

HARAKEVET הרכבת

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Editorial Statement: Many thanks again to readers for passing copies on, for sending photos, notes and stamps! This journal seems to have "touched a nerve". In response to some queries, we start with a brief Glossary covering some basic terms in modern Hebrew.

I have had an offer to redesign the front page, so with luck Issue 4 will look a little more professional. For information: I use A4 because it's handy, leave a margin so it can be clipped into a ring binder and only use one side because the photocopier I use scrunches up paper if I try to print the second side! Please keep ideas and information flowing.

1. Glossary:

הרכבת	"HaRakevet" : The Train, or The Railway.
מסילת-ברזל	"Mesilat-Barzel": Literally: The Iron Way. Railway line.
פס	"Pass" : Rail.
אדן	"Edden" : Sleeper.
הצתקה	"HaIttakah" : Point.
בו'על העלם	"Bo'el Helem" : Buffer stop.
לבורים	"Zevorim". : Ballast.
צומת	"Tzomet". : Junction, Crossing.
קרון	"Karron" : Car, wagon, coach.
קטאר	"Kattar" : Locomotive.
מנוע	"Mano'ah" : Motor, engine.
קטאר יתקה	"Kattar Ittakah" : Shunting engine.
מיכאל	"Meychal" : Container.
קיסור	"Keetor". : Steam.
גלגל	"Galgal" : Wheel.
בילם	"Belem" : Brake.
קישור	"Keeshur" : Coupling.
דוד	"Dud" : Boiler.
ארובה	"Aruvah" : Chimney.
שריקה	"Shreekah" : Whistle.
בוכנה	"Buknah" : Piston.
אית	"Ot" : Signal.

Note: More words to follow in future issues. In the nature of things, railwaymen use a lot of slang - so if anyone can correct anything here listed, please do so.

2. Early Days. Extracts from: "The Diaries of Sir Moses and Lady Montefiore. Comprising their Life & Work as Recorded in their diaries from 1812 to 1883". Edited by Dr. L. Loewe. Bedford-Clarke & Co., Chicago, 1890. 2 vols.

It is easy to see why the Jews of the period looked upon Sir Moses with awe. He moved at ease in the world of High Finance, mixing easily with the aristocracy and the diplomatic world. He could make mistakes, though ! The following extracts are taken from Vol. 2:

(p.57): After Sir Moses' fourth visit to Palestine, whilst in Egypt at the end of 1855, he "received numerous visits from representatives of educational, charitable and financial associations of every nationality in Egypt. Among the latter, there was Monsieur de Lesseps, who had a long interview with him, explaining the importance of the Suez Canal. Sir Moses, however, did not appear to regard the undertaking as likely to prove successful from a financial point of view."

(p.58) At the beginning of 1856:

"He also attended meetings convened for the purpose of discussing a scheme for a railway from Jaffa to Jerusalem.

Accompanied by the Secretary of the Board of Deputies of British Jews and myself, he went to Count Strzelsky, at whose house he met the Hon. Mr. Ashley, Sir Culling Eardley, Hr. Uzielli, Mr. Baxter, Mr. Barkley and Mr. Redhouse, and remained in consultation with them for several hours.".....

. April 7th. 1856.: "He had an interview with Lord Palmerston, of which he gives full particulars in his Diary. To Sir Culling Eardley, who came to him previously to their going to see His Lordship, he said, that "to prevent the possibility of his (Sir Culling) being under any mistake with regard to the object he (Sir Moses) had in view respecting the railway to Jerusalem, it was his opinion that, when finished, it would not induce fifty Jews to return to 'the' Holy Land, but he had no doubt it would greatly conduce to the improvement of their situation; that he would have nothing whatever to do with it if the undertaking was to be regarded as a sectarian measure". "The men we should have for directors", he said to Sir Culling, "must be those whose names are well known for wealth and connected with other railways, but on no account with religious societies".

Sir Culling Eardly, understanding Sir Moses' object, agreed to his views and they both proceeded' to Lord Palmerston. Sir Moses told his Lordship what had been stated before, adding that he had desired Sir Culling Eardly in the first instance to ascertain whether the project had his approval, and if so, whether Lord Palmerston would grant a royal charter limiting the liability of the shareholders, to the amount of their subscriptions; also whether he would make an application to the Turkish government for its consent, and a grant of land on each side of the road, or a guarantee of a minimum rate of interest as might be agreed upon.

Lord Palmerston heard Sir Moses most patiently, and said he considered such a work would be extremely useful to the Turkish Government. It would enable them to move their troops with greater facility, and the country would become more settled; at present, not a month passed but he received I accounts from the consuls of outbreaks. It would also increase the commerce, of the country, which would improve the revenue of the Porte and the commerce of England. He would have recommended Sir Moses going to Paris to see Ali Pasha, but this morning he had heard from Lord Clarendon that Ali Pasha was coming to England, and Sir Moses would better see him here.

..... "It was clear", Sir Moses writes in his Diary, "that Lord Palmerston is very much in favour of the project."

May 20th. 1856: Sir Moses received a note from Sir Culling Eardly, saying that the Grand Vizier, Ali Pasha, would receive the deputation on the following day.

May 21st. At twelve o'clock, he was at Claridge's Hotel to meet the other members of the deputation, Sir Culling Eardly, the Hon. Mr. Ashley, Mr. Oliphant and some others. They were with the Grand Vizier for nearly two hours, and he agreed to receive and to forward to Constantinople their proposal for the railway, with either a grant of land, or a guarantee for interest of capital, but not both.

(Sir Moses Monefiore's Activities, Continued:)

It was arranged that they/should all meet on Friday to prepare a paper for the Turkish government."

May 20th. 1856. (sic). "Sir Moses and Lady Montefiore went to Belvedere House, the beautiful seat of Sir Culling and Lady Eardley, where they found a very large party to meet the grand Vizier, Ali Pasha, the Turkish Ambassador, Musurus Pasha." the Danish Ambassador and his wife, and many more distinguished persons. After luncheon there were several good speeches respecting the proposed railway."

(N.B. I am sure this should be Friday 30th. May - a meeting at lunchtime would obviate problems for Sir Moses regarding Shabbat observance).

May 31st: "Sir Culling Eardley had another interview with the Grand Vizier; it being Sabbath, Sir Moses was prevented from going. In the evening he received a note from Sir Culling, expressing his regret that the Grand Vizier had appointed that, ldayi for the interview, and begging that he would go on Monday to the Grand Vizier, as the latter would leave soon. Count Strzelsky sent him the paper which he had agreed to deliver to the Grand Vizier, and Sir Moses signed it."

June 2nd. 1856. He met Count Strzelsky at Clarendon Hotel, where he had an audience of the Grand Vizier, to present to him the paper regarding the Jerusalem Railway. He read it very carefully, and promised to recommend it to the attention of the Sultan.

Sir John Macneil, whom Sir Moses saw a few months later, advised them to have a railroad from Jaffa to Lidda (sic) and thence a macadamized road for carriages across the mountains. A railroad, he said, would cost from £4,000 to £4,500 per mile, the other £150. He thought the Government would not give land, and would guarantee only 6%, as the road would not pay.

Count Strzelsky then went to Constantinople, and on his return, about the 8th. December, he told Sir Moses, in the presence of Sir Culling Eardley, Sir Joan Macneil, Mr. Ashley and others, all that had passed there regarding the Jaffa railway; and that the government would only guarantee 6%, and give no land. . . . "

(p.110) Jan-March 1860.

"About the same time he received some intelligence from Count Pizzamano, the Austrian Consul in Jerusalem, respecting a subject which had often engaged his attention in former years, viz. the construction of a carriage road from Jaffa to Jerusalem. It appears that the Count had at last succeeded in obtaining a fifty-years concession from the Turkish Government for the purpose, and he now proposed forming a company with a capital of one million francs, on which, he calculated he could offer the shareholders a dividend at the rate of 10% per annum, leaving a surplus to be divided between the contractors and the Amortisation Fund.

The Count was not willing to dispose of any shares before hearing from Sir Moses; and asked him whether he would be inclined to associate himself in the undertaking, sharing profits and losses alike; or should this not suit him, how many shares he would take himself, and how many he could place in England among his friend?

..... However gratifying the communication of Count Pizzamano may have been to Sir Moses, his advanced age, and the great anxiety occasioned by the very unsatisfactory state of Lady Montefiore's health, precluded the possibility of his then associating himself with the Count in his important undertaking".

(p.125.) 1861 : "the first part of the year".

"...A revival of the scheme for the construction of a railway from Jaffa to Jerusalem prompted him again to take a prominent part in the exertions of a Committee/appointed for that purpose". He also became re-involved in Pizzamano's Road scheme).

:1;

(p.131) Feb. 24th. 1862: General Chesney and Sir John MacNeil called on him at the Alliance and requested him to be the chairman of the proposed railway between Jaffa and Jerusalem, which he declined. He consented, however, to his name being added to the scheme as a patron."

p.133f). 1862. "Twenty-four years having now passed since Sir Moses made the entry in his diary on the desirability of having a railway between Jaffa and Jerusalem, without his

(Sir Moses Montefiore's Activities, cont.)

having witnessed any further attempt to accomplish so important an undertaking, the reader will find it interesting to learn his suggestions".

(N.B. This would mean about 1838; I have not found any such reference).

March 10th. 1862: "Sir John McNeil and General Chesney came to him at the Alliance. He expressed his feelings regarding the prospectus, in which his name had been printed as a director. They said it was a mistake. In the end he promised to meet them at the Athenaeum on the morrow. Lord Dufferin would be there, and Sir Moses promised he would endeavour to find some City man as a director. He immediately wrote to some of his friends on the subject, but did not succeed in persuading them to become directors of the proposed railway.

In the course of the afternoon Sir Moses went to the Athenaeum, where he met Sir John McNeil, General Chesney and General Sabine. They were soon joined by Lord Dufferin. Sir Moses says: "I held that the concession for the Jaffa railway should be obtained with a guarantee of 5 or 6% on the outlay; that two or three influential persons should be selected as directors, and that the Turkish Ambassador should be an ex-officio director, as his presence at the board would sanction the contracts, and thereby secure, without dispute, the guarantee return on the outlay. I mentioned several persons it would be desirable to get as directors."

Lord Dufferin spoke alone to Sir Moses, and made a good impression on him, as "a most elegant and agreeable young man".

"Lord Dufferin said to me that he had asked Lord John Russell to be a patron, but he would not consent. Lord Dufferin spoke of Lord Stratford de Redcliffe and Lord Clarendon; but I said it would be quite unnecessary to have any patrons, if his Lordship was the chairman of the company".

"After leaving the Athenaeum, Sir Moses called on Sir Culling Eardley and told him that he had been with Lord Dufferin, and had great hopes that the scheme would be carried out."

As we know, despite all this high-level manouvering, the scheme was not carried out. Why? Lady Mntefiore died six months later - on Rosh Hashanah, Sept. 1862 - and this certainly affected Sir Moses greatly - yet there seems to have been quite a group of financiers, politicians and others in favour of progressing matters. In the end a French group took the initiative. Were any of these individuals involved in the Acre-Damsacus standard-gauge scheme of 1892?

3. Jaffa : A Query.

When did the last train leave Jaffa station? Menachem Begin's account of the "Battle for Jaffa" (See Page 8) states that by the end of April 1948 the area around the station was under attack. As far as is known, no train used the station after the State was declared. Is this correct? Was any rolling stock still left in the station area in a fit state for collection?

From an operational point of view, the gradient from Jaffa to Tel Aviv stations was a nuisance; once the Jaffa area ceased to have a great deal of traffic potential, not a lot would be lost by cutting the line back a little. (The same could not be said for the later cut, which took Tel Aviv's station out into the country !). However, there had been sheds, sidings, and an Army repair depot for locomotives which, if the machinery was still intact, would have provided useful facilities for the newly-created Israel Railways. Maybe the machinery had been removed?

1992 sees the centenary 'of, 'the Jaffa-Jerusalem line. In 1982 Jaffa station was a derelict hulk adjoining a military garage. Could it be restored as a museum in time for the centenary ? Does anyone have any influence with the local City Fathers? This is actually a very historic building.....

4. Noted In Reading: Excerpts from "The Revolt". by Menachem Beldnl first published 1952; Translation y Samuel Katz;pub. Futura, 1980.

In "The Revolt" Menachem Begin writes autobiographically of the period prior to the establishment of the, State of Israel, during which period - 1944-8 he was commander of the Irgun Zvai Leumi - the "People's Military Organization", in conflict both with the British Mandatory authorities and, for most of the time, with the other leaders of the "Yishuv". The struggle was an underground one. Without delving into politics, the following excerpts have relevance to the Railways:

p.115. Gideon - "our Giddy" - was young in years, still in his early twenties, when he succeeded Eitan (who had been captured) as 'Chief of Operations. "Giddy has an unusual combination of qualities. He has both an inventive brain and constructive hands. He is both a planner and an executor. He has innumerable technical and tactical inventions to his credit..... Giddy invented the contact-mine for railway sabotage, against which no counter-measures were of any avail. It could not be dismantled. Whoever tried paid with his life for disregarding our warnings. A pilot-engine would pass over the mined spot without mishap, but when the train followed, it was thrown into the air. The mine was constructed on a weight principle. A light weight would not set it off; a heavy weight would be destroyed on contact with it. A time mechanism was also attached - allowing one day, two days, three days, even whole weeks. At one time we paralysed almost all railway traffic in the country by these mines.....

p.126ff; "Many will remember our attack on the government's "pay-roll-train" from which we confiscated a large sum of money. Orders were given, as in all similar operations, which the exigencies of war compelled us to carry out, to avoid hurting anybody. The quantity of explosives employed for halting the train was so calculated as to force the train to stop, albeit with an unpleasant jolt, but not to destroy or seriously damage it. The boys rushed out of the wood where they had been waiting, the guard surrendered and was disarmed. All the officials on the train - which carried no civilian passengers - were placed in custody. A few who had been scratched by broken glass were bandaged - to their great surprise - by members of our First Aid detachment. The money - £38,000 - was seized. The boys returned to their base. The British officials, knowing what we would do with the money. (i.e. purchase arms) made the most strenuous efforts to recover it. Neighbouring Hadera was placed under curfew. Special patrols were sent out on the roads. The vehicle carrying the money was also searched thoroughly - but fruitlessly." ..."It was hard to forgive what was written about this "clean ;job" by a British lady journalist, who) told her millions of readers that the attack was led by "my fiancée, a blonde young woman, who carried a Tommygun night and day". And after a description of this vampire came a hair-raising account of the behaviour of the "wild terrorists" at Hadera."....

p.250. "In Italy Eliezer acquired two ships. The Hebrew Committee of National Liberation in the United States, and the British Government's wages train in Hadera, supplied him with the necessary means."

p.255. Quoting a secret Haganah telegram sent by Moshe Sneh, on 1st.Nov. 1945

"On Wednesday the following operations were carried out. Two boats were sunk at Haifa port and a third at Jaffa. They were engaged in hunting immigrants. The railway lines were cut at 186 points. Altogether there were 500 explosions. Railway traffic was suspended from the Syrian border to Gaza, from Haifa to Samakh, from Lydda to Jerusalem. In all the operations nobody was wounded or arrested.

That night the I.Z.L. (The Irgun) attacked Lydda station causing serious damage and a number of casualties. . . ."

At this time the Haganah and the Irgun were only partially cooperating and coordinating their efforts. This can be seen in the fuller account of the Lydda attack, PP.257 - 259:

In a written approval of the plan, from the Haganah:

Para. 2: "The plan has two parts: (a) the area between the grove and the huts. (b) the hutment area and the tunnels. Only the first part is to be carried out (that is: without, 'damaging the tunnels) in accordance with tactical considerations.' This part is capable of execution with absolute surprise before the guards recover and are able to offer effective resistance. In the existing, circumstances it is almost impossible to carry out the operation in the tunnel in the same way.

Para. 3: The objective itself - the tunnel - is not of great importance and does not justify any deflection from the tactical considerations at this stage."

(Note: This is part of an account attempting to justify the Irgun's point of view in later conflict with those who led the Haganah at this time)

"The attack on the Lydda Railway Station, which met with complete success, might easily have ended in failure or in grave consequences for the attackers. Our Assault Unit, together with an F.F.I. ("Fighters for the Freedom of Israel" - also known as the "stern Group" after their leader, Abraham stern) unit, went out to Lydda without receiving any information whatsoever of the extensive sabotage operations carried out against the railway-system by the Haganah an hour before midnight. We had not insisted on being supplied with such information... The consequence was that when our unit arrived at Lydda - after some delay owing to their having made their way on foot by devious paths from Petah Tikvah - the explosions at more than two hundred points throughout the country were already in full progress. Some of them had been heard at Lydda. and the British unit guarding the railway was in a state of alert. A state of alert was also proclaimed in all the police stations and army establishments on the route our men had to take. The, danger was great. Nevertheless Eitan - after he had explained the situation to the men and they had expressed their enthusiastic readiness to storm the Lydda Railway Station - decided to go through with the attack. The conditions previously envisaged had changed completely, and the attack could not be carried out according to the original plan. Strong enemy resistance had to be overcome. A number of British soldiers were killed or wounded. We also suffered heavy casualties, one of our best officers being killed. However, important railway installations were damaged. The tactical objective was achieved."

(There follows an account of the difficult withdrawal. It is not clear what the "tunnels" are (sometimes singular, sometimes plural). There is a pedestrian subway linking the two platforms - is this intended? What we can learn from this and other accounts is that the leaders of the State of Israel had, on the whole. more experience of destroying railways than of using them; they were fully-aware of the vulnerability of any system to attack, and this may partially explain why the Israel Railways were never given any great national priority. It is also easy to understand why anyone looking too closely at any railway installation even now is viewed with suspicion)

From p.274 - relating to events in May/June 1946:

"A number of our plans were approved. One of them was the demolition of trains after taking off passengers - and this opened up a new series of operations. It was followed by the blowing-up of the bridges by the Haganah, and the F.F.I. attack on the railway workshops at Haifa.

It is exceedingly to be regretted that the F.F.I. received no prior notification of the timing of the Haganah attack on the bridges. The F.F.I. claimed that when their men went out to attack the railway workshops the troops were in a state of alert The troops succeeded in ambushing the Jewish fighters on their way back to base and eleven F.F.I. men were killed and twenty captured, among them a number of wounded....

The attack on the bridges was wide in its scope, and important politically. The men of the Haganah operated in difficult conditions. They had to traverse long distances and withdraw through secondary roads in order not to clash with Army forces. At the bridges which were guarded by a few Arab policemen there were no clashes and the fourteen Haganah men who fell were accidentally killed by the premature explosion of a load of their own explosives. (At A-Zib). But the difficult task was carried out with

thoroughness. Great steel bridges in the north, the south and the east, collapsed under the blows of the Haganah men."

p.361 - a brief reference to an attack on a troop train from Egypt.

p.368 - a brief reference to a road-block near Acre railway station which played a major part in preventing the full escape of those who led the attack on Acre jail "

pp. 450ff.:The attack on an Ammunition Train near Hadera, in mid-April, 1948

"Two weeks later we again visited the Pardess Hannah area. This time Giddy's objective was a British ammunition train on its way from Haifa to the Triangle (i.e. that area formed by an imaginary line joining Nablus, Tulkarm and Jenin), carrying tons of precious arms and ammunition to the forces of the Arab guerilla chieftain, Kaukji. It did not reach its destination. It was stopped at Kilometre 41 between Hadera and Binyamina; and we relieved it of a quantity of arms and ammunition which later decided the fate of Jaffa - and more.

But it was not at all a simple operation.

A light mine, calculated to stop but not to destroy the train, exploded as the long train approached the point at which our Assault Unit was waiting. The calculation was exact. The train was shaken but no more. It came to a halt. Our men leapt forward.

But it was easier to stop the train than to seize it. In the first moment, a mortar-shell hit our radio-car, wounding several men and disrupting communications with the parties dispersed over a wide area. Our fellows returned the fire but could make no impression on their enemy's armour. The opponent had all the advantages. He was behind an elevated and fortified position, while our men lay completely exposed on flat, even ground.

Repeated attempts to rush the train were beaten off. Meantime we were losing the most precious weapon of all - time. In the vicinity were British military camps. Soon reinforcements might arrive and we would be engaged by superior forces on all sides. All seemed lost.

But Giddy was not the man lightly to forego a train filled with arms and ammunition. How could such an opportunity possibly be thrown away: As he crept round among the men he found to his surprise that one group had captured a British soldier. He had apparently jumped from the train when the mine exploded and fallen straight into their hands. Swift as an arrow the thought went through Giddy's mind: This Tommy could help him seize the train.

"We'll set you free", Giddy told the Tommy. "Go back to your Officer-in-Charge and tell him that a battle unit of the Irgun Zvai Leumi has surrounded the train from all sides. Tell him I give him five minutes to hand over the arms. If he surrenders no harm will come to him or his men. But if he refuses, we shall blow up the train and everybody in it. We have anti-tank weapons

The Tommy, who had never dreamt he would be employed on such a "peace" mission, ran back to the train.

Minutes passed. Giddy waited. But no reply came. The worst of it was that he had no means of replying to the silence of the British major; he had no anti-tank weapons and he had no explosives.

Giddy did not wait for his ultimatum to expire. Exposing himself, he approached the armoured coaches. Suddenly, he flung himself down full-length in the sand and gravel. A British soldier had aimed straight for his head; the bullet whistled over him missing by a hair's breadth.

He took up a more convenient position and shouted with all his might: "Listen to me : This is the commander of a unit of the Irgun Zvai Leumi speaking to you. You are surrounded by my men on all sides. We propose to confiscate the arms in the train, but we have no intention of harming you. Get out of the coaches ,and raise your hands. If you surrender you, will be able to return to your units. But if you continue to resist not a man will remain alive. I shall order the train to be blown up. We shall blow up the train if you do not surrender. This is my last warning".

The psychological weapon proved effective. The officers and men tumbled out of the train. Giddy breathed again.

But three of our men lay dead in the sand... Again we had paid for iron with blood.

The men began to load the ammunition on to the trucks which had been recalled to Kilometre 41. The task was a long one, and it was getting late.

Our men, as usual in such circumstances, worked with superhuman energy. But even so they could not load the many tons of precious ammunition quickly enough. Giddy decided to call in the aid of the British prisoners. Giddy called to a sergeant: "Get your men together. I need their help!". The major became more than a little apprehensive. ': I

"Are you going to kill them?", he asked.

"Don't be a damn fool", was Gideon's nettled reply. "We are Hebrew soldiers, not barbarians. We don't kill prisoners. We promised not to harm you. Men of the Irgun Zvai Leumi always! keep their word. No harm will come to your men. I only need them for work".....

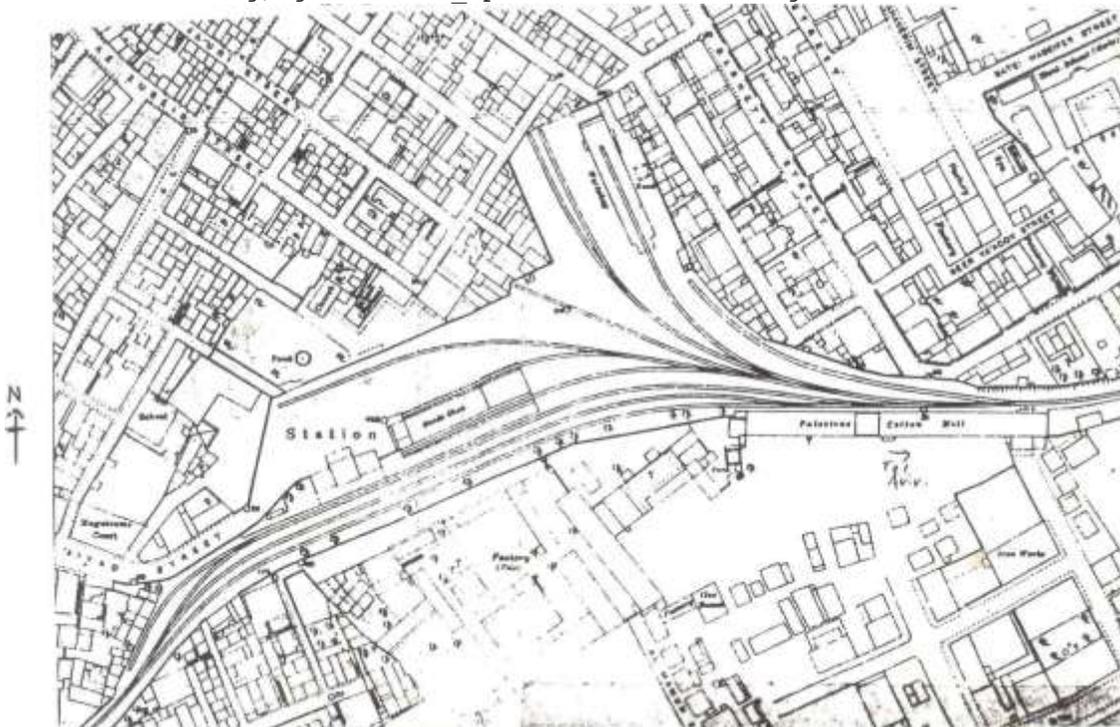
For four hours the British soldiers helped to load arms on to the Irgun trucks. They worked, moreover, side by side with Irgun soldiers. The task was very hard. Nearly twenty tons of ammunition had to be handled. Every hour Giddy allowed a regulation five-minute break during which he arranged for oranges to be distributed as refreshment among the British soldiers. They worked hard and faithfully. Crate after crate was loaded. Truck after truck was filled - until the work was completed. "

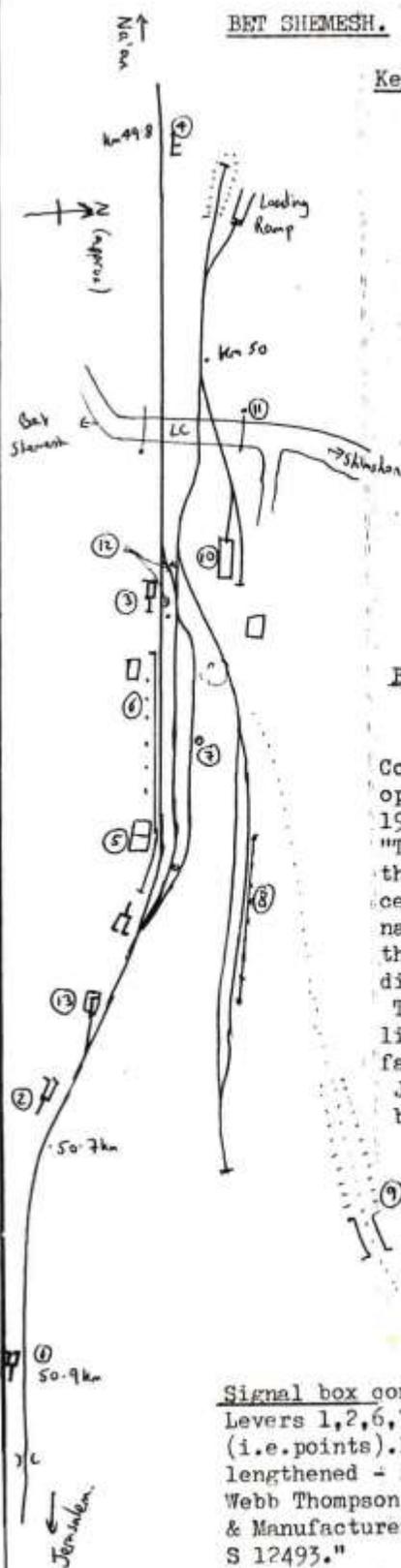
(The arms were hidden temporarily in Zichron Yaakov, and later used in the battle for Jaffa. Mortar shells proved especially useful. The attack on Jaffa began April 26th. 1948, and 9n p.466 there's a reference to the British "security zone" and forces, still stationed at the Jaffa railway station

 Editor's Note: These memoirs " written to justify the actions of the Irgun at a time (the early 1950's) when memories of the fragmentation of the anti-British movement were still very bitter, nevertheless casts interesting light on the way trains were apparently held up with impunity (for four hours!) or lines cut. It is clear that, despite the paucity of official records of this period, the railway system and those who worked it were fighting for survival as a viable means of transportation - and, effectively, they lost. Whatever the politics, one can only sympathise with those brave railwaymen who tried to keep the trains running against all the odds, and at great personal risk.

5. Jaffa station. Scale 1:2,500. Map taken from 1937 Partition Report.

Most of this area was derelict or cleared for redevelopment by 1980's; station building, goods shed_ platform and railings survived.





BET SHEMESH. Sketch plan as in 1982. Not to Scale.

Key:

1. "Up" advanced signals. (Split).
2. "Up" home signals. (Split).
3. Up Starter.
4. Down home : Split; two arms on same post.
5. Station building; single storey, with verandah. Contains signal box: 18 levers. Marked "1926 Palestine Rlys". 3 Tablet instruments: "Jerusalem"; "Bar Giora";
6. Platform. (When trains pass, down trains use track 2 - no platform).
5 wooden lamp posts; 6th. lamp attached to bracket on S.B. One old steel lattice pole.
7. Water Column.
8. Pipeline installation - fuel depot.
9. Disused concrete bridge & embankment leading to Quarry/Cement works.
10. Shed for P-Way Rail Trolley.
11. Level Crossing.
12. Two point-indicators.
13. Spur to runaway catch-pit.

Bet Shemesh formerly called "Artuf" and "Har Tuv".

Notes on Shimshon Palestine Portland Cement

Works Ltd, (From "Who's Who in Israel" 1952.p847.

Co. founded 1935; actually started building operations 1946 - works destroyed by Arabs in April 1948 - so new orders for equipment from U.K.

"The lands owned and taken on lease...contain all the raw materials required for the manufacture of cement, namely: limestone, clay and chalk...A narrow-gauge line is being constructed, connecting the quarries and the clayfields with the works..a distance of approx. 2km.

The Co. has constructed a special bridge and railway line from the Hartuv Railway Station to connect the factory site with the Railway Line Tel Aviv-Jerusalem. Four special railway sidings have also been built".

Contractors were B.Goussinsky of Haifa.

1955 ed. adds:

"A narrow gauge line has been constructed and all the equipment for this railway line such as engines, wagons for conveying raw materials, etc. have been acquired and imported by the Company from the U.K...."

Signal box controls: 10 semaphore arms & 2 point indicators.
Lever 1,2,6,7,9,10,15,16,17,18:Red. Lever 4,5,11,13:Black. (i.e.points).Lever 3,8, 12, 14:Blue.(Point locks). No.8 is lengthened - for a long pull. King lever ?
Webb Thompson Staff Apparatus marked: "Patented Sole Licensees & Manufacturers. The Railway Signal Co. Ltd. Liverpool. S 12493."

(The Ruston & Hornsby 4wDM at "Museon Haaretz" in Ramat Aviv apparently came from here, and was built in 1948).

ISRAEL RAILWAYS 8F IN 4mm SCALE Tony Travis, Jerusalem

Like a near-extinct rare creature, the LMS-type 8F 2-8-0 figured prominently in the hunt for last traces of British built main line steam locomotives, originally in its natural UK habitat and more recently in the more exotic location of Turkey. The 8F is also fondly remembered elsewhere. Thus, when museums in Israel asked me to exhibit some of my model locomotives and rolling stock the obvious choice was for some sort of reasonable representation of an ex-LMS 2-8-0.

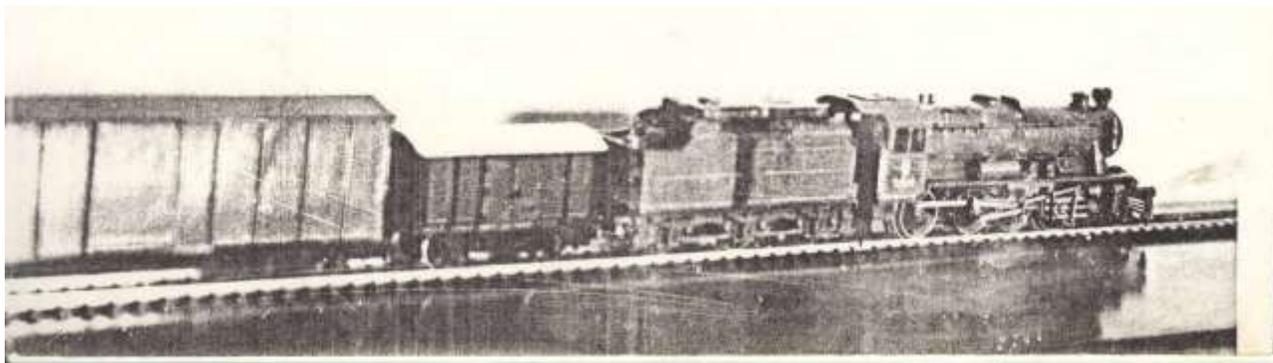
In view of the limited time and resources available the only viable solution was to acquire a second-hand 4mm loco. A second hand Hornby-Dublo engine was obtained on a visit to London and I soon set to work on my Middle East version. Hopefully these notes will inspire further attempts using the earlier Hornby--Dublo or Wrenn models, the new Hornby engine, or, in N gauge, the Graham Farish 8F. Crowline kit K61 will be found useful for additional detailing in 4mm scale, although it was not used here. The only parts purchased were a Westinghouse pump casting and screw link couplings. Practically everything" else was made up from scrap plastic materials.

My general strategy with this and other simple conversions is to modify suitable off the shelf 3.5/4mm scale locos and rolling stock so that they represent equipment found on Palestine Railways/Israel Railways during the 1945-65 period, thus allowing for inclusion of the 1.05m gauge Haifa branch of the Hejaz Railway, known as the The Valley Railway in Israeli folklore, as well as the earliest examples of the current stock of GM diesels. I have attempted to compensate for the lack of true scale accuracy by capturing the atmosphere with realistic weathering and acceptable lookalike qualities.

The Prototype

In recent years considerable literature has become available on the operation of 8F's in the Near and Middle East. It is sufficient to relate that the class was designed by Stanier, introduced on the LMS in 1935, and built in considerable numbers from 1936. During the second world war, the design was adopted by the Ministry of Supply, several LMS engines were sent overseas, as were newly constructed locos, and the final count exceeded 800.

At first, the 8F's were employed extensively in Iran, then as the direction of the war changed they spread throughout the Middle East. Final dispersal at the close of and after the war led to their entry into the stocks of the railways of Egypt, Iran, Iraq,



Italy, Palestine and Turkey. Twenty three of the Palestine Railways engines were taken into the Israel Railways stocklist during 1948, almost half of LMS origins. They retained their 1944 WD numbers in the 70XXX series, and I chose 70414 for my model, as this loco had become the subject of a popular folk song when it headed the last steam train from Beer Sheba in the late 1950's.

The Model

The Hornby-Dublo model was transformed into a machine with the outward appearances of overseas 8F's as found in the 1940's and 50's, and even of the later survivors. The most prominent features of practically all these engines were the headlight and pilot (cowcatcher), and consequently the head-end received most attention. (Some Egyptian 8F's worked either without the headlight and cowcatcher or without the headlight.)

The standard electric headlight was of the adapted motor car lamp pattern, but a number of the IR engines were fitted with the more interesting American locomotive headlights. A Bachmann loco body was easily relieved of this item which was mounted just forward of the 8F's chimney using cyanoacrylate glue, as used in the remainder of the work.

The prototype cowcatchers were made up of a metal frame fitted with transverse and angled steel bars. This style has been retained on the Israel Railways (IR) diesels and was simulated from stiff nylon wire and other sections left over from American wagon kits. Lengths of wire were glued to two outer vertical supports, and the completed assembly was then attached to the buffer beam. The edge of the frame also supported forward footplate steps, which were made from styrene. A screw coupling replaced the easily removed original, and then a length of fuse wire was shaped into a vacuum pipe and glued in place onto the cowcatcher.

Only one further change was made below the footplate. This was the addition of the prominent yoke, made up from a Lima coupling hook, suitably cut, bent and glued into place. Despite its crudeness this adds enormously to the powerful front end impression of the loco. I '.

The Westinghouse pump was placed to the left side of the smokebox, and two drums, cut from plastic pens, were fixed on the footplates, one either side. I had no dimensions available for these or any other items, and judged sizes and locations from photographs. These additions to the superstructure may in fact not have been quite correct for the IR locos, but were standard on many 8F's, and considerably enhance the feel of a British designed locomotive operating in an unusual environment.

Although some of the 8F's were sent out to Iran as coal burners, by the end of the war all appear to have been converted to oil firing. Photographs show that the oil tank occupied the whole space of the bunker between the dividing sections, and that the flat top was almost flush with the top of the curve of these sections. The circular filler was placed centrally towards the rear of the tank. Some tanks were slightly taller, and this is an important point, since the moulded coal on existing models would then not have to be cut away. In this case, the tank was built up of thin plastic that just covered the coal without any alterations to the tender.

One fitting which I did not include was a circular chimney lid, as on a few locos, including 70414. I only discovered this after my model was complete, and also noted that in the late 1950's

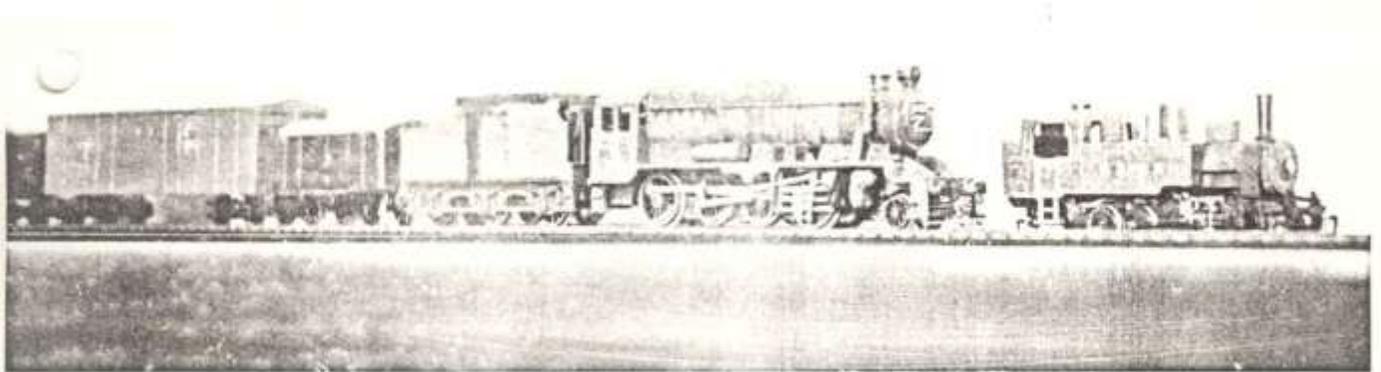
this engine did not carry the American style headlight. However, I was not too alarmed, since the identity of my loco would soon disappear with weathering. Because of the hot climate some Middle East locos received a cover plate to the cab roof.

Finishing

The style of finish was dictated by three factors. Firstly the model would be viewed under artificial lighting conditions, for which the overall black livery is not really ideal. Secondly I wanted to avoid the toy train appearance, especially the unrealistic bare metal handrails and wheel tyres. Finally, it was felt important to create the impression of a hastily patched up engine hard at work playing its part in the building of a new country at the end of the 1940's and early 50's. This called for some suitable weathering.

The cab and tender sides were painted black to blank out previous markings. A resemblance of the circular IR logo was then carefully painted on the cab sides, centrally below the windows, followed by the number. The whole loco was then treated to three uneven coats of weathering, heaviest at the rear, aided by some brushwork to enhance streaking on the boiler and to wipe away sufficient paint to just expose the cabside logo and number. Oil stains were then applied to the top of the tank, a messy mix of matt brown and gloss black, darkest near the filler, and then as a thin wash down the tender sides. Gloss black with less brown was then streaked onto the cylinders, as indicated by photographs, which showed that the 8F's varied from near spotless to heavily neglected, at least externally.

This completed the model, and to illustrate its acceptable compatibility with HO locomotives it is shown in company with a modified Rivarossi body adapted to suit a Berlinerbahn TT 12mm gauge mechanism. This represents Hejaz Railway 2-8-0T No. 300, rebuilt from a tender loco in which the leading wheels were behind the cylinder. Presumably, this arrangement was retained on conversion to t116 tank loco, although this is not the case with the model. Nevertheless it



has much of the character of Jung-built tank engines used on the Middle East 1.05m gauge lines. So far the accompanying narrow gauge rolling stock is Bemo and modified Roco.

The second van behind the 8F is based on one of a batch evacuated from the Kowloon-Canton Railway to Palestine early in the second world war, and many are still in service for grain traffic. Note how it towers above the other rolling stock. The wide variation in sizes was a common feature in both narrow and standard gauge trains, reflecting the variety of different "scales" employed in designing the international assortment of prototypes. (These and other railway models will be on display at the Israel Museum, Jerusalem, from July 18, 1989).