



Chairman's Thoughts

With the school summer holidays now in full swing, we are operating on Fridays in addition to our regular running days of Sundays and Wednesdays. Please come along and enjoy the Society's facilities and our lovely park location.

Work continues on the new Members' area/lounge, with the ceiling, floor and walls insulated and electrical wiring being rerouted and improved. Thank you to all who are putting in so much hard work on this project, which has been especially uncomfortable in the recent heatwave.

Welcome to four new Members who have recently joined the Society, Mr. James Cunningham, Dr. Jaqui Hewitt-Taylor, Mr. Samuel Adams and Mr. Stephen Dyer. We all look forward to meeting you at our Littledown track.

There is no Committee Meeting in August due to the holiday season, and the monthly Meeting, which is normally at the Muscliff Centre, is being held at Littledown as the Fish & Chip Supper and Running Session. This will be on Wednesday 15th August at 19.30, please return your completed order form and money to Dick Ganderton by Monday 13th August. As always, **no money, no fish & chips!**

For those Members interested in mainline steam, the Dorset Coast Express is running from London to Weymouth on Thursday 9th August, Thursday 23rd August and Thursday 6th September. Usual timings through Bournemouth are 12.49 down and 17.49 up. Latest information can be found on The Railway Touring Co website or www.uksteam.info

Best wishes.

Peter Burton

Editor's Ramblings

The weather has been in our favour for some weeks now and we have been doing well at the track. Our Charity Day, in aid of Forest Holme Hospice, proved to be a success. Thanks to those Members who helped on the day and to Peggy for arranging it.



On the left, Peggy and Pippa have taken over the Forest Holme stand while Paul has a ride on the train. On the right Bob gets ready to leave with yet another train.

Pippa and Sheila are still desperately waiting for someone to volunteer to take over the tending of the flower beds. Surely someone likes gardening!

The interior of the Engine Shed is progressing fast. Thanks to the gang who are putting in so much effort so that we all can enjoy a more comfortable winter. I understand that the 'Lounge' area will have some rather posh pre-owned carpet tiles and the lighting will be recessed into the ceiling. The ladies now have a cupboard to put their handbags in and the unsightly electrics and water pipes have been hidden from view.



Dick Ganderton

B&DSME Diary Dates

15 th August 2018	Monthly Meeting; 7.30 pm. Littledown Miniature Railway. <i>Fish & Chip Supper.</i>
6 th September 2018	Project Ellie Meeting; 7.30 pm. <i>John Hoyle. Please let John know.</i>
6 th September 2018	Tech-Chat (Informal Discussion Meeting); <i>No TechChat this month.</i>
19 th September 2018	Monthly Meeting; 7.30 pm. Muscliff Community Centre. <i>To be confirmed. Bob Devereux will give an illustrated talk on some of his recent globe trotting exploits.</i>

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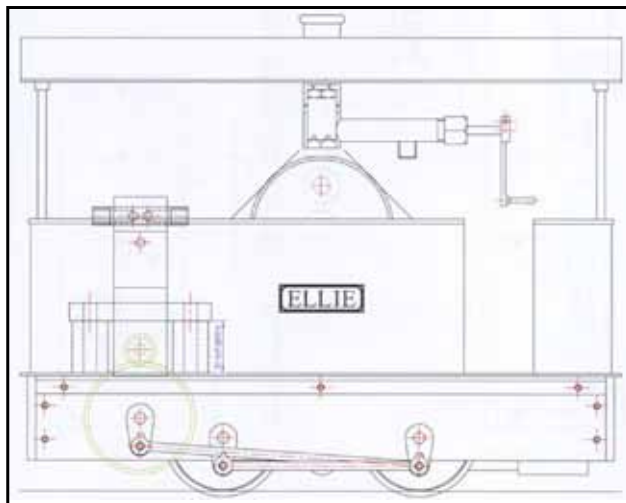
Project *Ellie* Progress Report

We are now able to start silver soldering lubricators together and should have managed at least one session by the time you read this. John Greenwood has been making his regulator and has found a problem with the gland at the handle end of the spindle. I am hoping to be able to provide a choice of solutions shortly.

Another Project *Ellie* meeting has been planned for 6th September hosted by John Hoyle. If you have an interest in Project *Ellie* you will be most welcome.

You can still join Project *Ellie*; If you are interested please contact me.

Dick Ganderton



16mm Update

Sorry for not meeting up with you all during the past month but I have been unwell. The modifications to the existing steaming bays in principle have been approved by the Committee, but work cannot proceed until the new fencing is in place. However, the materials are being obtained now in order to minimise further delays. The result should be the doubling of the marshalling yard length, removal of the tight return bend and greatly improved under track storage. We estimate completion before the year end.

The young children's track has put on hold at present in light of the above work load.

Don't forget we run 16mm on the first and third Sundays of every month, weather permitting.

Gordon Miles

General Data Protection Act 2018

This is to inform you that the Bournemouth & District Society of Model Engineers only keeps such records of you as are necessary to maintain your Membership of the Society. This data is kept securely only by those Officials of the Society who need to have access to it. We do not divulge any information we hold on you to any third party or use it for any other purpose than is essential to maintain your Membership of the Society.

The Society has a Privacy Policy and this is available on request from the Data Protection Officer.

R.A. Ganderton
Data Protection Officer

Security

All Members are reminded that if they use any of the facilities at Littledown they are responsible for ensuring that they put everything away and **securely lock up before they leave**. Recently the Station and several parts of the track were left unlocked. Also, if you use the facilities you **must** fill in the Log Sheets.

Typeset by Dick Ganderton in Helvetica using Adobe InDesign CS5 v7.0 on an Apple Mac mini 2.3GHz Intel Core i5 running MacOS High Sierra v10.13.6.

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.

The Railway George Medal

Part 1

by Kevin Patience

In November 1918 the First World War came to an end and Palestine, which had been part of the Ottoman Empire, was mandated to Britain to govern in 1920. The territory had been captured from the Turks in 1918 following the success of the Egyptian Expeditionary Force, which had built a standard gauge railway from Egypt towards the border and taken over various metre gauge tracks in the country.

The first railway in the region had been built in 1890 to metre gauge from Jaffa to Jerusalem and opened two years later using locomotives supplied by Baldwin in the USA. Construction of other lines by the Turks continued into the First World War. With the end of hostilities Palestine Railways was formed in 1920 and many of the metre gauge tracks were converted to standard gauge. Over seventy British locomotives were allocated to the railway, while an additional order for fifty was placed with Baldwin in the USA.

By the mid 1930s political unrest led to an Arab revolt against British rule and attacks on the railway, causing immense damage to rolling stock and buildings. The outbreak of the Second World War in 1939 saw the attacks on Palestine Railways cease as the company was heavily engaged in moving war material into Egypt to support the Allies in the desert war against the Italians and later the Germans under Field Marshall Rommel until the latter's defeat in May 1943.

It was during this period that Arthur Kirby became the last General Manager of the railway. He convened a conference in Istanbul with the aim of running air conditioned express trains from Istanbul to Cairo, a plan that at the time with little air travel and poor roads was a distinct feasibility. However within a year politics put paid to the grand idea.

In 1943 a young twenty two year old engineer Robert Davies arrived from England to take up a position on the railway. He had trained as an engineering apprentice at Crewe under one of Britain's leading railway engineers, Sir William Stanier of the LMS Railway. After completing his apprenticeship he applied to join the army but was instead interviewed by the Colonial Office and offered the post of Assistant Locomotive Superintendent on the Palestine Railway.



As the Mediterranean was a dangerous area at the time, he flew from Poole to Lagos in West Africa by Empire flying boat. Changing planes he joined what was known as the horseshoe route, flying across the Congo to Sudan and along the Nile to Cairo from where he travelled by train to Haifa and took up his new post.

His daily diaries make interesting reading recording the different types of steam locomotives encountered and their track record in terms of performance and serviceability. Not all were as good as some later railway publications indicate.



It was here he came across one of the most serious problems with the steam locomotives. A lack of coal due to wartime restrictions necessitated modifying the engines to oil firing which in turn had led to boiler damage due to poor burner design. This was eventually rectified with the arrival of a new locomotive superintendent experienced in oil firing.

There were also amusing incidents including the use of a steam locomotive to heat the local swimming pool using a hosepipe attached to an injector. During the next three years Davies moved to various depots and eventually became Locomotive Superintendent for the railway. As a senior member of staff on the engineering side he made a point of attending all the accidents.

The Second World War ended in 1945 and attacks on the railway recommenced once more as the Jewish groups began raids on the establishment. In 1946 a sabotaged train near Haifa was attended by Davies when he took a light locomotive and his repair gang to the site. Having ascertained the engine was movable he attached his locomotive to the train and hauled it back to Haifa for repair. In April 1947 another train was blown up near Rehovot, killing five British soldiers and a number of civilians.

As security deteriorated, theft from the railway increased. British security forces failed to intervene to protect the railway and in some cases took part in looting its assets.

In January 1948 Arthur Kirby pleaded with Sir Henry Gurney, Chief Secretary of the Mandate Government, for adequate armed protection for the railway and its six thousand staff, otherwise they would cease to do their duty and 'I cannot guarantee to keep the railways operating'.



To be continued next month