



Chairman's Thoughts

I am really pleased to announce that the new lounge area in the Engine Shed is finished. Thank you to Mike White and Malcolm Smith who have put in so much hard work to complete the project, and the other members who have given much assistance.

The room has a fully insulated floor, walls and ceiling, and has been fitted with tongue & groove panelling in a railway style. The carpet tiles were kindly donated by the Littledown Centre and the seats and tables came from the first class coach of a class 442 Wessex Electric train, which fitted in perfectly as the lounge is approximately railway carriage width.

We removed the cushions and headrests (with permission) whilst we were on a training course at Bournemouth Depot. The seats themselves had to be removed by the engineers at Eastleigh Works, therefore, we were given access to the works for one afternoon to collect them. It's amazing what you can fit in two Citroën Berlingos!

The Wessex Electric trains are returning to service with South Western Railway, having come off lease from Gatwick Express. The seats we obtained were being replaced during the trains' extensive refit.

We hope this new lounge area will be a warm and comfortable place for Members to meet and enjoy our hobby.

Welcome to new member Mr. Peter Sandham who has recently joined the Society. Peter is an engineer with South Western Railway and gave us much assistance in acquiring the 442 seats for the Society.

Finally, I would like to wish Dick Ganderton a speedy recovery from his quadruple heart bypass and aortic valve replacement. We all hope to see you at the track soon.

Best wishes.

Peter Burton

Editor's Space

The new lounge in the Engine Shed is a major addition to the Society's facilities. The quality of the workmanship is superb and the comfort afforded by the seating has to be experienced to be appreciated. First Class travel, if (only for those with deep pockets), is certainly luxurious.

We are all grateful to those Members who put so much effort into its completion.

When locking the Engine Shed please check that no-one is sleeping in the lounge, warmth and comfort are irresistible to the more senior Members.

Security

All Members are reminded of their responsibilities regarding the security of the track and the buildings. The Society's policy that any Member can, at any time, use the Littledown facilities is dependent upon the understanding that it is in every Member's interest to ensure that everything is secure before leaving the site. Recently it was found that the locomotive lifting table was not properly secured, the front plate was left hanging on the fence and, more seriously, the container was left unlocked. If, however, some person or persons had entered the container and had been injured by one or more of the contents then, in this litigious world, that would spell the end of our Society.

Enjoy the facilities provided but please ensure that everything is secure before you leave. Also, if you use the facilities you **must** fill in the Log Sheets.

Track safety

Members are reminded that whenever the track is in use, whether it be a public or private run, the Bendy Beam must be protected by the signal and the bollard. **There are NO exceptions to this rule.**

Editor

Dick Ganderton

'Graskop'

76 Dewlands Road

Verwood, Dorset

BH31 6PN

editor.bdsme@gmail.com

Tel: (01202) 822701

Secretary

Peter Burton

bdsme1924@gmail.com

Littledown Railway

Tel: 07879355399

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Project *Ellie* Progress Report

The Project *Ellie* Group met on 6th of September by kind invitation of John Hoyle. A dozen builders shared their experiences so far, ranging from new member Jim (from near Fareham), who is just starting, to Derek, whose *Ellie* has completed several laps of the Littledown track under steam, but which still had work to finish.

Behind the scenes, there has been some progress with developing a design for the gas burner. It seems that this can successfully be made significantly smaller than we had anticipated. Further design work is ongoing. Thanks to John Hoyle and Derek Sawyer for their work on this.

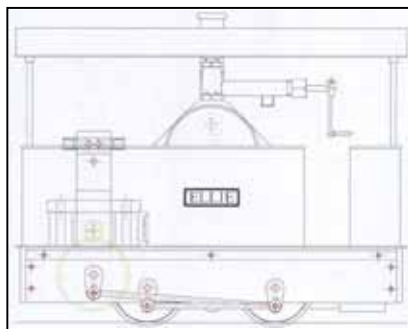
There was a suggestion that cranks could be held on the axles by roll-pins at one end, and grub screws at the other. This would make it easier to adjust the quartering to ensure smooth running. The use of M3 stainless steel bolts as crankpins was also suggested as a simpler alternative to the standard design. John Hoyle has sourced a supply of these, and a set of six is available through the Society for those who wish. This will cost £1 and David Delaney has the stock. We also plan to stock M2 grub screws.

It was thought that it would be useful for keeping in touch if we were to share email addresses, and most of those present chose to do this. Dave Wallis offered to co-ordinate the list. If anyone would like to join the list, please contact Dave Wallis or David Delaney by email. In the email, to comply with the GDPR, please confirm the following:

- 1) You wish to join the email list.
- 2) You understand that all addresses on the list are openly shared with the other Members of the list.
- 3) You understand that you must not disclose any of these addresses to anyone else, nor use them for any other purpose.

When will we see a procession of *Ellies* on the Littledown track?

David Delaney



16mm Update

I apologise for my absence at the track last month, holidays and a spell of Vertigo intervened. I have been updated on progress with regard to the end section of fencing. It's now relocated and the next move is up to the 16mm Members. Most of the materials and fasteners are on site and I intend picking up the 2" Metta Posts on Monday so we should be OK to start extending the steaming bays, weather permitting, on Wednesday 10th. If you can spare the time please attend, screwdrivers and power saws may be useful.

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

Gordon Miles

Santa Run

Father Christmas has accepted our invitation to visit the Littledown Railway on Sunday 9th December. Please keep this date free, it can be a busy yet enjoyable day and many hands make the fairy sparkle (the one at the top the tree I mean).

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

October Meeting

The October Meeting will be held at the usual venue, the Muscliff Community Centre, Shillingstone Drive, Bournemouth at 7.30 pm on Wednesday 17th October 2018 at 7.30 pm.

A representative of the Forest Holme Hospice Charity will attend to be presented with a cheque and will give a talk about the Charity's work.

Forest Holme was selected as the Society's charity this year as it was where Mike Mortimer and on a personal note, my brother, spent their last days about a year ago. The care and attention they received could not be bettered and it was a worthy subject for the Society's fund raising effort.

If there is time left after the talk a film will be shown. Please make every effort to attend.

The November meeting will be on Wednesday 21st November 2018, the December meeting on Wednesday 19th December 2018.

September Meeting

At the last meeting Bob Devereux showed a video of his recent round the world cruise. Being a smaller ship he visited places unavailable to the larger cruise liners and his visits to every possible railway museum coupled with his excellent photography and commentary made a most interesting evening. Bob also showed some nice watercolours he had painted during the trip.

It was most disappointing that only fourteen members including the speaker turned up.

Mick Baker

General Data Protection Act

When sending emails to more than one Member please ensure that you use the Bcc line so that the recipients are unable to read other Members' addresses.

Lathe Courses

Beginners: Another group has recently worked through the Beginners' Course with Barry Linger.

Intermediate: Because of holidays and work commitments, some of the Intermediate Group students have missed a few sessions.

John Hoyle's group are building the same design of oscillating engine (from castings) as previous groups.

David Delaney is working with a group who have chosen to build *Ellies*. The *Ellie* builders have benefitted from a generous offer from John Hoyle to make his workshop available when his own group have been unable to attend. Four *Ellies* are approaching the rolling chassis stage, and all have made the parts for their lubricator. Our thanks to Dick for providing support and guidance for the soldering, and best wishes for a speedy recovery! No pressure for soldering boilers yet!!

David Delaney



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Newsletter Editor: Richard Ganderton

This edition prepared by Mick Baker gaudeamus@ntlworld.com

The proof of the pudding ...

... Photograph by Kevin Hunt

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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 2

by Kevin Patience



In February Kirby noted: *'Locomotives wrecked by mines have been repaired time and time again so that most of them, though blown up several times, are still working after twenty eight years of service and working efficiently. We have no fewer than fifty personnel of the train crews absent from duty, some in hospital, suffering from the effects of having been interfered with while trying to perform their duty. Men have been killed while performing their duties. Running trains are subject to attack and the principal marshalling depot is constantly being fired over by snipers, but so long as the present Railway Management exists, it will endeavour to maintain the railways and ports as fully as possible without fear or favour and irrespective of politics'*.

In March 1948 another train was blown up by a mine near Binyamina south of Haifa, killing forty civilians and wounding sixty. By April, Kirby described the killing of railway staff as 'incessant'. Later that year saboteurs attacked the railway's head office, Khoury House in Haifa, and the resulting fire badly damaged the accounts department and Kirby's car was stolen at gunpoint. Kirby instructed his staff: *'The intention of the Management is that the railways will be kept in operation and handed over on 15 May as a going concern. The severe loss of Khoury House, and the secession of Arab staff in Haifa will not interfere with this intention... All staff reporting for duty will be allocated to the best advantage, irrespective of the Branch in which they have been hitherto employed'*. Privately Kirby wrote to Gurney: *'I have been expected to carry on the railways and ports under almost impossible conditions; I have taken upon myself risks and responsibilities that have seldom, if ever befallen the General Manager of a Colonial Railway; I have achieved more than could have been hoped for'*. Towards the end of the Mandate, all military equipment was being railed to Suez for shipment back to England. The Royal Engineers supplied crews to operate the trains including driver, firemen and guards. Shortly after midday on the 17th April 1948, Davies received a call at Binyamina from railway control that a military train had been sabotaged at kilometre forty-seven on the line between Binyamina and Hadera. Simultaneously he was also contacted by the Military Liaison Officer and between them they decided to take a special train with an armed escort of fifty soldiers and proceed to the site. Davies with the help of railway staff prepared one of the Baldwin 4-6-0 engines, No. 890 with two freight wagons and a brake van and with him driving and two Arab crew they left two hours later. Proceeding with caution he headed south into the section with the damaged train. Around a corner at kilometre forty-seven they came across the back of the stranded train and within yards of the front of their locomotive were two flat mines on the track. Davies managed to stop the train but both mines exploded destroying the cowcatcher on the front of the engine but causing little serious damage. The saboteurs were busy off loading mortar shells from the wrecked train but began firing at the arriving engine. The troops hurriedly leapt from the wagons into a ditch and returned fire with great effect. Davies and the engine crew were partially protected by the steel plate of the cab but he quickly realised that reinforcements were urgently required. Lying on the floor of the cab he managed to turn the screw reverser and put the engine in reverse. Heaving on the regulator, the engine slipped badly striving to grip on the rails and push the freight cars backwards. Still under a hail of fire the engine disappeared around the bend and headed back to Binyamina. On arrival, troops were standing by to board while Davies ordered the crew to shunt the wagons and brake van to the front of the engine. They set off once again and on arrival discovered the terrorists had fled. The wounded soldiers on the sabotaged train were collected and taken to a military hospital for treatment and the train cleared from the section. It had been carrying around four hundred tons of mortar bombs of which at least thirty tons had been stolen.

Less than a month later the British Mandate was ending and Davies' time with Palestine Railways was drawing to a close. The handover to the new State of Israel was scheduled for the 17th May and he left for England on 6th May aboard the vessel *MV Georgic*. Arthur Kirby followed nine days later. At the end of the month Davies received a letter from Mr C.J. Jefferies of the Colonial Office in London advising him of the award of the George Medal. *'In recognition of the great courage displayed in Palestine when a military train was sabotaged by terrorists. It is to remain confidential until the announcement in the London Gazette on 1st June. Arrangements will be made for you to receive the medal in due course'*.

This was followed by a letter from General Alan Cunningham, former High Commissioner for Palestine who wrote: *'My best congratulations on the award of the George Medal. Your action was of great courage and the award is well deserved'*.

The *London Gazette* of 1st June 1948 carried a number of awards, including three George Medals. One of these had the following citation: *'Robert Moseley Davies, Assistant Locomotive Superintendent, Palestine Railways. On 17th April 1948, when a military ammunition train had been sabotaged by terrorists, Davies drove a locomotive to the scene. He did this in the knowledge that the area around the sabotaged train was picketed by armed gangs of terrorists and that the track approaching the site was probably mined. Two mines exploded under the locomotive, fortunately without derailing it. Undeterred Davies took it as close as possible to the wrecked train and was thus able*

to rescue some of the wounded military personnel. Davies showed great courage without regard for his own personal safety'.

The day after the award was announced Arthur Kirby wrote to Davies: *'I was delighted to hear from the BBC yesterday of your having been awarded the George Medal and I am pleased that my recommendation was successful'.* A second letter arrived dated the 11th June from the Secretary of State for the Colonies, Arthur Creech Jones sending congratulations and mentioning his part in the submission of Davies name for an award. Davies went on to receive the award from King George VI at Buckingham Palace and was also awarded the General Service Medal with the Palestine bar 1945-48. The George Medal was introduced in September 1940 by King George VI as a primary award for civilians. It is a silver medal suspended by a ring from a crimson ribbon with five blue stripes. The obverse depicts the crowned effigy of the reigning monarch. The reverse shows St. George on horseback slaying the dragon on the coast of England, with the legend "THE GEORGE MEDAL" around the top edge of the medal.

In October 1948 Davies was offered a job with the Kenya Uganda Railways and Harbours in Nairobi, as Assistant Works Manager in the Nairobi workshops with a staff of 2,500. Shortly afterwards the KUR&H amalgamated with the Tanganyika Railways to become East African Railways and Harbours. During the next fourteen years he stayed with the railways rising from District Mechanical Engineer to Senior Engineer in charge of design, research and development and experimental trials work. This included the introduction and testing of the Giesl ejector and chimney to be fitted to most classes of steam locomotives in the region. This device, designed by the Austrian engineer Dr. Giesl, improved the vacuum in the smoke box, not only improving fuel and water consumption and timings in the sections but also increasing the load capacity and remained in use until the demise of steam traction in 1980. Arthur Kirby had also joined the East African Railways and was General Manager from 1953 to 1958 when he retired. Davies left Kenya in 1962 returning to the United Kingdom where he held a number of engineering posts until he retired. During his time on the railways, Robert, known as Robin to friends and family, was an avid model locomotive builder, mainly in 3¹/₂" inch gauge, and he produced some superb working engines, one of which was fitted with a scale Giesl ejector. The locomotive worked well, proving Dr. Giesl's theory. He later went on to build a large 3¹/₂" gauge layout in his garden. I had the pleasure of knowing Robin in later years when he helped me with details of East African steam locomotives for a book I was writing. Robin's last locomotive was an exhibition standard Great Western King Class 4-6-0 engine. A fitting tribute to a very fine railway engineer, who passed away recently.

