

Chairman's Thoughts

It seems a while ago but our Charity Day went off well and we were able to donate £250.00 to the Green Cottage Riding for the Disabled. Hopefully they will come and collect a cheque from us at our September Meeting at the Muscliff Community Centre and may be give us all a talk on their activities. Our charity for next year will be the Dorset Youth Cancer Trust, a local charity.

The Fish & Chip Supper once again went well with about 35 people having a meal. Earlier that day I helped with the Summer Holiday running; the money was cashed up at 3.30 and we had taken £160.00, David White and Brian Williams were staying on for the Fish & Chips and took a further £30.00. I believe we took over £800.00 over the summer holiday running. So thank you to all the Members who ran through the summer holidays and John Hoyle for organising it - much appreciated as it will help the Society's accounts.

It has been brought to my attention that the hose for filling the locos by the Station has been disconnected from inside of the manhole and put in the station building and the water went over the floor. It does not belong in the station but in the manhole. We have carried out major repairs to that corner of the station building, part of the cause for the timber to rot was people leaving a hose full of water in that area, so please leave the hose in the manhole.

We have a vacancy for a person to take over the organising of our speakers for the monthly meetings at Muscliff Community Centre. You do not need to be a Committee Member to undertake this job.

It's come to the time of year again when we need to be thinking of the Santa Run and we will be circulating a list at the next Meeting for Members to offer their help on the day.

David Martin

Editor's Ramblings

Our youngest granddaughter, Stella, who will be eleven in November, spent a couple of weeks of her school holiday with us. She caught the bug for driving a steam locomotive during our Junior Events a couple of years ago and now seizes every opportunity offered to her to get behind the regulator. Here she is driving Bob Devereux's 7¹/₄" Gauge *Hercules*. She is now asking me for a locomotive of her own!

Peggy has asked me to convey her thanks to everyone for the kind wishes and cards she received following her retirement from 'active service'. She especially appreciated the vouchers and will be making good use of them.

The October Meeting is down as an Extraordinary Meeting, the purpose of which is to elect an unspecified number of members to fill the vacancies on the Committee. If you are interested in joining the Committee you can offer your nomination either in writing to the Secretary before the Meeting or at the Meeting.

I would draw your attention to the revised *Code of Safe Practice*, attached to this Newsletter.

Rule 14 has been amended to clarify when a Guard is needed if the train is composed of more than one trolley.

Also attached to this issue is an Order Form for the range of Society clothing offered by Member John Roberts. The special prices on this Order Form will hold until the end of the year.

Dick Ganderton



Photograph by Dick Ganderton

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EGM

There will be an Extraordinary General Meeting of the Society at 7.30 pm on Wednesday 15th October 2014 at the Muscliffe Community Centre. Any Member who wishes to be appointed to the Committee should inform the Secretary. Nominations will be accepted at the Meeting.

Insurance & Membership Lists

A copy of the Society's Insurance Policy has been placed in the desk in the Engine Shed. The original documents are held by the Secretary and can be viewed by arrangement. For Members wanting to run their locomotives at locations requiring evidence of Public Liability cover there are copies of the Certificate at the back of the same folder as the copy of the policy. This need to be signed by a Committee Member on an individual basis before becoming valid.

The new Application and Renewal Forms means we can keep our Membership List up-to-date. An abbreviated list, which omits addresses, can be obtained on application to the Secretary. A copy is kept in the desk in the Engine Shed.

George Wheatley, Secretary

Committee Matters

The October 2014 Committee Meeting will be held at the Littledown Centre at 7.30pm on Wednesday 1st October 2014. The Minutes of the September Committee Meeting will be available for perusal at the September 2014 Meeting..

George Wheatley, Secretary

Direction of Running

The way in which we alternate the direction of running at the Littledown Miniature Railway has been changed. The direction of running will now be clockwise for even months and anticlockwise for odd months. So September 2014 will be anticlockwise. October 2014 will be clockwise.

The 16mm Narrow Gauge Garden Railway will still be running on the First and Third Sundays of each month, weather permitting. The next dates are 21st September and 5th & 19th October 2014.

Engine Shed Mobile Phone

A Mobile Phone has been installed in the Engine Shed at Littledown for the convenience of Members. It can be used for outgoing calls on Society business and in an emergency. Members who are at the track can also be contacted if required. The number, 07879355399, is on the 'Contacts' page of the Society's Website www.littledownrailway.co.uk

Boiler Testing

If you require a Boiler Test, please remember that you need to book it with one of the Boiler Testers. Also you should have all the paperwork with you - that's **all** the past Test Certificates and the *Written Scheme of Examination!* You have kept them, haven't you?

B&DSME Diary Dates.

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|---------------------------------|--|
| 4 th September 2014 | Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm.
<i>Venue to be decided.</i> |
| 17 th September 2014 | Monthly Meeting; 7.30 pm. Muscliff Community Centre.
<i>Riding for the Disabled will be receiving their cheque from our Charity Day and giving a short presentation on their activities. The rest of the evening will be devoted to Bits & Pieces, so bring along something to show and talk about.</i> |
| 2 nd October 2014 | Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm.
<i>Gordon Miles. Please let Gordon know.</i> |
| 15 th October 2014 | Monthly Meeting; 7.30 pm. Muscliff Community Centre.
<i>EGM.</i> |

Luscombe Valley Happenings

www.luscombevalleysteam.com

Autumn Run
Humbug Day

September 20th & 21st
December 20th

Newsletter By E-mail

If you want to receive your copy of the Society's monthly *Newsletter* as a .pdf file, in full colour, you must let Dick know, by e-mail, sent from the computer you want to receive it on.

Typeset by Dick Ganderton in Helvetica using Adobe InDesign CS5 v7.0 on an Apple Mac mini 2.3GHz Intel Core i5 running Mac OS X v10.9.4 Mavericks.

Merlin's Mutterings

Yet again someone has not put the trolley seats back in the Station Building correctly! There is a notice on the wall behind the seats telling Members exactly how to stack them. **Please read it!**

I have, two or three times, mentioned in my *Mutterings* how to return seats in the correct manner. Can I ask, why does anyone have a problem with this system? If you do, please come and mention your concerns to David Finn or myself. Why us two? Well, for the more recent Members we are responsible for all Trolley maintenance and upkeep.

It saddens me that Members cannot respect the system and equipment available for their use.

Once again: The first seat is put onto the trestles wood down. The next seat is put on top of the first one upholstery to upholstery, and so on. This way no wood is in contact with the upholstery, preventing damage.

Simples!

Merlin

Visitors From Nottingham

On Sunday 17th August, the 16mm Group were joined by John and Linda Mawby, on holiday from Nottingham. John brought along a battery loco and some skips. They enjoyed the company and asked if they could join us for the Fish & Chip Supper.

As a member of the Nottingham Society, John was a great help in the afternoon, when there were only two of us (thanks, Brian) keeping a service running, by chatting to the waiting passengers.

Before leaving, John and Linda, asked me to pass on their grateful thanks to the Society Members for their hospitality and friendship. They also made a Donation to the Society funds of £20. On behalf of all of us I thanked them very much.

David White

For Sale

Warco BH600 Lathe. 6" x 24" centres. Hardened & Ground Bedways. On original cabinet stand. Norton Screw-cutting Gearbox. Power Cross Feed. Taper Roller Headstock Bearings. Removable Gap Bed to give 18" Swing.

3-jaw and 4-jaw Chucks. Set of Unused Collets.

Hardly Used. Situated in an easy access garage in Bournemouth.

£750.

Mike Durham - Tel: 01425 619239.

For Sale

Driving Trolley: 5" Gauge, Brakes on all four wheels. Axle boxes are fitted with ball races. Foot rests are removable. Could be used on ground level tracks with the addition of a box to raise the padded seat and a simple bar in place of the foot rests.

£100. Dick Ganderton e-mail: dick.ganderton@me.com Tel: 01202 822701.



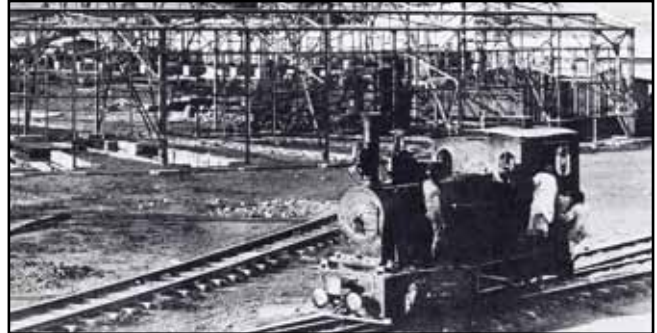
The East African Railways '30 Class' 2-8-4 Steam Locomotives

by Kevin Patience

The 30 Class locomotives were specially designed by the North British Locomotive Works in Glasgow in the early 1950s for service with East African Railways in Tanganyika formerly German East Africa. They were derived from the earlier 29 Class 2-8-2 tender locomotives but with the addition of a much larger tender and a four wheel trailing bogie under the firebox. However, in order to see where the engines worked it is necessary to go back to the building and operation of the railway by the Germans in the early 1900s.

The two main railway lines in Tanganyika had been built prior to the First World War. The first line started from the port of Tanga in 1893 towards the town of Moshi in the lee of Mount Kilimanjaro but due to financial troubles and bad planning it was not completed until 1912. The second or Central Line ran from the capital Dar es Salaam to the port of Kigoma on Lake Tanganyika, a distance of 700 miles. Construction started in February 1905 with heavier track and the town of Morogoro was reached in October 1907. Five years later the track reached Tabora and finally Kigoma on Lake Tanganyika on 1 February 1914. Motive power on the line began

with 0-4-0 Henschell tank engines that were primarily for construction but proved useful in other tasks with the last being scrapped in the 1930s. With an increase in traffic the OAEG (Ost Africanische Eisenbahn Gesellschaft) (East African Railway Company) ordered 0-4-4-0 Mallets from Henschell, which proved troublesome, having no leading pony truck. New locomotives with the addition of a front pony were ordered but later replaced by 0-8-2 and 2-8-0 tank engines also from Henschell. The ultimate general passenger and freight locomotives delivered just before the First World War were the Hanomag 2-8-0 tender engines capable of hauling a 250 ton train on the existing gradients of 1 in 55. There had been some sixty



One of the original Henschell 0-4-0Ts supplied in 1910

four engines supplied to the Central Line, but by 1918, a number had been withdrawn and the remainder destroyed by the retreating Germans during the land campaign in the colony between 1916 and 1918.

After the Allied invasion in 1916, a number of locomotives were brought in from India and a few damaged German ones were repaired to supplement the existing motive power. In 1919 German East Africa became the Protectorate of Tanganyika. During the next thirty years the German units were gradually scrapped and British built engines replaced the earlier ageing Indian imports. The track was straightened, eliminating the original tight curves and the new Tanganyika Railways concentrated on 4-8-0 and 2-8-2 engines from Bagnall, Nasmyth Wilson, Stephenson, Vulcan and Beyer Peacock who also supplied two 4-8-2+2-8-4 Garratts in 1930. The end of the Second World War found the railway in need of additional motive power and a number of wartime WD Garratts as well as McArthur Austerity class were also imported.

In 1948 Kenya Uganda Railways and Tanganyika Railways amalgamated to become East African Railways and Harbours with its headquarters in Nairobi. At the same time a major oil firing conversion program was instated to modify all the existing locomotives from coal and wood to black fuel oil. New tender locomotives were ordered from North British and Vulcan and these became the last steam engines ordered for the railways. The 29 Class built by North British had been based on the Nigerian 2-8-2 *River Class*, twenty of which were built in 1951/52. An additional eleven were built in 1955 and one of these 2927 was one of the last locomotives in steam on Tanzanian Railways in 1985. They were used all over East Africa on freight and passenger trains.

The first two 30 Class locomotives arrived in Dar es Salaam on board the *SS Governor* from Glasgow on 23 June 1955 and three weeks later the first, Number 3001, had been assembled despite having no erection drawings. They arrived in parts consisting of frame, boiler and tender while the remaining items were in packing cases. Steam tests and trials were completed shortly afterwards and the loco dead legged to Morogoro from where full trials were carried out. The results proved the design and showed that they could run from Morogoro to Tabora consuming around 40 gallons of water and just over 4 gallons of oil per mile.

Twentysix were delivered, the last in 1956. The outsize tender ran on two six wheel bogies and carried 7,000 gallons of water and 1,950 gallons of fuel oil. Maintenance was improved



A recently outshopped 3022 named POGORO in 1965

with the fitting of Timken roller bearings and riding improved with fully compensated spring gear. A major difference between the 29 and 30 Classes was the new design of driving wheels fitted to the latter. These were the SCOA-P design where not only were the spokes U shaped but the wheel was stronger and lighter.

The 29, 30 and the later 31 Class engines were all named after tribes in the region. 3006 had the distinction of carrying the shortest name on a steam locomotive in East Africa, *Ha* named after a tribe in the Kigoma region near Lake Tanganyika, while one of the 29s had the longest *Masai of Tanganyika*. In the late 1950s trials were conducted with two 60 Class Garratts, one fitted with a Giesl ejector. The results showed an improvement in water and fuel consumption while increasing the power. The result was all the existing Garratt and later steam locomotives were fitted with this distinctive looking elongated funnel. 3018 *Nyakyusa* being the first of the class to be fitted with the new chimney.

For many years the 30s were based at Tabora but in the 1970s some were transferred to the Tanga-Moshi line. The first recorded instance of a 30 Class running in Kenya was 3013 *Makua* that had completed heavy repairs in the Nairobi workshops in 1972 and was returned after a 500 mile test run. The class continued in service until 1988 when the last two were reported still in steam on the Central Line. In 1985 Tanzania issued four commemorative steam locomotive postage stamps one of which was a five shilling stamp of 3022 hauling a passenger train on the Central Line. Back in Britain a souvenir company issued a gilt five shilling replica stamp depicting a poorly executed drawing of 3022 but of no philatelic value. In 2003, 3001 *Tanganyika* was taken to Dar es Salaam workshops with the intention of returning it to steam but the project was cancelled and during the next five years all the remaining steam locomotives were scrapped..

In 1975 3020 *Nyaturu* was severely damaged in a head on collision on the Central Line and brought to Nairobi for repair. On completion in 1976 the East African Community broke up and the locomotive remained in Kenya. Later that year it made its first safari excursion to Mombasa with a party of Americans. It continued in service on branch and mainline work and was one of the last in service in 1980 when steam was withdrawn in Kenya. It was transferred to the Nairobi Railway Museum and at some point in the 1990s was repainted green with yellow wheels as part of an advertising campaign for a tea company. Following the overhaul of the Beyer Garratt 5918 back into steam in 2001, 3020 was also taken to the workshops in 2003 and stripped of its green paint, overhauled and steamed. In 2005 three steam locomotives were chartered by the Railway Touring Company of Kings Lynn as part of their two week East African safari that also utilised 2927, the last steam engine in Tanzania based in Dar es Salaam to run to Soga and back. The tour then moved on to Mombasa to run on Kenya rails with the Garratt 5918 *Mount Gelai* to Nairobi before 3020 continued down the Rift Valley and over the summit of the railway at 9,000 feet to Kisumu on Lake Victoria. 3020s most unusual role was as the star of a wedding in Nairobi where a bench seat was mounted on the front of the loco and the happy couple were transported from the station to the Railway Museum for their reception. This was reminiscent of the early days of the railway when seats were placed in front of the smoke box where visiting dignitaries could view the big game while travelling from Mombasa to Nairobi. For a short period 3020 was used to run weekend steam safaris to Naivasha but this came to an end and the engine joined 5918 and 2409 in the workshops under twenty-four hour guard.

In 2011 the three engines were steamed once more for a photographic safari that included taking 3020 to Naivasha and back as well as running 2409 on local trips around Nairobi and 5918 on a trip to Athi River. Unfortunately a superheater element failure brought the Garratt to a standstill and it is currently awaiting repair. Later that year 3020 hauled a packed day safari trip to Athi River and back. The following year saw the injectors, water valves and linkages in the tender overhauled and in October 2013 the loco was fired up to check the boiler operation in preparation for a planned trip to Athi River. That unfortunately had to be cancelled at the last minute. Over the May bank holiday weekend in 2014, 3020 was steamed and run to Naivasha with a coach and guards van for a forthcoming TV series about railways in Africa. Since then there have been recent troubles in the country and there is some doubt as to when the next steaming might take place.



3020 *Nyaturu* in Nairobi in 1975 after its collision



Thirtyfive years later 3020 pauses on a recent steam safari



Bournemouth & District Society of Model Engineers

Code of Safe Practice

1. All steam locomotives and other models in steam having a boiler over 3 bar litres capacity **must** have a current Boiler Certificate.
2. No model is to be steamed without a current Boiler Certificate, unless undergoing a boiler test under the supervision of a Boiler Inspector.
3. No steam locomotive or other model in steam is to be left unattended.
4. All preparation, lighting and disposal of locomotives **must** be carried out **only** in the steaming bays.
5. All locomotives used by Society Members on the track **must** be fitted with, and use, bar type couplings conforming at least to the dimensions shown in the Recommended Couplings drawing. Coupling pins **must** have a safety latch or pin fitted. Other types of coupling may be used on locomotives owned by visitors to the track, subject to the approval of a Committee Member.
6. All solid fuel fired steam locomotives **must** be fitted with a spark arrester and an ashpan with a bottom plate capable of retaining all ash and cinders from the fire.
7. All locomotives or Drivers **must** carry a working audible warning device.
8. The Driver of any train carrying members of the public, whether fare paying or not, shall be over the age of sixteen years and a Member of the Society or a member of another model engineering society.
9. A Member of the Society under the age of sixteen years may drive a train carrying Members of the Society, members of his/her own family and members of other model engineering societies provided that he/she is supervised at all times by a Member of the Society over the age of sixteen years riding on the train.
10. A Member of the Society over the age of fourteen years may drive an electric locomotive provided that no passengers are carried on the train.
11. A person who is not a Member of the Society may, with permission, drive a locomotive owned by a Member of the Society provided that he/she is supervised at all times by the owner of the locomotive or by a Member of the Society over the age of eighteen riding on the train. Such train may carry as passengers only Members of the Society and members of other model engineering societies.
12. The Driver, or if he/she is being supervised the supervisor, of a train is solely responsible for its safe operation.
13. All trains **must** be fitted with brakes adequate for the load carried.
14. Where a train is composed of more than the locomotive and the vehicle on which the Driver is riding, and if any other person is carried, save on the vehicle on which the Driver is riding, a Guard shall ride at the rear of the train and be in a position to be able to operate the train's brakes as necessary. The Guard **must** be a member of the Bournemouth & District Society of Model Engineers.
15. It is the responsibility of the Driver of any train having used the Bendy Beam to ensure that it is locked in the normal running position (main line connected and the spurs away from the main line) and that he/she informs the Driver of the train running behind when he/she intends to leave the track and before operating the Bendy Beam.
16. All Drivers, Guards and Passengers must sit astride the driving/riding trolleys, facing in a forward direction.
17. All Drivers must obey any Speed Restrictions, permanent or temporary. Speed Restrictions apply in the Station Area including the Bendy Beam.