

# HARAKEVET

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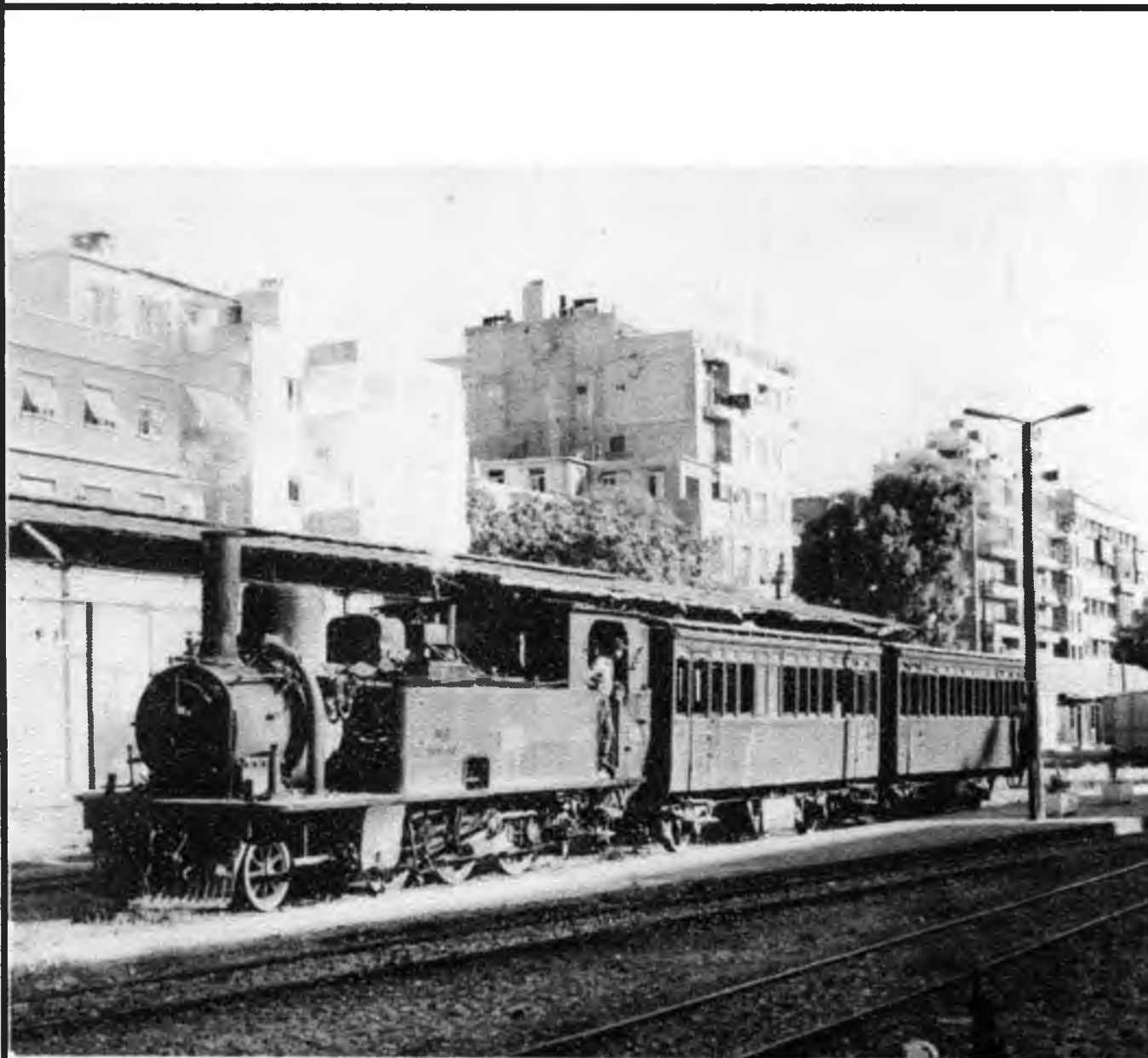
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A Quarterly Journal on the Railways of the Middle East.  
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*34:1 Damascus Hejaz Station, SLM 2-6-0T No.754 departs with empty stock from the TEFS Special Train.  
10th June 1996 (Photo: Andy Wilson)*

**34:2. Editorial.** This issue is concentrating on two main themes - the Palestine Railway locomotives of the past, and the Hedjaz Railway of the present. The latter is current news, the former just something interesting that has been on file for a while. Nevertheless, balance is maintained by a vast array of comments on earlier items, a few short snippets and a couple of lengthy reviews - which ironically reflect the two main themes outlined above !

A vast amount of material remains on file, but more - especially on current events - is always welcome. Another project is a further Monograph - much more substantial - on Palestine Railways Coaches, written mostly by Ray Ellis of Queensland, No date can be given for publication, but there is simply such a lot of material it makes sense not to split it between several "regular" issues.

Enjoy !

The Editor.

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**34:3.** Damascus Hejaz Station: 2--6-0T 751 posed in front of the "Hijaz Bar". Note the Canopy. See 34:6(a). 7th. April 1996. (Photo: Andy Wilson).



#### **34:4. News from the Line.**

a). **Derailment.** At 08.30 on 22nd. May, Train 2 (IC3, 07.25 Tel Aviv - Haifa) was pulling into Bat Galim station when it derailed in the facing points. Nobody was injured but the main line was immediately closed to all through traffic with passengers having to find alternative transport. Rerailing operations were complicated and lengthy, with limited access to the site for recovery cranes. The two IC3 sets involved were eventually worked to Haifa East at 15.30 and single line working through the station was instituted until damage to the other two tracks had been made good later that evening. The investigation showed signalman's error as the cause of the derailment, there being problems with the signalling equipment at the time it happened.

b). **A Bad Day.** Some days nothing goes right. The 30th. May was like that. In the morning a train for Tel Aviv hit a tractor near Zikhron Ya'akov. The tractor driver was taken to hospital, and the loco and generator coach of the train had to be sidelined because of slight damage. There were numerous delays to trains during the morning rush.

There were more disruptions in mid-afternoon when a man tried to commit suicide on the track near Hof Carmel. The driver of the southbound train was able to stop in time, but 25 minutes were lost before the police arrived on the scene and removed the would-be suicide.

Coincidentally, a train from Rehovot to Tel Aviv broke down at Kfar Habbad and a relief locomotive was sent out to rescue it. Connections from Tel Aviv to Haifa and Nahariyya were seriously delayed. The evening rush was further complicated by a faulty point at Hof Carmel, trapping one train for 15 minutes and eliminating Hof Carmel for crossing purposes until the fault had been rectified.

c). **Jerusalem Line Relaying.** The Jerusalem line was closed from 30/5 - 8/6 for relaying track between Na'an and Bet Shemesh.

d). **Suicide....** On 2nd. June the IR General Manager Ehud Hadar, committed suicide. In a note found by his body Hadar had written that he could not cope with the despair and humiliation following his investigation, or interrogation, by the police who are enquiring into the so-called Rubbish Train Affair. This affair originated with the previous General Manager and was merely inherited by Hadar. The continuing police investigation concerns the granting of a contract, without the legally-required Public Tender, for providing equipment to this project which is intended to transport rubbish from the Tel Aviv area to dumping sites in the Negev Desert. It appears that Hadar, described by more than one close acquaintance as being "as straight as a ruler", believed himself about to be cast as the scapegoat for the mistakes or wrongdoings of his predecessor.

More details were given in the "Jerusalem Post" of 3/6; Hadar shot himself once in the head, in or by his car in the Hulda Forest; his body was found by a JNF employee. Hadar had been investigated for allegedly suborning witnesses and attempting to persuade others to co-ordinate their version of events - various senior Authority officials, including Managing Director Shoresh Lerer and legal advisers, had been questioned in relation to alleged preferential treatment to one company.

e). **More Bad Days.** 3rd. June was another ghastly day for travellers on IR. An electricity pole fell on Train 25 (IC3, 17.08 Haifa Central - Tel Aviv) as it approached Hof Carmel station. Nobody was injured but the train was immobilised in the middle of the evening rush. An IC3 set was appropriated from a suburban working to Qiryat Motzkin and sent out to Hof Carmel to retrieve Train 25. In the meantime a special for the funeral of the General Manager (see above), made up of IC3 sets and on its way back from Tel Aviv, was halted at Hof Carmel and the passengers from Train 25 boarded. It then returned to Tel Aviv with them. Other trains were stranded at stations in front and rear of Hof Carmel until the immobilised IC3 set could be extricated and worked to Haifa with passengers from the funeral special. Two service trains had to be cancelled, one to Tel Aviv and another the suburban IC3 to Qiryat Motzkin. Delays were extensive and severe before all trains could be got moving, and the long-suffering passengers were in no mood for official explanations by the time they finally reached their destinations.

f). **Dan Region Developments.** In May further announcements were made concerning development of a suburban rail network around Tel Aviv. The "Post" of 9/5/96 reported that construction of the Tel Aviv - Petah Tiqva - Kfar Saba line will start "immediately" after Finance Minister Avraham Shohat and Transport Minister Yisrael Kessar agreed to allocate NIS 100 million to the project..... The project should include double-track 30 km. route, 12 bridges, 8 stations and four interchanges. (But see below, (i).)

g). **Election Footage.** Sybil Ehrlich monitored the really important aspects of the Israeli elections, and reports: Two parties made use of railway footage in their TV election propaganda. **Labour** had the best (well, that would have been one reason to vote for them !) with a brief interior shot of a young couple in an IC3 (identifiable only by the distinctive upholstery) and on another broadcast a freight train of 10 phosphate wagons on an embankment in the Negev. **The Third Way** had a freight train on a concrete viaduct in the Negev, two locos in different liveries, and at least two tank wagons (the rest out-of-shot). Despite this - the **Likud** won !

h). **Pretty as a Painting.** The stone building at Bet Shemesh station has been painted white. (See 21:4:14). Not a pretty sight !

i). **New Authority.** A radical reorganisation is under way, reported in the "Post" 15/5/96. The previous day the Ports & Railways Authority announced that Yitzhak Ben-Dov, a former IDF chief engineering officer, is to head a new "Railway 2000" Administration. Shores Lerer said the decision was in line with the plan to begin work on new railway projects after long delays. The budget for the new authority is to be NIS 3 billion. Ben-Dov, a Reserve Brigadier-General, was responsible for construction of several airfields in Israel and Ethiopia; during the Yom Kippur War he was responsible for the technical aspects of crossing the Suez Canal. The new Administration will be responsible for carrying out the plans for the suburban railway system - from Tel Aviv to Lod, Petah Tiqva, Kfar Saba, Rehovot, Holon and Rishon LeZion - and will also take responsibility for the transfer of the dangerous materials terminal from Beer Sheva to Ramat Hovav, and also the extension from Ashkelon to the Palestinian Autonomy area to Rafiah.

j). **Ramta Plans**. The name "Ramta" has been used in several recent issues; this is a division of the Israel Aircraft Industries (IAI), which was established in the 1960's and employs 400 workers at its Beersheba plant. As well as its obvious products it has also made patrol boats for the Israel Navy, and parts for tanks and mine-destroyers. Now, together with ADtranz Denmark A/S it has completed an initial order for assembly of seven IC3 sets, and is planning to supply other vehicles to IR, and also as part of the consortium to bid for other foreign railway contracts.

k). **Fire !** In mid-afternoon of 1/6, during a period of above-average temperatures, a fire broke out alongside the main line near Dor. This spread and eventually damaged cables, paralysing all signalling between Zikhron Ya'akov and Atlit. Repairs were completed in good time by 18.30, but not before the evening rush had been severely disrupted with many disgruntled passengers abandoning the railway to make their weary way home by bus.

*[Psychological observation by Ed: I.R. seems to have transformed the national psyche ! Even I can recall a time, not so long ago, when terms such as "evening rush" on the railway would have seemed strange, and passengers would have been less-than-amazed at late running... Now traffic, and expectations, have been raised !]*

l). **Politics, Politics.** "Harakevet" tries to stay out of politics wherever possible, but we cannot help noting here that, in the initial intense manoeuvrings over Prime Minister Netanyahu's new Government in June 1996, the Minister for Transport and Energy was to be Rabbi Yitzhak Levy of the National Religious Party..... Far be it from your Editor to suggest that a rabbi might not know about Railways.... but we must admit that this particular rabbi is rather an unknown quantity when it comes to transport infrastructure plans.... In later Coalition wranglings that can best be compared to operating a hump marshalling yard in the dark and fog without retarders or fixed shunting patterns, Ariel Sharon was placed in charge of overall national infrastructure, including the Railways....

m). **Tourist Trains ?** There are reports that IR is considering appointing or franchising a company to operate Tourist Trains on the Jerusalem - Tel Aviv route, since it would be politically unacceptable to close the line, yet the standard trains at standard fares are hopelessly uneconomic at present. This is an idea the Editor has been promoting for some time - the line is one of the least-known attractions of Israel.

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### **34:5. Notes and Comments.**

a). **Obituaries.** This is perhaps the place to note that two long-term subscribers to "Harakevet", Ernie Jones of Solihull and T. H. Page of Felixstowe, have both passed away in the past few months, the most recent issues having been returned to sender for that reason. Both were former servicemen and enthusiasts. Also Ossie Marshall, whose memoir of life as a "Redcap" appeared in issue 12:18, passed away in June 1996 in Leeds, at the age of 80.

b). **More Industrial Insubstantialities.** (See **32:24 & 33:10 (h)**): Sidney Fingerhood has sent a page from "*Shtey Arim*" (a local newspaper for the Bat Yam/Holon area) for 17/5/96; a photo shows pioneers relaxing on the beach in 1935, with a fairly substantial (wooden sleepers, not steel track panels) narrow-gauge track in the background. Mrs. Fingerhood, who came to live in Bayit VeGan in 1936, thinks the tracks had gone by then. Articles inside state that the line was built to haul rocks and sand from Mt. Yonah, south of Bayit VeGan (now Bat Yam) to Jaffa, to enlarge the port facilities there. There is no clue as to gauge, motive power etc.

*[Paul has sent a further half-dozen articles on other insubstantial or temporary industrial lines - see future issues. Ed.]*

c). On **33:6 P.R. Wreck.** From Paul: "The cylinders of the wrecked loco are at the far end but the pilot/cowcatcher is at the near end where a drawhook can be made out between the buffers. Also there is a prominent hornblock guide visible in the frame right behind the cowcatcher where an axle would have been. Obviously it is a physical impossibility for this to have been a 4-6-0; it is one of the PR 4-6-2Ts, though I do not know which one."

d). On **33:7(h). Yemen.** "The railway in Yemen (Ottoman Hodeidah-Sana'a and Branch Line Railway Company) was featured in an article by Philip J. Ashworth in "Continental Railway Journal" No. 80 of Winter 1989-90. Two photos showed the crumbling frames, wheels and cylinders of a steam loco embedded in sand near the Red Sea terminus at Ras Kathib. In C.R.J. 82 Hugh Hughes identified the remains as being from Borsig 0-6-0T 8060 or 8061 of July 1911, both of which went to Yemen through Decauville Ainé of Paris."

Andy Wilson has turned up another reference, in "The War in the Yemen" by Edgar O'Ballance, pub. Faber & Faber, 1971. The author is a military historian and is writing about events in the 1960's but he gives some earlier background, mentioning that the French had laid a 5-mile stretch of railway at Hodeidah where they were carrying out some harbour improvements in 1908. "It functioned with a couple of engines and a few carriages".

e). **33:10(i). Cyprus.** (& **28:14**). "There are definitely two, at least, steam locos still on Cyprus as reported by Uri, who has photos confirming this."

Also, from Brian Baxter of the R.E.M.E. Museum near Reading: "Regarding the Cyprus Railway locomotive preserved at Famagusta: The restoration of this loco was carried out by the REME workshops at Ohakalia (?) under the direction of the then Commander REME (I think Lt. Col. Turner); it now lies in a Turkish-occupied area of what was then a Greek part of Cyprus. I hope it survives. During my time in Cyprus I was not aware of any other relics of the railway but I did once undertake a helicopter journey to the Western end of the island and we flew over a huge mining complex which had an extensive narrow-gauge railway system. This was about 1966 and I think the system was already derelict then." (*See photo elsewhere in this issue.*)

f). On **33:14 WD 2--8-2T 1015** was built by Hudswell Clarke in 1937, not 1942. It was stored by the manufacturer when the original customer defaulted, and sold to the War Department in 1942. The works plate was altered to show this date.



g). On **33:22**: "**El Tor**". O&K is, of course, still in business making escalators - though the exact relationship of this firm with the earlier railway construction business is unclear to your Editor.

h). On **33:10 (c)** & **32:19**: Clearly the **Milstein memoirs** have started a lot of reactions. A further thoughtful comment from Robin Davies: "We are really talking about different groups of people. The Administrative appointments to the Colonial Service (i.e. District Officers & District Commissioners) were carried out on a rigorous basis and demanded a very high standard of education. Clerks (i.e. Clerical appointments) were a quite separate group and no great educational standards were called for. There was no (normal) ladder of promotion from clerical to administrative posts. So it is very likely that many of the people that Milstein and others encountered as a facet of "the Administration" were in reality only in the clerical grades.

There is a parallel here with the Civil Service in this country. The Senior Civil Service (i.e. Administrators) are drawn from highly-educated, very able people. They enter the Civil Service at a high point, usually just below the level of Principal, and proceed upwards from there. (This was the case with the Colonial Service too). However, most of the public deal with junior Civil Servants and form their opinions from these. Hence the Civil Service is often criticised quite wrongly. At the top end are many of the cleverest and most able people in this country."

[This makes a great deal of sense - though again, having spent my formative university years with a bunch of people who then entered high positions in our society - I shudder at the thought of some of them having any authority at all ! Plus, of course, as well as the "class" distinctions there were real issues of snobbery or anti-Semitism within the Palestine Government which have been covered by other scholars. Ed.]

*[Incidentally, I have further memoirs of Robin Davies on file, to publish in a future issue, and also some memoirs still "in progress" from Dror Allon, a colleague of Aubrey Milstein in those exciting days.]*

i). On **32:12**: **Egypt**. From Andy Wilson: "The Egyptian line which Alan mentions connects the iron ore quarrying area at the rim of the Bahariya depression to the iron and steel works at El Tibbeen, south of Helwan, and its only function is to convey the ore. In fact the line belongs to the Ministry of Industry, not the Ministry of Communications, although I think Egyptian Railways operate it. The Egyptian iron and steel industry started in a relatively small way in the early 1950's using ore from near Aswan which was barged down the Nile. Building a railway to the Bahariya ore deposits started quite early, as Alan mentions, but work then ceased for several years, resuming in the late 1960's when the line was completed and the steelworks greatly expanded with Soviet assistance. I have seen an Egyptian Iron & Steel Co. publicity film probably dating from the early days of operation of the railway and this shows an ore train headed by a single EMD G16, of an unusual form with a low short hood of about double the normal length. It must have been a special type because most G16s in Egypt have the normal high short hood. I have occasionally seen the G16 "specials" on ordinary duties on ER; they have moved away from the ore line, which I have only seen worked by Henschel locos in pairs, hauling trains of about 4000 tons gross. I first visited Egypt in 1977 and then the Soviet TE114s were employed solely within the steelworks, taking over the ore trains from the main line Henschels. The Russian locos seem to have become less active in recent years but I saw one in 1992. Some of the

numbers listed by Hughes for the Russian locos have been used for new EMD J22T locos supplied in the late 1980s. The Henschels on the iron ore line are model AA22TDB, a variation on the numerous AA22T used on ER generally. They have dynamic brakes [hence the 'DB'] and special gearing but the main external distinguishing feature is extra headlights. Number series 3271-3299, plus some more supplied in the early 1990s. The note in 32:12 gives the impression that this is a bit of a 'Colonel Stephens' type of operation; in fact it is an efficient heavy-haul railway operating in a hostile desert environment. They have their occasional accidents and problems with blowing sand but nothing is allowed to interrupt operations for long. They shift 2½ - 3 Million tons of ore per year !

The other locos mentioned are nothing to do with the iron ore line; the East German ones are heavy shunters, 0-8-0 rod drive, with centre cab, orange livery, 45XX number series (highest seen 4524). The Jung locos were the 42XX series 0-6-0 shunters of which one was captured by Israel in 1956 - these were not satisfactory and they were not in evidence when I first went to Egypt in 1977. Ganz products are of three kinds: the 43XX class 0-6-0 shunters, green livery, widely active and presumably replacing the 42XX; the 1000hp. Bo-Bo Nos. 3551-3580 of which a few are active but a large number are stored at Abu Zaabel works; and finally the "tadpole" passenger sets which have been replaced on main line duties by the turbine trains and new loco-hauled trains. In the 1980's quite a lot of these were being loco hauled.

j). Also On **33:7 (g): Egypt**. : "The Qena-Safaga line standard gauge line has been open since about 1992, conveying grain and alumina imported through Safaga port. The Abu Tartour phosphate mines are located a short distance west of El Kharga so the rail link through the Nile Valley effectively replaces the former 750 mm gauge line to El Kharga. I have a cutting from the Egyptian Gazette newspaper about 1983, reporting on the Abu Tartour project, with a photograph of a small mining railway, looking about 60 cm. gauge, with a Schöma diesel loco; certainly not big enough to be useful for the production output planned." (*And see 34:6 (g). Ed.*)

k). On **33:23: "Two Main Line Stations"**. Tubby Robins of the Museum of Army Transport in Beverley writes concerning the lack of starting signals at Kafr Jinis and El Majdal : "These stations could owe something to the WW1 Military operators where military rules etc. would apply. Basically: signalling on a military system, particularly when fixed signals were used, was for the protection of the station and what might be going on there; Trains forward movement along the single line was controlled by 'possession of the token' and sometimes, as particularly laid down in the local Technical orders, a hand signal from the Blockpost (Military) or Signal Box (Civilian). In one of the manuals I have just consulted Fixed Starting Signals get a very low installation priority."

l). On **33:7(d). Saudi Arabia**. From Andy Wilson: "The six French-built locomotives are 3600 hp. Co-Co from Francorail MTE supplied in 1982. Their production was inserted into a batch of 72 locomotives of the same type for Iraq which were delivered in 1982-3, according to a report in 'Railway Gazette' at the time. Iraqi running numbers in photographs include DEM 4107 and 4132.

It was intended to have an "industrial railway" at Jubail when the Jubail Industrial City was being planned 20 years ago. I have a vague recollection of a photo at Jubail with a distant view of an apparent railway but I cannot recall its source. It is (or was



intended to be) a heavy-duty standard-gauge system, envisaged to connect with the planned main line from Dammam, but also linking the Jubail industries to the port, for conveying imported ores and various exported products."

m). On **33:10 (a)**. **The narrow-gauge Decauville loco in Beirut** - something to pursue ! Andy asks: "Why in Beirut ? The answer must be that it had been used there or somewhere not too far away. If it were waiting for repair, I would have expected it to have gone to the Rayak shops. The French army are supposed to have built a 30km. 60cm. gauge line from Izra (Ezraa) on the HR in the 1920's, which presumably used standard French military light railway equipment which is likely to have been in store in Syria or more likely Lebanon by WW2."

[*Note also Bill Atkin's memoirs about constructing a Decauville line at a camp at Qatana near Damascus. 28:23. Ed.*]

n). On **33:20: Refugees**. Andy writes: "There was a camp of Yugoslav refugees at El Shatt during the war and they subsequently returned home. Their cemetery is on the El Shatt to Mitla Pass road, and it used to be nicely maintained by the Yugoslav Government. There are no obvious relics of any other refugee group in the area. Possibly some refugees went to other destinations ?"

o). On **33:23: Mulebbis** has been discovered. I am informed that this is the old Arabic name for Petah Tiqva, and that locals still refer to themselves as being "from Mulebbis". had the proposed branch from near Wilhemlma been built then the line from Ras el Ain to Petah Tiqva would not have been constructed.

p). On **31:6:d**. There was some discussion on the method of working '**The Radish Train**' back to Jerusalem from Bittir. Reference by either protagonist to 5:3 would have settled the matter. In that issue Ray Tustin recalled that this train was, indeed, propelled back up the hill. There remains no evidence of any proper push-pull equipment being fitted.

q). A Query from Paul Cotterell: I have seen photos of the **P Class 4-6-0's** at Jaffa and Nahariyya. There are shots of them south of Lydda on the International trains to and from Egypt, so they presumably reached Kantara (though I've never seen a print of one there.) Surprisingly, however, I know of no photo showing a P Class anywhere on the Jerusalem branch. I have never seen a restriction in print for these locos along the Jerusalem line and can think of no reason why they should not have worked up to Jerusalem. Judging from available evidence I have the impression that the P-Class 4-6-0s were mostly used between Haifa and Lydda, but can anyone say if a P-Class did reach Jerusalem' or, if not, why not ?

## **34:6. Other Middle East Railways.**

### **a). The TEFS Hedjaz Tour.**

*Almost* definitely the end of an era - and the end of "The Hedjaz As We Knew It". From Bill Alborough I have received a vivid personal account of the trials and tribulations involved in running this year's Hedjaz Tour - yet he tells me he is still prepared to operate another in June 1997 to a similar itinerary of the market demands it ! "They're such lovely people !", he says - though the report forms a valuable historical document of the last gasps of a once-proud system, with the devoted elderly staff moving on to "higher things" as all other standards move in a downwards direction. It would appear to this distant observer that the Managements of both the Syrian and Jordan Hedjaz railways have endeavoured to make their system a little more "accessible" to tourists - but have got hold of the wrong end of the stick, not realising that they are in some cases destroying the historical character that was so appealing to tourists in the first place.... See the intended programme in 32:11. In (mostly) Bill's own exasperated words, though with detail additions from Andy Wilson especially on June 9th. & 10th.:

**"Mon. 4th. June.** We expected No.71 2-8-2 in the afternoon with freight to Qasr um el Heeram, with 2-6-2T No. 61 in the morning on 2 carriages to Qasr. At the station I learned that my allocated steam driver had died five days earlier, and we had Fatallah, also long-retired but very keen to please. 71 was in steam, 61 cold, and the offered train was awful ! A number of boxcars have been equipped with bus-style and longitudinal seats, double-glazing style windows and freightcar bogies. Painted almost black (dark chocolate), they're awful. Only two wooden carriages survived in original condition, plus one re-covered with tin sides and another being "destroyed" in the carriage works - a wonderful PR compartmented small vehicle, which I HOPE my plea to the General Manager will see saved - though it was almost destroyed when we first saw it.

71 plus 4 boxcars plus 2 wooden carriages formed our "mixed", though assembling the train took 1¾ hours to sort out. 61 was fired up during lunch, steam being transferred (as previously) from 71. After one run through the yard, water poured out through the smokebox door and 61 was declared a failure.

Negotiations eventually reached agreement to send 61 and two carriages downhill (mainly) to Ruseifa, and the returning diesel from that morning's International Train would double-head us back. At 15.15 we set off, and it quickly became clear that we had no brakes on the loco, nor through the pipes on the two carriages - so our crew became Brakesmen on the screw-downs on the carriages. At Ruseifa the diesel awaited, but only a spur remained, the loop being buried deep in phosphates, so the diesel dived into the spur and 61 headed for the two cabooses. Without brakes, it hit them hard, and suddenly everyone was chasing two cabooses ("Cabeese" ?) running away towards Zerqa ! Stones under the wheels saved the day. Further shunting produced Diesel + 61 + 2 cabooses +2 carriages to Amman.

**Tues. 5th. June.** 51 and 23 both in steam greeted us at Amman station. 51 was to run tender-first to Mafraq, and 23 was to shunt in the station, but was wrong-way round for the sun..... but three diesels were stuffing up the turntable. After these had been moved, it became obvious that the turntable had seen no use since the previous TEFS visit, and it took 23 men and an assisting diesel with chains, wooden beams and other paraphernalia to turn No. 23. It then performed strongly, better than for years,

which remembering the footplate had to be evacuated in a hurry by the crew when we "blew it up" last time, is surprising !

51 then took us to Zerqa (no water) and Mafrq (no water again), from 09.45 to 12.50 with runpasts, returning 14.50 to Zerqa (still no water). Matters were getting desperate, and Fatallah fell on the footplate, injuring his left arm badly. Arrival at Amman (18.00) saw the loco go straight to the water crane, and it sounded like a man urinating into a bucket as the water well in the tender was dry.....

**Wed. 6th. June.** 51 to Qatrana 08.15 - 15.00. Return was 15.30-22.00 empty stock. Water was taken at a "Jin" at Jiza, good insurance as Qatrana was dry. The triangle at Qatrana remains stuffed with boxcars. A freight headed by four diesels with 29 loaded phosphate wagons paralleled us before the Petra (road) turn-off.

**Fri. 7th. June.** Ma'an diesel depot was specially opened on a Friday for us to visit. It is now the major wagon repair works, diesel maintenance being dealt with at Aqaba. Nippon Pacific 85 was seen 18 months ago at Amman facing Syria, and is now in the line of dumped construction diesels at Ma'an Hedjaz Station, facing towards Mecca as should all good Moslem locos. How it got there (road ? rail ?) and why, no-one on this Friday could say. Meissner Pasha's house has been fenced off, and the area surrounding it tidied up - one Guess (no more than that) is that a museum is proposed, with 85 posed outside....

**Sat. 8th. June.** 263 awaited us at Dera'a, plus three carriages (101 & 2 others), two in a form of orange livery and one in natural brown. Dep.13.00 to Cadem, arr. 19.00 with photostops, being overtaken by Roumanian diesel 401 returning light-engine to Damascus along the way.

**Sun. 9th. June.** The station contained the Amman train ready to go first, with the TEFS special waiting in the yard waiting to come into the platform occupied by the Amman train. Apparently there was a fault in the track and trains were not permitted to depart from the other platform. The Amman train was headed by 401, with ballasted match truck, wooden luggage van, two wooden coaches, four Jordanian vans and the light match truck - all vacuum braked. It seemed quite reasonably loaded; apparently no non-Arabs were travelling.

The TEFS train, for Serghaya, had 2-6-0T 754 which is "original", not adulterated in any way. Two 4-wheelers (Beirut Express variety) had been repainted brown a few days before, but a third BLUE 4-wheeler with bus plastic seats was in the consist, and after negotiations was left behind. An 08.00 to Ain el Fijeh was also running for locals (Daily in Summer School Holidays), due to depart back from Fijeh 17.00. It did not leave (we learned later) until 09.30, when we reached Fijeh, and we were told we must be back there by 16.30 or would follow it. It was formed of 301 and railcar trailers. (According to a notice in the booking hall the 08.00 to Fije runs daily, and another service to Serghaya runs Fridays, Sundays and holidays, with no departure time listed - and clearly, from notes below, not running yet....)

The trip up the line included the customary runpasts at various photogenic locations. There was some slipping on grass-covered tracks above Fijeh, and one crossing covered in soil had to be dug out. We reached Zebadani 12.00 - 13.00, and then set off for Serghaya. Although the line had not been in regular use beyond Fije, the track had been freshly cleared of obstructions and a track gang was working at one point. Zebadani's water cranes were out of use and a fire engine deputised. Within 1 km., so much greenery covered the track (we'd already had branches of cherries - yum yum - inside the windows) that we slipped to a halt and could not continue; crushed grass makes a surprisingly efficient lubricant. The footplate crew were also worried

about possible hidden faults in the track; so we reversed to Zebadani, ran round and descended towards El Fijeh. At the crossing, soil had again covered the track, and we grounded like an articulated lorry on a hump-backed bridge, the loco unable to move further as it had stopped with its motion on dead centre ! The passengers pushed the carriages back up the hill, a farm tractor pushed the loco to rotate its wheels from the lock position, and we were free. Access to El Fijeh was denied by many cars being parked on the tracks, so it was 16.30 (and a lot of whistling) before we reached there. Despite two trains being run, further cars blocked the way to Damascus. We reached Qanawat at 18.30, at which time 301 with its three Ganz trailers left El Fijeh, reaching Qanawat at 20.30 after major cars-on-the-line problems..... There was no stone-throwing, but local urchins bombarded the train with water-filled balloons at several points."

**Mon. 10th. June.** 754 and the two wooden brown-painted 4-wheelers awaited us in Qanawat, leaving after the empty stock for the El Fijeh train (same as yesterday's) arrived from Cadem. The line to Cadem now makes a sizeable diversion on the way to Cadem, by-passing a dual carriageway in whose central reservation the new standard gauge line will run. On the way Andy noted the ex-DHP buildings at Medan, near Cadem - all walled-off now, but an obvious railway facility and, according to Bill, there was track and stored rolling stock there in fairly recent times.

Cadem Works was as usual well-staffed, and seemed busier than in 1991. In the loco erecting shop was SLM 0-6-2T (possibly No. 805) dismantled for general overhaul. It should be available for service in 1997, contrasting with SLM 2-6-0T Nos. 754 and 755 which are currently serviceable. 755 was enduring firebox repairs, but would be active about 10 days after our visit.... yet with its bright blue cab, bunker and tanks, maroon boiler and chimney and a bright yellow smokebox door, we felt that "Linda" was wearing excessive make-up ! The boiler of Hartmann 261 was being retubed. Several 4-wheel coaches in lurid colours were also observed - blue, yellow, maroon, pink and green being noted ! Hartmann No. 260 and 263 were just outside. A further Hartmann was also dismantled in the Workshop, number unknown, on which no work was being done. This was probably the frame of 261. Also under repair were some diesel bogies, probably belonging to No. 400. The Ford railcar remains without an engine and seems not to have been touched since 1991.

The small diesel works pilot broke down when trying to move Hartmann No. 263, so as No. 754 was in steam for TEFS it became the genuine works shunter, moving railcar trailers, locos and other stock with vigour, a bonus for our cameras. Little activity was noted in the big machine shop, though two wooden carriages were being worked on by skilled carpenters, with renewal of exterior matchboarding; the other end of this building is the diesel department, where loco 400 was off its bogies and had suffered rollover damage - not too severe; it must have derailed at low speed. On the next track No. 300 was jacked up with one bogie out; it did appear that both these were actively under repair.... Nearby, railcar R502, freshly overhauled, was being tested and adjusted. The R12, on which Andy rode a few weeks ago, was on the next track, in good order. The other four railcars were in the shop or just outside, but they were faded and dirty and had obviously not been used for some time. The two Schöma diesel shunters were both in this area. The main-line diesel not accounted for, No. 402, was in the loco shed and appeared to be available for service. Andy carefully checked the coupling arrangements on the main line diesels and they all have American-pattern couplers only, with no means of attaching HR screw couplings. The 400 class have dual brake equipment, the 300 class are air brake only.

A number of fairly sad-looking coaches and at least one derelict loco were noticed with the painted inscription "*mat-haf*", meaning "Museum" - these included the coaches being repaired in the works. The significance was not clear, though they would not necessarily join the wonderfully restored 4-wheel De Dion Bouton railcar trailer previously occupying the area, and which now is the kitchen for the Bar/Restaurant permanently moored to the platform at Qanawat with SLM 2-6-0T No. 751, the "General de Gaulle" saloon and Dining Car ?!

Little seems to have moved on the dump in 18 months.

The standard-gauge station at Cadem saw activity with several arriving trains, one double-headed with Russian train loco and an ancient American G.E. pilot loco. Another, from Aleppo, was headed by LDE 1800 360 (G.E. Type U17C of 1976); the cab was recognisable as dark red with yellow striping but the livery elsewhere on the loco as indistinguishable under the dirt. despite its appalling exterior state, it seemed to be running well without much smoke. CEM Bo-Bo shunter DE 110 was loitering around as usual.

The standard gauge flat crossing of the 1.05m Hedjaz line is completely unprotected by any signalling !

**Tues. June 11th.** Arrival at Rayak Station, Lebanon, saw the Party Leader [Bill !] immediately taken into the Station building by the Syrian Military, while the Group enjoyed hospitality from the nubile local ladies. Access had been promised but was not apparently forthcoming. The station is partly occupied by the Syrian military, with some of their soldiers camped out in railway vans. After 10 minutes with a Major discussing boxing, a Colonel arrived to suggest an arm-wrestling contest, and finally a General drove up in a battered Range Rover, who seemed keen to import spares for this vehicle. Suddenly he said "5 minutes". "Pardon ?" "Do what you like for 5 minutes but do not include my soldiers" ! Rayak Works could only produce a Brigadier, so access was as usual denied, but several standard gauge steam locos were seen in the high grass.

More high grass ("chest-deep weeds" !) adorned the Beirut diesel depot, though the three Polish diesels were stored in comparative luxury in a locked shed together with an ancient American diesel. A solitary soldier became agitated - his base was directly behind four railbuses we were filming, recently (?) delivered by "Schenkens" according to paper labels in some windows, (supplier or shipper ?) all windows intact and with air-conditioning units on the roofs, in stark contrast to the derelict similar items in the battle-weary sheds. They are also second-hand from Germany, repainted CEL orange/yellow, now rather faded and peeling in places to reveal DB red. [*See 12:7 and the list of 12 railcars supplied from DB in 1983-7 through "MAS" of Frankfurt. Are these from that batch, or has another set of replacements been sent ? Ed.*]

At the 1.05m St. Michel station, the clock still kept good time, while the 5 derelict steam locos lurked in the deep undergrowth, in which also now live numerous locals of somewhat terrifying appearance (and inconvenient sanitary habits). The diesel 201 was in a workshop building. There is a line of narrow-gauge coaches, all with steel bodies but probably rebuilds on older chassis. A standard-gauge coach of very similar style was in the workshop. The station here and the adjacent office building are the headquarters of CEL, with a large staff, though it is unclear what they all do.....

The road to / from Syria, beside which the rack line runs, has frequent military check-points, many being at the very best photo locations, and the soldiers seem not to understand railway enthusiasm.

**Wed. June 12th.** Hartmann No. 260 reached Qanawat at 6.30, departing 7.45 after the empty stock for El Fijeh (301 and railcar trailers again) was safely clear of the Cadem line. In 90 minutes at Dera'a, genius Mr. Aziz put Jung 2-6-0T+T No. 66 into steam using No. 260 as a booster, but activity was brief as neither injector would pick up and the water level in the boiler was already low. No. 260 continued to Bosra, where the crew slept in the carriages while the Group luxuriated in the 4-star Cham Hotel.

**Thurs. June 13th.** No. 260 performed runpasts towards the Crusader Citadel in morning sunshine, then proceeded towards Dera'a, with a swift foray down the Amman line to the very last viaduct blown up by Lawrence of Arabia in his WW1 campaign. After taking water (none at Bosra), new track was covered from Muzeirib Hedjaz Junction to the run-round loop at Muzeirib DHP by the lake - this line was believed to have been lifted in WW1, and was very overgrown 18 months ago at the junction, but seems to have been renovated for diesel railcars' use at Easter 1996. [See 33:7 (ii). According to local staff, the Haifa line to Zeizoun which is currently well-covered by a landslip SHOULD be cleared in time for a TEFS 6/97.....which is why I'm prepared to operate a further Tour at that time IF the market demands it from TEFS. **BOOK NOW !**"

Fax (00+44)-1509-263636 for more details. It is good to see that his experiences have not put Bill off another visit.....

*[See below for further Hedjaz snippets.]*

b). **Iran.** The "*Jerusalem Post*" of 15/5/96 had a news-agency report on the opening of the new link to Sarakhs (*See 32:14 & 33:7:f/ 2.*) From this:

"Iran and Turkmenistan opened a rail link... which leaders said would unite Europe and Asia and revive the Silk Route between the two continents. Heads of State and dignitaries from 50 countries attended a colourful ceremony in northern Iran on Monday. [*i.e. 13th. May '96.*]

The 165-km. rail line connects the north-eastern Iranian city of Mashhad to Sarakhs, on the border with Turkmenistan. Many arrived from Mashhad on an inaugural "Train of Honour". They then crossed the border in a special train, dubbed "Pride", to the gas-rich desert republic of Turkmenistan.

"An historic legend comes to life. The Silk Road was not only about a route but was about the coming together of various nations", Turkish President Suleyman Demirel said at the ceremony. "It is not only a railway being inaugurated today, but continents and people of various continents are being connected."

With the new track in place, Iran's rail system now runs all the way from its southern Gulf ports to Tedzhen in neighbouring Turkmenistan. From Turkmenistan the rail system inherited from the former Soviet Union branches out to all five of the landlocked Central Asian republics and runs as far east as China.

In an inaugural speech, Iranian President Hashemi Rafsanjani said the collapse of the Soviet Union in 1991 and other political developments had compelled Iran to "play its role in the region. The Silk Road railway....shortens the long distance between Chinese ports and the Persian Gulf, is the bridge for the region and the world and is a clear example of Iran's priority on regional co-operation", Rafsanjani said.

Turkmenistan's President Separmurat Niyazov said in a speech that the project was an "immensely important event", a sentiment that has been echoed by almost all of the Central Asian leaders. Iran, its oil-based economy plagued by mismanagement and



relatively low oil prices, is hoping the rail connection will produce a boom in trade with Central Asia along the ancient Silk Road....."

"Farhplancenter News" No. 22 (Mai-Juli 1996) has (p.36) a full report on this line: At Saraks the new line joins the 146 km. long Turkmenistan broad-gauge line, and the importance attached to this new link is indicated by the presence of delegations from no less than fifty countries at the opening.

The line begins in Sangbast, 40 km. south of Mashhad on the Teheran-Mashhad line, in the Fariman region; it traverses mountainous country, requiring 17 viaducts, 420 bridges with a combined length of 3.5 km. There are three tunnels, between 1 and 2.6 km. long.

The 165 km. Iranian section cost 171 M. \$US, the 146 km. Turkmenistan section cost only 45M \$US., as this traverses mainly flatter countryside. The 216 m. long bridge over the Tajan River, which forms the frontier, is built as a double-deck structure, conveying a road as well as the rail track which in this section, between the two frontier stations, is three-rail (1435 & 1524 mm.). Tajan is also the name of the Turkmenistan frontier station. The Iranian section has six intermediate stations and a Free Trade Area is being created at Sarakhs.

Freight traffic commenced a few days before the official opening, for which a special train comprising passenger coaches and container wagons was operated for the official guests. Estimates are for ca. 2 Million Tons of freight traffic in the first full year of operations; passenger traffic, which will be commenced soon, should reach 500,000 passengers in 12 months. However, it is estimated that within a few years goods traffic should rise to 8M tons and passengers to 1 Million.

c). **Syria.** From "Continental Railway Journal" No. 106, p.410: The new standard gauge line sees, from Summer 1995 [*if not earlier. Who has fuller details ? Ed.*] a daily passenger train to Aleppo, departing 17.00.

Further notes on the Syrian section of the Hedjaz: (Relating to Summer 1995, and therefore a little out of date; compare with 32:9): The 07.17 Sundays Only Hedjaz Railway International Train was worked from Damascus Qanawat to Dera'a on Sunday 27th. Aug., and back the next day, by Hartmann 2-8-2 263 (coupled to the tender from 261). Such steam substitutions were said to be not infrequent, especially in the summer time when extra trains are run. Only two diesels were available in Summer 1995, and both would have been needed every day, or almost so, to cover all the traffic requirements. The line out of Qanawat to Cadem has been realigned to allow some new building works, and to create space for the new standard gauge line from Homs finally to reach the city centre. The branch to Bosra was reported closed except for special trains run in connection with the annual festival in September. Roumanian-built Co-Co diesel 301 worked a through Damascus - Bosra train on 3rd. Sept., leaving Qanawat at 14.00 and arriving back there at midnight. (NB: See 31:12).

From mid-July to mid-September at least there is a daily train up the Zebadani line, returning to Qanawat at about 19.00, for which SLM 2-6-0T 130-755 has been repainted in a bright blue, red and yellow livery. In Summer 1995 this train was usually diesel-hauled on Friday when traffic was heaviest, but was often steam on other days, e.g. on both Monday 26/8/95 & Wed. 30/8/95.

d). **Jordan.** (See 31:9, (From C.R.J.p. 407): "On Sun. 27/8/95 the International Train was worked south from Dera'a by GE A1A-A1A diesel 40123; it worked as a "Mixed", picking up an oil tank wagon at Zerqa, and it is possible that the line north of

Amman sees little traffic other than this weekly passenger working and the balancing freights to get the engine to/from Dera'a. The three steam engines dumped on a disconnected siding two-thirds of a mile north of Amman are RSH 2-8-2's 21 & 22, and HSP 2-6-2T 62. Lined up outside Amman shed in Nov. '95 were: RSH 2-8-2 23, Jung 2-8-2's 51 & 53, HSP 2-6-2T 61, HSP 2-8-2's 71, 72, and Nippon 4-6-2's 81 & 82. Two were claimed to be in working order, one of the Jungs and 61, said to be used occasionally for shunting. There is reputedly only one driver passed for steam remaining on the Hedjaz Jordan Railway's payroll, so anyone planning to charter a steam special should obviously do so soon ! (*Clearly overtaken by events, as noted above - the Angel of Death is not a railway enthusiast.*) Over the last few years there has been an average of about 5 such charters p.a."

"Fahrplancenter News" No. 22 (p.36) has information on a:

#### **Light Tramway in Amman.**

"On 9th. June 1996 the Jordanian Minister of Transport, together with "Austria Engineering" consultancy, introduced a scheme for a 41.7 km. Tramway system. The project is linked to that for the revitalisation of traffic on the Hedjaz Railway, although the tramway works have more priority, according to a Ministry spokesman. The Government will initially allocate 65 M. Jordanian Dinars for the tramway.

The standard-gauge system will initially comprise a 28.4 km. line from the New City Hall in the city centre, via the suburbs Al Mahatta, Er Ruseifa and Zarqa to New Zarqa. The second stage will be a 13.3 km. line from the city centre via Abdali, the University to Swaileh. The first line will use the trackbed of the Hedjaz line between Al Mahatta and Zarqa, the others will use existing road formations.

53 trams will operate the system. Traffic is estimated as at least 43,000 passengers per day and direction, and the hope is to avoid by this means the threatened total collapse of traffic in Amman. Financially the tramway should at least break even, with estimated annual income of 12.5 M. Dinars and operational expenditure of 9.9 M. JD, though the financial and investment costs associated with the construction, an annual sum of 13.8 M. JD, will to a large extent have to be taken over by the State.

**Other Projects.** The recommendations of the Austrian agency go further. For 270 M. \$US the entire Amman-Dera'a stretch could be renovated and standard-gauged - since Syria will in any case be building a standard-gauge link soon. Included in this sum is also the Jordanian section of a Mafraq - Irbid - Jordan Valley line, which would later be extended to Haifa in Israel. A fleet of diesel railcars would be acquired and establish a local passenger service on the Amman - Zarqa - Mafraq - Irbid route. Along this corridor at least 15,000 passengers per day are estimated.

Big plans, which could not be realised until the next century, but which at least indicate that the Government of Jordan has not totally forgotten the possibilities of the railway system."

e). **Lebanon.** (*See 31:10, 31:13*) (From C.R.J. p. 408): "The railways of Lebanon are having to take a back seat while a motorway system is developed. There is some evidence of a will to reinstate the railways, for example bridges under the new motorway on the railway alignment but... On the standard gauge route approaching Beirut from the north, the gap is now about 10 km. between Dora and Zouk Mikayel. At the end of July 1995 a P-Way train was noted lifting track panels and taking them back to the standard-gauge CEL yard in Beirut. At least 2 km. of the former HBT line were also seen to be seriously obstructed in Tripoli."

Andy Wilson notes further that all the CEL narrow-gauge coaches and fourgons have been rebuilt at some time with steel bodies, unlike the ex-DHP equivalents in Syria; in fact CEL used the same body rebuilding style on the standard gauge 4-wheel coaches as well; there is one of these at Beirut station.

f). **Saudi Arabia.** From David Hanson, working in Jeddah, come a few more comments on the Arabian section of the Hedjaz; "I have travelled over the roadbed of the Hedjaz from Medina to the Jordan border; it was an interesting trip. The rails and sleepers are all gone, but the train stations and roadbed is still there; many of the stone culverts and small bridges are still there, as is a short tunnel;. There are two fairly impressive stone bridges, one with approximately five arches. The roadbed travels through pretty empty country, coming within a few miles of Medain Salah, passing through Tebuk. There is a paved road paralleling the bed from Medina for about 60 miles, then the roadbed is alone in country until Tebuk. The Saudis have been working on restoration of the old repair facilities at Medain Saleh and several buildings have been rebuilt; the Jung 2-6-0 inside one has now been sandblasted and painted a nice glossy black. The stone fortified stations are spaced approximately 13 km. apart along the route and most are in bad shape. Some in the more isolated regions are not too bad and it is possible to collect some small artefacts around the building.

g). **Egypt.** According to "Fahrplancenter News" the new line for Phosphates from Kharga to Qena will open in October 1996, and will be operated by the new DE2250 diesel locos.

Metro: The new Metro Line 2 from Shoubra el Kheima to Ramses (8 km.) is now seeing tracks laid and the stations completed.

Ganz of Hungary, together with Semaf of Egypt, is producing 230 bogies for the Egyptian Railways, at a value of 8.5 M/ \$US.

Western Desert Extension. After years of talking it now appears that the wartime railway link to Libya is finally to be (re-)constructed. An agreement between the two countries was signed on 15th. May, whereby Egypt will carry out the majority of construction work on the line El Saloum (*Sollum*, Ed.) to Tobruk. The Egyptian link Alexandria - El Saloum was fully renovated in recent years in order to carry the extra traffic. In El Saloum the tracks have already been extended a few hundred metres towards the border. The line should serve both passenger and freight traffic, but no completion date has yet been given.

h). **Iraq.** From "Fahrplancenter News": The Iraqi State Railways have signed an agreement with the Indian Government, whereby India will help with the modernisation and expansion of the Iraqi rail system.

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### **34:7. Book Reviews:**

a). "Die Hedschas Bahn". First mentioned in 32:7:(e). subtitled: "**Eine deutsche Eisenbahn in der Wüste**". By Dieter Noll, Benno Bickel and Ahmad von Denffer. Published by Deutsche Gesellschaft für Eisenbahngeschichte (German Society for Railway History) e.V., Karlsruhe, 1995. ISBN 3-921 700-68-X. Price 59.00 DM plus P&P, obtainable from: DGEG Schriftenversand, c/o Deutsche Gesellschaft für Industriekultur e.V., Emscherstrasse 71, D-47137 Duisburg. Germany.

168 pages, 97 black/white illustrations, 14 colour photos, 8 maps, 2 drawings and 19 tables. Hardback.

This is a well-produced book, but a closer look reveals the importance of the subtitle - "A German Railway in the Desert". The Hedjaz Railway is considered from a very legitimate German viewpoint, as the chief engineer and many of the motive power and rolling-stock suppliers were German. In consequence many sources are investigated and cited which are perhaps more accessible to German researchers than to English ones - and many English sources are not. Having said this, the authors are very open about use of sources such as Hughes, Fiedler and Elefteriades.

This means that one learns a great deal about the situation in Syria during the First World War that does not appear, for example, in Turret's book; in addition the authors have had the opportunity to learn from the surviving Syrian railway personnel about events there during the French Mandate period, the 1941 invasion of Syria by Allied forces, and World War 2. The massacre and beheading of French Senegalese troops in Ghazzale station in 1926 and their burial there (p.59) is not an incident that appears in other sources, nor is the evacuation of rolling-stock towards Rayak away from the invading Allies in 1941 (p.61).

The strong point of the book is the evidence of close contact with Arab sources - whether through one of the authors (a Moslem) having been able to visit Medina and the Saudi section and record and photograph what there remains to see, or whether through verbal reminiscences of Syrian railway personnel, or even through the personal experience of one of the co-authors on civil engineering projects in Saudi Arabia. Thus there is a great deal of detail on the surveys and the construction in 1972 onwards of the Ma'an-Aqaba line.

A weak point, in comparison, is the description of the history of Zionism and Israel, and the manner in which Palestine was developed during the British Mandate times. This is not a polemical statement, but one of balance and coverage. There is no coverage, for instance, of the traffic over the Haifa - Acre line (which is mentioned only once as a branch of the Hedjaz line), nor much of the Afule - Nablus - Tulkarm lines after World War 1. There is no mention of the construction of the H.B.T. line, which must have affected the traffic over the Haifa - Dera'a - Damascus - Rayak lines enormously. The P.R. timetables or PR traffic statistics are not referred to direct, unless quoted from Hughes, and apart from some mentions in Ch. 9 there is comparatively little to indicate that P.R. operated the Jordanian section from 1920 to 1946, rebuilt coaches, introduced Sentinel railcars on the Haifa branch, etc.

In general, one feels that this book fills the gaps which Turret (with his emphasis on locos and rolling stock, and the Allied wartime experiences) leaves, and Turret fills the gaps which this book (with its emphasis on German experiences during construction and operation) leaves. In any case the non-survival of many records, especially in the southern section within Saudi Arabia, means that some gaps will never be filled - we will never know the exact details of what was destroyed, of the last pilgrim trains to Medina in 1924, or why certain near-complete locos and wagons were left and not brought back to the northern operational section.

Though one needs two languages, with these two books together one has, probably, all that there is to know about the Hedjaz Railway. The illustrations are varied and well-produced, and most are new to this reviewer. Good value, and recommended.

For the "pilpulist" there are a few small errors or irritations. Making allowance for differences in transliterations between English and German, "Qantara" is spelled "Qatrana" three times - on pp. 47, 49 & 60 - this latter, referring to the Suez Canal, on the same page as "Kantara" is quoted as the site of a ferry on the Suez Canal; On p.34 "Jemin" for "Jenin", on p.48 "Masudiga" for "Masudiya", "Mafraa" for "Mafraq" on p.61; "Lethi" for "Lehi" on p.67. This is separate from the odd genuine spelling mistake - "Steckenlänge" for "Streckenlänge" on p.58, for example. (Some readers might question whether the editor of "Harakevet" has any right to question other people's typographical errors....) On p.62 the Ma'an - Naqb Ashtar line is described as being built in 1944, not 1941 - not a printing error, since the author questions (legitimately) why such a line should be built at such a late stage in the war. On the other hand, from Arab sources we learn that the Pilgrim traffic from Syria to Mecca was transported over this line from 1954 to 1957, the pilgrims travelling in four trains, each of 11 coaches or goods wagons fitted with roofs and toilets, each conveying 300 passengers, which between them (after a bus transfer) filled a ship from Aqaba to Jeddah...whereas until now your reviewer had thought the line was never used for non-military traffic at all.

Well worth buying - even if your German is weak.

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b). **"Allied Military Locomotives of the Second World War."** By R. Tourret. ISBN 0-905878-06-X. 306 pp. Price £29.85 (UK), £31.95 (overseas.) from: 5, Byron Close, Abingdon, OX14 5PA, England. Hardback.

I had been dithering whether to buy this book, or even politely beg for a sample copy - and my dithering was ended by the arrival of a review copy. Initial response is - Go Out and Buy This.

Some readers may already possess the earlier volumes that Rick Tourret has produced - and the shock is to realise that these were actually published around twenty years ago, in 1976 and 1977. A vast amount of new material has come to light since then, and the book is not just a stitching-together of the older volumes but a complete reworking, with many new maps and photographs, detailed diagrams etc.

One slight regret for me is that there is little place here for much detailed reference to the WD and USATC rolling stock - at the least (forgetting the vast array of requisitioned wagons and coaches) the vehicles specifically designed and built for military use during the war, whether for specialised traffic such as transport of tracked armoured vehicles, or the general freight traffic on systems that were either brand new or taken over after most indigenous stock had been destroyed. It is mentioned, and some numbers are given, but compared to the detail, the drawings, the tables etc. bestowed upon the locomotives this is scanty. But then - Rick has spent over fifty years researching these locomotives (some of the wartime photos are his own).

Parts of the book read a bit like telephone directories - proof-reading the detailed tabulated lists of works numbers must have been a real headache. Parts read like a mystery story - some locomotives seem to have had about a dozen identities, confused further when a factory ran out of worksplates and borrowed some from somewhere else, then found some more spares and stuck those on too, or swapped boilers around with merry abandon, or renumbered locos to take the place of sisters that had been lost at sea; The wonders worked by Royal Engineers "in the field" or in the scattered railway workshops of North Africa or the Middle East mean that it is often hard to tell even what wheel arrangement a loco may have had at some point in its career, with bits of salvaged sabotaged wrecks being cobbled together... 2-8-0's becoming 0-8-0's by

default, locos camouflaged as vans, captured by Germans or wrecked by Russians or shot up by the RAF or sunk at sea - and yet Rick has researched it all, and modestly asks for any further information or corrections to be sent to him. On p.140, col. 1, mention is made of the current location of an 0-6-0D in Italy in February 1995 - that's how up-to-date the text is. Many of the photos show locos in the 1970's and 1980's.

The first sections cover the main theatres of conflict - it was, after all, a World War - where Allied railway operations took place. [Incidentally - Does anyone recall now that a shipload of standard-gauge wagons was sent to Iceland, but not used as Iceland had no railways left to operate and had never had any standard-gauge ones ?] One slight gripe is that the maps are all from the contemporary Railway Magazine or Railway Gazette articles that often reflect the railway systems before the war, so that the text refers to lines built that are not to be found on the accompanying map. Two examples - Map 5 doesn't show the Kut-Baquba line mentioned on p.7 col. 3; there are no maps showing the system in Egypt, especially the military railways and depots there which are frequently referred to in the allocation lists, no map of the Sinai Military railway or the lines to El Shatt, or the Hedjaz south of Amman and the Naqb Ashtar branch.... Of course these are well covered in other books published by Tourret, but their absence here makes it hard to place some of the locations mentioned in the clear and concise narratives of often-complex campaigns.

Is it fair to point out slight inaccuracies, or would that just be showing off? Such a detailed book is clearly the definitive work, and one should list errors that have come to light - though your reviewer has not had the patience to go through all the lists of numbers and allocations. So here are a few:

On p.6 col. 2 there are some inconsistencies about the dates for the line to Tobruk; on p.7 col. 1 a vague reference to "four more" Wehrmacht locos being captured doesn't indicate that at least one, illustrated at Beirut, was an 0-8-0D. The chapter on Iran lists (p.9) the locos available in 1939, and then suddenly refers to two Nohab 0-6-0's which weren't in that list. Reference to Hughes indicates the list may be only of locos at the southern end of the Trans-Iranian line, or only those based at Ahwaz. The Ahwaz-Khorramshahr line is mentioned as being built on p.9 col. 1 before the war, and then again (after war has broken out) on p.10 col. 1. The Mianeh line is also built again on two pages. Although the introduction states the problems of which version of a place-name to use, it is strange to see "Arnheim" (the German) for the Dutch "Arnhem".

On p.89, col.2, "Limburg" is twice spelled "Limberg"; on p.90 col. 1, "Herford" is spelled "Herfold". The photo on Plate 71 looks more like Haifa than Egypt. Pages 99/100 have the "Qantara/Kantara" variations.

But these are minor quibbles on bits of introductory narrative. Each type of loco, from large classes to one-offs, gets a thorough treatment as to its origins (whether specially designed for military service or acquired from elsewhere), its allocations and duties and identities and, in most cases, its subsequent fate. There are drawings and photos and tables in plenty.

One is left with a sense of awe at the work put into this volume. It really is "the last word" on this complex and often sensitive subject. Not all is related to the Middle East - but a large proportion is, and it is recommended to all readers of "Harakevet".



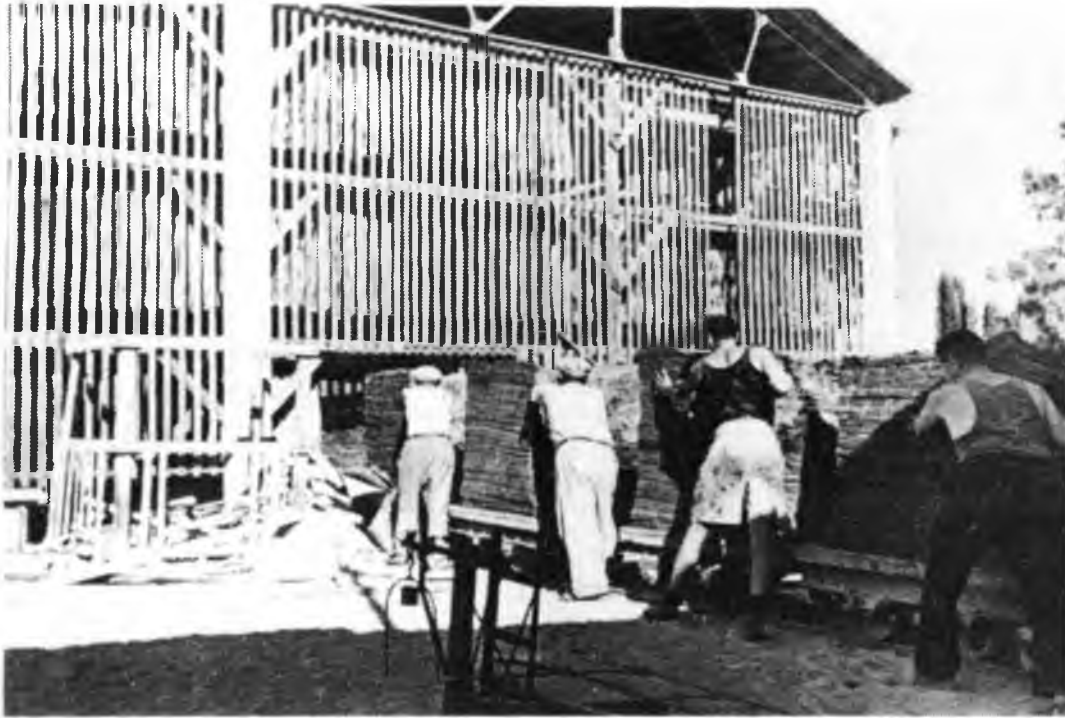
### 34:8. DRYING OUT AT KIBBUTZ KINNERET.

In 33:10(h) Walter briefly mentioned a narrow gauge line at Kibbutz Kinneret used for draining or filling in local swampland. The accompanying two photos show this line in operation. Kibbutz Kinneret is on the western shore of the Sea of Galilee (Hebrew: "Yam Kinneret"). Swamps and marshland around its edges provided perfect breeding sites for the malaria-carrying anopheles mosquito. It seems that the narrow gauge line was a communal effort by the kibbutz to eradicate such breeding sites, with the probable incidental benefit of increasing the land available for agriculture. One photograph shows top soil and sand being dug out of a low hill and loaded into tip wagons standing on two sidings. Once filled these were pushed by hand over a distance of perhaps two hundred metres or so for dumping into the swamp on the shore of the lake, as seen in the second view. The Hebrew notations confirm these activities. These photos are from the Central Zionist Archives, being dated 1920. I do not know how long the line was in use, but would guess this can be measured in months rather than years.



**34:9: THE 'ZION' CARDBOARD FACTORY. By Paul Cotterell.**

Two more prints from the Central Zionist Archives. They show scenes at the 'Zion' cardboard factory are dated 1943. In the interior view a narrow gauge line runs along the floor of the factory between belt-driven machines and there is a small wagon turntable visible in the foreground. The second photo shows four flat wagons loaded with cut cardboard being man-handled into what looks like a store house. I have no more details to offer on these scenes, and do not even know where the 'Zion' cardboard factory was located. Could there, perhaps, have been some connection wbetween it and the 13-ton cardboard van(s) rebuilt by I.R. from WD high-sided wagon(s) ? - see Fig. 103 of 'The Railways of Palestine and Israel'.



John Lee served in Palestine as a locomotive engineer on P.R. in the late 1940's in Haifa and Lydda, before moving on to East Africa and then a career in the Crown Agents, London; he currently lives with his wife Joyce in a cottage near Leominster, where I interviewed him in June 1995. What follows are largely his own words:

He sailed from Liverpool on 16th. August 1943.

"There was a whole stack of locos lying in Qishon yard; P.A. Challoner [the C.M.E. of P.R.] came along, and decided that this situation was no good; he got a contractor, Ehrlich, to clear them. I did Ehrlich a good turn, helping with the removal of the stuff; once he couldn't come up (from Tel Aviv ?) for two or three days, so I supervised his staff for him. In return I asked him for a good turn. "What's that ?", he asked; "A number plate", I said. So he gave me two number plates and a Hedjaz Railway plate. [All off HR loco 71, a Krauss 2-8-0 of 1903.]

I spent all the early part of my P..R career at Qishon; I went on leave from there and, whilst I was away, George Cowley was at Lydda. He got fixed up with a job in East Africa, and was in a hurry to get away, so on my return from leave I went to Lydda for the last few months.

As a young fellow they trusted you just to get on with it. You were respected. P.A. Challoner was in the works one day when a query came up; he said "You send for John Lee, he'll know what to do, he was at Horwich!" Challoner was also a Horwich man. The works handled general overhauls of locos, carriage and wagon, and was a complete works with two foundries etc.

I was on leave for about three months in 1947; the normal tour of duty would have been shorter, but the war had intervened; I'd thought they might have told me not to come back - I kept in touch via the Crown Agents - but they said I should go back, to Lydda. (The Crown Agents handled the finances, supply of spares and rolling stock etc.; after working in East Africa he worked there, and found a plan for a proposed 2-8-2, but no-one knew anything about its provenance.) [See 30:11. Ed.]

A. L. Jones was technically the Assistant CME, but was actually "the brains", and did much of the work for H.A. Cotching, the previous C.M.E. He was a nice old chap - Lee still has a list of notes of instructions for various repairs in the works.

John Lee was born in Daisy Hill, near Westhoughton, (Lancs.) in 1919. (He still has a brother in Lancashire.) He went to the Technical College at Horwich, which had been started by Sir John Aspinall, [C.M.E. of the Lancashire & Yorkshire Railway] who had adopted the attitude of "Why do we keep buying our engineers ? Let's train our own." He then set up a Mechanics Institute at Horwich. The system was that you went to the Technical College aged about 13, obtained a technical education, then went on to the Works as an apprentice and then, depending on attitude and work, to night classes, being promoted to "Engineering Apprentice". That meant you had two afternoons off per week to go back to College. You were trained for the job, and encouraged along. Eventually you went on to the Drawing Office, and at about 23, were more-or-less fully-fledged. There was no contractual obligation to stay with the L&Y Co; indeed, at one point between the wars they paid fellows off at about 23 and told them to go off into the world and get some experience; when the war came, many drifted back to Horwich from all over the place, since there was now a demand for their skilled labour.

Challoner was of the opinion that a Horwich training was thorough. He was tough, a good engineer, and a bit of a harum-scarum - he had a (Jewish) girlfriend in Haifa !

(Incidentally - they never heard of a Mrs. Challoner - but they did know of this attractive and probably-Jewish girl in Haifa ! He was the only Head of a Railway Dept. who was provided with a Railways car and a chauffeur; others had their own car. He therefore attracted a lot of envy, for his girl and his car !) At this point Challoner was in his 50's. He was very down-to-earth and strict. Many of the works staff were scared to death of him - he never missed a thing. One man was spray-painting a wagon and, as Challoner walked past, the man accidentally sprayed his trousers. Challoner sacked him on the spot, for "wasting paint" !! But - if you were prepared to get on with your job, he was O.K. You could ask questions. He would occasionally reminisce about Horwich.

He recalls an incident in 1948 at Lydda: The Army once had some 25pdr. guns on wagons, supposedly with a guard on - but they'd gone for a drink. When they returned, the wagons had gone, with the guns ! A shunting engine had come "to take them to another line", and then shot off towards

Jaffa, to a level crossing near Beit Dajan, where they were loaded onto a lorry.....

He recalls a 19X Coy., RE (193 ?) commanded by Hirst; Lt. Col. George Rigby (an ex-Horwich man !) had been in Haifa, and was relieved by Lt. Col. Henry Dixon, also ex-Horwich ! They lived in the German Hospice in Jaffa Road, Haifa, along with John Lee - opposite Spinneys.

(Spinney had been an Australian who, after World War 1, set up a restaurant, bar, grocery and butchers in Haifa, opposite the German Hospice. It was a meeting-place for almost everybody - the phrase "See you at Spinneys" being in common use. There was a joke that "you can never buy pork at Spinneys - because it's all been sent down to Tel Aviv !")

"The majority of us had both Jewish and Arab friends, and we always seemed to get on very well."

He made one trip to Amman, over the Allenby Bridge, in a "Railways" car, on a semi-official duty; travelled with Bill O'Hara, who was a character.

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A firm called Steel Brothers ran an organisation called "Government Transport" in Palestine; Chesney worked for them - an ex-Palestine Police Motor Transport man.

J.L. went to Kantara for the handover to the E.S.R., representing the Mechanical Department. His task was partly to look for anything that really belonged to P.R. He found a brand-new 1-metre steel rule, unused, in the Stores, and reckoned that the Egyptians couldn't read a rule, let alone use it ! - so he took it away.

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Departure from Palestine 1948. The Railway said "Find your own way home". The Port Manager at Jaffa was Pope. JL got onto him, and he said "There's a Swedish ship here at present, but it will be going to Tel Aviv." At this point JL (the Mechanical Engineer), Coulman (Traffic) and Nick Trewheler (Civil Engineer) were needing a safe passage out. Pope said "You'll have to get to Tel Aviv to get it, but I'll arrange to fit you with a passage home." They got to Jaffa, but had to stay a few days, during which time they were mortar-bombed.

The Policeman in charge at Jaffa, Flanagan (who was shot and injured) arranged for some of the Jewish Police from Tel Aviv to come along with a truck, pick them up and take them to Tel Aviv port. (Most Arab resistance

had died down by this time). They got into Tel Aviv, and some young characters with machine guns held them up ! Then a Jewish policeman took charge and said "These people are going home; what's in their boxes are their personal possessions - let them through !" - so they did.

There was no special clear-out of Jaffa Station so far as he knows. (He spent his last 5 or 6 days in Palestine there, having left Lydda.) They were looked after by the District Commissioner and O'Flanagan. "3 or 4 of us were given a flat to stay in, that had belonged to a Jewish family who'd left, leaving everything behind - clothes, pots and pans, personal stuff." They were told to move in - as no-one would loot it while they were there.

They sailed on 2nd. May 1948; he doesn't recall anything left in Jaffa Station.

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**34:11: "Results of a collision just outside Lydda station, between the Passenger Train from Egypt, a Goods Train going to Jerusalem, and a shunting engine." February 1948. (Photo: John Lee).**



John Lee worked as an Assistant Loco Superintendent on Palestine Railways. Amongst his papers is a large foolscap bound book, "S.O. Book 129" (Stationery Office ?), "Supplied for the Public Service", emblazoned with a "G.R." and the crown. In it he kept a variety of notes relating to his work. The front page bears the neat heading "Information & Data collected on the Palestine Railway, September 1943 -". and a list of contents relating to numbered pages. The following is copied from this book; some of the original is written in blue ink, some (especially the Minimum sizes) in red; some of the fractions are written in decimal form, others not.

[I.D. = Internal Diameter; O.D. = Outside Diameter.]

### KITSON ENGINES.

Class K. Wheel arrangement 2-8-4 Tanks.

Fitted with Vacuum Brakes.

Water capacity: 3120 gallons.

Coal capacity : 4 tons.

Oil capacity : 3.3 tons.

Fuel consumption: Oil 24.24 Kilograms per kilometre.

Fitted with screw type couplings.

Length over buffers: 43' 11".

Boiler pressure: [blank] lbs/sq.in.

Tractive effort at 85% boiler pressure. 32,150 lbs.

Max. load : 800 tons.

Dead weight : 82 tons.

Running weight: 100 tons.

Maximum axle load: 16 tons.

Engine numbers: 1,2,3,4,5,6.

### Minimum or Scrapping Sizes:

Piston Rod: Nominal 3 3/4" Dia. Minimum: 2 3/4" dia.

Piston Rod Tail: Nominal 2 1/4" dia. Minimum 1 13/16" dia.

Valve Spindle:

Main spindle : Nominal 1 3/4" dia. Minimum 1 1/2" dia.

Tail rod : Nominal 1 3/4" dia. Minimum 1 3/8" dia.

Steam Chest Liner : Nominal I.D. 10" O.D. 11 1/2". Minimum I.D. 10 7/8" dia.

Slide Bars (thickness): Nominal 2 3/4". Minimum: [blank]

Piston Head: When 5/32" clearance renewed when cyls. are rebored.

Cylinder: Rebore when .040" oval. (Now rebored at .020")  
Steamchest Cyl. Rebore when .020" oval. Max. I.D. 10.875 in.  
Piston Rings & Valve Rings: As for Baldwin Engines, always renewed at  
General Repairs.  
Reversing Screw: Min. Root diam. of thread: 1 1/4".  
Min. width of thread: 5/32".  
Dia. of Wheel Journals.  
Leading Truck and Trailing Bogie: Nominal 6 1/2". Minimum 6" dia.  
Coupled Wheels: Nominal 7 1/2", Minimum 7".  
Driving Wheels: Nominal 8", Minimum 7 1/2".  
Thickness of Tyres:  
Leading Truck & Trailing Bogies: Nominal; 3". Minimum 1 1/4"  
Coupled Wheels : Nominal 3". Minimum 1 5/8"  
Clearance above Axlebox: 1 1/2".  
Superheater Elements: 24 in 3 rows of 8. 1 3/8" O.D.  
Flue Tubes: 5 1/4" dia. 12' 11" long.

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**BALDWIN ENGINES. Class H2. Wheel arrangement 4-6-2 Tank.**

Fitted with Vacuum and Steam Brakes.

Water Capacity: 2350 galls.

Coal Capacity : 2.7 tons.

Oil Capacity : 1.8 tons.

Fuel Consumption: Oil : 24.63 kilograms per kilometre.

Coal: 2.95 -do-.

Fitted with screw type coupling.

Length over buffers: 41' 8".

Boiler Pressure : [blank] lbs/sq.in.

Tractive effort at 85% boiler pressure: 24,450 lbs.

Max. load : 600 tons.

Dead weight : 67 tons.

Running weight: 86 tons.

Max. Axle load: 17.2 tons.

Engine Numbers: 7, 8, 9, 10, 11, 12.

**Minimum or Scrapping Sizes.**

Dia. of Axle Journals:

Leading Bogie : Nominal 5 1/2" Minimum 5"

Coupled Wheel : " 8" " 7 1/4"

Driving Wheel : " 8" " 7 1/2"

Trailing Truck: " 7" " 6 1/2"

Piston Rod: Nominal 3½" Minimum 2 3/4"

Valve Spindle : Nominal 1½" Minimum 1 5/16th" = 1.3125".

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### BALDWIN ENGINES.

Class H3. Wheel arrangement: 4-6-4 tanks.

Fitted with Vacuum and Screw Brakes.

Water Capacity: 2350galls.

Coal Capacity : 2.7 tons.

Oil Capacity : 2.0 tons.

Fuel Consumption: Oil : 20.61 kilograms per kilometre.

Coal: [blank]

Fitted with screw type couplings.

Length over buffers : 42' 10"

Tractive effort at 85% boiler pressure: 24,450 lbs.

Max. Load : 600 tons.

Dead Weight : 70 tons.

Running Weight: 88 tons.

Max. Axle Load: 17.1 tons.

Engine Numbers: 13, 14, 15, 16, 17.

Trailing Bogie Bearing Spacings: No. of leaves: 21.

Width: 3½"

Distance between centres free: 3' 3 7/8"

---

### NORTH BRITISH ENGINES.

Class P. Wheel arrangement: 4-6-0 tender engines.

Fitted with Vacuum and Steam Brakes.

Water Capacity: 6,500 glass.

Coal Capacity : 6.5 tons.

Oil Capacity : 4.8 tons.

Fuel Consumption: Coal : 26.6 kilograms per kilometre.

Oil : 25.74 " " "

Fitted with screw type coupling.

Length over buffers: 65' 6".

Tractive Effort at 85% boiler pressure: 28,470 lbs.

Max. Load : 600 tons.

Dead Weight : 85 tons.

Running Weight : 127 tons.

**Max. Axle Load : 17.7 tons.**

**Engine Numbers : 60, 61, 62, 63, 64, 65.**

**(Engine No. 62: L.H. cylinder broken. New cylinder being fitted and other repairs effected. /3/44.)**

**Minimum or Scraping Sizes.**

**Piston Rod: Nominal 3½" dia. Minimum 2 7/8" dia.**

**Valve Spindles:**

**Main Spindle : Nominal 1 3/4" dia. Minimum 1½" dia.**

**Tail Rod : Nominal 1 3/4" dia. Minimum 1 3/8" dia.**

**Steamchest Liners: Nominal I.D. 10", O.D. 11½"**

**Slide Bars (thickness): Nominal 2 3/4"**

**Reversing Screws: Minimum Core diam. 1 9/16" : below this renew.**

**Clearance between P.V. Lead & Liner: 1/16".**

**Superheater elements: 24 in 4 rows of 6. 1½" O.D.**

**Flue tubes: 5 3/8" O.D. 13' 6 3/4 long.**

---

**BALDWIN ENGINES.**

**Class H. Wheel arrangements 4-6-0 tender engine.**

**Fitted with Vacuum and Steam Brake.**

**Water Capacity: 5000 galls.**

**Coal Capacity : 9 tons.**

**Oil Capacity : 7 tons.**

**Fuel Consumption: Coal: 38.36 kilograms per kilometre.**

**Oil : 19.8 " " "**

**Fitted with screw type coupling.**

**Length over buffers: 63' 2".**

**Tractive Effort at 85% boiler pressure: 24,450 lbs.**

**Max Load : 600 tons.**

**Dead Weight : 78 tons.**

**Running Weight: 91 tons.**

**Max. Axle Load: 16.5 tons.**

**Engine Numbers: 871, 872, 873, 874, 876, 878, 879, 880, 882, 883, 884, 885,**

**886, 887, 890, 891, 892, 893, 894, 898, 899, 900, 901, 902, 903, 906, 907, 911, 913, 914, 916, 917, 919, 920.**

### Minimum or Scrapping Sizes.

Piston Rod: Nominal 3½" dia. Minimum 2 ¾" dia.

Valve Rod : Nominal 1½" dia. Minimum 1 5/16th. dia.

Steamchest Liner: Nominal I.D. 9½", O.D. 10 3/8" Maximum I.D. 9 7/8".

Slide Bars (Thickness): Nominal 2½".

Piston Head : Renew when 5/32" clearance.

Cylinder : Rebore when .040 oval.

Steam chest : Rebore when .020 oval.

Piston Rings: should be renewed when gap is 10 mm.

Valve Rings : should be renewed when gap is 5 mm.

Reversing Screw: To be renewed when width of thread at any point is less than 1/4".

The boilers of all these classes of Baldwin engines are the same and are really interchangeable. For an oil burner, the number of firebricks required to line the firebox of one of these engines is 360.

Boiler Tubes: 138 small tubes 14' 1" long x 2" O.D.

22 Superheater flue tubes 14' 1" long x 5 3/8" O.D.

Bogie Centre Casting details: Drg. No. B.E. 760.

[B.E. = Baldwin Engine ?? Ed.]

### MANNING WARDLE ENGINES.

Class M. Wheel arrangement 0-6-0 tank engines.

Fitted with steam brake.

Water Capacity : 1025 galls.

Coal Capacity : 2 tons.

Fuel Consumption: 14.13 kilogrammes per kilometre.

Fitted with Link type coupling.

Length over buffers: 29' 0".

Tractive Effort at 85% boiler pressure: 18,340 lbs.

Max. Load : 425 tons.

Dead Weight : 38 tons.

Running Weight: 47 tons.

Max. Axle Load: 15.6 tons.

Engine Numbers: 26, 27, 28, 29.

These engines are fitted with slide valves.

### Minimum or Scrapping Sizes.

Piston Rod: Nominal 2 7/8" dia. Minimum 2 1/4".

Valve Spindle: Main Spindle: Nominal 1 5/8" dia. Minimum 1 3/8" dia.

Tail Rod : Nominal 1 5/8" dia. Minimum 1 1/4" dia.  
Slide Valve (thickness): Nominal 15/16". Minimum 5/8".  
Slide Bars (thickness): Nominal 2 1/2". Minimum: [blank].  
Springs: of two different types:  
L & D: 22 plates overslung type.  
T : 11 plates underslung type.

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### NASMYTH WILSON ENGINES.

Class N. Wheel Arrangements 0-6-0 tank.

Fitted with Vacuum and Steam Brake.

Water Capacity : 1500 galls.

Coal Capacity : 3 tons.

Oil Capacity : 2.1 tons.

Fuel Consumption : Coal : 5.5 kilogrammes per kilometre.

Oil : 11.06 " " "

Fitted with screw type coupling.

Length over buffers : 32' 3"

Tractive Effort at 85% boiler pressure : 23,430 lbs.

Max. load : 500 tons.

Dead Weight : 38 tons.

Running Weight : 52 tons.

Max. Axle Load : 17.5 tons.

Engine Numbers: 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50.

### Minimum or Scrapping Sizes:

Piston Rod : Nominal 3 1/4" dia. Minimum 2 3/8" dia.

Valve Spindle : Main Rod: Nominal 1 3/4" dia. Minimum 1 1/2" dia.

Tail Rod: Nominal 1 3/4" dia. Minimum 1 3/8" dia.

Steam Chest Liners: Nominal I.D. 8", O.D. 9 1/2".

Slide bars (Thickness): Nominal 3 1/4".

Piston Clearance: .0035 per inch of cylinder diam.

Bull Rings: Nominal diam. 7 31/32"

Piston head: is of C.S. with C.I. bull ring cast on.

[ Cast Steel ? Cast Iron ? Ed.]

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### L.M.S. Class 8F 2-8-0 ENGINES.

Tractive Effort at 85% Boiler Pressure: 32,480 lbs.

Max. Load: 800 tons.



Fuel Oil Capacity: 7 tons.

Large tubes: 5 1/8" O.D. x 12' 6" long. Screwed 12 T.P.I. at firebox end.

[Threads per inch. Ed.]

Small tubes: 1 3/4" O.D. x 12' 6" long.

Superheater elements: 3 rows of 7. 1 1/4" O.D.

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### AMERICAN 2-8-2 ENGINES.

Class 'A'. Max Load: 800 tons.

### R.O.D. 2-8-0 ENGINES.

Max. Load: 800 tons.

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### INSTRUCTIONS WITH REGARD TO TYRES FOR ENGINES & ROLLING STOCK: STANDARD GAUGE.

Shrinkage Allowance: All Metal Wheel Centres: The Great Western Railway Formula is used. Amount by which the tyre is bored less than the wheel centre =  $17 D + 10$

16 1000. D = Actual diameter of wheel centres.

Note: The size of tyre should be determined individually for each wheel after old tyre has been removed.

For rolling stock fitted with wheels having wooden centres the new tyre should be bored 1/8" less than the diameter of the wheel.

### Minimum Thickness to which tyres should be turned.

<u>Standard Gauge</u>	<u>Normal Thickness</u>	<u>Wartime Thickness</u>
Locomotive Coupled Wheels.	1 5/8"	1 7/16"
L.S.W. Engine Wheels.	1 3/4"	1 1/4"
Engine Bogie & Pony Truck.	1 1/4"	1 1/16"
Braked Tender Wheels.	1 7/16"	1 1/4"
Passenger Stock.	1 1/4"	1 1/16"
All Wagon Stock (except those shown below.)	1 1/4"	1 1/16"
Open Goods 10 & 12 ton.		
4-wheeled Flats.		
10 ton Covered Goods.	all: 1 1/16"	15/16"
Ballast Wagons.		
Animal Trucks.		

Wear On Tread-Permissible depth of groove before requiring returning: 5/16"

Thin Flanges: Minimum thickness of flange: 15/16".

<u>Steam Valve Setting:</u>	<u>Steam Lap</u>	<u>Exhaust Lap</u>	<u>Width of Steam Port</u>
Baldwins:	7/8"	-	1 1/4"
Kitson 2-8-4 :	1 1/8"	- 1/8"	1 3/4"
North British 4-6-0	1 1/2"	- 1/8"	1 3/4"
Nasmyth 0-6-0	1"	-	1 3/8".

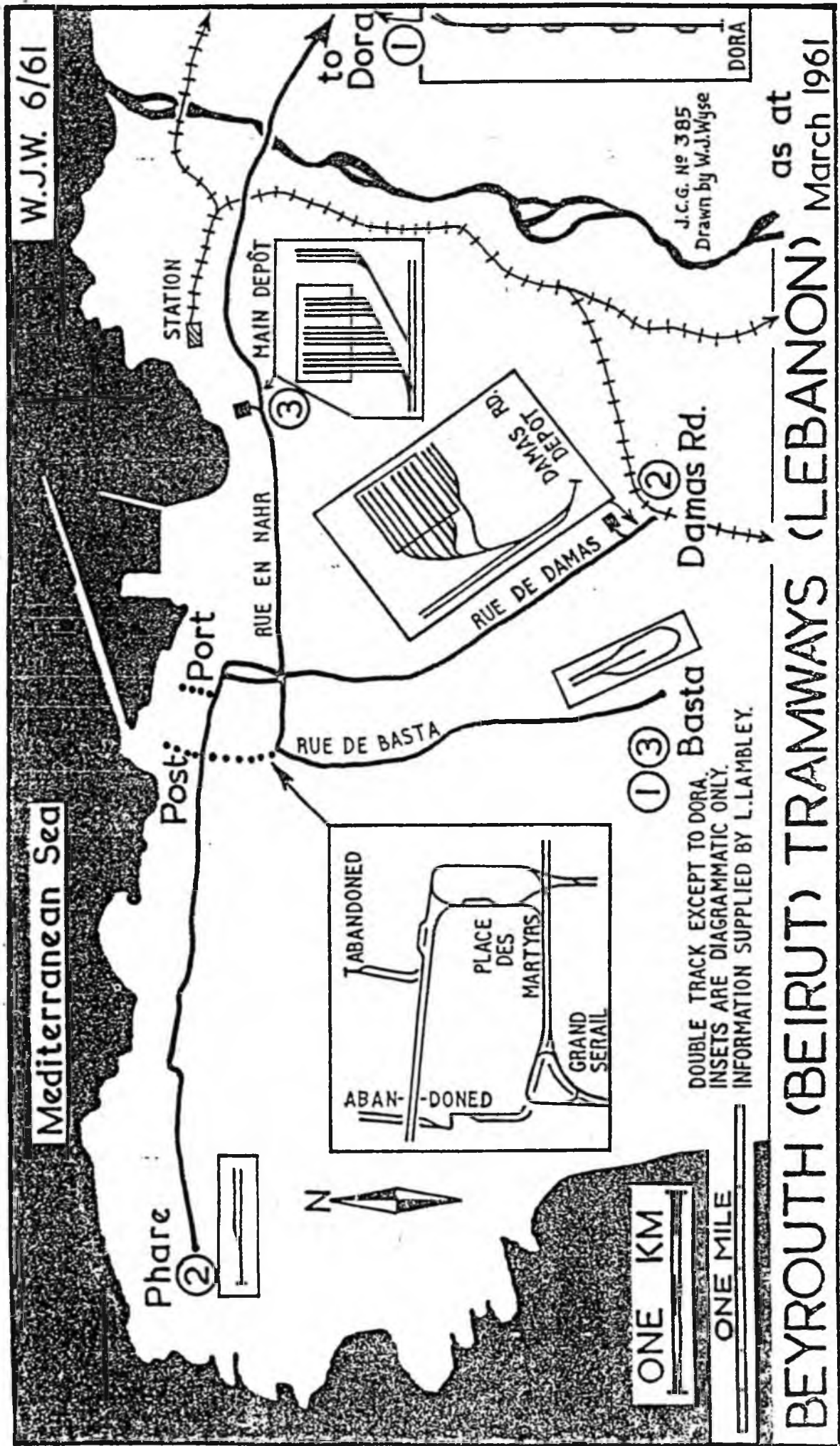


**34:13: WD (USATC) 0-6-0T 1273 at Cairo, ESR. (Photo: Bert Dyke).**



**34:14: ESR 0-6-0 (possibly 767) at Cairo. 1945. (Bert Dyke.)**

34:15: From "Modern Tramways", 1961 - courtesy of Klaus Matzka.

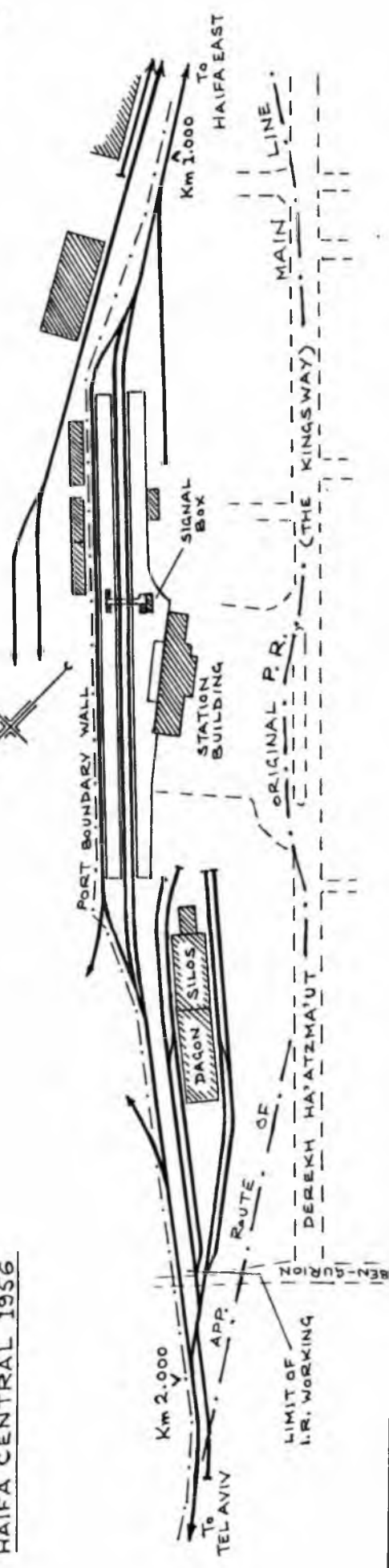


Haifa Central station was built on reclaimed land in 1937, following construction of the port between 1929-33. The original main line, completed by the British in January 1919, ran along a sea wall to reach Haifa East. This ran from about km. 2.100 and cut across what is now the Dagon grain silo perimeter to join up with the present main line at approximately km. 0.700. Derekh Ha'atzma'ut (Independence Way, formerly the Kingsway) was built on top of the old formation. The Dagon silos stand on part of what was the blockyard during building of the port, and a 60 cm. gauge loco shed used in the harbour construction once existed in the vicinity of the Dagon buffer stops. The Palestine Public Works Department had a yard in the area just to the west of the letters 'To Tel Aviv' in my sketch, and some of the HHWD Hunslet 0-6-0T's were stored here for a while after completion of the port. A subsequent continuation westwards of Derekh Ha'atzma'ut and other roadworks has obliterated traces of this yard. The Dagon grain silos had not long been erected in 1956. Previously the site had been in use as a depot by the British Army, with a siding leading off from the main line much as shown here. This, however, meant an awkward shunt and occupation of the main line for the Dagon trip working to and from Haifa East, so access was later altered to provide a direct connection from Central Station. The siding branching off at km. 1.000 towards the station appears in an early photo, but has been covered over by a road and car parking for who knows how long ? About 1991 some digging work here exposed the track again for a short time. The two sidings leading into the port on the north west of the station no longer exist, though a vestigial tail of that from track 3 can still be seen. There is no trace of a siding at km. 1.800 however. The Dagon silos are now favoured with two extra sidings closer to Derekh Ha'atzma'ut. Today there are three tracks between Central and East stations. When I first arrived in Israel the area in front of Central railway station was the bus terminal for routes to the north and east, with buses for the south leaving from a separate station round the corner in Ben-Gurion Avenue. This inconvenient arrangement ended with the building of the not-so-central 'Eged' bus terminal in Bat Galim, which does combine all routes under one roof.

I have returned to Hof Carmel to give a much more detailed diagram than in 30:15. The full extent of what had been before 1948 the Royal Army Service Corps depot is now evident. This stands mostly on the intended site for PR workshops proposed in the 1920's. There used to be a good deal of traffic movement at Hof Carmel (and not only in wartime), with military trains for the RASC depot here and another army depot just to the south at Neuhardhof which was served by a long siding sseen here paralleling the main line.

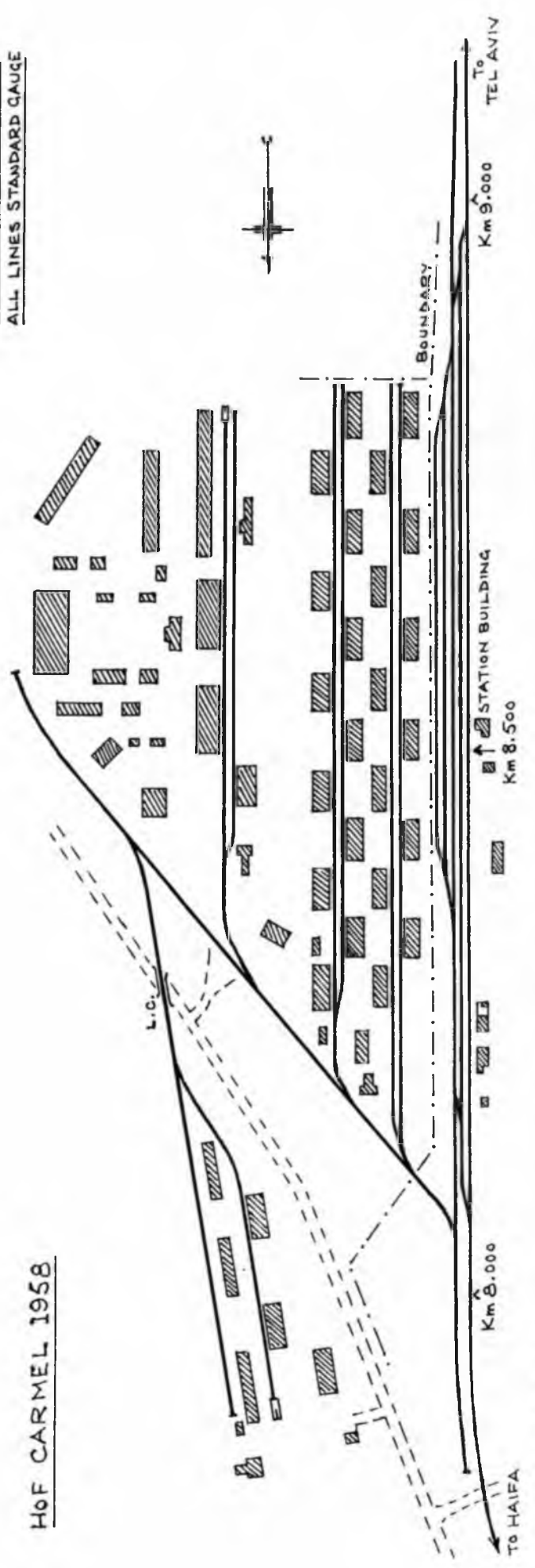
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# HAIFA CENTRAL 1956



DIAGRAMS NOT TO SCALE  
ALL LINES STANDARD GAUGE

# HOF CARMEL 1958



This article by the late Ray Tustin first appeared in the 'Railway Observer' (magazine of the Railway Correspondence and Travel Society) of February 1953, and was reprinted in "Black Eight", journal of the Stanier 8F Locomotive Society, No. 57, Autumn 1983.

"Many members of the Services, especially those who served overseas, regard their period of service as time wasted - a cut out of their lives never to be replaced. If you confined your activities purely to Military matters this is probably the case but there are few of us who were in the Middle East who did not at some time have the opportunity of throwing aside all Army cares and getting down to an exploration of the country we were stationed in. Whilst I was in Egypt I had the good fortune to run up against a fellow railway enthusiast with similar roaming instincts to my own and together we made some extremely interesting trips about the country.

I think our trip to Suez was about the most satisfying journey I have ever made by rail. It was over a historical route - the original Overland Route to the East before the opening of the Suez Canal and as there was plenty of interest and amusement in it a description of the journey will possibly interest readers. To start with there was no arguing about which train to catch - there was only one, the 7.20am. from Pont Limoun. This meant an early rise and a trip in one of Cairo's inevitably overcrowded tramcars, which deposited us in the square outside Cairo Main station at 7 o'clock. We fought our way across this square dodging hundreds of donkey carts and hand barrows laden with greengrocery, nuts, skins, old iron, rags and every other conceivable commodity, past the long line of ancient horse-drawn gharries and into the entrance hall of Pont Limoun station. This is a suburban station quite separate from Cairo Main and deals with substantial traffic to the eastern suburbs and also the Suez line.

We started with a shock for the fare was only sixteen-and-a-half piastres each - about 3s 6d. and a very modest charge for a journey of nearly ninety miles. The Egyptian State Railway only normally issues singles, the tickets being of the same size as British ones but those issued at military rate are usually divided into two colours lengthwise - in this case they were buff and green and marked Via El Ribiqui, Pont Limoun to Suez Town; a mixture of Arabic, French and English like many things in Egypt. We went through the barrier and strolled along the train to have a look at the locomotive. The train comprised ten of the usual bulbous roofed E.S.R. bogie coaches painted in the very light grey colouring reserved for their modern vehicles, and headed by 2-6-0 No. 566 built by the North British



Locomotive Co. in 1928. We had a look at the engine and passed the time of day with the crew in Arabic to receive a cheery "Good Morning" from the fireman with the invitation "How far are you going ? Would you like to come up?" ....

(There follows a brief description of the crew - of the driver: "A friend who had been with him previously had dubbed him "the Patriarch" which, as a descriptive nickname, was a very good one. Abdul, the fireman, was a complete contrast. he was a young fellow dressed in a blue boiler suit and wearing a black beret and goggles. his English was good and in addition to being a pretty good fireman he took pains all along the route to point out such items of interest as were to be seen.

The first stop was "Kilo 15" which is just a passing place with a siding or two and here we saw No. 3, one of the four surviving coal-fired Atlantics (Nos. 2 - 5) built by Berliners in 1913 and the oldest of their class on the E.S.R. We exchanged staffs and were soon away again but 566 had contracted a minor ailment. The Patriarch glancing up at the vacuum gauge discovered to his obvious and intense annoyance that it was registering 30 inches of vacuum. He poured voluble Arabic abuse at the thing amongst which were some vaguely recognisable and deep-seated curses culminating in an upward pluck at his nose and an imaginary but violent spit on the floor. It had no effect. 566 still had 30 inches of vacuum. Abdul crossed the cab and after a momentary examination gave the offending gauge a couple of discreet taps on each side. The needles flew round and then settled down to a steady and satisfactory 20. The driver glowered at it for a few moments and then slumped into his seat muttering.

We kept up a steady 35 mph or so, clattering along on the rather lightly laid track running straight ahead but with slight undulations as we rose and fell over the irregularities of the desert. It wasn't hot by any means - in fact it was probably a lot cooler than it was in the dust-enveloped coaches dancing along in our rear. At one point we could see black-clothed Bedouin women minding a flock of sheep which was feeding on the scanty scrub which is found in places. Away to the north was a vast ridge of blown sand, with a razor-edge crest, smooth, clean and shining in the morning sunshine.

It was along here that Abdul cleaned out the boiler tubes. 566, like most of the E.S.R. engines is fired with 'mazout', a thick treacly black oil which is stored in a 1600 gallon tank on the tender and kept liquid by a steam pipe passing through it. It is led down through a regulating valve in charge of the fireman and blown into the back of the firebox by a steam jet, the flames from the burner covering the whole of the firebox. This arrangement, needless to say, makes the fireman's job a very easy one, the actual firing



consisting merely of turning the jet up and down. There is no ash to foul the tubes but the oily carbon, which is similar to that which you get from a "Primus" lamp, will cake badly unless it is removed frequently. Abdul got from the tender well a tin funnel and dropped the small end through the air hole in the firebox door. He then proceeded to scoop sand out of a large drum on the tender and feed it into the funnel, the blast drawing the sand through the boiler tubes and cleaning them by its abrasive action. Simple but effective !

We stopped at another loop, Darb-el-Hagg, and after a brief stay exchanged staffs and proceeded. We had by this time found two excellent seats on top of the water fillers on either side of the front of the tender, and we rode here for a good many miles... Our next stop was El Ribeiqi, probably the most important station on the line and on the loop there was waiting an articulated diesel rail car - the 6.50am from Suez. These vehicles are very popular on the E.S.R. They are built by Ganz of Budapest and are mainly twin cars but there are also a few single ones. (King Farouk has a most luxuriously appointed one for his own use and in view of the scanty roads in Egypt he used it quite frequently.) In the timetable the 6.50 has an amusing little note "Voiture Diesel 1re et 2me classe. Ne transporte pas d'animaux. 100 Mills Taxe supplementaire seront percues de chaque voyageur de cette voiture". It should be explained that the average Egyptian peasant inevitably seems to have some livestock with him - ranging from a "gamoose" (or water buffalo, his mainstay in agriculture providing him with milk, transport and power for his irrigation lifts) down to goats, sheep and poultry. To try and accommodate such things in the small confines of a railcar would be rather hopeless but, of course, they can always go "passenger train".



34:18: ESR 2-6-0 No. 594 - probably at Cairo. (Photo: Bert Dyke).

34:19: LOCOMOTIVE MODIFICATIONS IN THE MIDDLE EAST.

Via the World War 2 Railway Study Group (to which my thanks) and Dick Riley comes a 3-page foolscap contemporary Report with the above title.

"The following extract from a Middle East report gives details of the modifications found necessary in three W.D. locomotive types in service in Egypt and Palestine.

2-8-0 LNER (ROD) Type.

a). Axleboxes. Most of the modifications to this type of engine have been with a view to improving the lubrication to axleboxes and to reducing hot boxes. These modifications have not yet passed out of the experimental stage.

25 m.p.h. is a very low maximum speed for an engine with 4ft. 8ins. driving wheels, which should be capable of 35/40 m.p.h. This is the first intimation of such an exceptional speed limit and possibly the running of the engines in excess of this speed, but within what appeared to be reasonable limits, may account for the number of the hot boxes. The ROD engines have been restricted to goods services, or passenger trains booked at the speed of goods trains.

One indication which suggested that these engines could be used for higher speeds is the fact that 30% are fitted with vacuum brake equipment and water scoops, two features which have little use in U.K. at the speeds of 25 m.p.h. and under.

Hot boxes are not confined to one type of lubricator but occur more or less equally between Fountain and Worsted trimmings. The oil in use is the same as that used by the Egyptian and Palestine Railways with satisfaction on other classes of engine.

Up to date all hot boxes occurring in this class of engine have been drivers.

b). Firebars. The spacing of firebars have been increased to 1 1/4" for the burning of INDIAN and other coal of inferior quality.

c). Crossheads. The retaining studs for the gudgeon pin securing plate have been increased from 2 to 3, placed at 120°.

d). Intermediate drawgear. The intermediate drawbar radial washer has been improved to prevent wear to the bar, which occurred at an alarming

speed, resulting in one case in a breakdown between engine and tender. Rubber springs are being tried in Palestine in place of the helical ones, which break frequently.

Most of these engines arrived in the country deficient of safety links, and these are gradually being fitted as manufacture permits.

e). Axlebox Wedges. A modification has been made to the Axlebox wedge adjusting screw, to prevent this dropping down in service.

f). Spark arrestors. These are being fitted to all engines working in Egypt.

### 2-8-0 LMS Type.

a). It has been found necessary to make the following modifications to this class of engine in order to improve its suitability for use in EGYPT.

b). Piston rod and head. In view of the fact that crossheads must be split frequently for remetalling, it has been found necessary to introduce draw in the cotter, as the process of pressing the piston into the crosshead under 30 tons pressure in accordance with home practice is impracticable in this country.

Trouble was due to piston heads working loose, and in order to overcome this the rods have been turned off flush with the outside face of the nut and the nut spot-welded to the rod.

All engines are being fitted with this modification.

c). Crank pins and knuckle pin joints. A number of cases of broken knuckle joint pins have occurred, the fracture being always on the inside of the collared end of the pin which fits into the recessed portion of the female rod. The pin is weakened at this point by the fact that the collared end of the pin is hollowed out to take the washer retaining bolt.

A modified pin has now been designed in which the hollowed-out portion is reduced in diameter, thus leaving more metal to resist stress, and the hexagonal head reduced in size, but not in the area in contact with the pin, as this is made circular.

The retaining nuts on knuckle joint pins and leading and intermediate joint pins have been castellated in order to give finer adjustment of the nut and prevent undue slackness or tightening.

The breaking of knuckle joint pins is probably attributable to the condition of the track and excessive wear in side rods and boxes, caused by sand etc.

d). Gudgeon pin. The gudgeon pin nut has also been castellated and a stronger cotter fitted. Before, the cotter relied on its tightness against the nut to prevent movement, and it was found in service that these tended to work loose, one or two failures resulting.

e). Cowcatchers. These have been slightly modified to fit the Egyptian loading gauge.

f). Crossheads. Lead bronze liners have been fitted to crossheads in place of white metal. It is the intention to experiment with cast iron for this purpose at an early date, in view of the shortage of white metal and bronze.

g). Firebars and bearers. Gaps have been increased to 1 1/4" for inferior coal; bearers are being made in cast iron as replacement becomes necessary, to save mild steel and fabrication.

h). Water gauge protector. The existing type is being replaced by a modified Egyptian State Railways type, as protectors of the former type are lost or broken, owing to difficulty in manufacture of LMS design.

#### 2-8-2 MIKADO Type Locomotives ex USA.

a). When the first of these arrived, although they were intended for use in Egypt or Palestine, a few were put into service to make sure that no teething troubles were likely to be experienced.

b). Difficulty was experienced due to the floating bushes on driving pins running hot. With a view to rectifying this trouble, grooves have been turned in the outer circumference of the bushes coinciding with the oil plugs joined to the oil holes of a certain number of these locomotives, and the results are being watched.

c). It is probable that when they have been run-in a little, and with more experience of this locomotive, the trouble will diminish."

Fuel Consumption. "From preliminary trials carried out it appears that the consumption of fuel oil for U.S. Baldwin Locomotives is approximately 50% more than that of the 2-8-0 W.D. Locos. but the load hauled is about 30% greater. On balance therefore, it appears that 2 U.S. Baldwin Locos. hauling a 900 ton train will consume roughly the same quantity of fuel as W.D. 2-8-0 locos. which would be required to haul the same load."

TICKETS (4). SPECIALS. By Paul Cotterell.

Every now and then Israel Railways will run special trains and the accompanying tickets are from two such journeys. The plainer and larger of the two is from a series of free trips offered by IR between Tel Aviv and Jerusalem during the Hanukka holiday in 1990. As I recall, this was about as close to pure altruism as one may reasonably expect from a commercial organisation like Israel Railways, being mainly intended to draw attention to the fact that there actually is a railway to the capital, something which seems to be entirely unknown among a large proportion of the populace. A free return trip was offered, for each of three consecutive days. This example, dated Tuesday 18/12/90, is yellow with blue lettering, and carries the Ports Authority symbol alone. Strictly speaking this cannot be considered as for a special working since travel was by the regular service train, but I include it here for the sake of convenience.

The second ticket is from the Israel Bonds Special of 9/8/88 which was run from the new coal terminal in Ashdod Port to Shikma Junction (for location see sketch in 26:12.) At the time work was still continuing on building installations for the merry-go-round service of coal trains from Ashdod port to the new Rutenberg power station south of Ashkelon. The guests boarded the train at Ashdod port and were taken to Shikma Junction to view, and have explained, the work being done on laying the branch from thence to the power station. The invitees were holders of Israel Government Bonds. In consequence American-accented voices were mostly heard on this trip. Visits to Israel are occasionally organised for bond holders from abroad, the idea being to show them how their money is spent on the development of Israel. For Harel Even and myself the day was varied; we travelled on the empty stock into the coal terminal on the northern extremity of Ashdod port over the new branch line which had only been completed a day or two before. Then we paced the special train along the parallel main road to Shikma Junction, boarded it again for another empty stock journey along the 'Heletz' line to Qiryat Gat where the loco (Jumbo 612) ran round and returned the stock, still empty, to Haifa. The Bond Holders only got to travel on the special from Ashdod Port to Shikma Junction, with buses being provided for the rest of their journey.

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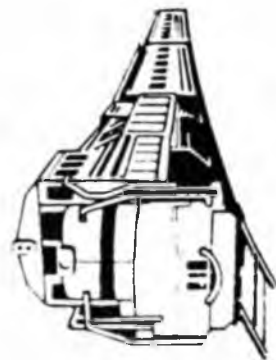
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ASHDOD - ASHKELON

AUGUST 9th, 1988



## WAGONS LITS IN EGYPT.

I am indebted to George Behrend and J.H. Price of Peterborough for a copy of an article produced between them for "Modern Transport" in 1962. Though specifically on Egypt (which was, of course, under British influence whereas Palestine was under Turkish domination until 1917, and had therefore fewer railways), the story impinges on later P.R. history, and I therefore include it here.

The Wagons-Lits Company's first interests in Egypt were in the operation of hotels, but in 1898 a contract was signed with the Egyptian State Railways for the provision of sleeping and dining cars. The two interests were combined in the issue of reduced-rate tickets to Upper Egypt for rail, sleeper and hotel accommodation, introduced at the turn of the century and still on issue today, though the hotels have long since been sold off.

To inaugurate the service in 1898, four existing cars (Nos. 546, 547, 592 and 671) were shipped out to Egypt to replace the sleeping cars of the State Railways, and three similar cars (593, 613 and 614) followed in 1901. Meanwhile, the first six cars specially designed for Egypt were completed in 1899, with double roofs and with slats placed over the double-glazed windows against the sun. The three sleeping cars (766 to 768) each had eight spacious two-berth compartments with the upper berth placed longitudinally, as in the Trans-Siberian cars, enabling passengers to lie down whenever they wished. Later arrivals were however of standard European types; Nos. 1774, 1777 and 1778 of 1908, No. 2072 of 1910 and No. 2168 of 1911, all of which, except No. 1777, were transferred to Palestine in 1921 - 25.

The 1899 dining cars, Nos. 763 to 765, were later joined by Nos. 811/812 (1900), 944 (1903), 987 (1904), 1859 (1908) and 2213 (1911), four of these being "single car classes" (i.e. unique) which helps to explain why the Wagons-Lits had no less than 485 different types of car. After successful results with No. 1899, all were equipped with the pioneer air-conditioning described in "History of Wagons-Lits": an electric pump driven by an accumulator charged from an axle-driven dynamo forced water drawn from a tank filled with 500kg. of ice through vertical tubes in a cylinder, before passing back to the top of the ice tank; this formed the water circuit. The air was drawn through the cylinder by a fan, and drawn into ventilating ducts along each side of the internal clerestory of the double roof. Sets of exhausters along the lower interior drew it up though the side walls and back to the cylinder, while other exhausters were fitted above the windows.

At first, the sleeping cars were attached to existing trains, but 1903 saw the inauguration of the "Star of Egypt" (never "L'Etoile d'Egypte"), a train-de-luxe composed wholly of Wagons-Lits stock which ran during the winter tourist season from Cairo to Aswan, taking 16½ hours for the 882 km. During the first war, General Allenby used the train as his H.Q. on the newly-built Palestine Railways, then (and again later) connected with the Egyptian system by a bridge across the Suez Canal at Kantara. Wagons-Lits therefore stayed on in



Palestine, running two sleepers between Haifa and Kantara, joined in 1921 by three European-type diners (2302, 2346, 2351) of which one worked between Haifa and Jerusalem. All these operations came under the Cairo division, and after the creation of the "Taurus Express" in 1930 the timetable was arranged to connect with the road motor extension of the latter train from Tripoli to Haifa.

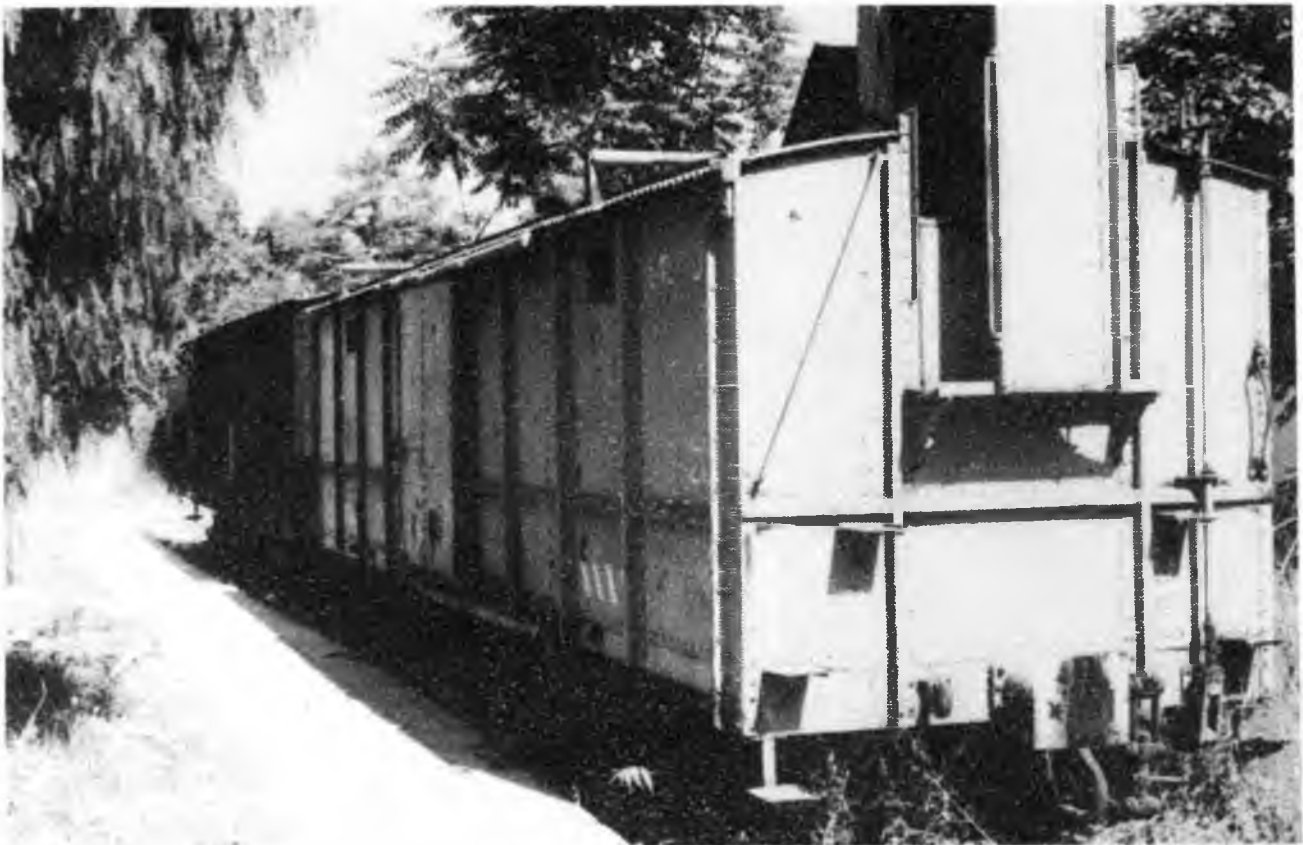
In 1926, a new contract provided for the introduction of Pullman cars, the first four of which arrived in Egypt on 26th. July. these British-built teak cars were designed to run singly, each having 21 seats and a kitchen; they were numbered VS (Voiture Salon) 2914 to 2917 and named "Luxor", "Aswan", "Fayoum" and "Siwa" respectively, with the names in brass Roman and Arabic characters. A stone model of "Luxor" can be seen in the Cairo Railway Museum, along with a wooden model of diner 2213. Their popularity brought an immediate demand for more Pullmans, two nameless kitchen cars built to the English loading gauge and numbered 54 and 58 in the duplicate list (formerly "Hermione" and "Rainbow") being sent over from Italy, arriving on 4th. July 1927. In Egypt they were named "Karnak" and "Cleopatra". (Further details and photographs of these cars are to be found in Behrend's book "Pullman in Europe".)

In 1926 the 3ft. 6in. gauge line from Aswan south to Luxor was converted to standard gauge, and through services inaugurated from Cairo to Luxor and El Shallal, connecting with the steamer for the Sudan. This extension and the growing tourist traffic led to an order for six steel Pullmans and eight steel S-type sleepers being placed with the Birmingham Carriage and Wagon Company, who had also built other Pullmans that ran in Egypt. The fourteen steel cars were shipped from South Wales on the S.S. Belpameia, arriving at Alexandria on 19th. December 1928. The sleepers were Nos. 3570 to 3577, in all-cream livery; the Pullmans were in the standard blue and cream, the names and numbers being 4171 "Edfou", 4172 "Bendera", 4173 "Rosetta", 4174 "Tutankh-Amen", 4175 "Nefertari" and 4176 "Rameses". "Edfou", "Bendera" and "Rosetta" were Parlour Cars and ran in couplages with the other three, which were Kitchen Cars. The Company was now able to run Pullmans from Cairo to Alexandria, Port Said and Luxor, the latter working being known as the "Sunshine Express". As the cars became due for overhaul, they lost their names and were repainted white. One more Pullman Car, No. 4088 ("Le Sphinx") arrived in 1939; built originally by Leeds Forge, it had been equipped at St. Denis (Paris) Wagons-Lits works with full air-conditioning, the first Wagons-Lits car to have it. The name was removed soon after arrival.

By 1932 the Wagons-Lits had 39 cars in Egypt; in addition to the "Star of Egypt", sleepers ran seasonally to Alexandria and in the ordinary train to Aswan, while the Company also provided service in some dining-cars owned by the railways. During the second world war, five of the teak cars were destroyed and services curtailed, whilst sleepers again ran through in military trains from Cairo to Haifa and possibly to Beirut. (Ed. note: I think not, but am not sure). Services reverted to normal after the war (except for the sleeper to Alexandria, which was not resumed), but in 1950 the Egyptian State Railways took over the Pullman and dining services, and

took the vehicles into ESR stock. Pullman Kitchen Cars 54, 58, 2914 - 7, 4088 and 4171-3 became E.S.R. diners 3601 - 7 and 3611 -3, Parlour Cars 4174-6 became E.S.R. dining cars 3514-6, under which numbers they still (1962) serve the Republic Railways today. However, the railways incurred such losses in direct operation that in 1955 the catering concession was handed back to the Wagons-Lits again, apparently for a further ten years.

(Ed. notes: The article continues with further details of Egyptian operations, accidents etc., including the fact that it was possible to order bacon and eggs for breakfast, even though Egypt is a Moslem country ! There is no indication as to how and which cars were stranded in Israel in 1948, nor what happened to them. I have seen two photographs of a "special train" at Jerusalem and Kantara in 1917-8, formed of clerestorey-roofed stock of almost Great Central railway appearance - in one of the pictures Lord Wingate is taking the salute at "the Jerusalem Station opening" - (though this may be an incorrect caption). I am tempted to believe that these coaches are the stock forming Allenby's Headquarters Train. However, at least some of the vehicles forming the train are six-wheelers.)



**34:22:** A far cry from the International trains of Wagons-Lits ! Jordanian rolling stock slumbers and rusts in the yards at Beirut. 11th. June 1996. (Photo: Andy Wilson.)



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