD GLORY

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21<sup>ST</sup> ANNIVERSARY YEAR

## RIVET FAILURE

"It happened to us!"

## SANDSTONE TRANSCENDS HERITAGE CULTURE

## LONDON-BRIGHTON steam 'runners and riders'

## RAILWAY AMBITION ACHIEVED



CLAYTON WAGON ARCHIVE EASTBOURNE BUSES REMEMBERED NOTTINGHAM ENGINES THREATENED

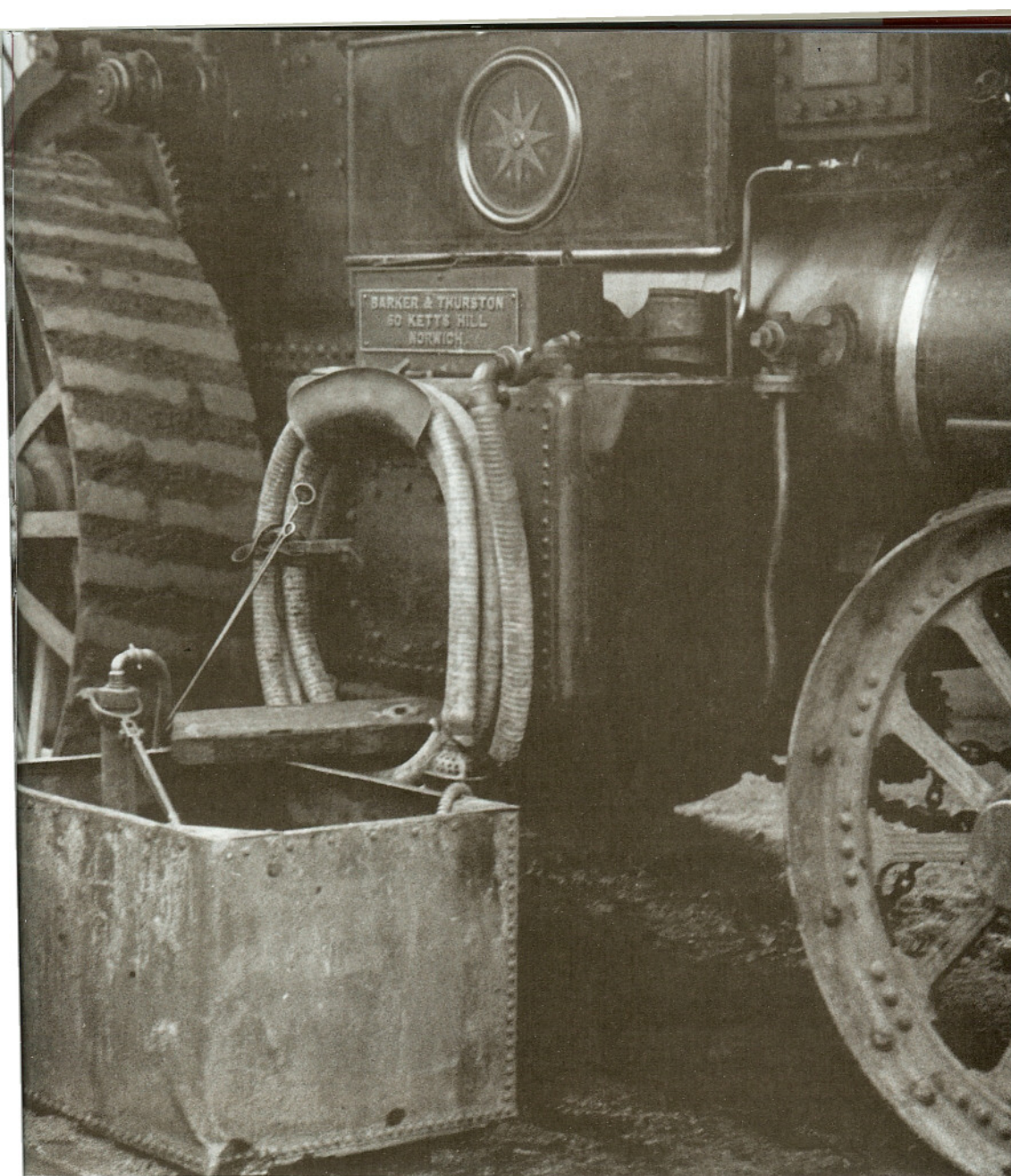
EARLY PRESERVATION – THE COLOUR FILES

MASSEY SHAW – THE FIREBOAT THAT WENT TO WAR

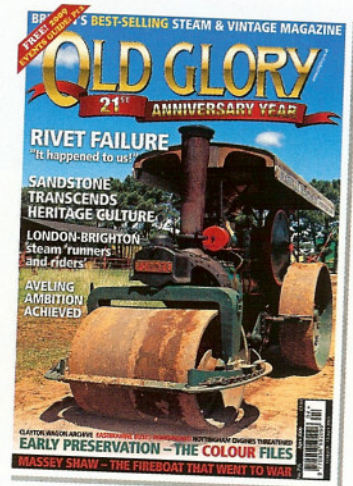
No 230 April 2009 £3.60



19 March - 15 April 2009



**ISSUE No 230**  
**APRIL 2009**



**Left:** HRH The Duke of York posing alongside a Burrell showman's engine belonging to Barker & Thurston on the occasion of his visit to Savages works at King's Lynn in January 1922. On the left is the mayor of King's Lynn with John Pilling, MD of Savages Ltd.  
JOHN CRAWLEY COLLECTION

**Front:** Fowler roller No 19543 of 1935 stretches its legs on the Sandstone Estate, South Africa on 1 March 2009.  
COLIN TYSON

**Events updated at**



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■ The May 2009 issue of *Old Glory* (No 231) will be on sale from Thursday 16 April.

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**MORTONS**  
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**buses & coaches**

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Alan Barnes concludes his tribute to the world's oldest corporation-run bus service – following its recent acquisition by Stagecoach UK after 105 years of operation in the Sussex seaside town.

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Roger Hamlin meets New Zealand's Steve McClune and his Marshall 10-ton roller No 55620 – which survives with a rare scarifier.

**steam traction**

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Following the announcement from the NTET in the last issue regarding rivet failure on a boiler that had recently returned to service, the Burbury family relate the unfortunate tale of their Garrett tractor and say – "It was us!"

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# Sandstone transcends heritage culture

A NUMBER of leading UK-based railway enthusiasts were invited to spend a weekend of 'Maluti Magic' at Wilf Mole's Sandstone Heritage Trust, Eastern Free State, South Africa from 27 February-1 March, reports *Colin Tyson*.

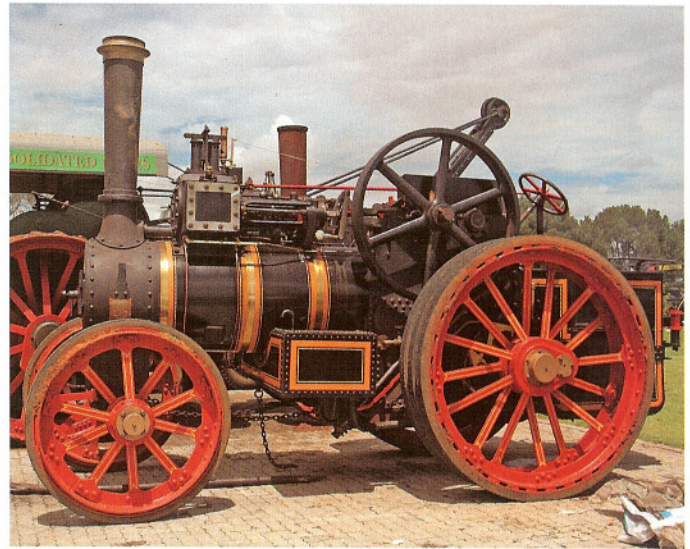
The Maluti reference to the surrounding mountains provided the backdrop to a relaxed weekend that saw continuous action on the 7500-hectare estate's 2ft gauge system alongside traction engines, tractors, commercials and military vehicles.

Visitors included David Morgan (Transport Trust/Heritage Railway Association/FEDECRAIL); Sir William McAlpine; Leo de Rothschild (Exbury Gardens Rly); Ralph Montagu; Benedict Cadbury (Wells & Walsingham Rly); Mike Schumann (Ffestiniog/Welsh Highland Rlys) and traction engine enthusiast James Hervey-Bathurst among a raft of invited photographers.

Two West Country-based traction engine volunteers, Phil Upshall and Barry Coffen, had spent a week at the estate preparing the traction engines with the Sandstone Trust volunteers and the railway operations were

boosted by the presence of a large contingent of volunteers from steam operators Reefsteamers, based at Germiston near Johannesburg - which runs tours on the 3ft 6in gauge main line with a fleet of locomotives largely owned by South African Railways (Spoornet) with a few owned by Wilf Mole and one loaned by artist David Shepherd.

Road steam for the weekend was provided by Fowler crane engine No 9503 of 1901; Fowler roller No 19543 of 1935; Marshall roller No 88876 of 1940, Sentinel waggon No 9178, Marshall Colonial tractor No 53048 of 1909 and the latest restoration - McLaren 8hp compound No 767 of 1904. Surely one of the earliest compound survivors in the world, it was restored by Stevens Mechanical in 2008 and entered preservation in 2002 when discovered in a scrapyard. Once named *Malwane* it originally hauled wagons at a gold mine. Unfortunately this was not to be the McLaren's weekend for early on the Friday morning a brass oil filler cap worked itself loose and fell into the brand new gearing, causing damage to gear teeth and so she consequently sat on the sidelines.



*McLaren 8hp compound No 767 of 1904 - surely one of the earliest compounds in the world?*

Making a grand sight, Marshall Colonial tractor No 53048 came to South Africa via agents EF Ford of Pietermaritzburg and was initially restored by staff of the Mechanical Workshops, SA Transport Services at Pietermaritzburg in January 1986. There are quite a number of unrestored rollers at Sandstone - Burrell compound roller No 3312 awaits restoration, while Fowler roller No 19539 of 1933 has donated parts to Fowler roller No 19543 but is more than capable of being restored in its own right and this is currently being considered.

The railway enthusiasts among us were no less delighted to be able to witness steam trains triple-headed by 2ft gauge Ex-SAR Garratts (Nos 153, 133 and 49) barking up gradients on 25 miles of track around the estate. Trains over the three days were hauled

variously by such delights as Fowler No 14316 *Sandy*, two Lawley locos - BR7 and NG97 - O&K Nos 10311 and 2510, Avonside No 1936 of 1924 *Sezela No 3* - so much to see of British-built interest.

Volunteers attended a full-house early Sunday morning lecture given by David Morgan on the trials and tribulations of preservation worldwide - held in the waiting room of the station building at Hoekfontein, which was found abandoned on a local farm - originally the station building at Kommando Nek on the Bloemfontein to Bethlehem line.

David comments, in *Old Glory's* sister magazine *Heritage Railway*, that 'he has just returned from attending the most extraordinary railway party he has ever witnessed, made possible by the generosity of Wilf Mole, who



*Sandstone's military vehicles muster for a 'chase the train' convoy. The few public vantage points near Vailima must have thought that a war film was in production!*



*The UK's Phil Upshall and Barry Coffen helped with traction engine movements.*

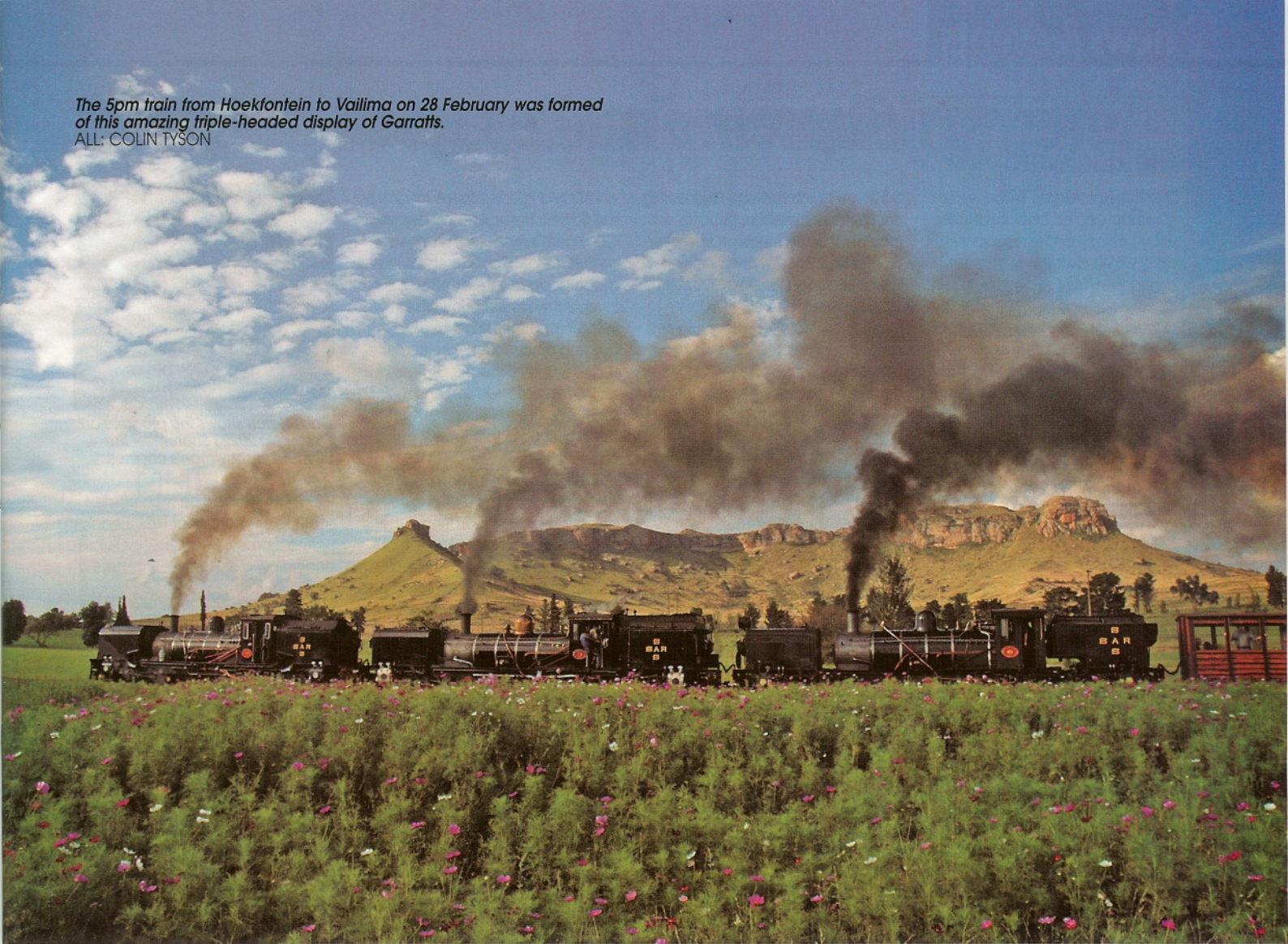


*The Transport Trust's David Morgan, in a different hat than usual!*



*Better-known for his collection of three traction engines at his Eastnor Castle home, James Hervey-Bathurst (left) gets to grips with railway locomotion under the instruction of Benedict Cadbury of Norfolk's Wells & Walsingham Railway.*

The 5pm train from Hoekfontein to Vaillima on 28 February was formed of this amazing triple-headed display of Garratts.  
 ALL: COLIN TYSON



seems to be on a one-man mission to save South Africa's industrial heritage.

'It was mentioned by more than one South African that trains were all too often seen as separating friends and families, whereas in Europe the general perception is that they unite people. Railways cross frontiers and we need to ensure that the heritage culture does too'. ■



Volunteers from Reefsteamers pose for a photograph with NGG16 No 153.



The now-complete liveried Sentinel wagon No 9178 meets Kerr Stuart No 4031 of 1919 Little Bess - ex-Sundays River Irrigation Board.



The English traction engine contingent thought that a couple of portables hauled out of the shed might make a nice touch!