HARAKEVET

הרכבת

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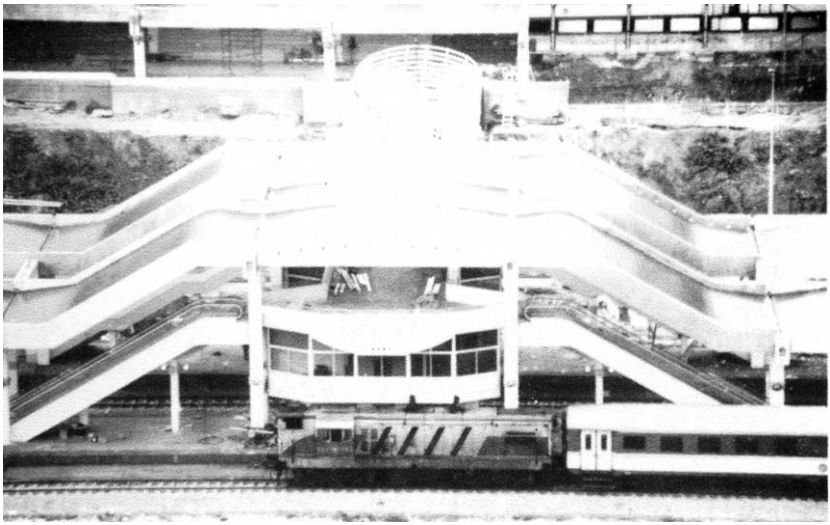


12: 1.

The new Tel Aviv Central station, nearing completion on 7/1/88. G12 No. 124 has arrived with a special train of empty stock to check platform clearances. The footbridge leads across to the "old" station at the top of the picture. (Photo: Paul Cotterell.)

EDITORIAL

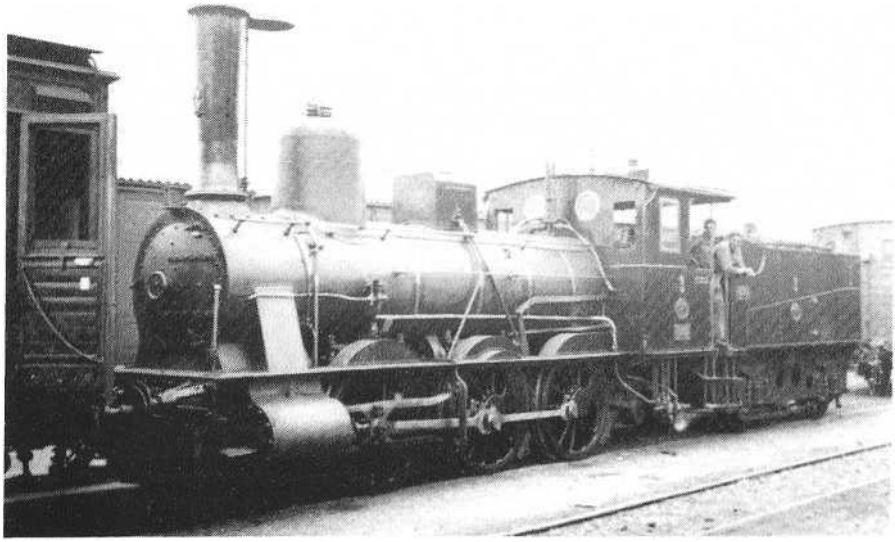
Issue 12 is being put together at a dramatic time in Middle East history. The "Gulf Crisis" has led to a cease-fire; Kuwait has been severely damaged — I have heard nothing further of the railway from Basra ! - and the Iraqi railways have presumably suffered extensively from the aerial bombing that was specifically aimed at disrupting communications. In Israel, Haifa and Tel Aviv suffered damage from 'Scud' missiles, but I await information on any damage to railway installations.

Within Israel, a new General Manager has been appointed, and massive investment in new diesel passenger trains authorised. The Ayalon link progresses — slowly - and railway prospects look bright.

"Harakevet" has received further publicity, and acquired new subscribers. With this issue goes a complete Index of articles in issues 1-12, and a subscription form for Issues 13-16. I do hope you will wish to renew ! Finances have

stabilised — subscriptions effectively cover the costs of production, postage and the provision of complimentary copies to various libraries and institutions — so I have kept the costs the same. A colour cover could be provided in the future, but would add about 70p to the cost of each copy....

I have had to hold back a lot of material for future Issues, but have endeavoured to prioritise current news and responses to past articles. I hope you enjoy !



12.2. D. H. P. Standard Gauge 0—6—0 No. 3 at Rayak. 21/6/39. (Built Wiener Neustadt, 1902). (Photo:Richard Wright.).

12. 3. CURRENT NEWS FROM THE LINE.

a). A slight mix—up at the Haifa East diesel depot on 26/12/90 led to what might have been a nasty incident when 110 and 111, coupled together, were shunted into 122 standing on the fuelling track. Nobody was hurt and the locos suffered relatively minor damage.

b). Following a suicide on the line at kilo 74 between Shefayim and Bet Yehoshua on 3/1/91 trains 28/421 and 420/29 were held up while police investigated. 420/29 arrived at Tel Aviv 45 minutes late, and 28/421 was 30 minutes down at Haifa (though arrival time at Nahariyya is unknown).

c. An order has been placed for the purchase of diesel multiple units from Denmark, comprising 10 sets of three coaches per set. It will be possible to operate up to 5 sets coupled together with a continuous passageway between the individual sets. The first set 16 due to arrive in Hay 1992, thence one per month until completion of the order. These units are described as being equipped with all mod-cons and should provide a completely-unheard-of (and previously unhoped-for) standard of comfort on IR.
See the separate article on these units elsewhere in this issue.

According to Shaul Raziel, General Manager of the Ports & Railways Authority (quoted in Issue 37 of British—Israel Chamber of Commerce "Business News Briefing"), the final decision for the NIS 40M order had lain between AEG (Germany) and ABB (Denmark). Your Editor passed information on the tender to several British rolling-stock firms, but it is not known whether any bid for it. "Yediot Aharonot" of 27/2/91 reports that the order for these sets is valued at $51.7M.

d).The same B—ICC briefing reports that the Ministers Committee for Economic Matters have approved a NIS 292 M investment by the Ports & Railways Authority in IR. In addition to the already approved NIS 200M, the Authority will invest NIS 500M over the next two years. NIS 66M will be invested in the line between Haifa and the Haifa Bay area, and NIS 28 M on the suburban line between Tel Aviv and Netanya. Investment will also be made on the .line running past Ramie and on the line from Naan to Kiryat Gat; services from Tel Aviv to Haifa will be improved. Some of the lines will be doubled, and new stations will be built.

e). O-6-ODH 221 worked a morning Dagon trip on 21/1/91, but the afternoon working was taken over by SAFB bo-bo 102. The reason for this exceptionally-unusual – possibly unprecedented - use of one of these locos .on the Dagon trip working is unknown; perhaps 221 failed in the marshalling yard. 101 worked one Dagon trip only a month later, on 24/2; It appears that the thinning-out of the Esslingen shunters is having an effect !

f). Negev Phosphates bo—bo 001 arrived at Haifa on 29/1 as part of freight 314. Presumably the loco is up for maintenance.

g). On 3/2/91 train 11 made an unscheduled stop at Bar Giyorra station (long closed) when its loco failed. Help arrived after more than an hour when the loco from freight 553 was sent down to retrieve the situation.

h). On 24/2/91 a motorised p. w. trolley derailed at Herzliyya at llOO hrs., blocking the main line. Train 27 arrived at Tel Aviv 1½ hours late, and train 28 left Tel Aviv 23 minutes late.

i). Last but by no means least: I.R. has a new General Manager — Moshe Bar—Kochba, who took up the post in January.

12.4 NEW DANISH IC3 D. M. U.' S.

Harel Even has sent further details of the new stock ordered by Israel Railways (See ⁰®News from the Line").

IR Intends to purchase 10 new diesel multiple units during 1992/3; these will probably be of the ABB Scandia IC3 type, which are thoroughly described in I. R. J. (March 1988,pp. 36-7); Railway Gazette (May 1988, pp. 329-331), and Rail International (October 1990,pp. 3-7).The following information is takers from those sources.

The first such unit for the DSB was completed on February 5th. 1990 at ABB-Scandia's factory in Renders. The IC3 is a Joint project between the DSB, Ascan Scandia and Düwag of Germany. It is intended that DSB shall operate 85 trainsets by the end of 1993.

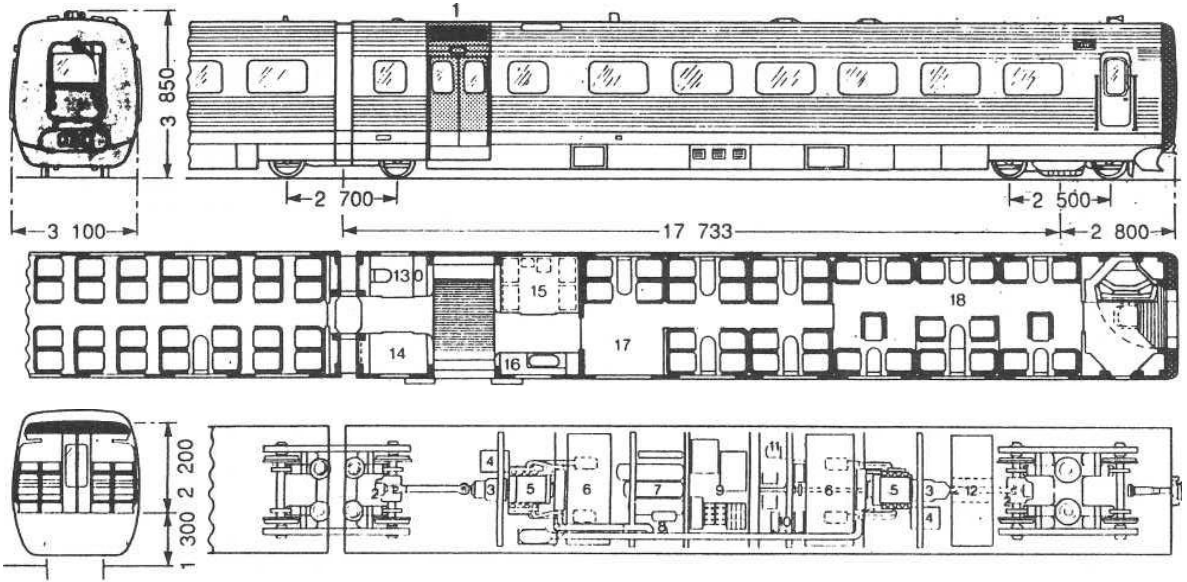
Each articulated 3-car set is 58.8m long, and carried on four bogies. Up to five sets can be coupled together, with the time required for coupling or uncoupling being less than one minute. Two underfloor KHD Deutz diesel engines each rated at 294 Kw (400 hp) are carried below each driving vehicle, driving the adjacent axles (the 2nd, 3rd, 6th. & 7th) through hydro—mechanical ZF transmission. Maximum speed is 180 km/h, and maximum acceleration lm/sec.^{2}, while electronic wheel—slip and slide protection is provided.

Body construction used welded aluminium extrusions to create a self-supporting frameless structure, cutting the weight of a 3—car set to 90 tonnes, 30% less than for a similar train built in steel.

Each train set can seat 144 passengers, of which 16 in a First Class saloon behind one of the driving cabs. There are entrance vestibules at the inner end of each driving vehicle, each with a standard lavatory compartment. The composite coach has a "catering station" to accommodate a refreshment trolley, and luggage bays, while the second-class driving car has a staff compartment and a third lavatory for disabled passengers, with a wheelchair /luggage storage bay in the saloon.

The train is air—conditioned, carrying electronic Information and seat reservation, telephone and telefax, and five-channel radio at every seat! The train is also equipped for retrofitting of Teletext and a video system !

Clearly this specification is for the Danish vehicles; it is not yet clear whether the Israeli sets will differ in any way.



1	Air-conditioning unit	7	Main air reservoir	13	Lavatory
2	Reversing gear	8	Oil-burning heater	14	Luggage compartment
3	Gearbox	9	Battery	15	Catering station
4	Lubricating oil reservoir	10	Generator	16	Engine exhaust
5	Diesel engine	11	Air compressor	17	Luggage/wheelchair space
6	Filtered air intake	12	Fuel tank	18	First class saloon

Diagram of IC3 Composite Driving Car, as published in -Railway Gazette-, May 1988. (p. 331).

12:5 ADAMS 0—6—0's 027, 030 & 501. By Hugh Hughes.

The story that these engines were transferred from Palestine to Mesopotamia in World war 1 (See 11: 11) seems to have originated in a series of articles by C. E. R. Sherrington on the "Locomotives of the R. O. D. 1916-9" published by the `Railway Magazine' in 1932. After listing all those sent to Palestine he added that 027 and 030 were transferred to Mesopotamia in June 1919 (no mention of 501!).

He gave the locomotives for Mesopotamia in two batches: 0156/74, 0402/3/43, 498, 500//4/5 direct from England Oct- Nov 1917, and 0105/65, 404/6/34/7, 512 via Egypt Jun-Jul 1918. He remarked that they became Iraq 423-38 "not necessarily in the above order", he then added that "it would appear that" 027 and 030 were returned to Palestine as they were recorded as being scrapped there.

The 'Railway Observer' for 1944 (page 38) repeated the above information. In 1946 (not 1944 as given in Harakevet 11: 11) the 'SLS Journal' (page 27) gave Roy Tustin's notes from official PR cards that 027, 030 and 501 arrived "from Rayak" on 24 Apr 1921 and (on page 155) stated that these three engines had gone to Baghdad in June 1919.

The references quoted by Michael O'Connor (in 11: 11) show that in fact 027, 030 and 501 were working at Aleppo and on the Amanus section of the Bagdad Railway in 1919- 20; in other words they had been sent to the Bagdad Railway and not Bagdad itself, and I would suggest that this was the sole cause of the confusion ! In other words they never went to Mesopotamia. (Even if they had, and had been transferred back to Palestine, they would have gone via Basra and the Red Sea and would scarcely have turned up at Rayak — whereas the latter would have been a perfectly feasible destination from Aleppo etc.)

D. L. Bradley ('Locomotives of the LSWR', 1967) stated that 027, 030 and 501 went to Mesopotamia from Palestine in July 1918 (not 1919 !) and returned to Palestine in August 1919 (where did that date come from ?). Strangely enough he did not mention Tustin's evidence regarding these engines at Rayak. He went on to say that the 9 + 7 engines remaining in Mesopotamia (as listed above) became 423—31 and 432-38 respectively; however there is direct evidence that the metre-gauge engines there were renumbered in 1919-20 by classes in strict numerical order, not in order of receipt, and it seems unlikely that the standard gauge stock would have been numbered differently. Did Bradley find another source of information or did he follow Sherrington's suggestion?

The official history of the Mesopotamian Railways during the war, published in Bombay in 1921, gave the standard gauge locomotive totals as follows:

Sep 1917	22.	Jun 1918	31.
Dec 1917	31.	Sep 1918	38.
Mar 1918	31.	Dec 1918	38.

These figures show clearly the addition of nine engines in Oct-Dec 1917 and seven others in Jul-Sep 1918; no mention of three additional 0—6—0's. Moreover the war diaries of the Director of Railways, GHQ Mesopotamia, included notes on the shipment of stock

between Basra and Bagdad which confirm the above figures. The 38 total would have comprised the 16 captured locomotives, 6 small tanks from India and 16 LSWR 0—6—0's, later renumbered 401—38.

Finally, the war diary of HQ Light Railways RE for February 1919 stated that LSWR engines 30 and 501 were erected at Rayak and "put into reserve". This fits in nicely with the 'Railway and Travel Monthly' note quoted by O'Connor. Again, a letter dated 9 Feb 1921 from GOC Egyptian Expeditionary Force to the War Office, preserved at the Public Record Office at Kew, stated that the locomotives on "our section" of the Bagdad Railway at the time of the evacuation of Syria and Cilicia by British troops totalled 53 of which 2 were LSWR engines.

Considering all these official references it would seem clear that:

(a) 027, 030 & 501 never went to Mesopotamia.

(b) 030 & 501 were taken to Rayak (route ?) where they were re-assembled in Feb 1919 and used at Aleppo and elsewhere.

(c) 027 seems also to have been transferred to work on the lines in Turkey at about the same time.

(d) All three were returned via Rayak in 1921.

(Hugh Hughes; 1/91)

12.6 CONDENSING TENDERS..

Following from the comments by A. F. Kirby on the German-designed condensing tenders, noted in 11: 16, and my own note 4 on that article, some useful responses have been received. Les Pivnic of Bryanston, South Africa, informs us that one of the SAR 3'6" gauge Class 20 2—10-2's of 1935 was fitted in 1950 with a condensing tender to evaluate the equipment in arid semi-desert conditions; these tests proved successful — the loco was capable of travelling approximately 600 miles without taking on fresh water supplies — so a batch of 90 large 4-8-4 Class 25 Condensing locos was ordered; North British Loco built 89 of the locomotives, and Henschel & Sohn of Kassel built the first complete loco and all 90 condensing tenders.

The Class 25's initially gave some trouble — with oil contamination in the condensate and char damage to turbine blades in the smokebox — but after modifications they eventually proved to be reasonably successful, but expensive to maintain, and eventually 88 were converted to non—condensing "25NC's".

Apparently Henschel also supplied condensing locos to Argentina before the 2nd. World War.

Alon Siton of Netanya is an aficionado of German rolling stock. He confirms that several streamlined ("verkleidete") locos were shipped from Germany to the USA as war booty after the war; For example, a BR 06 went to Fort Eustis, where it remained, its later fate unknown. Anyone wanting further details of this or other German locos (fascinating topic, but not directly relevant to this magazine) should contact him at 6, Ichilov Street, Netanya 42445, Israel. The last surviving BR52 Condensing tender from period has Just been preserved at the Deutsche Dampflok Museum at Neuenmarkt-Wirsberg; one of a series of 29 4-axle tenders, delivered by Henschel between 1946 and 1949 to replace longer, 5-axle tenders, (which made the locos too long for normal turntables) and from 1961 in use as an experimental testing vehicle.

So - at the time of the correspondence regarding options for Palestine Railways these were a contemporary development of some potential.

12. 7. SCHIENENBUSSE FOR LEBANON. By Peter Grosse.

From Peter Grosse In Schwalbach, Germany, come further notes (and some lovely colour pictures, which may reproduce in b&w), of the rail buses sold to Lebanon. (See 9: 12).

He writes:

In 1983, a total of four 3-car units of Shienenbusse" were sold via a Frankfurt enterprise, "MAS", to the Lebanon.

798 672-2	(Landau, 31.08.83)	became	A 10450.
998 143-2	(Trier, 31.03.83)		B 10450.
998 771-0	(Siegen, 27.01.83)		C 10450.
798 789-4	(Husum, 31.08.83)		A 10451.
998 032-7	(Tübingen, 28.04.83)		B 10451.
998 876-7	(Hof, 27.01.83)		C 10451.
798 707-6	(Trier, 31.08.83)		A 10452.
998 010-3	(Trier, 29.07.82)		B 10452.
998 672-0	(Hamburg, 31.08.83)		C 10452.
798 708-4	(Hof, 31.08.83)		A 10453.
998 153-1	(Heidelberg, 30.04.84)		B 10453.
998 862-7	(Heidelberg, 31.08.83)		C 10453.

(From this list of DB car numbers, final depots and of sale, it is clear that the four power cars (798 class) were bought at the same time, together with two trailers, whilst one trailer was bought a year earlier, in 1982 ! Ed.)

The units were given an overhaul in AW Kassel; they got a new yellow livery and roof-mounted air—conditioning. Three units were exported via Bremen in early 1984. In 1986, the fourth train was still standing in AW Kassel because of difficulties with payment. It was finally delivered in 1986/7. It can be assume that these trains have now been destroyed in the Lebanese civil war.

Note: Some of this information differs from that in 9: 12; further, the photos sent by Peter show the livery to be nearer a light orange than lemon—yellow.

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12. 8.

NEW CROSSING AT HABONIM.

An item in "Yediot Acharonot" on 8/10/90 showed a new automatic flashing—light and half—barrier level crossing installation at the level crossing at Habonim, where 22 people were killed some five years ago when a bus full of schoolchildren stalled on the crossing on the way to the beach. (See 1: 10) This is one of 37 such installations under a new programme by the Ports and Railways Authority to upgrade dangerous road/rail crossings.

12:9 **T 44 : MORE COMMENTS.**

Paul Cotterell adds the following on Göran Dahlberg's notes in 8: 16 :

"I have no reason to believe that this was not a brand-new locomotive when supplied to IR - certainly the works plate proclaims it to be such. It is just possible that the IR example had been held in stock by Kalmar, but this could be verified one way or the other by asking the builders. The loco was run in for a couple of months in Israel before entering regular service. No problems of any significance were discovered during the trial period. Subsequent failures of T44 seem to have centred around the electrical circuitry between the main engine and one or more of the traction motors. Such, at least, is the impression I have gained in conversations with drivers and others concerned. G5ran will probably be relieved to hear that T44's performance so far in 1990 has been generally excellent. It seems that the loco has now found its niche in the scheme of things and settled down satisfactorily.

Re: 9: 13: The three barrier wagons which were wrecked on 17/4/90 were loaded, in bits, on flat wagons in a works train which recovered them from the section. So - it looks as though they have gone for good. For many years they were an integral part of the Jerusalem line's "ambience".

12. 10. **SOME NOTES ON WAR DEPT. 8F LOCOS.**

For researchers into the War Department locos of WWII (and I presume such people would have Rick Tourret's book on the subject), Jan den Haan has sent me some of the results of his own researches.

1. **The Mitchell Library, North Street, Glasgow G3 7DN, tel. 041-221-7030, Fax. no. 041-2448-5027, has some North British Loco. Co. Archives including the photographic collection. They have glass negatives, 12"xl6", of certain locos, and can make contact prints - matt or gloss, to order - for about £5.00. NBL Order No. L932 of 20/12/1939 was for 60 engines for the Ministry of Supply; they have works photos of WD No. 3Q0 (NBL 24600/40), but appear to have no photographic records for order nos. L936,L937 and L938. Projected order no. L940 of March 1942 was cancelled in November 1943.**
2. **The NBL works drawings are held now at the Archives of Glasgow University, G12 8QQ tel. 041-3305516–,, fax. 041-330-4920. They have a 6-page list of plans, including general arrangements, various piping arrangements, brakes, lubrication, boiler, smokebox, motion, tender etc. plans, right down to painting diagrams. Charges are £3.00 per plan, plus *10%* handling charge‘ (minimum £1), plus p. & p.**
3. **The Museum of Science and Industry, Liverpool Road Station, Liverpool Road, Castlefield, Manchester M3 4JP, tel. 061-832-2244, fax. 061-833-2184, have some Beyer Peacock archives. They can supply photographs of Order Nos. 1544 and 1546. (BP built 2-8-0's WD Nos. 400-449, in three batches)**

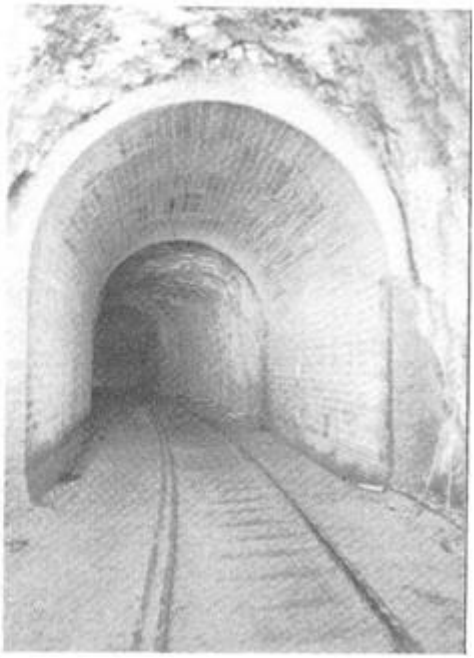
12;11 **ROSH HANIKRA TUNNELS.** By Uri Ben—Rehav.

These photos by Uri show:

1. The further, i.e. Northern side of the First tunnel (the one shown in 10:29.
2. to 4: Inside the First tunnel.
5. The Israeli, Southern end of the Second tunnel.

1.

2.



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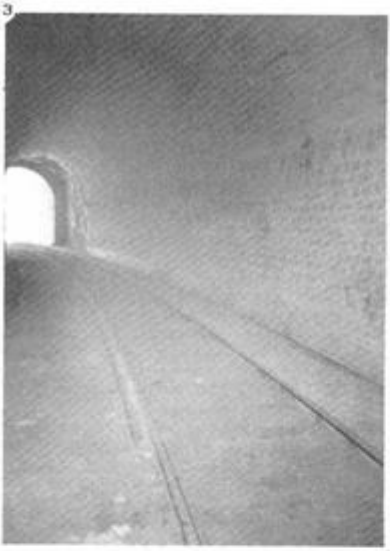


4.

5.

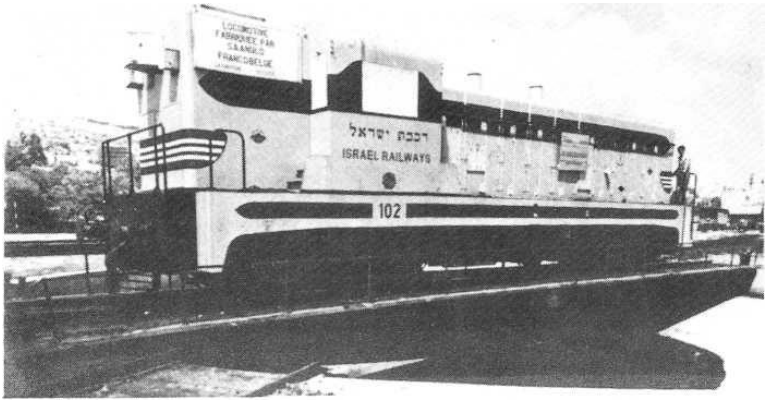
12:12 **THE SAFB Bo-Bo DIESELS. By Paul Cotterell.**

I have often speculated on the apparently strange choice of these diesels as the first such purchase by IR, 60 the details about them and their manufacture in HaRakevet 11: 14 were welcome. Questions remain outstanding, of course. Assuming that they were a GM design, as suggested, then the loss of the SAFB drawings and records need not put an end to further research since duplicate records should still be available among EMD's archives at La Grange. (16 this so ? I had heard that GM- EMD threw out a lot of early records. Ed. > Mind you, they look like nothing else that Electro-Mot i ve Division has ever built to my knowledge.

The accompanying photo from my collection shows 102 on the turntable at Haifa East, shortly after its arrival in Israel. It is still covered with plywood protection from the sea voyage on sensitive parts of its anatomy. 102 is evidently painted in the 6ame original style as 101, mentioned as having been thus shown in a couple of works photos. The full title •*Israel Railways", in both Hebrew and English, is clearly visible on the cabslde. Just to the left of the cab a small IR logo can also be seen, while the lettering on the board above it, protecting one of the air intakes, reads: "LOCOMOTIVE FABRIQUÉE PAR S. A. ANGLO-FRANCO-BELGE, LA CROYSRE, BELGIQUE." The worksplates of these locos are not circular as stated in 11. 14 but are septagonal (seven—sided). SAFB works numbers are carried on the worksplates and, as I pointed out in 5: 5, these are indeed the same as the running numbers. Also as noted in 5:5 the building date on the worksplates is 1951, not 1952 as stated in 11. 14 and as I had originally believed.

The full lettered cabside title was evidently short- lived. When 101 took part in the opening celebrations of the Remez Junction - Tel Aviv coastal route in 1953 it no longer carried the lettered title (6ee plate 89 in my book). No subsequent diesels have ever sported the IR title in full lettering, the logo roundel being considered sufficient adornment.

The turntable, incidentally, was finally removed in the mid-1970's as I recall, when alterations were made to the diesel depot. Locomotives are still turned occasionally to even up the tyre wear, this procedure now being carried out on a triangle at the east end of the marshalling yard as indicated on the sketch map in 2. 3.



12:13 Excerpts from Lowell Thomas "With Lawrence in Arabia".. (Continued).

p. 87. ''From now on the Turks were kept on the defensive. They were obliged to weaken their army by splitting it into two parts. One half remained in Medina, and the other defended the pilgrimage railway. If he had wanted to do so Lawrence could have dynamited the railway in so many places that the Turks would have have been completely cut off at Medina; then, by bringing up o few long-range naval guns from the Gulf of Akaba, he could have blown Medina off the map and compel led the garrison to surrender. But he had excel lent reason for not attempting this.... In his mind he had worked out a far finer and more ambitious scheme, the successful carrying out of which demanded that the Turks should be inveigled into sending down more re i nf or cement s to Medina, and as many guns, camels, mules, armoured cars, aeroplanes, and other war materials as they could be compel led to spare from their other fronts. He hoped they would keep a huge garrison there until the end of the War, which would mean so many less Turks opposing the British armies in Palestine and Mesopotamia; and the supply trains which would necessarily have to be sent down from Syria might be made a constant source of supply for the Arabs. If Medina were captured and the Turks all driven North, it would deprive Lawrence of this magnificent opportunity of maintaining his army on Turkish supplies. That was far more to his advantage than occupying Medina".

pp. 118 – 118: Ch. XI. "Lawrence the Train-Wrecker." reproduced in full.

p. 125. In May 1918 the Turks sent a large number of camels down from Syria. They put them into an impromptu corral at Moan railway station. Auda heard of this, and at the head of a small party of twelve of his tribesmen he dashed boldly into Maan. There were thousands of Turkish soldiers all around, but before they realized what had occurred Auda had rounded up twenty-five of the camels and had driven them off"

p. 166. "Fifteen miles north-east of Petra is on old Crusader castle. known as Shobek. ...the garrison was made up entirely of Syrians, all men of Arabian blood, in sympathy with the new Nationalist movement. ... The •Syrians in a body transferred their allegiance to him (Lawrence). Next morning, [some time in September 1917] the combined Syrian and Arabian forces descended the chalk mountain and destroyed three hundred roils on a side-line of the Damascus - Medina Railway, near Aneiza. They also tried to capture the terminus of this spur, where seven hundred Armenian wood-cutters, whom they wanted to rescue, were at work. But this time the Turks had erected such strong fortifications around the terminus that, although the Arabs and Syrian deserters took the Turkish outposts they were unable to capture the main positions.

p. 185. from Ch. XXI: "Through the Turkish lines in Disguise". "With his companion Dahmi , and Toll el, a Bedouin sheik known to the far corners of Arabia, he rode all around Damascus, Deraa, and the Hauren, making a reconnaissance of the Turkish lines of defence. He explored the Turkish railway on three sides of the junction at Deraa and took a mental note of important points on the lines north, south,

and west of the junction which it would be necessary for him to cut when he made his ultimate advance against Damascus.....
Masquerading as a woman also entailed many difficulties. At Amman. ... Lawrence went through the Turkish lines disguised as a Bedouin gypsy. He spent the afternoon prowl ing around the defences surrounding the railway station, and, after deciding that it would be futile for his Arabs to attempt to capture it on account of the size of the garrison, and the strength of the artillery, he started toward the desert. A party of Turkish soldiers who had been looking with favourable eyes at the Bedouin "woman" started to trail him”

p. 194—8. "All the Turkish ammunition and food had to be brought down from northern Syria over the Damascus- Palestine- Amman—Medina Railway. Lawrence's plan was to swing way out across the unmapped sea of sand, get clear around the eastern end of the Turkish lines, unexpectedly appear out of the desert, dash up behind the Turks, and cut all their communications around Deraa. One of his most difficult problems during this manoeuvre was to keep his column supplied. Even his armoured cars and aeroplanes could not carry enough petrol to pull through. From Akaba to the oases of Azarak is 290 miles across burning desert. There were wells at only three places where the camels could be watered, and the little band had to live from hand to mouth.
On the 13th. (Sept. 1917) Lawrence, accompanied by the small but mobile force which he had organized for his attack on Deraa, left the oasis of Azarak and marched into the Es Salt foothills. Two days later they arrived at Umtaiye, thirteen miles south-east of Deraa....
In addition to severing the lines of communication it was Lawrence's intention to place himself and his troops between the vital railway junction at Deraa and the Turkish armies in Palestine so as to lure the enemy into reinforcing the thus isolated garrison at Deraa with troops from the Palestine front who otherwise would be free to help stem Allenby' s advance. At the same moment it was also necessary for Lawrence to cut the railway to the south and west of Deraa in order to add colour to the belief of the enemy that the entire Allied attack was coming against the Turkish Fourth Army in the upper Jordan Valley.
The only unit available for putting the railway out of business consisted of the armoured cars. The cars, plus Lawrence, whizzed gloriously down the railway line and captured one post before the open-mouthed Turks were aware of their danger. This post commanded an- attractive railway bridge, 149 kilos south of Damascus, on which was inscribed a flattering dedication of the bridge to old Abdul Hamid, the Red Sultan.
Lawrence planted tulips, containing one hundred and fifty pounds of gun-cotton, at both ends and in the centre, and when he touched them off the bridge faded away on the autumn breeze. This job completed, the cars started on again at top speed but became stranded in the sand, where they were delayed for several hours. On their way back to rejoin the army in the Hauran they crossed the railway five miles north of Deraa, where Lawrence suppressed another post, wiped out a

Kurdish cavalry detachment, blew up another bridge, and ripped up six hundred pairs of rails . . . .

Meanwhile, Lawrence dashed off to join the detachment of troops he had sent on in the direction of Mezerib. An hour after reaching it he helped them cut the main Turkish telegraph-lines between Palestine and Syria. It would be difficult to over-estimate the importance of this, because it completely cut the Turkish armies off from all hope of relief from Northern Syria and Turkey proper.

At Mezerib. . . . the following day Lawrence and his column marched on along the railway toward Palestine, right into the heart of the Turkish back area. They spent most of that day planting tulips, and near Nasib Lawrence blew up his 79th. bridge, a rather large one with three fine arches, thus bringing to a close this long and successful career of demolition. Knowing it might be his last, he planted twice as many tulips under it as necessary.

"[One day] (Sept. 18-23 1917] the infantry under General Jaffer Pasha, the jovial Commander-in-Chief of Colonel Joyce's regulars, went down to have a look at the first large bridge which Lawrence had dynamited in the vicinity of Deraa. They found it nearly repaired, but after a sharp fight they drove off its guards, who were persistent and game German machine- gunners, destroyed more of the line, and then proceeded to burn the great timber framework which had been erected by the Turks and Germans during the intervening seven days.

When Lawrence started his operations around Deraa, von Sanders did exactly what his opponents wanted him to do. He sent his last reserves up to Deraa, so that when Allenby's troops once smashed through the Turkish front lines they had fairly clear going ahead of them. At the important railway junction of Afuleh, on the evening of the 19th., the Turkish motor lorries came streaming in for supplies, not knowing that all their great depots were in the hands of Allenby's men. As they rumbled into the supply station, a British officer remarked politely to one and all, " Would you mind going this way, please ?" That lasted for four hours, until the news spread through the Turkish back area

Lawrence. .. at the head of his camel corps, made a hurried forced march northward on the 25th., and by the afternoon of the 26th. swept down on the Turkish railway near Ghazle and Ezra on the road to Damascus. ... His rapid manoeuvre took the panic-stricken Turks completely by surprise. Just the previous day. they had worked feverishly on the railway-line and had reopened it for traffic at the points where Lawrence had damaged it a week earlier. He planted a few hundred tulips, putting the line out of commission permanently and penning six complete trains in Deraa."

p. 210: Col. Stirling's assessment of their achievements:
"Two days before the British advance in Palestine began, we had cut three lines of railways and for five days allowed no trains to get through to the Turkish armies. The result was that when their retreat commenced they found all their advance food depots and ammunition dumps were exhausted.

p. 218. Likewise, Lawrence's evaluation:"We wanted the enemy to stay in Medina and in every other harmless place in the largest numbers. The factor of food would eventually confine him to the railways, but he was welcome to the Hedjaz railway, and the t ran s-Jordan railway, and the Palestine and Damascus and Aleppo railways, for the duration of the War, so long as he gave us the other nine hundred and ninety-nine thousandths of the Arab world. If he showed a disposition to evacuate too soon, as a step to concentrating in the small area which his numbers would dominate effectively, then we would have to try and restore his confidence, not harshly, but by reducing our enterprises against him. Our ideal was to keep his railway working, but only just, with the maximum of loss and discomfort to him."

OTHERS.

p. 221 . Although Colonel Lawrence had more train demolitions to his credit that anyone else, he was not the man who first introduced the gentle sport of tulip-planting in Arabia. That honour must go to Lieutenant-Colonel S. F. Newcombe, who might even have exceeded Lawrence's record as a train-wrecker and demolisher had not his fearless spirit and love of fighting resulted in his spending the final stages of the War in a Turkish prison.

Prior to 1914 Newcombe had earned the reputation of being the ablest engineer in the British Army. The railway line which crosses the Sudan desert from the valley of the Nile to the Red Sea was one of his efforts.... He played a meteoric part in Arabian affairs for seven months, and initiated the methods of railway destruction which Lawrence afterward applied so effectively.

p.226. Colonel Joyce. .. also now and then found time to join Lawrence on a raid or to lead a demolition expedition of his own. In fact, on one occasion he destroyed seven small bridges and tore up two thousand rails on the Turkish railway between the stations of Toweira and Hedia.

There were also a number of other officers who fought with the Arabs and took port in the fascinating game of planting tulips and blowing up the Turkish railway. Among these were Lieutenant—Colonel W. F. Stirling, Major P. G. W. Maynard of the Irish Rifles, who had been a judge in a remote corner of the Sudan, Major H. W. Young, Major Wm. E. Marshall, Captain E. Scott Higgins, Captain H. S. Hornby, and Lieutenant H. Gar I and, who taught demolition to the Arabs.

[Hornby's] career as a dynamiter of trains come to an untimely end when a part of a mine exploded in his face, leaving him partially blind and deaf. The Arabs who were with him had great difficulty in getting him back to Akaba alive, and from then on he spent his time in administrative work.

. . . Captain Pisani, who led a detachment of French Algerians throughout the campaign, had had unlimited experience in the Moroccan Desert, and did splendid sporting work against the Turkish railway in 1917, and again in the final operations around Deraa in 1918.

12. 14. **CANADIAN TROOPS IN WWI**

Frank Hartley has sent me excerpts from '"The Official History of the Canadian Army in the First World War; the Canadian Expeditionary Force 1914-19"•, by Col. G. W. Nicholson, published in Ottawa, 1962.

From p.275: ""Canadian Railway Troops in Palestine"*.

On 20th. August 1918, the formation of the 1st. Bridging Company, C. R. T., was authorized for service in the Palestine campaign under General Allenby. The initial organization was carried out under the wing of the 12th. Battalion, C. R. T. , by Major A. P. Linton, at Verton, on 22nd. August. The unit sailed from Marseilles, via Malta, on 20th. September. It numbered, with 12 attached other ranks, some six officers and 255 men. It reached its destination on the last day of the month.,

The railway in northern Palestine ran from Haifa on the Mediterranean to the valley of the Jordan, thence north to Samakh (Tsemah) by the sea of Galilee. This line was connected to the Hejaz Railway by a line to Der'a via the Yarmuk Valley. From Der'a the Hejaz line ran north to Damascus, Hama, Aleppo and eventually Constantinople. (Sic !) After the Megiddo battles which began on 19th. September, the enemy broke. On 25th. September a rearguard position at Samakh was captured and a pursuit began which followed the line of the railway. Damascus fell on 1st. October, and the railway, roughly repaired to Samakh, was urgently needed beyond that point to the Syrian capital.

The 1st. Bridging Company was sent to Samakh and arrived there on 5th. October. Its major task was to repair two damaged bridges, each of about 180—foot span, out of four spanning the Yarmuk River on the Haifa-Der'a line. For assistance it was given some 560 men of the Egyptian Labour Corps, and work began at once on what was known as No. 2 Bridge, about three miles from the Sea of Galilee near the mouth of the River Jordan. In this moist and low-lying area, well below sea level, malaria and influenza soon drastically cut the unit's effective strength. On 23rd. October it drew rations for only three officers and 57 other ranks, a week later it was reduced to one and 30 and then for a period of a week only six men were available for work. Two men died from malaria and two from pneumonia. However the essential work had been done, for by 26th. October supplies could be sent through to Damascus by rail.

The unit later moved its fit members to Hama and worked on the restoration and improvement of the railway until the first week of February 1919. It was withdrawn from, the Middle East theatre on 14th. March, leaving its sick behind in Egypt."

From pp. 490ff: "Repairing Bridges in Palestine.

One of the important contributions made by the Canadian railway units in France was to raise a bridging unit for service in the Middle East. The 1st. Bridging Company C. R. T. (Canadian Railway Troops) was formed in August 1918 in response to a request by General Sir Edmund Allenby, who, it will be recalled, had relinquished the

command of the Third Army in France to command the Egyptian Expeditionary Force in Palestine.
.....By the late summer of 1918 the E. E. F. held a front stretching from the Mediterranean coast to the Jordan River on a line ten miles north of Jaffa and the Dead Sea. General Allenby was soon to resume the offensive, and it seemed certain that the enemy would attempt by means of railway demolitions to hinder a pursuit into Syria. The rate of Allenby's future progress would depend largely upon his ability to use two existing railway systems. One of these lines ran south-east from Haifa,... to the Jordan valley, hence northward to the Sea of Galilee (Lake of Tiberias). To the east of Palestine the Hejaz line from Medina passed generally northward through Der'a to Damascus and Aleppo. The two systems were linked by a Turkish line which ran eastward from a tributary of the Jordan, the Yarmuk, to Der'a. Particularly vulnerable were the bridges in the Yarmuk Valley, where the Turkish railway crossed and recrossed the deep gorge on spans which were so long and difficult of approach that the British staffs had previously estimated that the destruction of one of these - when the line was a supply route to the Turkish forces in Palestine - would isolate the enemy from his base for a fortnight. It was in anticipation of the need for bridging operations here that the request was made for the Canadian unit. Personnel for the 1st. Bridging Company <256 all ranks) were drawn mainly from Canadian railway battalions in France. . . .

[Edam. Note the incorrect description of the extent of the Hejaz railway, and the discrepancy in numbers between 6 officer, 255 men, and 256 in total !]

The great offensive for Which Allenby had been preparing throughout the summer of 1918 opened on 19 September. Within a week he had inflicted a sweeping defeat on the enemy at Megiddo, and demoralized remnants of the Turkish armies were streaming northward into Syria. On the 27th. the E. E. F. began to advance on Damascus, the Syrian capital. Brilliant destructive work on the Hejaz Railway by Lt.-Col. T. E. Lawrence ("Lawrence of Arabia"') and his Arab auxiliaries so delayed the retreat of the bulk of the Turkish army that it had no time in which to organize a defence of Damascus. The city fell on 1 October. Allenby now had to restore railway communications between Jerusalem and Damascus, to which end the 1st. Bridging Company, arriving in Palestine on 2nd. October, was promptly ordered to the Yarmuk Valley. The second and third bridges above the junction with the Jordan were found to have beer, partly destroyed by the retreating Turks. Work on both spans began on the 7th.

Operating conditions could scarcely have been more unpleasant. The valleys of the Jordan and the Yarmuk were among the most unhealthy places in Palestine. Temperatures of100 degrees in the

shade continued week after week, rising at times to over 120 degrees. Because of the great depth of these valleys and the enormous amount of evaporation from the Dead Sea, the air was heavy with moisture. Screened from any breeze by the high valley walls, the atmosphere was hot and stagnant, producing in the troops who worked there an extraordinary lassitude and sense of helplessness. The movement of transport stirred up dust from the powdered soil, and dun—coloured clouds would hang for long periods in the overcharged air. Hostile insects added to the pestiferous nature of the surroundings. In the dry parts were scorpions, six-inch centipedes and stinging spiders, and where the ground was swampy - mosquitoes. The Canadian bridging company was soon crippled by malaria and other environmental ailments. Some men were hit by the influenza epidemic which was sweeping every theatre of operations. In many cases this was followed by pneumonia. For one week in October not more than six men were able to work at any one time. Nevertheless, with the aid of 560 men of the Egyptian Labour Corps, the unit pushed its task to completion; by 26th. October supplies could be sent all the way to Damascus by rail.

On that date British forces entered Aleppo and advanced eight miles beyond towards Alexandretta. The campaign was all but over; four days later Turkey signed an armistice. Now,, with the problems of moving refugees and liberated prisoners of war, there was much work to be done on bridging and restoring and improving the railways. The 1st. Bridging Company was transferred to Hama, south of Aleppo, where it carried on its work from the beginning of November 1918 to February 1919. In March the unit sailed for England, to join the C. R. T. Depot. Although the 1st. Bridging Company had not come under fire during its tour of duty in the Middle East, it had suffered seven fatal casualties - five by disease, two accidental.

[Ed. I have given most of these two excerpts in full, despite some repetition, to retain the style and to show the slight differences between them. Apparently Allenby was granted a requirement for two batallions of Canadian Railway Troops, but he got only one Company to repair bridges.]

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12. 15.

ADDITIONS & CORRECTIONS

To:9:6. The film "Lawrence of Arabia" was shown again on the BBC in Dec. '90, and I can add the following:

a) The blown—up loco bore a number-plate "130-203", plus Arabic; this implies that it was of French origin, as the "130" would refer to the wheel arrangement ("2-6-0" according to the Whyte notation), and that this scene was therefore shot in Morocco.

b) The train of horses comprised: Open wagon (laden with soldiers and gun); Loco; tender; 15 4—wheel low-drop-side wagons, and a 4—wh. van with guard—post and sand-bags on the roof.

To: 9:17. "Esslinqen in Israel" - Alon Siton tells me the source of the material was "Esslinqen Damals", not "Esslinqen Diesels". He adds that, an Esslinqen coach has recently been placed in a field off the main road near Netanya station!

ROD 2-8-Os IN PALESTINE, 1942-1946 by Hugh Hughes

Ninety of these WW1-vintage locomotives arrived in Egypt during 1941-42 carrying WD numbers 700-791 except for 739/40 (lost en route); 9000 was added to the numbers in the Middle East. They mostly arrived at Port Said by ship two at a time but a few were unloaded at Alexandria. The main exception to this was the arrival in April 1942 of the BELRAY from UK via Bombay with 18 ROD engines on board; the ship went through the Suez Canal and up to Tripoli in Lebanon where a special ramp was used to unload them. Unfortunately their 17-ton axleload was much too great for the DHP lines in Lebanon and Syria and they saw little use until the Haifa-Beirut-Tripoli line was completed.

Official statistics covering 1942-43 are given below and show that, although half of these locomotives were used on the Egyptian State Railways, the Palestine Railways had on hire a fairly constant 21 to 26. In addition the ROD engines were the mainstay of the HBT line until superseded by USA diesels in 1943, and when the latter left early in 1945 it will be noted later that the RODs returned there.

	Month	ESR	PR	HBT	Misc	Notes
1941	Dec	25	-	-	-	
1942	Jan	30	1	-	-	1 direct to PR.
	Feb	40	7		-	5 ESR to PR; 1 direct to PR.
	Mar	42	12	-	-	2 ESR to PR; 3 direct to PR.
	Apr	44	14	-	-	2 direct to PR.
	May	44	26	2	18	12 to PR; 2 HBT; 18 at Tripoli.
	Jun	44	26	2	18	2 (Tripoli) on HBT works there.
	Jul	44	26	2	18	20 PR to be converted to oil.
	Aug	44	26	2	18	No change.
	Sep	44	21	7	18	5 PR to HBT; 3 exchanged(ESR/PR)
	Oct	43	22	7	18	1 ESR to PR.
	Nov	43	21	8	18	1 PR to HBT. 4 in service DHP.
	Dec	38	21	13	18	5 ESR to Army; 5 Store to HBT.
1943	Jan	41	21	20	8	3 Army to ESR; 7 Store to HBT.
	Feb	43	22	18	7	Several transfers.
	Mar	45	23	17	5	9731/32/55/56 now on DHP.
	Apr	46	22	6	16	Most HBT engines to Store.
	May	46	21	5	18	20 coal-fired; 70 oil-fired.
	Jun	46	21	2	21	3 HBT to Army & Store.
	Jul	50	21	1	18	9743(HBT),9713/48/61(AP) to ESR.
	Aug	50	21	-	19	9744(HBT) to AP.
	Sep	49	21		20	9783(ESR) to AE. 0
	Oct	49	21	-	20	No change.
	Nov	49	22	-	19	9783(AE) to PR.
	Dec	50	24	-	16	9721(AE)to ESR;9705/37(AE)to PR.
						Ø 9726/28/41/49(AP) to DHP.

The Miscellaneous column above covers- engines in store, in use or under repair by the Army in Egypt(AE) or Palestine (AP), and on loan to the Damas-Hama et prolongements system (DHP). Individual engine numbers are not generally available for that period but this information is on record from December 1943 onwards and is given below(with transfer dates where relevant) up to June 1946 for the 36 locomotives that worked in Palestine or Lebanon during that time. The other 54 were in Egypt but there is evidence that the following 8 also worked in Palestine before 1944:-

9713	AP(Jaffa) by 12/42.	To ESR7/43.
9722	DHP by 12/42.	To ESR1943■
9727	DHP by 12/42.	To Suez 8/^3
9738	AP(Haifa) to Suez 6/43.	
9743	DHP bv 11/42.	To ESR7/43
9748	AP(Jaffa) bv 1/43.	To ESR7/43.
9761	AP(Haifa) by 11/42.	To ESR7/43.
9772	PR by 11/42.	To Suez 6/43

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1944 -46 List

	12/43	Transfers	6/46
9701	PR	AP 1/46.	***h r***
9705	PR *	ESR . HBT 4/45	HBT
9711	PR	AP 11/44. HBT 2/45.	HBT
9714	PR	AP 11/44. HBT 1/45.	HBT
9719	PR	AP 2/45.	AP
9724	PR	AP 12/44. Iraq 7/45	—
9726	DHP *	ESR 5/46.	—
9728	DHP *	ESR 5/46.	--
9729	AP *	HBT 9/44.	HBT
9731	DHP	AP 4/44. ESR 11/44.	--
9732	DHP	AP 5/44. HBT 1/45. ESR 4/46.	--
9733	PR	AP 11/44. HBT 1/45. ESR 5/46.	--
9736	PR	AP 1/45. HBT 4/45.	HBT
9737	PR *	ESR 11/44	-
9741	DHP *	ESR 5/46.	--
9744	AP *	HBT 1/45.	HBT
9745	AP *	HBT 9/44.	HBT
9746	PR	AE 1/45.	-
9747	PR	AP 1/45. Iraq 7/45.	--
9749	DHP *	ESR 5/46.	-
9755	DHP	AP 7/44. ESR 11/44.	-
9756	DHP	AP 4/44. HBT 1/45. ESR 4/46.	--
9763	PR	AP 11/44. HBT 10/45	HBT
9769	PR	ESR 11/44	-
9771	PR	AP 11/44. Iraq 8/45	-
9773	PR	HBT 10/45	HBT
9775	PR	AE 1/45. AP 9/45. HBT 11/45.	HBT
9777	PR	AE 12/44. HBT 3/45.	HBT
9778	PR	AP 1/45. HBT 10/45.	HBT
9779	AP *	HBT 9/44.	HBT
9783	PR	AE 4/45. AP 9/45. HBT 10/45.	HBT
9786	PR	AP 1/45. Iraq 7/45 .	-
9788	PR	AE 12/44. HBT 4/45.	HBT
9789	PR	AP 1/45. HBT 3/45.	HBT
9790	PR	AP 12/44. HBT 2/45. ESR 4/46.	-
9791	PR	AP 4/45. Iraq 8/45.	-

*** Coal-fired: all the others in this list were using oil.**

Building details of these locomotives are given in Paul Cotterell's book.

In March 1946 it was decided that the 20 ROD locomotives then on HBT were to be replaced by LMS-type 2-8-Os from Iran as soon as the latter had been overhauled; by June four had been transferred to Egypt and the others followed not long afterwards.

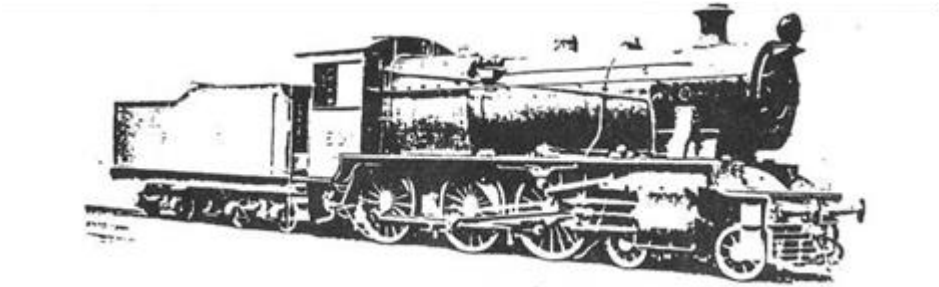
12:17 **THE P-CLASS 4-6-0's**

Frank Adam has sent an excerpt from ""The British Steam Railway Locomotive 1925—65", by O. S. Nock, pub. Ian Allen, 1966. P. 131, plate 198, shows the "P" Class built by the North British Locomotive Company, described as:

"built in 1935, for main line passenger working between Haifa and El Kantara. For their overall weight (engine only) of 68.65 tons these locomotives had the high nominal tractive effort of 28,400 lb. derived from cylinders 20 & in. diameter by 28 in. stroke; coupled wheels 5 ft. 6 3/4in. diameter, and a boiler pressure of 1901b. per sq. in. Furthermore the maximum axle—load was only 17 tons. The combined total heating surface was 1949 sq. ft. and the grate area 29 sq.ft."

Paul Cotterell notes that the tender had an oil fuel capacity of 1193 galls., and water of 6500 galls, (about 5 tons and 30 tons respectively). The tender weighed 59 tons, and the loco had an adhesion weight of 51 tons.

Frank is keen to find out more; what was the superheater area and the boiler diameter? The latter was, he thinks, about 5'3", and if one followed normal contemporary British practice the superheater would be about 20% of the total heating surface, i.e. about 400 sq.ft. He feels that the grate area is relatively small, many locos of the period having a ratio of between 1.75 to 2% of the heating surfaces. Does anyone have any ideas?



12.18. **MAKING A HASH OF IT.**

Ossie Marshall, of Leeds, was based at Sarafand durinq the war. This was an enormous base, with a cantonment, the central meat stores for the area, and so forth. One of his jobs, about every fortniqht, was to take a squad of 40 or so military policemen, and stop the Beirut - Haifa — Kantara train in the middle of nowhere, about 20 miles south of Rishon LeZion. The train would be thorouqhly searched, and every soldier ordered to dismantle his rifle. In the rifle butt would be stored an oil bottle and pull—through, and apparently it had become the custom the fill the oil—bottle, spare magazines and other similar spaces with hash, purchased in Beirut, and with a good price awaiting in Ismailiya.....

12:19 **LOST AT SEA**

One of the intriguing details of railway history is those locomotives (and rolling-stock vehicles?) that were lost at sea, in transit from Britain to the Middle East. During the First World War several Adams LSWR 0-6—0* s were apparently so lost, together with a quantity of track.

The fullest treatment of the fate of the 8F 2—8-0's built during the Second World War is apparently to be Found in Vol. 2 of J.W.P. Rowledge's' "Heavy Goods Engines of the War Department".(Springmead Press, but out of print.). According to the same author*s "Engines of the LMS, built 1923-51", O.P.C., SBN No. 0 902888595, the following locos were lost at sea:

In 1941: WD Nos. 338, 343, 344, 345, 354, 355, 356. Built 1941, and en route to Turkey. (All built by North British, 1940/1. Works nos. 246338, 246343, etc.).

WD Nos. 304, 322, 370, 371, 415, 416, 428, 429, 444, 445. en route to Egypt. The first five were from North British, the last five from Beyer Peacock. All 1940/1.

WD Nos. 444, 445, 608, 617, 619, 622. en route to Persia. The first two were from Beyer Peacock, the latter four were requisitioned from the LMS, nos. 8066, 8068, 8071, 8087, (not necessarily in that order) all of which had been built by Vulcan Foundry under Lot 132, 1936/7.

So - somewhere - but where ? - lie the remains of twenty—three 2—8—0's. On what ships were they being transported? When, where and how were they sunk? Intriguingly, I have been informed of a Jacques Cousteau underwater television film in which he is seen exploring a ship full of 8F"s. . . .

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12. 20. **POLISH WAGON FOR YAD VASHEM.**

An unusual item of preserved railwayana — though sadly relevant to the nation's history — has been placed on display in Jerusalem, though at some distance from any railway line.

In September 1990. a Polish 4—wheel van, of the type used to transport Holocaust victims to the death camps in Eastern Europe, was presented to the Yad Vashem Martyrs and Heroes Remembrance Authority — the Holocaust museum. The Director Genera] of the P.K.P., Aleksander Janiszewski performed the presentation at a Warsaw locomotive shed, and the wagon - a gift - was received by Zvi Rav-ner, the Israeli Charge d'Affaires in Warsaw. The wagon had been located in Southern Poland, and renovated into the style of the Second World War period.

A photo appeared in "Yediot Aharonot" on 12/2/91, showing this to be restored as '"Deutsche Reichsbahn: Munchen: 11689 G". Sadly, though, it is the body only that rests on wooden beams; the wheel sets have been removed

12.21. TICKETS. By Paul Cotterell.

The accompanying Illustration shows four examples of the present standard-type of ticket on Israel Railways. The design was introduced about 1981 (I was out of the country at the time so cannot be more precise). The tickets are printed on thin card and measure 69 x 40 mm. The background shows a photo of G12 125 with dark- and light-blue liveried coaches, and is a publicity shot taken in the 1970's.

Top Left: Free Ticket for a reserved seat. Colour light green. It was issued on 12 March, but the year and place of issue are not shown.

Top Right: Ticket for a Reserved Seat, price 1.40 New Shekels. Colour Orange. Issued at Tel Aviv on 25.8.89 for train 26, the 1030 non-stop to Haifa.

Bottom Right: Return ticket from Binyamina to Tel Aviv,

price 5.40 New Shekels. Colour pea green, with light green strip at right edge indicating return ticket. Issued on 5.3.87.

Bottom left Reduced price ticket issued at Tel Aviv on 15.4.85 (so stamped on reverse). Colour pea green (darker shade than previous example). Price 1200 (old) Shekels. This ticket was issued during the period of hyper-inflation in the mid-1980's, before sweeping economic reforms and the New Shekel were introduced. Note that this, like other tickets for single journeys, does not show the destination, the tickets being checked on the basis of their denomination

12. 22. **N.Z.R.O.G. 2nd. N.Z.E.F.** By Uri Ben-Rehav

During both World Wars both sides used "Railway Operating Groups". (See also Harakevet 5:2 & 8:7). This article will tell the history of one of these.

First, we need to decipher the long line of letters at the head: it stands for: "New Zealand Railway Operating Group, 2nd. New Zealand Expeditionary Force."

The year was 1940. In June, France was not yet overrun by the German Army and occupied, but there was a dire need for trained railway personnel. The French had been mobilised into the French Army, were dispersed and not able to function - yet, especially because of military needs, the railways cried out for trained men. At this phase the British Government, through the War Office, put in a request to the New Zealand Government for the provision of two N. Z. Railway Operating Companies for service overseas. This appeal was readily agreed and so, with utmost urgency, the organisation, equipment and despatch of these units was undertaken. In a very short time, on 27-28th. June, the volunteers assembled at Hopa Hopu Camp near Ngaruawaha. They were formed as a Headquarters Group and two Operating Companies. The Headquarters Group was formed of 4 officers and 24 O. R.'s ("Other Ranks"); the two Railway Operating Companies, which were then completely autonomous, were given the numbers 16th. & 17th. R.O.C.'s N.Z. The 16th. consisted of 7 officers and 355 O.R.'s, recruited mainly from the North Island, and the 17th, of similar size, was recruited mainly from the South Island. Major A. H. Sage, the officer commanding the 17th. Co., was promoted to Lt. Colonel to command the Group.

The formation of this Group took nearly a month - alas, by the end of that time France had been overrun and was occupied by the Germans.

The War Office, adapting itself to the new situation, decided to despatch the Group to another theatre of the war - to the Near East - so the Group embarked at Wellington on the 2nd. August 1940 on the "Empress of Japan", arriving at Suez (Port Tewfik) on the 29th. of September. The base camp of the group was established at Maadi Camp, Cairo.

Upon arrival the group organised and went immediately into operation. By far the greater part of the two companies went to North Africa to speed up the traffic between El Dabaa and Alexandria, seeing service as part of the Eighth Army. A smaller detachment saw service in Syria and Palestine, and it is with this unit that I shall deal more closely.

Upon the arrival of the unit in Palestine the situation was that the British drive against the Vichy French forces in Syria was about to commence at the end of May 1941. The 17th. Co. was required to run over the major length of the main line from Haifa on the Mediterranean to Damascus in Syria. As soon as military activity was due to start', the civilian employees on most of the railway downed their tools and left.

The 17th. Co. arrived in Palestine on 1st. June 1941. from the Canal area in Egypt.

The section of the main line taken over especially was between Samakh and Deraa, through the Yarmuk Valley - a distance of about 44 miles. In addition, the Company also operated branch lines in Palestine over a distance of 62 miles. making a total of 106 miles for which they were responsible.

The section of track between Samakh and Deraa ran through very rough country, the consequential steep gradients severely curtailed permissible train loads. For instance, a locomotive would be allowed only a 230 ton load; total capacity on the main line and branches amounted to approximately 1,000 tons per 24-hours.

Several enemy bombing attacks on the railway track and installations occurred during the time the group operated the Samakh-Deraa section; however, only slight damage was sustained, and no fatalities occurred among the Company's personnel.

The possibility of the line being sabotaged by the Arab population could not be discounted, and although nothing of this nature did in fact occur, the ever-present possibility of this happening necessitated the regular patrolling of the line by armoured rail cars.

The Group's operations in Palestine lasted from 1st. June 1941 to 15th. October 1941, when the Group returned to Egypt. There they saw duties not only on the railways but also at various docks and ports along the coast of North Africa, the most important being Tobruk. These port duties consisted mainly of the manning of barges from ship to shore. Approximately 60 men were working in Tobruk for three months during the first siege of the area, which was defended by the Australians.

As the tides of war turned in March 1943 there was no further need for the N.Z.R.0.G. 2nd. N.Z.E.F. in the Middle East, and the War Office decided to disband the unit. On the 20th. March operations were handed over to the 4th. British R.0.G., and the N.Z. unit proceeded back to Maadi Camp in Cairo in order to return home. On the 15th. June 1943 they embarked at Suez on board the "Nieuw Amsterdam", arrived at Wellington on the 12th. July 1943, and after a long-overdue leave were discharged.

[Editor's Note: Presumably the New Zealand men were used to operating 3'6" lines through mountainous terrain, and must have felt almost at home. I'll bet they longed for a few of their own NZ locos to tackle the gradients and the traffic more efficiently than the old Hedjaz locos! The 62 miles of branches must have included the Haifa - Acre and Afule - Nablus - Tulkarm lines, though how much traffic went over the latter is open to doubt.]

12.23. L.S.W.R. COACHES.

N. E. Norman of Dorchester writes:

Paul Cotterell's report on ex-LSWR coaches (7:12) is of great interest to me as a former SR man! I had always understood that these vehicles were originally sold to the War Office in 1917 for service in France, and purchased by the LSWR in 1919 before ultimately being sent to Palestine. Evidently they were a completely separate batch which ended up in Palestine.

PR AND SURPLUS USA WAR DEPARTMEMT ROLLING STOCK
By Paul CotterelI

TELEGRAM. R/17/45.

Code Cypher 4.
or Clear ? Code.

From: HIGH COMMISSIONER FOR PALESTINE To: SECRETARY OF STATE.
TRANS-JORDAN.
Despatched: 10.4.46 at 1800 hrs.

No. 589. IMPORTANT.

Reply urgently required. Purchase of rolling stock.

To safeguard rolling stock position of Palestine Railways it is imperative that the following U. S. A. stock now on hire be purchased, viz.. four shunting locomotives, fifty cistern wagons, two hundred-and-thirty box wagons, twenty-five brake vans, ninety open wagons.

2. Total estimated purchase price L252,000 which allows for agreed rate of depreciation. All British-built W.D. stock reserved for eventual purchase by Palestine Railways but not sufficient to meet traffic requirements. Unless U. S. A. stock acquired, Palestine Railways will be dependent on Egyptian State Railways at hire rate of two pounds per day because of recent decision of War office to retain all U. S. A. stock in Egypt. Expenditure now envisaged can be found from provision mode in Abstract G Renewals Estimate Railways for 1946/7.

3. Unless immediate decision given U. S. A. stock in Palestine Railways will be declared global surplus and disposed of elsewhere. This would leave Palestine Railways in impossible position. U. S. A. authorities will accept payment in Palestine Pounds. Grateful early approval.

(Mr. Jacobs.]

The above telegram is the opening shot from a wad of correspondence on the subject to be found in a file (ref. 376/r/17/45/mem) in the State Archive in the building of the Prime Minister's Office, Jerusalem. Surviving correspondence on this matter is not exhaustive, but enough remains to throw considerable light on what was a very difficult period in the affairs of PR. Through selected extracts from these letters and telegrams this article attempts to give an outline of proceedings. One thing is immediately apparent from the above telegram: PR were in pretty desperate plight. The four "shunting locomotives" mentioned would have been Hill USA 0-6-OT's. Could the fifty "cistern wagons" have been petrol tank wagons?

On 10th. May 1946 the PR General Manager, A. F. Kirby, wrote e letter to the Chief Secretary (of the Palestine Government) In which he explained some of the difficulties inherent in the proposed purchase of USA rolling stock:

"... I have learnt from Mr. Kitchen of the United States Foreign Liquidation Commission that all the United States rolling stock which was formerly on I end-lease to the British Army and on hire to the Palestine Railways has been 'captured* by the United States with effect from the 10th. April 1946.

The position now is that all the stock is on direct hire from America end we ore col led upon to pay hire charges to the United States Authorities and not to the British Army. It will, therefore, be to our advantage to complete the purchase of this equipment as soon as possible.

"Mr. Kitchen informed me that a 'dead-line' as at the 21st. of May, 1946, had been imposed for the purchase of this stock by the Palestine Railways. If no definite decision is made by that date the United States Authorities will hold themselves at liberty to dispose of the rolling stock to the Turkish State Railways who, as I know, ore interested in acquiring it.

"During the course of my discussions with Mr. Kitchen I gathered that the United States Authorities have taken the line that the assets avoidable for disposal must be purchased as a whole, or not at all. This is a difficult point because.... we do not wish to purchase five Mikado type C 2-8-23 locomotives which we have on hire. The Liquidation Commission may endeavour to force on issue on this point; I on my side will equally endeavour to avoid purchasing the locomotives. Although these locomotives are at present giving good service and ore in several respects the most useful locomotives which we now have in service, because of their good load hauling capacities, they are not built for long life and are non- standard with our other locomotives. We are already more or less committed to standardising on L. M. S. type British built W. D. locomotives and I wish to ovoid having only five locomotives of a particular type. However, we may be forced into having to take them because we cannot afford to let the wagonstock go. If we are forced into this position I shall adopt every possible means of obtaining the locomotives at a reduced price. . . "

One wonders what Mr. Kirby would have said had he been able to know that examples of these Mikados ("not built for long life") would still be running around in Turkey well into the late 1980's. As is known the five Mikados mentioned above were <u>not</u> purchased by PR but went to Turkey in 1946.

There follows further correspondence from Kirby to the Chief Secretory, the general drift of which indicates strongly that communications between PR and the British and American authorities had been tenuous to say the least. Kirby mode at least two trips to Cairo in an effort to sort things out to his satisfaction, there being -considerable evidence to show that he had not been informed of developments. For example, in a letter to the Chief Secretary of 27th. May 1946, he complained (inter alia) that:

"It was only by chance that I had discovered, through conversation with Turkish officials in March' last, that the United States Authorities were offering the U. S. A. rolling stock for sale. General Headquarters did not know of this move until I had informed them. Except for certain steps which the Palestine Railways had token to obtain the allocation of wagons for special purposes, the position would have been much worse. "

Later on in the same letter Kirby complained further that:

"No previous warning had been given of this action [i.e. the intention of the US authorities to repossess their rolling stock] either by the U. S. authorities or by the British military authorities.

In short, PR had been kept In the dork when discussions on the American rolling stock began. Indeed, all indications point to the Americans deciding to sell off their rolling stork to Turkey without even informing the British government authorities in Palestine, at least at the beginning of the affair. In the same letter Kirby noted that:

"Brigadier Payne [Director of Transportation at General Headquarters, Mideast] then produced telegrams which made it clear that, the Treasury in London, through the War Office, had given a strong directive that the rolling stock in question was to be handed back to the Americans and that the British Army was to facilitate this in every respect. I explained that I had not been kept fully aware of the position and that, in fact, I had not realised, until an interview with Mr. Kitchen. ..on the 4th. May,that the full rights in the rolling stock had reverted to the U. S. . . . and that we should, therefore, now be required to deal direct with the U. S. authorities in the payment of hire charges. This situation had not been realised by General Headquarters until the question had been raised by myself. ... However, the position was now so delicate that this point could not be argued."

Indeed, a good deal of friction was generated between the British and Americans over this rolling stock, and one gets the impression that hard words were said on both sides. There is even an inference in the surviving correspondence that local relations between the two war-time allies were strained to breaking point. This is also indicative of the extreme position in which PR found themselves, for British—American relationships would not have been lightly jeopardised. Note, too, that the above passage suggests that the government in London had gone straight over the head of the administration in Palestine.

Turning from the politics of the thing, by 27 June 1946 the following rolling stock was under discussion for purchase from the Americans:

113	40-ton box wagons.
52	40-ton cistern wagons.
10	brakevans.
2	shunting locomotives.

It is evident, however, that Mr. Kirby had not made up his mind as to which rolling stock he definitely intended to purchase, for subsequent correspondence shows other items and quantities under consideration. By 10 December 1947 (the date of the last letter surviving in the file) British WD rolling stock had become available for purchase and Mr. Kirby was able to inform the Chief Secretary that:

"...Resulting from my negotiations with the British Stores Disposals Mission, I have succeeded In obtaining reductions In the purchase price and the final figures are:

Ex British W. D. Stock.

Type	No.	B.S.D.M. £P
20-ton Open High sided	200	100,000
20-ton Covered Vans	150	100,000
14-ton Cisterns	47	18,000

25-ton Brakevans	4		2,500
Refrigerator vans	7		9,500
2-8-0 LMS Locomotives	24		251,000
		£P	481,000

Ex American Lend/Lease Stock

Type	No.		Price
40-ton Box wagons.	117.		70,000.
40-ton Open Lowsiders.	13.		9,308.
25-ton Brakevans.	6.		3,285.
		£P	82. 593.
	Grand Total .	£P.	563, 743.

These further negotiations have, therefore, achieved a saving of £P. 56,325 on prices which were reckoned to be rock- bottom. . . "

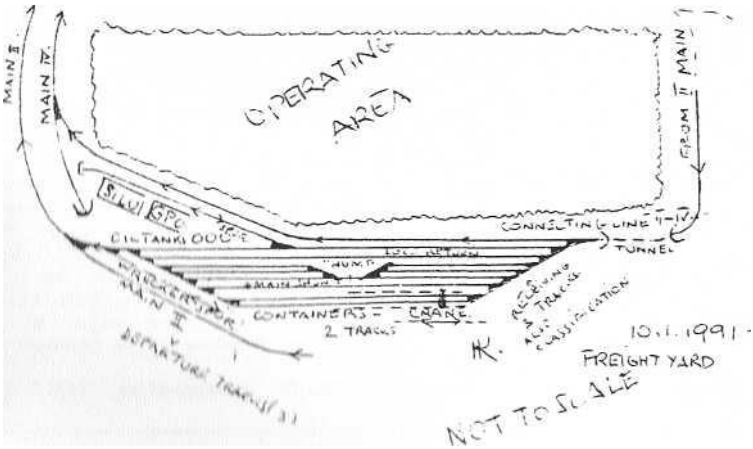
It will be noted that the two USA shunting locos do not show up in the above list even though they were taken into stock. For now, also, one can only speculate on the other two USA 0-6-OT's left behind after the war, one of which was rehabilitated by IR as their No. 22 (see HaRakevet 5:5). Neither the above extracts nor the surviving letters in the file at the State Archives answer all questions relating to the histories of UC locomotives taken over by PR (never mind the more obscure queries relating to freight rolling stock), but they at least give some of the background to these acquisitions.

[Ed.: It is remarkable to think of the effort and concern that went into these negotiations, a matter of months before the Mandate ended! Mr. Kirby sounds very pleased to have saved someone £56,000 - but who ? The British taxpayer ? The Palestine Taxpayer ? The War office ? The British Treasury ? Were the Americans more aware of what was going on in Palestine in 1946/7, and wanted to get some money for their stock before war recommenced? What underlay the differences in policies between American' and British, in view of the contemporary political manoeuvrings over Partition ? Rolling- stock is sadly under-researched at present - any contributions would be welcome.]

12.25. **TRAFFIC NOTES**

I don't, have current traffic statistics for I.R. but Uri Ben Rehav of Tel Aviv tells me that on o recent trip to Haifa there wasn't a single free seat in the air-conditioned coaches; further, that when his son had to catch a Sunday morning train to Haifa, and arrived at Tel Aviv Merkaz 5 minutes before departure, he found the train already choc-full and had to stand all the way! As Uri says, maybe if the cash bells at the Ministry of Transport start ringing strongly, the Ayalon line will go ahead quicker than thought!

Further to the report in 11:7, Hans Kohut informs me that there had been much progress on the area marked "Cargo terminal" on the track plan. (See 11:10). The revised plan is incorporated here. It is better described as a shunting-yard with a container facility, with a siding for the "wrecker consist" (Breakdown train" in British usage), and a spur to a silo tank farm. Because of lack of space there is only a token reception yard, and no hump. Holding tracks are in short supply and, whilst the passenger terminal is in situ, it is not yet fully electrically connected. So — there is work to be done !
Hans also suggests that the earlier 0-Gauge layout, which started life as the property of the Society of Friends of Israel Railways on Ben Gurion Boulevard, North Tel Aviv, and was dismantled and taken to the South Station before being "disappeared", could have been the victim of an "'inside job



STOP PRESS !!! Just as I was putting this issue together, Hans Kohut informed me that the Tel Aviv Model Railway Layout is no more! Apparently during the Scud attacks on Tel Aviv the building in which it is/was, situated, the old Tel Aviv South Station was requisitioned for military purposes, and the Club was given six hours to clear the place! Israel Railways has offered compensation for the spoiled tracks, and the rolling-stock etc. has been temporarily stored in a container pending the offer of a new site - possibly at the new Arlosoroff station. (Ed.

12:27 NOTES ON A BRIDGE REPAIR.

In "Harakevet" 8:9 I included a photo of a bridge on the Jerusalem line, apparently being rebuilt or repaired in 1918. I am indebted to Major Jim ('Tubby') Robins, the mastermind and tireless worker behind the Museum of Army Transport in Beverly, for some additional information.

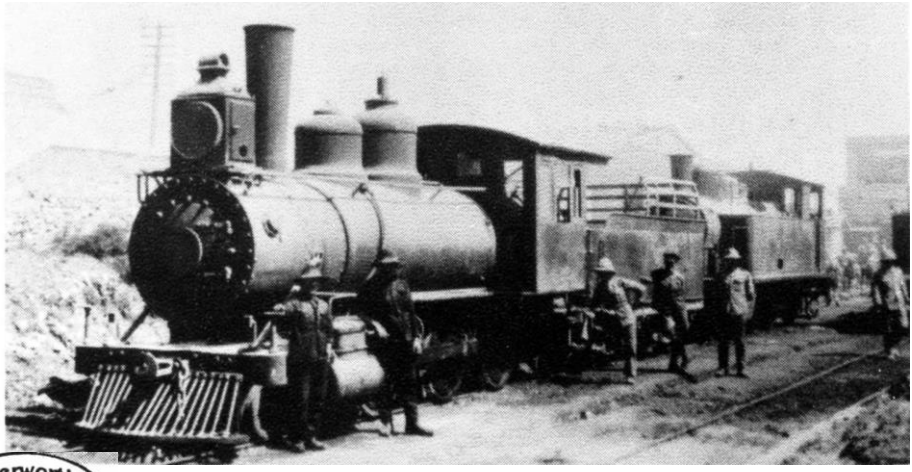
"The Museum archives include two glass negatives (Ref. LECMT 2240, photos 66 & 67) showing the same bridge from opposite sides of the line. In these photos the train (made up of ESR stock) is hauled by an LSWR 0-6-0 tender loco. Next to the tender is a spare water tank. The bridge you can see at the bottom of the wadi is only part of the whole. There is a "chunk" on the other side of the replacement bridge. The original looks, from the depth of the abutments, to have been a deck-type bridge. This is also borne out by the amount of internal bracing evident which would preclude its use as a through-type bridge. Unfortunately all the slide list, which was found in the box, says is: "Bridge Repair in Jerusalem Gorge" and on one of the slides someone has written "Jerusalem Gorge 1914-18" and "LSWR Loco". What is actually going on is not clear but it could be that preparations are being made to repair the original span and then lift it back into place - a favourite trick with Sappers and their colleagues !

At LECMT 2240/71 is an inspection trolley whose mode of propulsion is a motor cycle (probably Sinai Desert), and at 2240/72 is a Sail-Driven Inspection Trolley entitled "Near Oghratina, sail driven inspection trolley"."

The Museum is well worth a visit - it is walking distance from Beverly Station, with trains on the Hull - Scarborough line - and the archives can be visited by appointment. They include a vast array of army histories and information on all sorts of lorries, tanks and other vehicles, as well as railways, and some gems include the two sets of glass slides mentioned. Incredibly, a large proportion of the material was 'salvaged' from rubbish heaps by Major Robins. The Museum has almost no outside funding.

Address is: Flemingate, Beverly, North Humberside, HU1 7 0NG,
tel. 0482-860445.

11:28



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Another historic picture from the Ron Garraway collection: Jaffa-Jerusalem Railway 2-6-0 No. 3 "Ramle" at Jerusalem, apparently after conversion from metre to 1.05m. gauge, in the company of what seems to be 2-6-2T No. 2420.