

HARAKEVET

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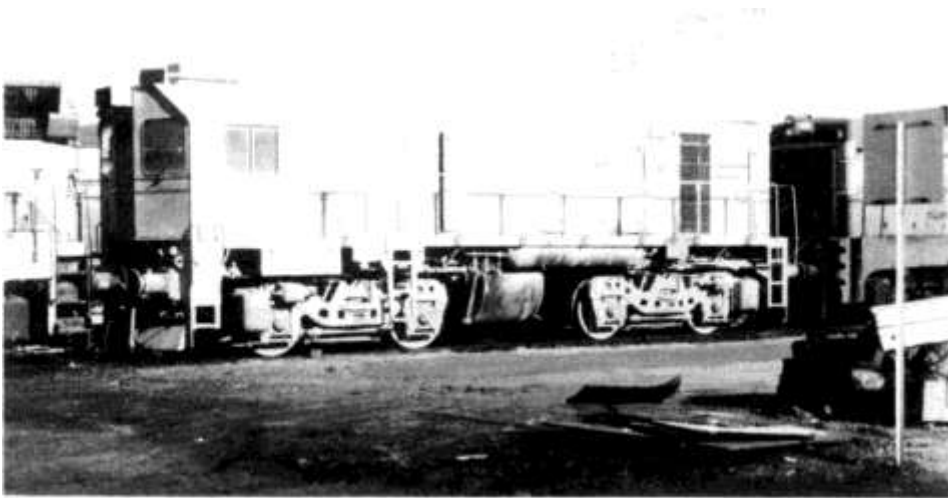
1. I. Binyamina Station on 24/1/90, shortly after the platform canopy had been erected and other improvements carried out. 107 is running through with train 26 (the 10.30 non-stop express from Tel Aviv to Haifa). Standing alongside is 124 on station pilot duties. Plans call for a second platform to be built at Binyamina, which would mean the destruction of the freight shed at the right of this picture. (Photo: Paul Cotterel I).

Issue 10 is overflowing, and I have lots more material to publish in future issues. Articles are still welcome, though! I have had many favourable comments on the switch to A5 format - thanks.

There are a few corrections to No. 9 necessary: The cover photo is at Jerusalem, not Lydda; photos of "Terezina" on page 10 were omitted in error by the printer, but are reproduced in this issue instead; and the article by Paul Cotterell on p. 27 should have a title, "The Good Old Days", which got knocked off when trying to reduce the A4 sheet down to A5; that article should also have been numbered 9:22. In 9:9, the Negev Phosphates bo-bo was overhauled at the Haifa diesel maintenance depot, only the bogies being sent to Qishon Works for attention. The loco's livery is yellow with a maroon lightning flash. In 8: 13, the introduction referred to the G26CW and G26CW-2 Co-Cos, nos. 601 - 615. but the actual drawing was of GT26CW-2 No. 701. (Is this the Gran Turismo version ?)

Alas. President Hussein of Iraq did not read my Editorial in issue 9. Clearly he is no railway enthusiast. Not only did he precipitate a crisis by invading a country that doesn't even have a rail way, but his timing was such that many plans went awry - including the TEPS Tour of the Hedjaz rail way and, in consequence, the tour of Israel next year. See elsewhere in this issue for details. At the time of writing this editorial, at least one subscriber is an involuntary "Guest" in Iraq.

Let us hope that the world calms down once more, and people can start to enjoy innocent hobbies in peace.



10. 3. Negev Phosphates loco no. 001 (BO Bo-Go 778052. 1/1978) at Haifa East diesel depot on 31/12/1988, shortly after arrival from Ashdod Port for an overhaul. (See above). (Photo: Paul Cotterell).

The two main places to visit in Israel for enthusiasts who enjoy poring over surviving items of ancient equipment, are Qishon Works and Lod, though Haifa East and the Tel Hon an sidings should not be missed either. Until the mid-1980's Qishon Works yards were a veritable museum of old rolling stock dumped amongst the herbiage, but in the spring of 1986 much of this was scrapped - more's the pity. Even so, one can still spend a very pleasant two or three hours wandering around Qishon discovering the gems that remain there, and these were itemised by Walter in Harakevet 1:9.

Although I'd been to Lod often enough over the years, I had never made a concerted effort precisely to record all the interesting items of rolling stock and other equipment to be found there, so on 23/2/90 - and despite a really vile cold -I decided to do just that. The following is a list of what I found in the station yard and around the loco depot yard. The list is by no means exhaustive and reflects my personal interests; I am noting extant items of equipment from pre-1946 only, though others may get more kick out of, for example, the redundant Esslingen rail cars dumped on a siding alongside the old loco shed.

a). Birmingham RC&W steel-sided coach (ex-PR 322) in excellent external condition was on a siding near the loco depot, numbered 1010 in the IR departmental seris. This coach was rebuilt in the 1950's to a mobile radio vheicle (See Fig. 95 in 'The Railways of Pelstine and Israel'), and the base of the radio antenna remains on the roof.

b). Cowans Sheldon steam crane 3856/1918. This was minus its jib and the rusting remains were standing on a disused siding in the loco depot yard, where they have been for as long as I can remember.

c). The loco yard water tower still stands though it has not been used to fill an engine tender in over thirty years ! It is remarkably similar to one of the old GWR 'Parachute' type water towers. I was unable to find any evidence of its manufacturer.

d). Baume et Mirpent built 4-wheel flat wagon, departmental number 1223 (previously 3677). No date of building on manufacturer's plates. This wagon presents something of a problem. I am not aware of any standard gauge wagons being bu i It for PR by Baume et Mirpent. My pet theory is that it was built for the Haifa Harbour Works Department, entering PR stock when this contract was completed in 1933. The only evidence I have for this supposition is that wagon 1223 has distinctive V-shaped spokes to its wheels. Photos in my possession of the stock used by the HHVO show this feature also, in contrast to the usual rounded spoke found on goods wagons built for PR. It may be noted that, as seen on 23/2/90,

1223 had been modified slightly to work as a crane runner, but it is anyone's guess as to when it had last actually worked as such.

B). 4-wheel water tank wagon No. 4802. This carries Metropolitan RC&W plates dated 1912, and also plates GW 88965. A rare survival this, and found half-hidden in a concrete bay at the north end of the station yard. It is evidently one of those mobile water tanks tacked on to the tenders of steam locos to provide extra water in the desert and, as such, surely dates back to World War I. My guess is that its survival is due to its being used to provide water to locations in the Sinai following the Six Day War of 1967. The number 4602 is, I think, IR departmental stock but might have been inherited from an earlier series.

f). 4-wheel ramp wagon No. 1504, carrying plates showing it to be Standard II tons. Registered by SR in 1940 as 927, and to have been built at Ashford Works of the Southern Railway. Interestingly (and confusingly!) the axlebox covers are embossed LME (London & North Eastern Railway). No. 1504 was resplendent in a new coat of brown paint so obviously still very much in use. Nearby was another 4-wheel ramp wagon No. 1503, in derelict condition. No identification could be made but I have no doubt that this was also Ashford built, probably in 1940 like No. 1504.

g). Right opposite the station was an ex-ESR 6-wheel wooden bodied passenger coach of the type introduced into Palestine by the British in WWI. It was numbered 021 and has been there, in use as a store or rest room, for as long as I have been traveling through Lod - which is since 1969. I could not make out the manufacturer's details through the thick crust of dirt and paint coated on the builder's plate, but someone had recently scratched at the building date (1890). The coach is in an excellent state of preservation and would be a candidate for inclusion in the museum were it not for the fact that another of the type has already been installed there. The example in the museum is entirely without a builder's plate so details of origin for these coaches remain obscure.

h). In the station yard were the frames and wheels of sixteen ex-PR passenger coaches, most of which had been built by Metropolitan or Birmingham. These had lost their coach bodies in the 1960's when taken out of passenger service, and have since been in departmental use as flat wagons for transporting rails, sleepers and such like. I shall not go into their individual details here, but will pass these on to Ray Ellis as he is preparing a lengthy article on the PR coaches and it is more logical that he deal with them.

Finally, and by way of general observation, it is quite remarkable how very little Lod station has changed over the

decades. Anyone familiar with the place in the early 1920's would have not the slightest difficulty in recognising it in the early 1990's ! Not so with the old J & J station building. This still stands in the modern centre of town, in use by the municipality (no longer by Magen David Adom), and surrounded by apartment blocks instead of olive groves. It really is well-nigh impossible to imagine that metre-gauge Baldwin and Borsig steam engines ever passed this way.

10.5. MEMOIRS OF "RAKEVET HA'EFEK". By Nonek Jacobson.

Nonek Jacobson of Newcastle has provided me with a couple of memories of his youth, spent partly in Palestine.

Around 1934, when he had only been in the country a few months and was still learning "the system", he had to travel from Afule to Samakh, en route to Tiberias. Tickets, he was told, were sold on the train so, clutching the correct fare (3 piastres? 5 piastres? whatever), he offered it to the conductor as he walked past. The conductor spat in disgust, and walked on. Puzzled, young Nonek held on to the money and offered it again as the conductor walked through a second time. Again the man spat in disgust, and walked on. At this another passenger offered some advice. "You shouldn't offer the full fare; offer him half, and he'll give you a ticket. You see, he has to collect them as well". So, Nonek offered him a reduced amount, and the conductor promptly gave him a ticket he had collected from a previous passenger, and presumably pocketed the cash.....

On a second trip, on the same route, the train suddenly stopped in the middle of nowhere. At the trackside was a man with a donkey with four panniers, loaded with "mishmishim" - apricots. The travellers all disembarked to purchase fruit from the travelling salesman who, it transpired, was a personal friend of the engine driver - hence the unscheduled halt.....

10.6. THE LITTLE TRAIN OF YARKON PARK.

In 1982 Paul Cotterell asked for any details of the little train whose relics were found in Yarkon Park, Tel Aviv. Searching through my own collection, I have found a colour postcard, published by Palphot, No. 3508. This shows a 3-4WD painted mid-blue, with a steam-loco style cab and a fake smokestack, hauling a train of at least 9 four-wheel toastrack coaches. open but with a canopy. The coaches are each painted in a bright colour - yellow, orange, blue or green. In 1981 I visited the Park and found a small pile of rusting coach underframes and a few rails (including one point) still embedded in various parts of the site near the administration offices.

10. 7. NEWS FROM THE LINE

1. Through Tel Aviv At Last ?

From "The Jerusalem Post", 22/6/90,p2:

"The Ports Authority announced last week that it has given the go-ahead for the construction of a new train track to run alongside the Ayalon highway, connecting the rail way at Arlosoroff with the one near Mikve Yisrael, south of Tel Aviv.

The Netivei Ayalon company will be responsible for the NIS 70 million project, which will include a 5-kilometre track and two stations, one at the Kirya and the other at the new Central Bus Station. The project is estimated to require three years' work."

I am informed that later estimates refer to 35 Million, and indeed such a line should (in theory) be capable of completion in a matter of months.

Then again, in "Metro News" - the "Jerusalem Post" local supplement for the Tel Aviv area, of 17/8/90:

"Bidding opens for railway infrastructure construction.

The Netivey Ayalon Company, contracted by the government to build the new suburban railway complex, announced the opening of bidding on a NIS 40 million contract for the construction of a railway infrastructure to be laid down between the central railway station on Rehov Arlosoroff and the southern Mikve Yisrael station. Six civil engineering companies have already placed their bids.

The companies will be evaluated according to two criterion (sic - someone doesn't know their Greek plurals !) - the ability to complete the project according to specifications within an 18-month period as well as the ability to match the suggested cost.

Netivey Ayalon General Director Dan Holtzman stated that the project includes the construction of 6-meter high supporting walls that will extend for 6.5 km. and the building of three new railway stations. Netivey Ayalon will announce its decision on September 1.

2. New Diesel Multiple Units ?

An advertisement in the "Jerusalem Post" of 7/8/90, placed by the Head Office of the Ports and Railways Authority, called for bids to construct and deliver two Diesel train sets with a seating capacity of 300-350 per train, and a speed of up to 160 km/h., to be delivered within 20 months of the signing of contracts. Bids were to be in by 18/9/90. Are these for suburban services in the Tel Aviv area ? They will certainly be the first new passenger rolling stock for many years, the last being the 8 BR coaches (built 1970 but bought by IR in 1977.)

10.8. AN 188Q's BAEDEKER.

A reprint of an 1880's edition (no exact date stated) of the famous Baedeker Guide. includes, on p.1:

"A railway Yafo - Jerusalem which had long been projected, appeared during the first half of" 1873 about to be actually constructed. as a directorate was then formed at Constantinople and the route was surveyed and marked out by engineers.

For two years, however, nothing was done, but the project has been revived by a French company, and a firman authorising the construction was issued in September 1875 "

MORE CURRENT NEWS FROM THE LINE.

Just before deadline, some more news turned up

1. A permanent speed restriction of 40 kph. has long been in force between km. 82 and km. 84, immediately North of Herzliyya, because of drainage problems. Work to alleviate this problem began early in 1990, and is now well advanced. The main line was slewed to allow access to the section requiring attention which is having a layer of water-resistant material spread over it to allow rainwater to drain away more efficiently. At the same time the formation is being widened to allow double track to be laid in the future.

2. On 27/8/90 Bat Galim station experienced an electricity failure around midday which put the signalling out of action and caused extensive delays to trains for several hours.

3. Driver David Cohen had a difficult couple of days in late August 1990. On 26/8 he was approaching Tel Aviv with train 51 when he spotted a woman soldier sitting on the track, but was able to stop his train in time. His return working was train 22/401 (0806 express for Haifa and Nahariyya). No sooner had this pulled out of Tel Aviv than the body of a man was found on the track in the station - he had crawled under the rear coach and laid down on the line waiting for the train to run over him. The next day Driver Cohen Just managed to bring his train to a stand metres away from a bus which had become trapped by the level crossing barriers at Hof Carmel. The bus was full of children on their way to the beach there, and was one of several buses all trying to get across the tracks at the same time, disregarding traffic regulations.

4. Work began in August to replace part of the level crossing at Bat Galim, Haifa, with a tunnel under the tracks for most of the road traffic. This crossing, which carries a lot of traffic, has caused many problems in the past, and has been operated by a crossing keeper because of the density of traffic. Apparently, two lanes of surface road over the crossing will remain to accommodate larger and taller vehicles such as trucks, as there are problems involved in digging a deep enough tunnel to allow them through.

5. Considerable problems have arisen with the coaches recently fitted with air conditioning, and the contractor who carried out the conversion has been very busy during the summer rectifying the faults. A small gang of his workers have been a familiar sight at Tel Aviv where they have attended to 311 incoming trains during their turn-round period.

6. The regular service of 3 daily coal trains from Ashdod Port to the new Rutenberg power station near Ashkelon began in early August.

7. A series of mishaps disrupted services on 6/9. The discovery of a suspicious object near the track at km. 2. 4 caused trains 52/413 and 412/23 to be held at Bat Galim and Haifa Central stations for half an hour before the police dealt with the problem. (Such incidents are common on IR but are usually cleared fairly quickly with no worse result than delay and frayed tempers). No sooner had services begun to settle down following this alarm than train 26, already running 8 minutes late, encountered a faulty point at Hof Carmel. It took half an hour and an undignified shunting manoeuvre before the train could be extricated and sent on its way. A couple of hours later the telephone communication between Haifa Central signal box and the level crossing keeper at Bat Galim went dead immediately prior to a meet between trains 28/415 and 53. Train 53 got away with no more than 8 minutes delay, but 28 suffered a twenty minute wait before proceeding to Nahariyya. Telephone communication had still to be restored at 18.00 hours, but a makeshift, almost telepathic system of scratch working had ensured the traffic being kept moving in the meantime.

8. On 21/8 G12 117 demolished a buffer stop while shunting at Har Tzin. On the same day G26CW-2 615 and G16 163 attempted to lengthen a siding at Dimona and buried themselves up to their axles in the sand. Derailments of various sorts are all too common in the Southern Area of IR where a more cavalier attitude to railway operating prevails. An article in the Hebrew magazine Q-puy ("Esekim" - "Business") suggests that millions of dollars have been lost through such incidents.

9. Changes to the timetable came into effect from 16/9/90, including the addition of two extra passenger services. Train 8023 leaves Haifa Mizrach at 0748, Central 0754, Bat Galim 0800, then runs non-stop to Netanya 0848, Bet Yehoshua 0855, Herzliyya 0907, arriving Tel Aviv 0918; Train 8036 departs Tel Aviv 1636, Herzliyya 1644, Bet Yehoshua 1655, Netanya 1702, then Bat Galim 1751, Central 1757, Mizrach 1803.

The daily train from Tel Aviv to Jerusalem now leaves at 0812, and the Journey time is shortened by 8 minutes; the return now leaves Jerusalem at 1615, Sun-Thurs. , (11.15 on Fris. and holiday eves), and takes 5 minutes less than before. Much of these reductions can be put down to the closure of Naan station to passengers, from that date. It is unlikely that anybody will notice its closure !

In addition, two extra freight trains have been laid on. 314 leaves Benel Berak at 1010 and is due in Haifa Mizrach at 1240. In the reverse direction train 315 leaves Haifa Mizrach at 1145 and arrives Benei Berak at 1438. (Timetabled crossing of these two is at Hahoterim). These are the only scheduled freights (apart from an occasional pick-up) which traverse the main line in daylight, and will provide more variety for photographers.

This is the title of a book by Lowell Thomas, an American journalist, published by Hutchinson & Co., London, with no date stated, but clearly after 1921 and before the publication of T.E. Lawrence's own "Seven Pillars of Wisdom". I have been advised not to take this book, a memoir and hagiography of Lawrence, too seriously; the author had very little real contact with Lawrence during the Desert Campaign, but implies a much greater knowledge than is justified. Nevertheless, its enthusiastic style and idiosyncratic, self-righteous and occasionally pompous tone make it an enjoyable book to read, and some of the comments on the political shenanigans of the 1914 - 21 period make current events seem quite tame.

I have selected odd chunks, dragged out of context, that mention the Hedjaz railways; one whole chapter on this specific topic is reproduced in full, the rest has been excerpted.

p. 55: "For many months prior to the outbreak of the Arabian revolution. Shereef Hussein and his sons were secretly preparing for it, while leading the Turks to believe that they were mobilizing against the Allies.

Emir Feisal happened to be in Damascus during this period as the guest of Djemal Pasha, the Turkish viceroy of Syria and Palestine. His father sent word to him that he had succeeded in gathering together a number of tribes for an attack on the Turkish garrison at Medina, so Feisal excused himself on some pretext and said he must return south. Djemal urged him to delay his departure for a few days, saying that he and Enver Pasha would like to accompany him to Medina. When Feisal arrived at Medina with Djemal and Enver, they attended a review of over five thousand Arab tribesmen who whirled by on camels and horses, firing their rifles into the air. The two members of the Turkish triumvirate were delighted with the warlike display, and told Feisal that his men would be of great assistance to the Sultan and his illustrious fellow-Mohammedan ruler, Kaiser William Pasha, in their great war against the Unbeliever.

That night, during the usual banquet, Ali Ibn Hussein, of the robber Harith clan, and a number of other shereefs and sheikhs stole up to Feisal and whispered:

"We have the palace surrounded and are going to kill these Turkish dogs."

Realizing that his followers were in dead earnest, Feisal waved them aside for the moment and, turning to Djemal and Enver, said:

"Now, gentlemen, according to our custom, after a banquet of this kind, you must spend the night in my house".

Feisal then established his guests in his own room and slept outside the door all night. Without leaving them for a single moment, he took them to the train the next morning and accompanied them on their three-day journey to Damascus. This required no little nerve, for if Djemal or Enver had suspected anything was wrong in Medina, and that the Arabs did not intend to cooperate with Turkey and Germany in the War, they would either have killed Feisal or held him as a hostage to guarantee the good behaviour of his father. "

p. 55. "Shortly after the War commenced. [Wrong ! Ed.] the Turks. in order to facilitate the movement of troops to quell uprisings in Arabia, but ostensibly to make it easier for pilgrims to reach Medina from the North, built a single-track railway line all the way down from Damascus. One of the first acts that the attacking Bedouin hordes committed when they approached Medina was to tear up several miles of rails with their bare hands, in order to isolate the garrison. After surrounding the town. the Arabs sat down to await its surrender: but the Turks, encouraged by their inactivity, slipped out of the gates at dawn, surprised some of the Arabs who were camping in the suburb of Awali, and set fire to all the houses. Large numbers of women and children were shot down by machine-guns and scores of others were burned alive in their homes.

This so enraged the Bedouins, and the thousands of Arab townsmen who came out of Medina to join Feisal and Ali, that they immediately assaulted the great Turkish fort just outside the walls of the city. But the Turks opened fire with their heavy artillery and mowed great gaps in the tightly packed whirling mass of frenzied Arabians. Never having encountered artillery-fire before in their lives, the frenzy soon turned to panic, and the mob fled to the shelter of a nearby hill

[A battle ensued, till nightfall.]

On the morrow, Feisal and Ali called all the tribal chieftains to a conference at their pavilion, and it was agreed that for the present it was futile to continue the attack; so they retired into the hills fifty miles to the south, and camped astride the pilgrim road to prevent any Turkish forces from attempting to retake Mecca. The Turks at once repaired the railway line connecting them to Damascus, drove the thirty thousand civilian Arabs living in Medina out into the desert, brought down reinforcements from Syria, and fortified the city to resist all future attacks. After the War refugees from Medina were found all over the Turkish Empire, in Jerusalem, Konia, Damascus, Aleppo and Constantinople. "

q. 79. "Simultaneously with Feisal's attack on the small Red Sea ports of Yembo and El Wejh, his brother Abdulla appeared out of the desert several miles to the east, near Medina. He was accompanied by a riding-party mounted on she racing camels. These raiders wiped out a few enemy patrols, blew up several sections of track, and left a formal letter tacked, in full view, on one of the sleepers, addressed to the Turkish Commander-in-Chief, describing in redundant and lurid detail what his fate would be if he lingered longer in Arabia.....

The Turkish forces advancing on Mecca received news of the fall of Vembo and El Wejh, more than a hundred miles to the north-west of them, and of Shereef Abdulla's raids a hundred miles to the north-east. at almost the same moment. They were amazed and bewildered. for a few days previously the Arab army had been sitting in front of them at Rabeqh.....but now there appeared to be Arab armies on all sides of them.....

Each hour brought camel couriers with news of raids on El Ula. Medain Saleh, and other stations north of Medina. and of the capture of two more of their Red Sea garrisons at Dhaba and Moweilah. Thoroughly frightened by the news of these

unexpected reverses the Turks, panic-stricken, fled back to defend their base at Medina, and to defend their railway, which was their sole line of communication with Syria and Turkey."

P. 31. "The advance on Akaba is an illustration of how ably Lawrence handled Feisal's army, in spite of his complete lack of military training and experience. In order to outwit the Turkish commander at Medina, he led a flying column nearly one thousand miles to the north of El Wejh; but instead of going right up the coast toward Akaba, he led them far into the interior, across the Hedjaz Railway not far from Medina, where they blew up several miles of track on the way, then through the Wadi Sirhan, famous for its venomous reptiles, where some of his men died of snake-bite, then across the territory of the Howeitat tribe east of the Dead Sea, and still on, north into the land of Moab.

He even led a party of picked men through the Turkish lines by night, dynamited a train near Amman... blew up a bridge near Deraa, the most important railway junction just south of Damascus. and mined another several hundred miles behind the Turkish front-line trenches near the Syrian Industrial city of Horns. It was possible for Lawrence to conduct raids on such a grand scale only because of the extraordinary mobility of his forces. With his camel corps he could cruise across the desert for six weeks without returning to his supply base. As long as the members of his party kept to the desert and out of sight of the Turkish fortified posts along the frontiers of Palestine and Syria, they were as safe as though they were on another planet. When they saw an opportunity to dash in and make a surprise attack, they would do so. and then dash back into the desert, where the Turks dared not follow because they had neither the camels, the intimate knowledge of the desert, nor the phenomenal powers of endurance which the Bedouins possessed. During a six-weeks' expedition. Lawrence's followers would live on nothing but unleavened bread; each man carried a half-sack of flour weighing forty-five pounds, enough to enable him to trek two thousand miles without obtaining fresh supplies. They could get along comfortably on a mouthful of water a day when on the march; but wells were rarely more than two or three days' march apart, so that they seldom suffered from thirst.

For these expeditions, far to the north and within territory occupied by the Turks, Lawrence divided his men into several different raiding parties, in order to confuse and bewilder the enemy. After annoying them in the hills of Moab, to the east of Jericho. and then a day or two later away up around Damascus. he swept south again. It is sixty miles from Akaba to the Hedjaz Railway. and in order to prevent the Turks from guessing that Akaba was his real objective. he made a feint against Maan, the most important fortified town on the railway between Medina and the Dead Sea. At the same time. seventeen miles south-west of Maan, he swooped down upon Fuwellah station and wiped out its garrison. When news of this reached the Turks at Maan, they dispatched one of their track mounted regiments in pursuit, but when the regiment reached the station only the vultures were found in possession;

Lawrence and his raiders had disappeared into the blue again, and, so far as the Turks knew, had been swallowed up by the desert. But, lest they should be forgotten, on the evening of the following day they reappeared out of the mist many miles distant. There they merrily planted some more mines, demolished a mile of track, and destroyed a relief train."

(To be continued).

10.11. **NEW ISRAELI POSTAGE STAMPS.**

I am indebted to Harel Even, of Haifa, for copies of correspondence he has had with the Israel Postal Authority Philatelic Service. It appears that the Service already has plans to issue a set of stamps dedicated to "Railways in Eretz Israel", to be issued to mark the centenary of the Jaffa-Jerusalem line in 1992, and also a special postmark on the first day of issue. Although the letter doesn't specify the precise date, one can assume that 26th. September 1992, the actual centenary, will be the appropriate time.

I wonder what the subjects will be ? From further information received. I gather that Paul Cotterell is acting as an "unofficial" adviser !

10. 12. **T. E. F. S. ENTHUSIASTS' TOUR.**

Alas, there is bad news. The "Gulf Crisis" (if such it should be called) broke out at an extremely inconvenient time for railway enthusiasts, and the tour of the Hedjaz Railway in Jordan and Syria organised by TEFS had to be postponed at the very last minute, with horrendous financial consequences. Bill Alborough, the organiser, hopes to run this tour next year, assuming things calm down, possibly in two groups. May 5th.-14th. and July 14th - 23rd 1991. This means that the trip to Israel , originally envisaged for June 15th. - 23rd., would have to be held over for now, to make space in the calendar and allow the organisers time to breathe.

Initial outline plans had been well received, so it is still likely that such a tour will take place - it's just that it might have to be 1992 instead. Sorry !

10. 13.

Camel Corps

In August 1989 Laurie Moore died, near Leeds, at the age of 91. For some time he had edited, as Hon. Sec. , a semi-annual newsletter ("Barrak") for the Imperial Camel Corps Old Boys Association; by the time of his death, survivors of the Camel Corps, contemporaries of T. E. Lawrence, all in their nineties, numbered only 33 - 16 in the U.K. and most of the rest in Australia and New Zealand.

With them must go some fascinating memories.....

FURTHER DETAILS ON THE ESSSLINGEN UNITS. By Alon Siton.

Alon has been pursuing his researches into the Esslingen diesel railcar sets, most recently via the Daimler-Benz archives through the good offices of Wolfgang Messerschmidt. What follows is based on an article by Wolfgang in "Esslingen Diesels", published ca. 1955, with thanks to Bernd Kittler of Nürnberg for help with the translation.

"3-Unit Diesel Hydraulic Railcars for Israel.

The 3-unit trainsets for Israel were designed and manufactured by MFE with the assistance of LHS. (Clinker-Hoffman-Busch). The sets were built to offer modern standards of comfort to passengers, taking into consideration the conditions met in the destination country, which meant only tolerable costs and simple maintenance requirements. A lightweight steel construction was therefore chosen, utilising welded type St-37 steel offering economic manufacturing and simple maintenance methods. Dependent on the existing sliding platforms (at the works), the length between the bogie centres was set to 16m.

The 3-car trainsets were permanently coupled. They consisted of a power car with an engine compartment, baggage compartment and a 3rd-class passenger compartment with a 2+3 seating arrangement (i.e. 2 seats on one side of a central aisle and 3 seats on the other); a central car with a large 3rd. class saloon, and a driving-trailer with 2nd. and 3rd. class saloons, the 2nd. class offering a 2+2 seating arrangement. On the far end of the driving-unit a driver's cab was placed. On the outer ends the sets featured normal standard buffers and couplings. Two coupled trainsets could be operated from one control cab, however the control cab of the second unit had to be manned so that the instruments could be watched. An additional central car could be coupled to make up a 4-car set.

The power plant and powered bogies are identical to that used in DB's Class VT-08 DMU. A Maybach engine of 1,000 hp. is installed, delivering 850 hp. at an altitude of 850m above sea level at an outside air temperature of 42°C. Because of this engine performance the maximum speed of 120 kph could be reached with sufficient surplus power. On a 20% grade a speed of 50 kph is available. The 2 axles of the bogie are powered through a MEKYDRO gear (hydro-mechanical gear), and bevel gears. The cooling plant conforms to latest Bundesbahn design. Only one cooling water circuit is installed to feed the engine radiator, transmission fluid and engine oil heat exchangers. The BEHR cooling plant consists of 2 hydrostatic-driven cooling fans; they are controlled through the cooling-water temperature. Except for the oil pump operating the cooling fans and the STILL starter/generator the air compressor is also mechanically driven from the entry stage of the MEKYDRO transmission gear. The unpowered carrying bogies are of the "GÖRLITZ [I]" light design with a 4-stage sprung suspension.

All bogies are equipped with disc brakes. The coach body is very light and resistant to twisting because of the connections between the underframe, side and front walls. For ease of manufacturing sheet metal with a 0.25% addition of copper was chosen. The underframe houses fuel tanks with a capacity of 1,500 litres, brake and additional equipment.

The longitudinal sills of the corrugated-metal floor are filled with cork granulate; above it is an additional layer of cork insulation 10 to 15 mm. thick. Interior wall cover is made of polished plywood. The ceiling is of hardboard, and the floor is covered with linoleum.

Construction of the steps is noteworthy. The lowest step reaches down to 370 mm. above rail level, and opens and closes together with the sliding door mechanism. In the closed position it is flush with the outside skirting, thereby covering the niche above the step. Window frames are of light alloy fixed in rubber seals.

The Knorr W100 air compressor is part of the brake equipment; it is driven by V-belts. A "dead man" safety device is installed. The starter/generator set is driven from the transmission box; it delivers 110V dc and together with a 110 V battery set it supplies electric power for the whole train. Lighting is by bulb lamps. Each coach is ventilated by 4 electric fan blowers, each of which delivers 16 cu. m./min., yielding 100 W of electric power. This means that the whole air volume of the carriages is exchanged completely four times per hour.

Heating is by EBERSPACHER heaters using diesel fuel. Such a heater develops 10,000 kcal/h of thermal efficiency, consuming 1.4 litres of diesel fuel per hour. It can heat half of a single coach. Feeding of fresh air for ventilation is done independently from the amount of heating energy, so that an evenly-distributed ventilation of each passenger compartment is accomplished."

In addition, Alon has been trying to work out the differences between the powered and unpowered driving units. The answer is a simple one - the powered cars had an air inlet above the cab !

10.15.

ESSLINGEN RELICS.

Uri Ben-Rehav reports sighting two Esslingen railcars dreaming to themselves in an open field, adjacent to the main road, about 5km. south of Pardes Hanna; heading south, look left where the road to "Shaar Menashe" branches off. He couldn't get the numbers. Does anyone have more information ?

10. 16.

No. 701.

Omitted from the article on IR loco Mo. 701 (8:13) was the acknowledgement to Paul Moy, General Motors Export Manager, who provided Alon Siton with so much of the information.

SOME WARTIME NOTES.

From Mr. H. E. Norman of Dorchester I have received some memoirs of his time as an officer in the Royal Engineers in 1941-43 in the Middle East; what follows are extracts from his letter:

1. Western Desert Railway.

During the inter-war years, the military authorities had constructed a railway from Alexandria along the coast to Mersa Matruh. During 1940-41 the railway was progressively extended westwards from a Junction at Similla (11km. east of Mersa Matruh) to Capuzzo, just inside the Libyan frontier. At the time of the breakthrough of the Eighth Army positions by the German Panzer Corps in the Spring of 1942, construction was well advanced towards Tobruk, although railhead remained at Capuzzo. At that time, traffic was being worked by the ESR as far as Similla or Mersa Matruh. The sections Similla Mischeifa / Mischeifa - Capuzzo were operated by a New Zealand Rly. Operating Company (recruited from New Zealand Govt. Rlys. personnel) utilising a fleet of LMS-Class 8F Stanler 2-8-0 locomotives.

Concurrently with the army withdrawal to El Alamein, as much rolling stock as possible was evacuated east of Burg-el-Arab, which was established as railhead for the Eighth Army at Alamein. Only one locomotive (an ESR 2-6-0 which had become a total failure at El Dabaa) fell into enemy hands, and this was rendered inoperable by placing explosive charges in the frame and detonating these prior to our departure.

Following the battle of El Alamein, railhead was quickly pushed forward again past El Dabaa (where the ESR locomotive remained exactly as we had left it) to Capuzzo and finally Tobruk Road, (the line was later extended down the escarpment to Tobruk Port, serving Fort Solaro, where the Italians had built vast underground petrol storage tanks.) It was during this westward advance that the FS Italia "Carrelli Badoni" were first encountered. (I was later to come across others during subsequent service in Italy, where the FS employed them as shunters notably within oil installations). They were of course quite unsuitable for long-haul work - even on the comparatively level stretches of the Western Desert Line, and with restricted loads of just two or three vehicles. As a result the enemy were unable to make effective use of this railway in a supporting role. These tractors were quickly sent eastwards into Egypt, and doubtless this is the source of the "Camels" (See HaRakevet 5:6 & 6:6).

2. Palestine Railways.

The 240km. Kantara-Rafa line (Sinai Military Railway) was operated by the above administration, and 1 daily passenger service (including teak-bodied dining and sleeping cars owned and operated by the Wagons-Lits Co.) ran between Kantara and Haifa East. Connection was made with ESR Cairo-Port Said trains at Kantara West by ferry across the Suez Canal, and an excellent Buffet/Restaurant was run by the Wagons-Lits Co. at Kantara East for transit passengers. (Ed.: See George Behrend's article for a different view of the Buffets!)

By the end of 1942, the Army had completed a swing-bridge across the canal for both rail and road traffic, and through trains were introduced between Cairo and Haifa East. The service was jointly worked by the ESR and PR, each administration providing one set of coaching stock, including Wagons-Lits sleeper ('S' type steel car in the ESS set and

' R' type teak-bodied vehicle in the PR train). Load restrictions precluded the inclusion of a dining car in this service. and a meal stop was provided in each direction at Lydda.

To the best of my recollection a loop line was laid in immediately north of the loco triangle on the west or Jaffa side of the station, alongside which the military <NAAFI) had built kitchen and canteen facilities. At the time, I don't think there was any civilian movement taking place, although I do recall a small refreshment room on the main island platform.

3. Haifa-Beirut-Tripoli.

This line, constructed by Army Engineering units recruited from the South African Railways and Harbours Administration, was also worked by SA personnel with ex-Great Central 04 2-8-0 locomotives. A solitary PR composite coach was attached to certain freight trains, and occasional through troop trains were worked to and from the Canal Zone. Although the Taurus Express was extended post-war from Tripoli to Beirut, it was never extended southwards to Haifa, and the Cairo-Haifa service was never projected northwards from the latter point.

4. Chemins de Fer de Damas-Hama et Prolongements.

On conclusion of the Desert campaign in 1943, I was posted to a Beach Landing Brigade, and after a brief training exercise on Lake Timsah (Suez Canal), our unit was formed up on the slopes of Mount Hermon, south-west of Damascus. After a few days, I was ordered back to Suez to join a convoy sailing for the Sicily beaches. I left Damascus (Kanawat) at 0750 on 31st May 1943 for Haifa East, thence 1335 Haifa East - Cairo next day. and 0715 Cairo (Pont Limoun) - Suez on 2nd, June. Although the section of line beyond Deraa (sic. - actually Samakh) formed part of the Hedjaz Rly. (at that time under PR management). the 105cm. locomotives and rolling-stock of the DHP worked through and appeared to form an unofficial "pool".

Editor's Notes: "Cameron's Camels" have been well and truly traced. I wonder if they were called "Camels" because of the Italian "Carelli" plates, or just because they were slow-moving beasts of burden ?

The catering arrangements for the through trains are interesting; When were the "refreshment rooms" established at Lydda ? Was the atmosphere like that at Swindon or Normanton during the early days of railways ? Further exactly why was the HBT line kept operationally so separate ? It can't just have been a matter of accounts; clearly there were a lot of service personnel travelling to and from bases all over the place. Perhaps extending the through train northwards would have made it impossible to use the same stock for the next southbound service, thus complicating the stock rosters ?)

A further note: "The "Wetshod" final exercise for the Sicily landings took place during the first week of June 1943 in the Gulf of Aqaba. The troopships "Monarch of Bermuda" (Furness Withy Line) "Duchess of Bedford (Canadian Pacific) and "Sobieski" (Gdynia-America Line) sailing from Suez - I was serving at the time as Military Landing Officer, and distinctly remember we went ashore on the west beach - i.e. what is now Israeli territory at Eilat. "

10.18.

TRAVELLING POST OFFICES ON THE JAFFA-JERUSALEM & HEDJAZ RAILWAYS.

Uri Ben-Rehav has pointed to the (surprising) omission in Rick Turret's book to any reference to the Travelling Post Offices that once traversed the system, and has sent me a copy from an (alas) unidentified Philatelic magazine. My apologies to the unknown author, but I quote from this:

" JAFFA - JERUSALEM. The distance (84 kms. or 54 miles) was covered in 3 3/4 hours. At first there was only one train in each direction daily, but later two trains operated in each direction.

... A travelling post office was opened in 1897. This... was first known under the name Bureau Ambulant Jerusalem - Jaffa. To compete with the foreign post offices the Turkish post sent their mail daily by train from Jaffa to Jerusalem and vice versa while the foreign post offices were not allowed to make use of the train facilities. A special compartment in each train was reserved for the Turkish mail. During his tenure of office, Mr. Eliahoo Honig was responsible for the transportation of all Turkish mail in both directions.

" HAIFA - DAMASCUS.

... There was one train daily in each direction in 1913. A travelling post office operated on the trains from 1911 onwards, using the obliteration "Damas - Caiffa" No. 1 and No.2.

A postmark with the inscription "Caiffa - Damas" has not been seen, so far.

The obliterations were used up to 1920, and are known on stamps of the "Arab Kingdom" of Syria with 1920/21 postmarks. In the 1920's the obliterations were replaced by others with the inscription "Damas - Haifa".

(Ed. note: i.e. The French spelling for Damascus was retained, since this was in French-controlled Syria, but the English spelling of Haifa replaced the French one used in Turkish times).

"AFFULA - NABLUS. ... There must have been a travelling post office on the trains connecting Nablus with Haifa, via Affula, since one single postmark has been found with the inscription "Nablus-Caiffa-Amboulant."

10.19.

From: "ABBA EBAN: AN AUTOBIOGRAPHY. "

(P.562). "The next day (Jan. 19th., 1974) since the road from Jerusalem to Lod was still blocked by ice and snowdrifts, I travelled with Kissinger on a train which, with all respect to Israel Railways, lacked some of the lavish amenities attributed by Agatha Christie to the Orient Express, nevertheless it was possible for us to talk at length...."

Cp.594): "Sapir was in frequent conflict with Moshe Dayan and later with Shimon Peres. I sometimes felt that his personal antagonisms weakened his objectivity. He would even vote against an underground railway for Tel Aviv if Peres was the Transport Minister who proposed it."

Hubert Strasser visited the Hedjaz line on June 13-18th. '90, and has sent me the following notes: (A lot may have changed in a short time !)

"From Deraa/Mafraq to Amman: Tracks reasonably good. Amman workshops were very busy on diesels and steam. The Assistant General Manager seems to know every inch of his railroad by heart, and is proud of it. (He even showed me an original paper relating to the construction, from the turn of the century, signed by "Meissner Pascha" !)

The International Train Amman - Damascus and vice-versa is working again, once weekly, with schedule discrepancies. The International Train's rolling stock is parked at Amman. Foreigners are accepted, provided they hold a Visa for both sides. It's a day trip, one way taking 7 - 8 hours ("depending how full the train is...") Jordan Diesel on Jordanian side, although "when Diesel sick, we some time have steam, you know". A pleasant chap indeed.

Amman - Jizra (close to Airport, walking distance from Alia Gateway Hotel) is said to run occasional steam freight. Tracks through Amman: Oh boy, but useable. . . .

Qatrana station has a nice track triangle, with plenty of freight cars parked. (As, albeit in smaller quantities, in Mafraq, Zerqua and Ma'an).

Collapsed bridge north of Hasa seemingly repaired.

The Aqaba Railroad works phosphate trains (at least two a day in each direction, even on Friday holidays), with double-headed diesels.

- From El Abiad Mine (turn-off at Menzil, directly under highway overpass) to Aqaba, and

- from El Hasa Mine (turn-off north of Hasa station) to Aqaba.

Track from El Abiad junction all the way to Aqaba is excellent.

Ma'an workshops very busy, extensive station layout, lots of tracks. Turn-off to former Ras en Naab branch is used for a couple of hundred metres for parking freight cars. The outfit is officially called the "Jordan Aqaba Railroad", paying rent to the Amman-based Hedjaz Railroad.

There is a dump of freight cars some 2 miles south of Ma'an on the old route south, accessible from the road.

The former branch from Ma'an to Ras en Naab is still extant, with tracks in place but cut in two places by the new Aqaba highway. It has not been worked since shortly after WWII, so I'm told... Batn al Ghul station is not visible from the road, but hidden in high and bizarre mountains. The station, however, is sign-posted as "Batn al Ghul Station" (road sign visible only when coming from the south and heading north), from the Ma'an -Mudawwara road. Access to Batn al Ghul station recommended only for those with four-wheel drive (and some guts...)

Route Ma'an to Mudawwara: The track is removed for some 80% of the distance. although bridges and culverts are still visible.

Some 10km. north of Mudawwara, right at a road overpass, is a disused station (no name discernible any longer, could it be Abu el Jurdan ?) with at least six (lifted) tracks visible and an unbelievably large dump of tracks and sleepers.

This was the title of an article in the "Jerusalem Post" of 10/1/90, by John Rice via Associated Press. (Thanks, Sybil Ehrlich, for the cutting !)
Excerpts:

"Railway carriages that escaped Lawrence of Arabia's desert raids in World War I are again clattering along the old Hedjaz Railway, built by the Ottomans' last ruler to carry pilgrims to Mecca.

The peeling wood and rattling windows of the 80-year old carriages testify to the history of the line and to the regional turmoil that has kept modernization at bay.

Jordan and Syria resumed a weekly service on the 222-kilometre stretch between Amman and Damascus in October, after an eight-year interruption.

The engines are modern diesels. But the Belgian-built carriages and most of the track were used when the line was built. They are some of the oldest still in use for a regular passenger service, rather than as a tourist attraction.

"There's no other one like it", said Friedrich Pichler, a widely-travelled Austrian railroad consultant who made the eight-hour trip to Damascus just to ride the train. "When you travel on this railroad, it's like people felt in the '20's", he said. The fare, too, can prompt nostalgia; about \$3.50 first class and \$2.20 for second class.

The original track north of Amman forces engineers to hold speeds of 50 km. an hour on straights and 35 km/h on curves as the train traces the edge of the vast Arabian desert.

It rattles through empty vistas of arid land, past encampments of goat-hair Beduin tents and ruined Ottoman watering stations built of stone. In towns, the passage of a train briefly halts normal life.

At the Syrian entry station of Dera'a, no bankers awaited foreigners to exchange currency. So cheerful police packed the only two Westerners into the back of a jeep and raced them six km. to an exchange post. The officers had to push-start their vehicle on the return leg.

The future of the eccentric service is in doubt, however. It seems history is at war with economics.

Railroad officials say it would be too expensive to renovate the weather-beaten wooden cars, whose squeaking wall panels sometimes wiggle independently of their neighbours. The odd, small size of the track also makes it impossible to carry much freight or trains from the standard-gauge tracks used elsewhere.

Marwan Hadawi, General Director of Syria's branch of the railroad, said Damascus is preparing the roadbed for a new standard-gauge track to the Jordanian border. The Syrians also are considering using more modern Hungarian passenger cars to replace the ancient Belgian cars on the run to Amman. The Hungarian cars already serve Damascus and Dera'a daily.

A 1981 study by German consultants proposed replacing the whole system with a modern, standard-gauge line. But the £3-£4b. price tag means that project is at best far in the future. "

Editor's Note. So - the Hedjaz lives ! Presumably the Hungarian vehicles referred to are the six Ganz Mavag railcars R10-12 and R501-3 of 1974/5. They were used on an afternoon Damascus-Dera' a train in 1979. and the Bosra branch. Tourret ("Hedjaz Railway", p. 165) refers to Syria's 1982 decision to standard-gauge the 114 km. Damascus - Dera'a route, as an extension of the new Homs to Damascus line. At that time the International train to Amman ran twice-weekly.



10.22.

One of the double-unit armoured railcars built at Qishon works during the Disturbances of the late 1930's. Location and exact date are unknown. The occupants of the cars sport nurarouB topees, without which no Englishman would go out in the midday sun for fear of having his brains fried. (Photo: Paul Cotterel |Collection).

10.23.

W. P. LOCOS.

Ernie Jones of Solihull writes that, in reference to Hugh Hughes' article in 3:23, he suspects that the reference to WD No. 515 being returned to the UK from Azzib in 1952 should in fact read WD 575. As an editor I keep out of arguments like this !

10.24. THE PETACH TIKVAH RAILWAY STATION STORY. By:
Uri Ben-Rehav.

The first years after World War I saw many signs of great expansion and increase in agricultural produce in the Jewish colonies in Palestine. Petah-Tikva was no exception. With the end of hostilities the port of Jaffa was opened again, the gateway to Europe. But - and this was a big "but" - since the oranges, the main product of the colony, had to be transported with utmost speed to the waiting ships in order to retain their high quality whilst being exported, the question was - How was this to be done? Until this time most transport was by means of large camel caravans, as the existing road wasn't even surfaced, but consisted purely of sand. The elders of the colony looked for a remedy, and all kinds of possible solutions were considered. People recalled the plan, conceived in 1910-1912, which called for the construction of a narrow-gauge railway between Petah-Tikva and Jaffa. This plan, which was never realised, (and which might form the theme for another article) was taken up again for a while, but then rejected. After long deliberation it was decided to connect the colony to the main Kantara - Haifa railway line which passed not far away; in due time the plan for construction of a railway line, to standard gauge, from Ras-el Eln (today Rosh Ha-Ayin) to the colony was proposed to the military authorities. The authorities agreed to the plan, on condition that the financing - or at least a part of it - should be found by the colony. Unable to raise the necessary amount by themselves, the Council asked - for they had no choice - the "great benefactor", Baron Rothschild. Through PICA (though it was then called ICA), he gave the necessary sum of 20,000 Egyptian Pounds. An agreement was signed between the colony's Council and the authorities under which the colony handed over the above-mentioned sum, this investment to be returned with a dividend of 6% from the profits. (According to the contract between the colony and the ICA the loan had to be returned in annual stages over a maximum of 18 years).

Other interesting points from this contract between the colony's Council and the military railway authorities include:

Since not only freight but also passenger traffic was proposed, the Council guaranteed a minimum of 100 passengers daily in each direction. The authorities, trying to ensure their running costs were covered, insisted that the Colony would cover any extra costs should less than 100 passengers use the railway!

The Council, on the other hand, insisted that on this line there should be no traffic on Shabbat and on Jewish holidays. The authorities inserted a similar clause: No traffic on Sunday.

All this was duly agreed and signed; the line opened for traffic in 1921.

The project for the preparation of the earthworks was given to a Jewish contractor - the "Office for Public Works" - (which in later years came to be known as "Solel Boney". Ed.) : This was the construction arm of the "Histadrut" Trades Union Federation). The sleepers and rails were laid by the railway administration itself.

A group of workers was founded on a communal basis under the name of "Josef Trumpeldor": After finishing this project, this group was destined to found a settlement near the spring

of Ein-Harod in the Jezreel valley, which later developed into the Kibbutz of Ein Harod.

The group erected its tents at Tel-Afequ, among the walls of the old castle from Turkish-Mameluke times. , (It was thought for a long time, in error, that this castle was Antipatris, built by Herod). They lived in this camp until the project was finished. All in all it took 6 months to finish the earthworks for these 6.5 km, much longer than planned; reasons included malaria, hunger, hard conditions and - since this was the time of the Third Aliyah, the time of the Halutzim (Pioneers) - everybody discussed the future of everything late into every night, or just danced the Hora and had a good time !

Once the works were completed and the rails laid, it was discovered that the total cost was £E 53, 000 rather than £E 20, 000.

The line was an immediate success. The price per orange crate from Petah-Tikva to Jaffa port by camel was 4 - 5 grush; by rail, the new price was only 2 grush. It was possible to maintain this price even taking into account the fact that in Jaffa the crates had to be transferred to another "railway" (a narrow-gauge tramway), because the station was outside Jaffa town, whilst the tramway linked it to the harbour.

The passenger service was a story by itself. A coach (or two) was attached to the goods train. At Ras-el Ein this coach waited for the Haifa - Kantara train, and was attached to it as far as Lydda station. The passengers now alighted and waited for approx. half an hour (assuming there was no delay !) for the Jerusalem - Jaffa train. All this, not counting any delays en route, took about 1½ hours. Still, this was a big improvement, since until this service was introduced all traffic had gone by way of Diligence, a horse-drawn carriage with seats for passengers and a roof against sun and rain. The road from Tel Aviv to Petah-Tikva consisted only of sand and rocks until 1928; whenever the diligence's wheels sank in mud or sand the passengers had to push it along and lend a helping hand. Such a ride took 4 to 5 hours ! It was clearly better not to have to get off the diligence and push the carriage in the hot summer sun or the rain; but in due course it became obvious that this once- or twice-daily service did not satisfy the needs of the rapidly-growing population. The colony had already developed into a small town. More and more British Army Surplus trucks (mostly Fords) were making their appearance; after adaptation to carry passengers they were much more popular with the public. Even though the number of passengers carried (3 - 6) was no more than a diligence, they were not dependent on a timetable and, once the road had been asphalted in 1928. made the trip to Tel Aviv in an hour or less.

The main traffic on this short line was, therefore, naturally, freight; not only oranges but, increasingly, material for the building industry and machinery. Most ships anchored and unloaded now in the modern port of Haifa, and also the export of oranges was increasingly directed through this port; in consequence, most traffic on the branch was northbound.

The quantity of goods carried grew from year to year; in 1934/35 it came to 50,000 tons, oranges accounting for two-thirds of this. In the last years before the War of Independence the amount doubled. The peak had been reached in the time of the Disturbances (1936 - 1939) when. due to

security considerations, goods destined for Tel Aviv also went through Petah-Tikva rather than through Lydda. In this period, 1936/37, the total was 131,000 tons of goods ! From the railway station at Petah-Tikva trucks transported everything to Tel Aviv except cattle (imported from overseas via Haifa). The cattle, destined for the food industry in the Tel Aviv area, went on foot along an old road dating from Turkish times along the Yarkon River to the slaughterhouse. As time passed Petah-Tikva station became one of the busiest in Palestine in terms of goods traffic; more passed through here than through Lydda, which was a more important centre and junction of several lines.

During the second half of the 1930's two short spurs were built to help with the transport of oranges; they went right into the packing-houses in the orchards of "Pardes Kedem" to the North. Less than 1 km. each in length, they were dismantled during the Second World War.

In this context it is worth mentioning that for a short time - about two years - there was a narrow-gauge (60cm.) railway, which was used to transport gravel and rocks from the quarries at Migdal-Zedek to the Ras-el-Ein station, there to be transhipped onto standard-gauge trains for despatch to customers. There were no locos on this line, the wagons being hauled by mules. This was a real "kosher" railway, as all the quarries belonged to "Solel Boneh" and all the railwaymen were Jews from Petah-Tikva. During the economic crisis at the end of the twenties this line was dismantled.

The line to Petah-Tikva played a big role in the new Israel Railway in 1948; after the armistice agreement with the Kingdom of Jordan in 1949 trains started to run on the Haifa -Tel-Aviv line; however, at Tulkarm there was a short stretch very near to the border with Jordan, and further the trains had to travel via Lydda, which prolonged journey times. A new line was built from the Petah-Tikva line (Olamit Junction) to the Northern outskirts of Tel-Aviv; this 6 km. line was swiftly completed and the first train from Haifa to the new station of Tel-Aviv Tzafon ("North") rolled in on 20th. September 1949. This station was later renamed Benei Berak. Today, trains travel via the much shorter route along the coastline, bypassing the historic station of Petah-Tikva and letting it sleep now the sleep of a provincial station, disturbed by just one freight train a day.

CEd. note: I have received from Morris Stampfer of New Rochelle a brief personal memoir from his father Theodore, now of Miami Beach:

"I remember well our almost daily visits at the new railroad station in Petach Tikva when the branch from Rosh HaAyin was completed. This was in the early 1920' s. Accompanying me was my friend and class-mate Hillel Kopelman. At the time we were attending the Mizrachi Netzach Israel school in Petach Tikva. We were especially excited when a train would arrive or depart the station.

In the summer of 1926 I transferred at Rosh HaAyin on my way to Haifa to join my family at the end of the school year. On that trip my ticket flew out of the window. I was very concerned. A second conductor believed me that I had had a ticket and had lost it. He must have thought that I had an honest face !" 1



10.25.

Three photos of
"Little Terazine"
in Jaffa, that should
have appeared with
Uri's article in
issue 9. Does anyone
have more or better
pictures ?

10 26

MODELLING IN ISRAEL.

No, not a reference to the swimwear scene. Railway modelling has always been very much a minority interest in Israel, but I have been informed of the existence of an Israel Model Railway Club, based at Tel Aviv South station, meeting on Friday afternoons (hopefully more details soon), and several correspondents have told me of their own modelling activity. (Contact with the club can be made by ringing 03-862761). Most impressive of all, Sidney Lerner (a reader from Jersey City, USA) has received excellent publicity (including 3 pages in the "Jerusalem Post" Weekend Magazine for 25/5/90) for a layout he has constructed for and donated to the youngsters of Kibbutz Lavi. The "Galilee and Golan Heights Railroad" occupies large chunks of an air-raid shelter, can be fully (and quickly) dismantled, yet allows for four trains to be operated simultaneously. Clearly a generation of Klbbutzniks here, at least, are growing up knowing something about railway operation. (The Jerusalem Post has recently turned to American spelling and syntax; "HaRakevet" remains firmly English, but even so I should call this a Model Railroad, since it is based on American practice. and featured in the Jan. 1990 "Model Railroader" maa-azine.)

THE "LA MEUSE" 0-10-0 TANKS.

In 7:23, my review of Rick Turret's book on the Hedjaz Railway, I made brief reference to the capture of some locos, built in Belgium and destined for the Trabzon-Delzlik Railway on the Turkish Black Sea coast, which made their way eventually to the Hedjaz Railway. Some more fascinating information has come to light regarding these locos, thanks to Geoffrey Horsman of Leeds, who worked until recently at Hunslet s.

Firstly, an article by Michael J. O'Connor in the Stephenson Locomotive Society Journal for May/June 1987, pp. 85 - 88, gives a background to this line (which he believes was never actually completed). The company ordered three 2-6-2T's (works nos. 2419-21) and six 0-10-0T's (nos. 2431 - 6) from La Meuse, of Liège, Belgium, in 1914. None ever arrived. The outbreak of the First World War and the invasion of Belgium by Germany clearly isolated the works from their customer, even after Turkey entered the war on the German side in November 1914. The locos were captured at sea, and became "spoils of war".

It is known that the following were captured on the S.S. "Erymanthos" at some time in 1916 (does anyone know where?) and were auctioned at Alexandra Docks, Newport, South Wales, on 12th. December 1916.

- a). 2-6-2T, 3'6" gauge, outside cylinders, 15 $\frac{3}{4}$ x 19 $\frac{1}{2}$ in. , couple wheels 36 in. , weight about 40 tons, works numbers 2420 - 1. built at Liège in 1911 (note !).
- b). works numbers 2431/3/4 without boilers.
- c). parts of another.
- d). a tender

Of these, (b) and (c) were said to be similar to (a), though clearly they must have been of another wheel arrangement. There is no explanation of the tender. This report, quoted by O'Connor, is from the January 1917 number of "Railway and Travel Monthly". The May 1919 issue reported that during the war "some" Turkish 3ft. 6in. gauge locomotives from a War Prize were bought at auction by the government at Newport Docks and repaired at Swindon for the Ministry of Munitions.

At least two of the 2-6-2T passed through Swindon Works of the G.W.R., and were transferred to Palestine via Egypt. (Ron Garraway photographed no. 2420 on an ESR standard-gauge wagon at Kantara in November 1917, probably whilst in transit to the captured sections of the Turkish 105cm. lines where the British badly needed suitable power and rolling-stock.) It is recorded that four suitable locos arrived on 24th. November 1917.

Turret's book (p. 179) lists 2-6-2T's 2419 as "sided" in Sept. 1921. and officially withdrawn in November 1944; no. 2420 as sided 1/22, and also withdrawn 11/44; 2421 as sided in 1944. and withdrawn in April 1947; 0-10-0T' s 2432 as fitted with 3 bogie tender from a Krauss 2-8-0 in Dec. '44; (see also fig. 60. p. 98. and plate 127, p. 108>; 2435, (no notes, though he states on p. 99 that two 0-10-0T's were fitted with Krauss tenders), and 2436 as sided 3/23. withdrawn 11/43. Plate 84

(p. 71) shows a 2-6-2T at Junction Station, 1917, and plate 115 (p. 99) shows 2435 (without tender) in use in 1941 during construction of the Naqib Ashtar branch. A May 1944 stock list shows only 2421 (stored), 2432, 2435 and 2436 (stored) still extant. A picture (plate 120, p. 103) shows a derelict 2-6-2T at Qishon in 1943. and another (plate 126, p. 106) shows a gleaming ex-works 2435-plus tender at Qishon in September 1945. Harold Bowtell photographed 2421 in August 1945 at Haifa, shortly after it had been overhauled there, and one of the 2-6-2T's came to grief in the turntable pit at Jerusalem in 1917/18.

Thus far information already published. It can be seen that three locos of each type were transferred to Palestine during the First World War, some succumbed fairly soon afterwards (worked to death, or damaged), and some survived to be used during the Second World War. What happened to the other locos, no-one seems to know.

Until now, perhaps. Geoffrey Horsman writes:

"Kerr Stuart & Co. Ltd. of Stoke-on-Trent - a firm incorporated in Hunslet in 1930 - advertised in their 1924 catalogue of standard locomotives an O-10-O side tank engine to which they gave the name "DECAPOD". (All locomotives illustrated in this catalogue were classified under type names).

For years I was intrigued by the illustration. Why was the locomotive shown only by a line diagram and not a photograph? Why were all the dimensions metric and not imperial? It was obvious when looking at these measurements that they were round figures in metric which converted to odd dimensions in imperial sizes, e.g. cylinders 480mm x 500mm - 18 $\frac{3}{4}$ x 19 $\frac{1}{2}$. The cylinders were also unusual for British practice in being "square", i. e. the bore was almost equal to the stroke, though this characteristic was often part of Continental designs.

It was only much later when a second set of Kerr Stuart Order Books came to light that I discovered that maker's numbers 3079 - 3082 had been allocated to these O-10-OT's. According to an entry dated Jan. 22nd. 1917 it would appear that parts for these locomotives had been received at Kerr Stuarts' works from Newport, Monmouth. In fact the engines were at times referred to by Kerr Stuarts as the "Newport locos." It seems too that initially there were no boilers with the parts as the order calls for the supply of new superheated boilers, though it is unlikely that their construction would have been commenced until there was a firm order in Kerr Stuart's possession for one of the locomotives.

Over five years later an Order Book entry dated Feb. 15th. 1922 mentions a boiler (or boilers) shortly to be received from Malta. I assume that these were the original boilers from the locomotives. The Kerr Stuart Inspection register records the boiler for No. 3079 being tried in steam on the 9th. Nov. 1922. so I assume that this was a boiler received from Malta earlier in the year.

The discovery of the information in the Order Book led me to believe that the locomotive parts were from a ship captured in the Mediterranean during the war and had been subsequently landed at Newport. The reason for there being parts only and

not fully-erected locomotives would be because at that time nearly 311 locomotives for export had to be dismantled before shipment. This was due to the cranes at ports overseas being of insufficient capacity to lift a complete locomotive off the ship. Ships with heavy lifting tackle (Christen Smith's Bel Ships) did not appear until the late 1920's.

It is interesting that Kerr Stuart's. in their 1924 Catalogue, offered the locomotive for 3'6" gauge only. This makes me suspect that the engines were originally built for 1.05metre (3'5 5/16") gauge. The conversion to 3'6" gauge would then only involve an alteration to the tyres and possibly the brake blocks.

The Order Book does however mention offering the locomotives for metre gauge and also 4'8½" gauge, both of which would have required alterations to the locomotive frames, i.e. bringing the frameplates closer together or spacing them further apart. new axles, brake crossbeams and a reversing shaft would also be required.

Looking again at the diagram reproduced in the 1924 catalogue, it shows the locomotive with a Kerr Stuart boiler and smokebox as had been intended in 1917. Certainly the chimney, dome and safety valves are of Kerr Stuart pattern as are also the cab and bunker.

From the Kerr Stuart Design Register it would seem that the following diagrams were made:

As an 0-10-0 Tank Locomotive:

Drawing. No.	Gauge.	Date of Drawing.	
26531	1067mm. (3'6")	29/1/1917	
26631A	1524mm. (5'0")	1/6/1917.	(For Russia ?)
26631B	4'8½"	6/6/1917.	

As an 0-10-0 Tender Locomotive:

26854	1067mm. (3' 6")	4/5/1917.
26854A	4' 8½"	6/6/1917.

No later drawings showing the locomotives fitted with the Malta boilers have been recorded.

In spite of Kerr Stuarts' efforts, no sale was made and presumably the parts were finally scrapped. recently I mentioned the locomotives to a retired former colleague, now in his eighties. He had been sent with other people from Hunslet (in Leeds) to Stoke-on-Trent when Kerr Stuarts went into liquidation in 1930, to arrange for the despatch of drawings, patterns and other items to Leeds. He said there were no signs of the 0-10-0 parts then. Actually four locomotives which were complete at Stoke were bought by Hunslet. - two steam locos and two diesels - and later sold, but I doubt if the 0-10-0 parts would have been of interest to Hunslet if they had been available."

Ed. - it appears that some 0-10-OT' s. without boilers, were bought "on spec." by Kerr Stuarts. and later. when

boilers turned up (presumably having been captured on a different ship), these were thriftily acquired with a view to offering complete locomotives - but in vain. Mysteries remain. Apart from the ultimate fate of these locos, why did the Ministry not purchase (or simply requisition) all the available locos at a time of acute shortage in the Middle East?

The pages from the various Books are not easy to reproduce, and are written in copperplate script in different sizes. They read, however:

"3079.

1917. Jan. 22. K. S. & Co. Ltd. London.
s/8492. 1 "Decapod" locomotive.
Completing above loco Cylinders 18 7/8 dia. x
also 19 11/16 stroke, wheels 3' 3 3/8 dia. for 3'6" gauge.
3080/1/2. Using parts received from Newport & supplying
new superheated boiler and any other parts that are missing.
Jan. 24. Please send us a correct inventory of parts
contained in cases, such as rods. etc.
Feb.28. Let us know min. curve engines will negotiate as
they stand, whether it would be possible to make them
go round smaller curves if further wheel flanges were
removed.
June 6. Phoned you post revised dwgs. specfn. for 4' 8 1/2"
gauge.
Nov. 15. Could these engines be altered to metre gauge if
necessary.
1922. Feb. 15. Please take "Decapod" Locomotive, now in parts
916 in Stores, Paint Shop & various Plates in the Boiler
also which will shortly be reaching you from Malta, &
3080/1 erect them, making the Loco complete. For Stock.
3080■

1917. Jan. 23. K. S. & Co. Ltd. London.
3/8492 cont. I. "Decapod" locomotive exactly similar to 3079. also
June 5. 3079 for 308 1.
3082. Phoned you post revised dwgs. for 4' 8 1/2"
gauge.

1922. Feb. 13.
416 Contd. Please erect & make Loco complete, in exactly
the same way as Loco 3079. For Stock.
3081 ■ 1 "Decapod" Loco, as above.
also 3079/80. Please erect & make Loco complete, in exactly the
same way as Loco 3079. For Stock. Please give us
(when you are in a position to do so) some idea of
the parts that are missing & the cost.
In our Stock book we find that we have these down
as 3079/81 & 3082. but we believe that the
materials that you will find yourselves possessed of
will make three complete "Decapod" Tank Locos together
with one complete set of Spare Motion & Wheels &
Axles, so that we will eliminate the fourth engine
No. 3082

(sic) altogether. List
of parts received from Malta.

May 20. We thank you for your letter of 18th. enclosing list of Boilers and parts as received at Stoke from Malta. The first page apparently represents the Boilers as received and the second page, parts received separately from the Boilers. As apparently the parts on the 2nd. page fill up the blanks on the 1st. page, we shall be glad if you will send us a revised schedule, at your early convenience, shewing what fittings &c. will actually require replacing. We presume the existing fittings where necessary could be refurbished.

May 23. Note yrs. of Friday. Please let us have a dwg. shewing the loco on the 80 swf (?) radius which Mr.Nairn said they would negotiate.

May 25. Ackno. Print No.30402 shewing Loco on 80 (?) curve. We have seen the gentleman who interviewed the prospective clients for these in Paris and at his request we have agreed to offer as an alternative the Decapod loco with the trailing axle removed and a four wheeled bogie in its place. There may be difficulties in doing this, but we cannot think they are insurmountable. Will you therefore please let us have a print in duplicate by Tuesday morning next, shewing the loco with the four-wheeled bogie generally as shewn in red on enclosed print 26631.

3082.
1917. April 18. K. 3. SCO. Ltd., London.
1 "Decapod" Locomotive exactly as 3079/81 but with tender.

F. B. H.
Also 3079/3 1.

LLB. 9/57. We note you have allocated Reg. d. No. 3082 for the Newport Engine. (F. B. H. 18/4/17).

Aprl. 19. Note you have allocated No. 3082 for Newport Engine Tender. Let us have copy of specfn. prints in triplicate at your early convenience.

June 6. Phoned you post revised specfn. for 4' 8½" gauge.

Nov. 15. Could these engines be altered to metre gauge if necessarv. "

Although some parts are hard to decipher, it is clear that Kerr Stuarts thought they had enough bits and pieces, over the vars, to build three complete 0-10-0T's, a spare tender, and some odds and ends, and that they thought they had a buyer for at least one' by converting it to an 0-8-4T.

10.28. SEE HOW THEY RUN. By Paul Cotterell.

Readers of the 'Railway Magazine' will know of that journal's occasional articles on the standards of punctuality on British Railways, and I thought it might be entertaining to do something similar for IR. The following, then, are the results of an earnest, though unscientific, survey of train arrivals at Tel Aviv for the month of February 1990. Make of them what you will.

A total of 344 passenger trains were scheduled to arrive at Tel Aviv during 2/90, but two of these (from Jerusalem) did not run because of a derailment on the Jerusalem line, thereby making a grand total of 342 arrivals for the month. For the 'on time' arrivals I have allowed a plus-or-minus margin of two minutes.

Trains 3 - 9 minutes early	34. (app. 10%)
Trains on time	197. (app. 58%)
Trains 3 - 5 mins. late	78. (app. 23%)
Trains 5 - 10 mins. late	18. (app. 5%).
Trains 10- 30 mins. late	1. (app. 0%) .

Total: : 342.

Details of individual trains are as follows:

Train	3-9 mins. early.	On Time	3-5 mins. late.	5-10 mins. late.	10-30 mins. late.	Over 30 mins. late
51.	-	10	10	2	2	-
21.	-	15	4	2	2	1
11.	-	7	12	4	1	-
23*.	1	12	4	6	1	-
25*.	-	17	4	3	-	-
27*.	-	11	10	1	2	-
29*.	7	15	1	-	1	-
31.	1	14	3	-	2	-
53.	-	17	2	-	1	-
33	1	13	4	-	2	-
35*.	2	14	4	-	-	-
37.	-	17	3	-	-	-
14.	14	3	1	-	-	-
39*.	-	6	13	1	-	-
55*.	2	15	2	-	1	-
6012.	4	-	-	-	-	-
8021.	-	3	1	-	-	-
6051.	-	4	-	-	-	-
6023.	2	1	-	-	1	1

Notes:

1. Trains marked * start from Naharlyya.
2. Train 11 runs from Akko to Jerusalem.
3. Trains 14/6012 run from Jerusalem to Haifa.

(Apart from the above-mentioned trains all other trains run from Haifa to Tel Aviv).

4. Trains 51 - 29 run Sundays to Fridays.
Trains 31 - 55 run Sundays to Thursdays.
Trains 6012 - 6023 run on Fridays only.

It will be noted, as expected, that most of the late arrivals are among the morning trains when there is most traffic on the single-track main line. Nevertheless, Train 39 in the evening from Nahariyya is a consistently indifferent timekeeper, though it tends to keep its lateness within reasonable bounds.

Trains 14/6012 from Jerusalem show, by far, the most consistent record for on-time or early arrivals at Tel Aviv where they reverse for the onward Journey to Haifa. Their schedule is leisurely, however, so there is usually no problem keeping time with them. For those people wanting a punctual arrival in Tel Aviv on the main line then train 29 is the obvious one to catch.

The worst performance during February 1990 was that of train 21 which arrived 51 minutes down one day because of a fault with a coach.

There were a few permanent and temporary speed restrictions in force along the main line during the month, but nothing which should have disrupted the timetable to any extent. As always there are drivers who will make an effort to arrive on time whatever the difficulties en route, just as there are those who will view any difficulties as a convenient peg on which to hang a few minutes lateness.

Finally, while I am not able to provide details of main line trains in the opposite direction, I would hazard a guess that the above figures probably reflect reasonably accurately train running from Tel Aviv to Haifa and Nahariyya as well.



10.2a

Why the trains don't go much further North than Nahariyya. The first tunnel at Rosh Hanikra (Ras En Naqura), in summer 1990. Photo by Tal Dekel. This makes an interesting comparison with Plate 57 on p. 67 of "The Railways of Palestine and Israel", being taken from almost the same spot.

10. 30.

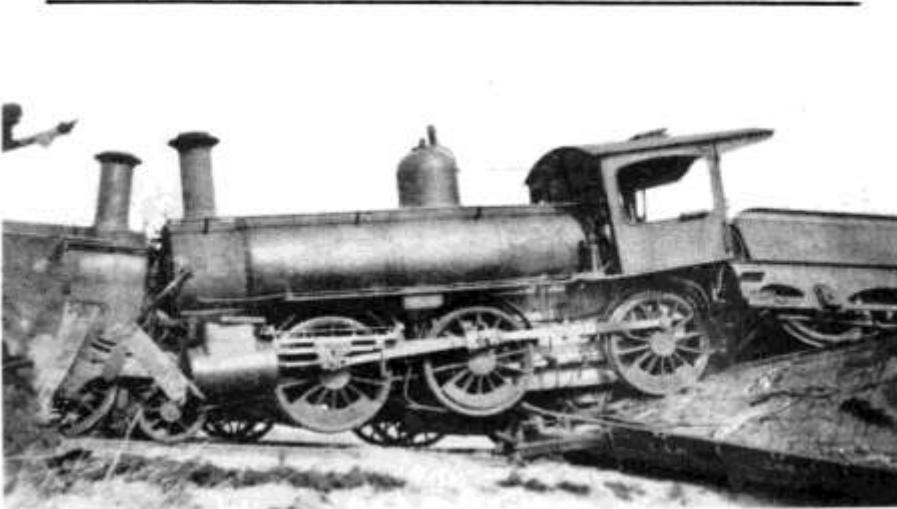
A DANGEROUS ADVERT ?

Thanks to Steve Tish for the following:

During June 1990 "Bezek" (the national telephone and telecommunications company) began to broadcast a television "public service announcement", in reality a commercial for their new XX digital phone alarm service, for early-morning calls and suchlike. The advert, which lasts approx. 50 seconds, depicts a young man lying contentedly on a camp-type folding bed across the railway tracks, with a GM-powered freight fast approaching. (The shot of the GM was taken at different unidentifiable locations to that of the man lying across the tracks - possibly at Jerusalem). A telephone is by his bed: this suddenly rings and announces that the time is 6.30; upon receiving his early-morning call he gets up, has a leisurely stretch, folds up his bed, and walks away just a split second before the train passes. The slogan is that you can go to sleep at ease, with Bezek's reliable early-morning call.

This advert was withdrawn after a short period, after complaints that it portrays a very dangerous situation. There have been quite a number of cases of children playing "Russian roulette" across the tracks, in front of approaching passenger trains. Many have resulted in very near-misses, with possible tragic consequences only narrowly averted.

(Ed. notes: The advert was also an implied compliment on the time-keeping qualities of BR's freight services !)



10. 31.

Engines 175 & 385 in a head-on smash at Bardawi I. , SMR, 1917.
(Photo Ron Garraway).

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