

# HARAKEVET

הרכבת

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A Quarterly Journal on Railways of the Middle East.  
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## EDITORIAL: ISSUE 8

This editorial is a warning. Be consistent! For some months now this magazine - which is meant to be a hobby - has taken up a lot of my spare time. Having established an A4 format (because that was easily available to me through friendly photocopiers), material that was sent was 'juggled' to match this as it came in. Then I came under pressure to switch to a better format - one that would allow better reproduction of photos, for example, and certainly one that would get more material onto less paper, and so save the rather exorbitant overseas postal charges. (Some thought I should move into colour and glossy paper, though as I'm largely financing this thing from my own pocket that is rather unrealistic.) Advice from Steve Waldenberg (a local printer who helps produce "amateur" enthusiast magazines for the Middleton and other railways) convinced me that a switch to A5 was a sensible move, and I 'juggled' a lot more material to suit this -switching margins on my little word-processor, changing 'pitch' from 12 to 10 per inch so that things would be legible after reduction, etc. Now I was faced with a problem ! Some of the A4 pages I had already prepared "in advance" would not easily change downwards, especially where I was using material sent in by others.

After two almost-sleepless nights, the only conclusion seemed to be: Use up the A4 material in Issue 8, and prepare Issue 9 in **A5**. This is what I have therefore done. For the record, Issues 1 - 4 were produced very much as experimental ones, written largely by myself; although I am sticking only to Issue Numbering, they could almost be classed as "Volume 1"; with no. 5 subscriptions proper started, and issues 5 - 8 form a sort of "Volume 2". All current subscriptions expire with no. 8, but subscribers will receive the "new-look" no. 9 and a new subscription form ! One disadvantage of switching to printed A5 rather than photocopied A4 is that it becomes a little harder to run off further copies for distribution to friends; this is not a commercial publication, and I have encouraged (and still do) readers to "spread the word" as far as possible.

So: Welcome to Issue 8, in which you will find learned articles from Hugh Hughes, queries from Paul Cotterell, information on the Haifa-Beirut line's construction and a few other "tidbits". Enjoy!

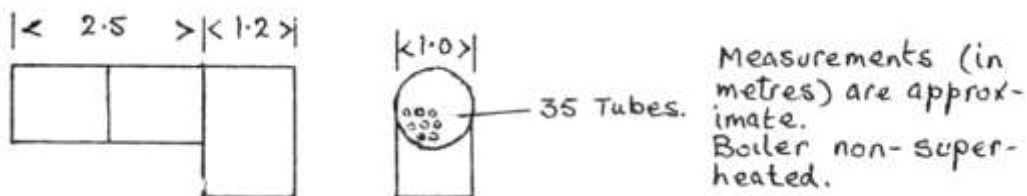
TEL AVIV BUSES. From the "Jewish Chronicle" of 3rd. September 1937, p.10: An insight into the suburban traffic the railways weren't carrying.

"Figures of the Hamaavir Bus Company show that urban traffic during the first half of the year was about 57. over last year's traffic during the same period. Over 17,330,000 persons were carried on the 14 lines and 104 buses, as compared with 16,450,000 in the first half of 1936. On every working day the buses of the Company carried over 115,000 persons, or on 4 working days every inhabitant of Tel Aviv used the buses three times. "

2. TWO TEL AVIV QUERIES, by Paul

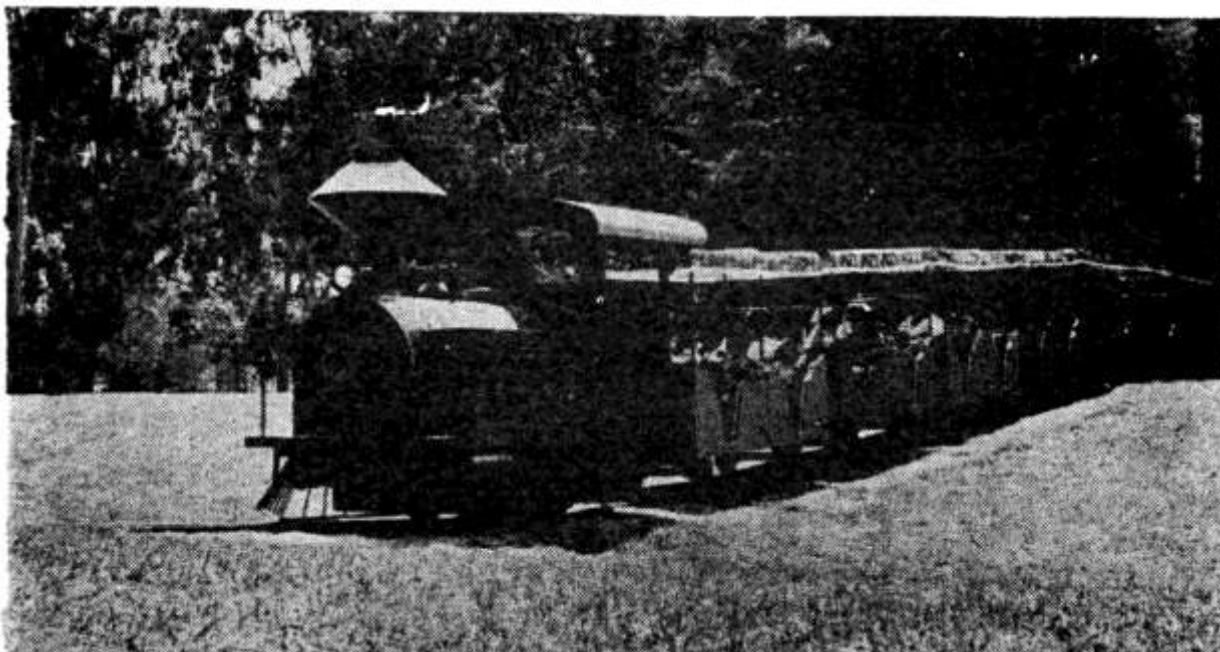
**Back** in the days when I was a kibbutznik, Theo Pelz of Haifa sent me a couple of letters describing two of his finds in Tel Aviv. I was then too busy growing bananas to follow up on his leads, but now present the few known facts of the cases in the hope that someone else may be able to add more information.

The first concerns an old steam boiler (see sketch below) which Theo found on 28 April 1977. It was lying at 41 Rehov Hamesila (Railway Road!) not far from the Tel Aviv South station - that's the station opened in 1970 out in the boonies, and not its predecessor nearer the town centre. The boiler had been turned up when the old railway embankment had been bulldozed away. Theo's first reaction was that the boiler had once belonged to one of the J&J Borsig 0-4-4-0 Mallet articulateds, and had been buried during WW1 presumably to escape detection and use by the British. Not such a far-fetched idea; the Germans are known to have done the same with locomotives at Dar-es-Salaam. On second thoughts Theo decided that the boiler (which was minus all its valuable non-ferrous parts) was too small for a Borsig 0-4-4-0, and might have come from a WD loco - narrow gauge, perhaps. On a return visit on 14 May 1981, the boiler was no longer there. This area has been considerably altered and rebuilt since then, but it is just, possible that someone in the locality might recall something.



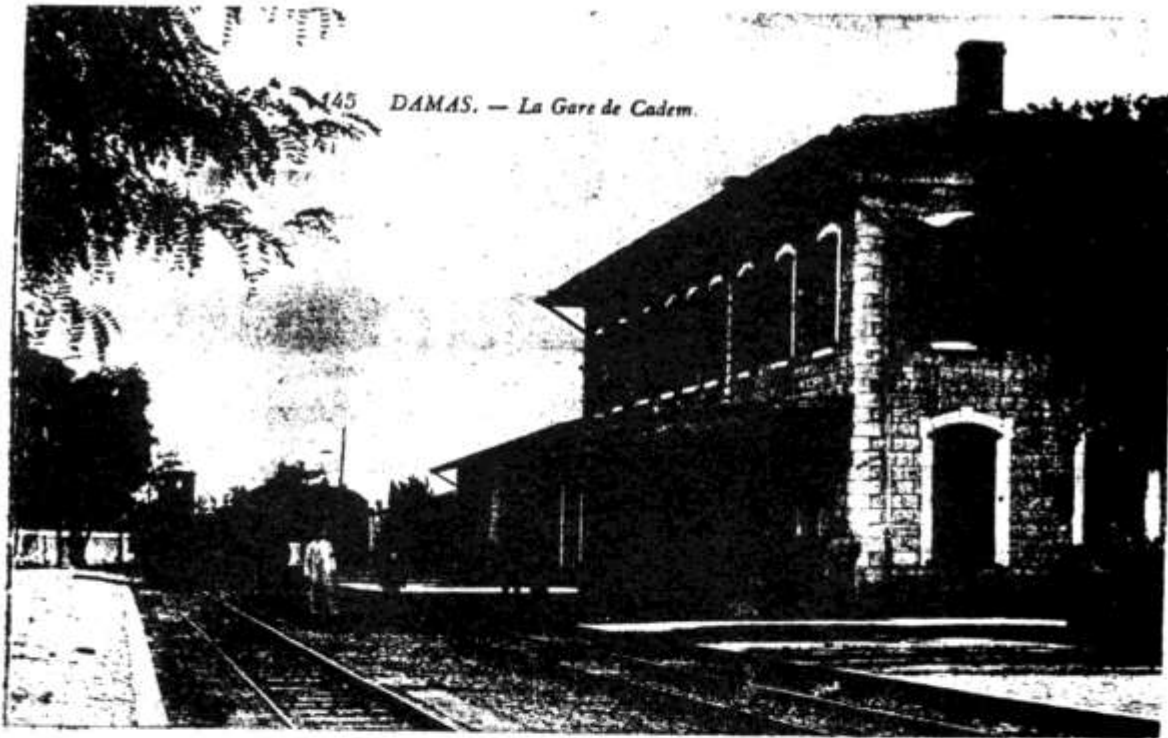
I'm no engineer, but 35 tubes seems too small a number for a steam locomotive boiler.

The second query concerns the miniature railway which once ran in the Yarkon Park, alongside the river in north Tel Aviv. The illustration below is the only one I've ever seen of it. Theo visited the park on 15 March 1983 and found only a pile of rails and some derelict coaches. Gauge of the line was approx. 750mm. I assume the steam-outline loco to have been petrol-driven, but cannot #ven hazard a guess as to who might have built it. Both the engine and its train certainly look as though they were professionally constructed.

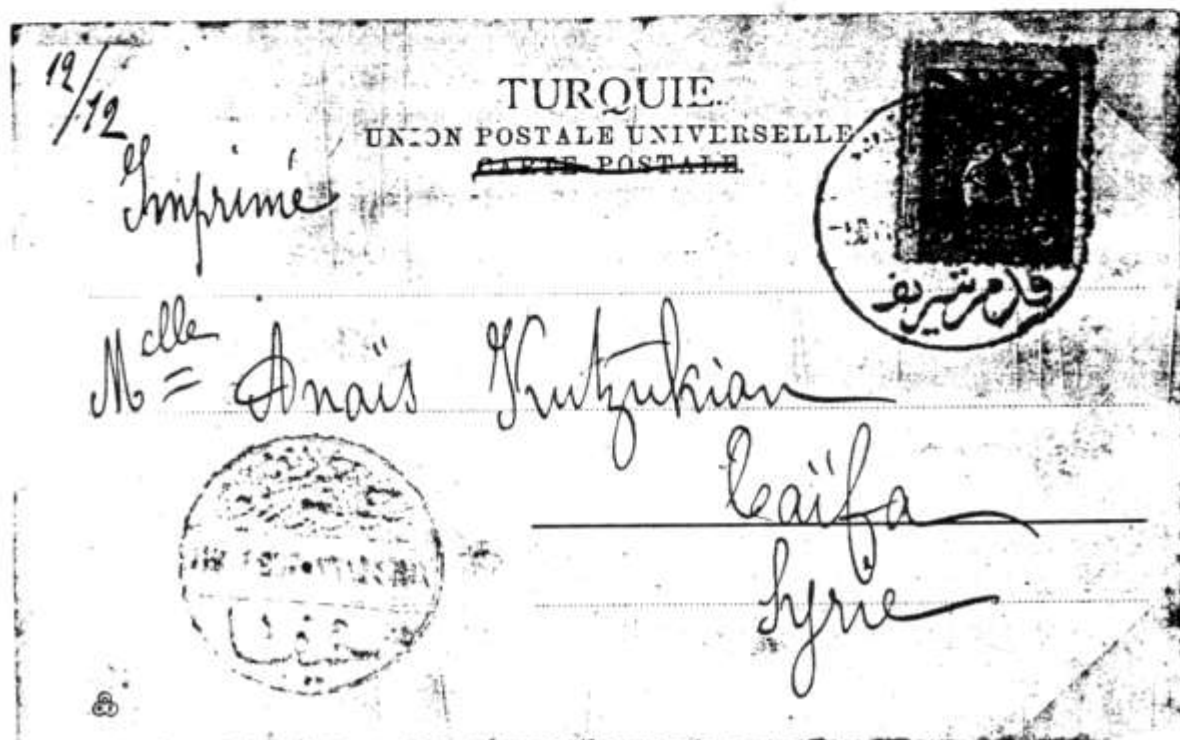
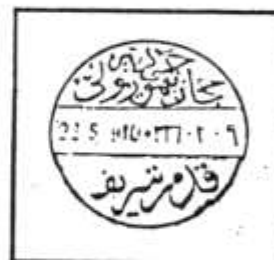


3. A POSTCARD OF 1907

Zvi Alexander of London has sent me a copy of this picture postcard of Cadem station in Damascus, and his notes. The card was mailed from the Kadam Sherif station of the Hedjaz Railway in Damascus, and bears an arrival postmark of the Hedjaz Railway station in Haifa, 1/11/1907.



The inscription in the upper segment of the postmark: HAMIDIYE (Abdul Hamid's) HEJAZ DEMIRYOLOU (Railway)



4.

"I'd rather drive an engine than  
Be a little Gentleman;  
I'd rather go Shunting and Hooting  
Than Hunting and snooting."

So goes one of the first poems I ever learned, and it still holds true today! However, I was never influenced by this little piece, which Frank Hartley of Manchester has dug out of his "Never throw anything away" collection of pamphlets. It comes from a newsletter called "Moledet", produced by the J.N.F. (Jewish National Fund) in the early 1960's, and distributed to schools and youth groups, it ran to at least three editions!

Note that the artist, clearly knew little of what he was drawing. The locomotives look (ironically) to display German influence, the coaches look like Tri-rail models of the Mark I's, and the station ("Jerusalem") is actually not that far from being a representation of the hut that was Tel Aviv Station in 1949 and (as Bnei Barak) is still there. Maybe he'd seen a news photo of that, and assumed all Israeli stations were the same!



<sup>b</sup> " HOSPITAL TRAINS, 1914-19.

By Hugh Hughes

The story of the Hospital Trains in Egypt and Palestine during World War 1 is a fascinating subject but unfortunately for the railway historian the surviving war diaries say very little about the rolling stock involved - the writers were quite rightly much more interested in the people they carried. The following notes are therefore very incomplete but may be of some value to readers trying to piece the story together.

No.1(X) Ambulance Train

Major Rainier and personnel from India left Bombay on 9 Dec 1914 to serve with X Ambulance Train in Egypt. Took over No.1(X) Train in Cairo on 1 Jan 1915. Worked to Alexandria, Kantara, Port Said and Suez. References during Feb-Mar 1915 to bogie coaches 433-435 & 437. 16 Dec 1915: "On the Luxor trips the Mohamedans will use the cookhouse in the Wagon Lit from 10am up to 2pm & in the evening they use the cooking place in H carriage after 8pm. The Hindus will use the cooking range in the Wagon Lit from early morning up to 9am & in the afternoon from 2pm to 5-30pm."

On 30 Apr 1916 the train consisted of one 6-wheeled carriage and eight bogie carriages, lettered A to I, and also one Wagon Lit dining car:-

A: Berths for NCOs and most of the other ranks; stores; brake van.

B: 20 cots in 2 tiers of 10 each. Lavatory & washing facilities.

C & D: As B.

E: Store, dispensary, office, lavatories.

F: As B.

G: As B, but with partition cutting off 4 cots for officers or isolation cases.

H: 6 cots for officers; cabins for OC & sister; bathroom; sitting room.

I: Cabin for VAD; luggage van; brake van.

Dining Saloon (between D and E) with small kitchen.

Alterations at Cairo, Sep 1917: now 30 cots per coach, in three tiers; middle one can be removed if lower one required for sitting cases. Coach E altered to take 30 cots like the rest. Coach A converted into store & dispensary.

3 Mar 1918: became part of No.44 Hospital Train. [Note new designation]

No.44 Hospital Train (formerly 1 & 7) worked always in Egypt (as 1 had done). Disbanded at Alexandria 28 Feb 1919.

No.2(V) Ambulance Train

Originally V Ambulance Train; personnel left Bombay 8 Dec 1914. Train taken over at Boulak (Cairo) on 6 Jan 1915; taken to Ramleh(Alexandria). Worked in Egypt. Became No.45 Hospital Train Mar 1918. Disbanded at Alexandria 3 Mar 1919.

No.3(W) Ambulance Train

W Train personnel left Bombay 9 Dec 1914. Train taken over at Cairo workshops 1 Jan 1915. Stabled at Ramleh (Alexandria). 9 coaches.

A: Guard, with bunks for 4 ward orderlies & 4 ward servants. Storeroom and pantry (utilised to accommodate sweepers & cooks as no other arrangements were provided). Compartment with 2 beds for 2 surgeons, and also a lavatory.

B,C,D,E,F: 20 fixed beds each (10 lower, 10 upper). F is divided by a folding door into two compartments, one for four Indian officers & the other for 16 other ranks.

G: 6 beds for Indian officers; compartment with 2 beds for nurses; dispensary; bathroom; WC; linen store; dirty linen room.

Dining Car, with the only cookhouse on the train.

H: Medical Officer's room; van for invalids' kits; guards brake van.

The train was lit by gas, not electricity. It had become 3(W) by 3/15.

Worked in Egypt. Became No.46 Hospital Train 3/18; disbanded 2/3/19.

Nos.4 & 5 Hospital Trains

War diaries not seen. It is known that two more trains were assembled by Egypt in 1915, one being the gift of the Egyptian Red Crescent. One of these presumably became No.47 Hospital Train (diary available from Mar 1918) which worked in Egypt and was at Alexandria in Mar 1920.

No.6 Hospital Train

Composed of 6 LSWR coaches. Taken over at Cairo 1 Dec 1916 and crossed the Suez Canal on 5 Dec. Worked in Sinai and Palestine. [Diary of Director of Railway Transport EEF stated that on 27 Oct 1916 the SS ARUM arrived from UK with 2 LSWR coaches and the CME ESR was told to alter them for a hospital train. On 31 Oct SS PRIESTFIELD arrived with 4 more LSWR coaches.]

Altered to No.43 Train at El Arish on 18 Jan 1918, later becoming No.48 Train. At Kantara Mar 1919; references to ESR coaches as well as LSWR. [see also below]

No.7 Hospital Train

Completed at Cairo 12 Dec 1916 and sent to Kantara East. No.4 coach was detached for a while for duty between Romani and Mohamdiya, serving No.2 Australian Hospital. Train worked on main PMR line to and from Kantara. Redesignated No.44 Hospital Train on 14 Jan 1918. [see No. 1 Train above ]

No.8 Hospital Train

Left Cairo workshops 27 Apr 1917 to take up duties Kantara East to El Arish etc. On 13 Jan 1917 at Kantara East coach No.583 was removed to go to No.7 Train to make up deficiency in supplying No.6 Train with two native coaches. During the month of November 1917 9150 patients were carried while working in the Kantara-Gaza-El Arish area. On 18 Jan 1918 at El Arish the train number was changed to 45 on the orders of ADMS Palestine L of C. On 3 Feb 1918 at El Arish the number was changed again to 50. On 7 Apr 1918 at Kantara Staff Coach 293 was removed from the train for repairs. The train was at Ludd in Jan 1919; it was disbanded at Kantara in Feb 1919.

No.9 Hospital Train

Left Kantara for Deir el Belah on its maiden journey on 17 Jun 1917. On 23 Jun 1917 at El Arish the rear coach (F) of the white portion of the train jumped the points and overturned (the train was empty); coach E was also damaged. At Belah two "brown stretcher coaches" from the Egyptian portion of the train were transferred to the other end of the train to replace the damaged ones, for the use of British troops. Coach E returned to El Arish on 27 Jun after repair. On 14 Jan 1918 at El Arish the train became No.46 and on 3 Feb became No.51. During Mar 1919 the train was operating between Ludd and Kantara. It was then combined with No.48 Train [see No.6 above] and continued to work there as No.48/51 Hospital Train. On 2 Oct 1919 coaches No.9 (B104) & No.10 (C105) were detached at Ludd. The train was stationary at Ludd throughout April 1920. [As the "white portion" of No.9 was a 6-coach train, and was later combined with old No.6, it is reasonable to assume that these were the other 6 ex-LSWR vehicles.]

No. 10 Hospital Train

Taken over at Boulak workshops on 8 Oct 1917; crossed the canal at Kantara on 12 Oct. On 25 Oct 1917 at Kantara East two coaches were removed for the Egyptian Hospital Train [was this perhaps the Red Crescent train?] and two others put on. Two days later another coach was removed and a new staff coach attached to the front of the train. It had become No.56 Train by the end of Feb 1918 and was mostly based at El Arish, but in Nov 1918 it was standing by at Kantara.

No.40 Hospital Train

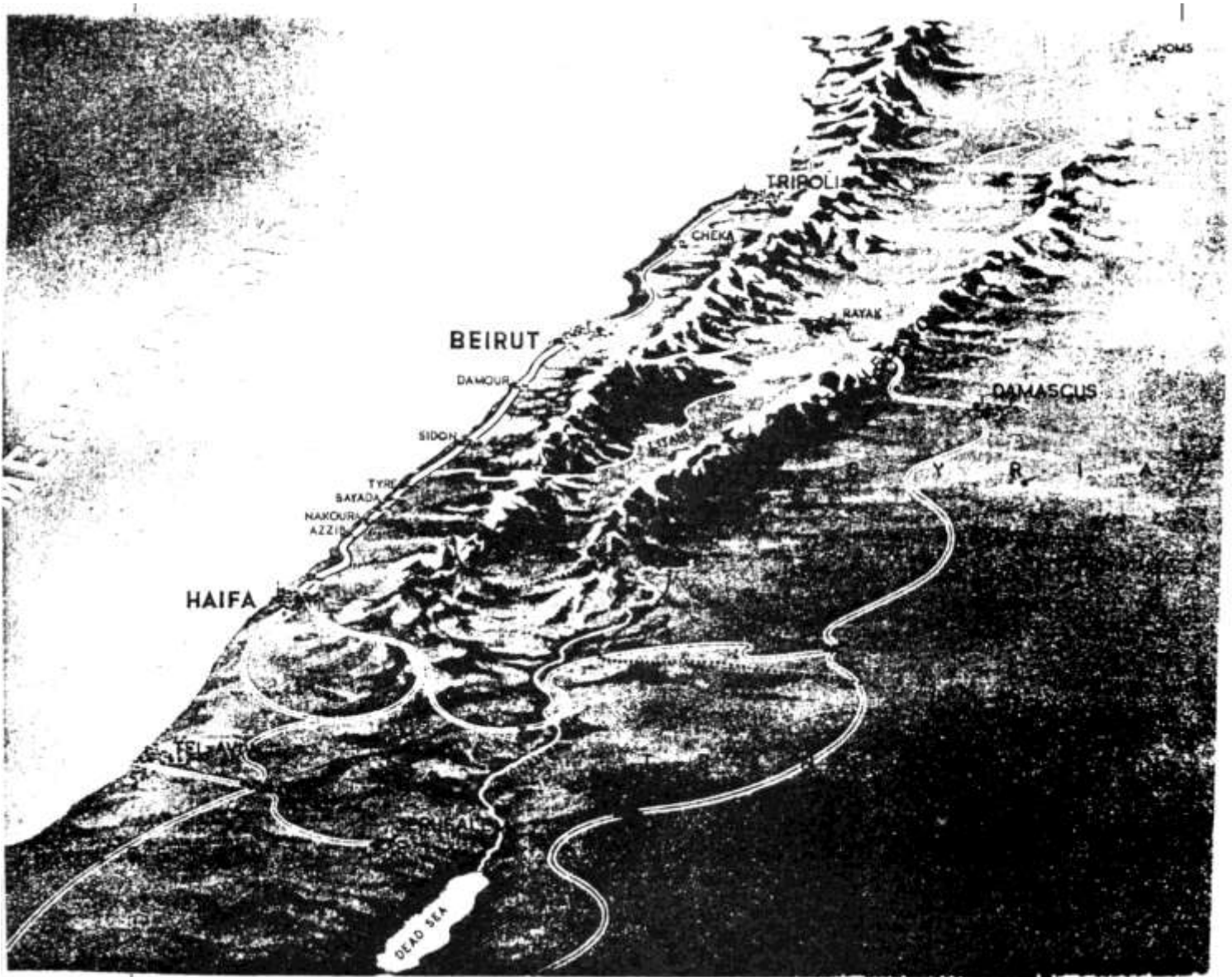
[This was the train of sixteen Midland Railway coaches sent out from England.]

The first entry was made at El Arish on 13 Feb 1918 but the train appears to have moved to Egypt during Jan 1919 and stayed over there.

**7. FROM SOUTH AFRICA TO BIRUT.**

It is well-known that the standard-gauge line linking Haifa, via Acre, Tyre and Sidon, with Beirut, was built during the Second World War by South African military engineers. I am grateful to Terry Hutson, editor of "S. A. Rail / S. A. Spoor", and to Les Pivnic, for excerpts from the book "We fought the Miles", an account of South African Railways involvement in World War 2, published by authority of the General manager, SAR., shortly after the end of the conflict. The book dealt with work in several theatres of war apart from the Middle East.

Pages 64-b/ dealt specifically with the Haifa-Beirut line, and is reproduced here, modified slightly to suit the page-size.



The South African Railway Construction Engineers built a new railway line from Haifa to Beirut.



# *The Haifa-Beirut Railway*

Springbok Railwaymen Complete New Rail Link.

It is now possible to travel by train right across Europe and to alight in Cairo without breaking the journey. This was made possible during the war years by South African and Australian railwaymen, who built the Haifa-Tripoli railway line, one of the great engineering achievements of the war.

Before the war, standard-gauge railways carried the European system over the Bosphorus by ferry and across Turkey to Aleppo in Northern Syria, where one line continued eastwards to Baghdad and a second ran south to Horns and Tripoli. Here the railroad ended, except for a circuitous, narrow-gauge line which was quite inadequate as a link between the Middle East and European systems.

The railway line which the South Africans and Australians built to span the gap between Haifa, the northern terminal of the Palestine Railways, and Tripoli, on the northern seaboard of Syria, thus commands a special place in railroad history. It is an undertaking with which the South African Railways are proud to have been associated.

Faced with the possibility that the Germans might strike down the Levant through Turkey or alternatively that the Allies themselves might find it

necessary to invade the Balkans, the decision to build the line was taken shortly after the Allied occupation of Syria in 1941. The South African Railway Construction Engineers were charged with the work on the Haifa-Beirut section and the construction of the northern section between Beirut and Tripoli was given to the Royal Australian Engineers.

The railroad they built hugs the Palestine-Lebanon coastline and makes a journey which is always interesting and sometimes actually exciting, notably when the line winds around the limestone headlands no more than twenty feet from the blue Mediterranean waters. With the sea on one side, the rich Lebanese olive groves on the other, and snow-capped mountains in the distant background, the surrounding scenery is superb. A hundred and fifty miles long, the line cuts across the beautiful and fertile plain of Ackeron, past the Jewish seaside resort of Nahariah, round the steep white cliffs known as the Ladder of Tyre, over the Plain of Tyre, right across the main road of Sidon, through the ancient loquat groves outside the town, over the Nahr Sataniq, Nahr Awale, and Damour Rivers, then inland through the great olive groves outside Beirut, to a station on the banks of the Beirut River immediately east of the town, and on to Tripoli.

## Novel Construction Problems.

The construction of the section given to the South African railwaymen included the problem presented by the two big headlands on the Palestine-Lebanese frontier—Ras Nakoura and Ras Bayada— where long white cliffs drop sheerly into the sea. There were two alternatives : a French plan drawn up in 1924 and a more daring solution which the South Africans devised and adopted. The line could either be taken over the Nakoura cliffs with the help of a short tunnel at the top, as proposed by the French engineers, or it could be taken around the headlands along the edge of the sea. At first, this second alternative seemed quite impracticable since it was not even possible to walk around the base of the cliffs. Careful surveys were made—partly by mountaineering methods and partly from a rowing boat—and it was decided that with two short tunnels and the construction of a sea wall the line could be taken around the headland. At Ras Bayada, the French had contemplated a tunnel over half a mile long and parallel to the cliff face. The South Africans rejected this plan, too, because it would take too long to construct with the plant available, and after a very difficult survey they decided to cut a ledge in the cliff face about 20 feet above sea level.

The tunnels, 360 and 250 feet long, which were cut through the Nakoura headland presented no special difficulties and progress was made at a rate of about five feet a day at each end.

The excavation of the ledges around the Bayada cliffs was much more difficult, for it was impossible, at the outset, to use tractors.

The sea walls were also a problem. In some places they had to be built in water more than eight feet deep. Concrete blocks, varying from fifteen to one hundred tons in weight, were cast on the rock ledges and tipped into the sea, sometimes 100 feet below. When sea level was reached, men went down into the water with bags of concrete to fill up the interstices between the blocks. It was arduous work, frequently delayed by even a slight sea, and it was complicated by the difficulty of getting to the sites. For the erection of one wall, men and material had to be lowered by crane about 100 feet down a vertical cliff.





In addition to this work, South Africa helped on the Australian section. Two tunnels, one almost a mile long, had to be built at a point near Cheka, on the Beirut-Tripoli section. Since a tunnel of this magnitude is beyond the capacity and equipment of an ordinary railway construction group, a special tunnelling company was recruited and equipped in the Union from the Mines Engineering Brigade and the work was carried out with signal success. This tunnelling company was placed under the command of the Railway Construction Group which carried out the surveying and preliminary work and which exercised general control and supervision over the construction.

The line was completed in little more than six months, and it has already become a very important transportation artery for Beirut, the great port and commercial centre of the Lebanon, which it passes on its way to Tripoli. Previously, the inland communications from the port were very poor, owing to the tremendous range of the Lebanon Mountains, which rise very steeply and reach a height of 4,500 feet only twenty miles from the town. Now, thanks to the South African and Australian railwaymen, the port is served with a modern railway providing swift inland clearance to the neighbouring countries.

Seven major bridges were built as well as eight smaller ones and ninety-eight culverts. Plate-laying went forward at a rate of half a mile a day on difficult stretches and three-quarters of a mile a day on easier sections. Marshalling yards were built at Azzib and Beirut, and crossing stations were laid out at intervals of ten to twelve miles. The labour force used when the work was at its height included 500 S.A.E.C. personnel, 2,000 Basutos, and 9,000 Arab labourers, making a total of 11,500.

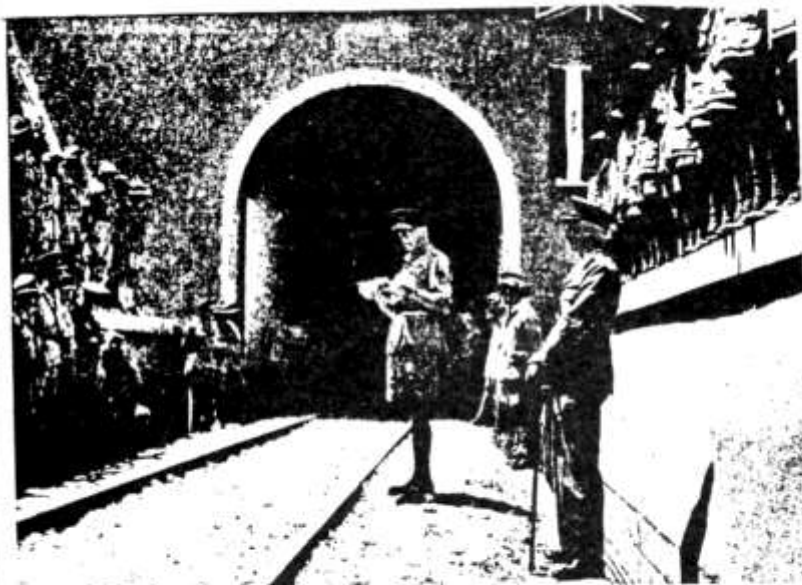
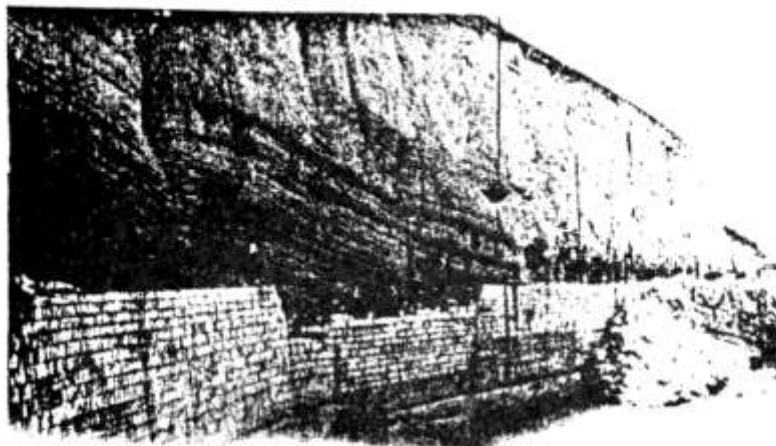
The construction of the Haifa-Beirut line was complicated by steep limestone headlands. Two tunnels had to be cut through the cliffs on the Lebanese frontier, and the South Africans also helped to construct two more, one almost a mile long, on the Beirut-Tripoli section which the Australians built.



Lieut.-Colonel W. Marshall Clark, O.B.E., who was in charge of the construction of this line, is now General Manager of the South African Railways and holds the rank of Brigadier in the Railways and Harbours Brigade.



Taking the line around this steep headland, the railway engineers had to build a sea wall at a point where they had no direct access to the base of the cliff. Concrete blocks varying from 15 to 100 tons in weight were cast on the rock ledges and were tipped into the sea far below, as shown in these three pictures. When sea level was reached, men were lowered by crane down the vertical cliff to complete the work.



The Ras Bayada Tunnel, an engineering feat with which the South Africans will always be associated, was formally opened by Major-General F. H. Theron, General Officer Administering the Union Defence Forces in the Middle East.

On pages 95/96 a chapter on "Operating a Military Railway" also has much relevant material:

At a time when there was a desperate shortage of trucks running supplies to the troops in the Western Desert, South African railwaymen assembled 1,000 railway wagons in the space of ten weeks at an average rate of one every forty-five minutes, a spectacular feat for a small unit.

The wagons had been built by the Southern Railway in Great Britain under a top priority in the record time of ten weeks. Thus, excluding the sea voyage, the railwaymen of the two countries combined in constructing, assembling, and putting these trucks into service in twenty weeks, which ranks now as one of the great railway achievements of the war.

For the South Africans it was an unusual achievement because the unit was essentially an Operating Company, a composite team drawn from almost every field of Railway enterprise, but with no experience in wagon building. The unit was made up, not of wagon builders, but of locomotive drivers, firemen, blacksmiths, gangers, painters, carpenters, plumbers, fitters, turners, and men from many other grades of railway employment. This, however, was turned to advantage, for the men were versatile and practically self-sufficient; among them they could produce the knowledge for almost any railway job.

Without wagon builders, workshop facilities, or equipment, the unit improvised what was needed, and while waiting for the wagon parts to arrive the necessary heavy equipment was borrowed and the men who had had some experience of this kind of work were set to training the others for what was to come. Volunteers were called for to learn riveting, and within the hour a boilermaker was surrounded by earnest students who were to become proficient pneumatic riveters a fortnight later. The boilermaker also got busy making rivet-heating forges, while the gangers, carpenters, tinsmiths, and the rest all found a part to play in the general organisation. By the time the wagon parts arrived everything was ready for swift assembling.

The wagons were assembled at Geneifa, in the Suez Canal Zone, where the unit arrived midway through 1941. After a year of shunting and crane operational work in the marshalling yards of the Canal Zone, the men received orders to take over the Haifa-Tripoli railway line which was then nearing completion.

On this assignment they came into their own as an Operating Company, but right from the start the work was heavy, fraught with many difficulties. The track was being built under great pressure, and it was not always ready for the heavy traffic which it was called upon to carry. There were sharp curves which had to be negotiated in the dark, because, as a precaution against air raids, engine lights were not allowed, and from time to time heavy rains, washaways, landslides, and inappropriate rolling stock all added to the hazards.

Heavy rains fell in January, 1943, and with the line waterlogged in many places the drivers sometimes had to stop their engines and test the track ahead by feeling for it with their feet. The rolling stock was



With the completion of the Haifa-Tripoli railway line, the Composite Railway Operating Company took over and under many handicaps built up an effective operating system which was soon handling 32 trains a day.

drawn from every railway system in the Middle East, and that, coupled with inadequate engines, introduced a further complication leading to unavoidable derailments. The marshalling yards at Azzib and Beirut were still unfinished when the Company took over and there were no shunting engines. When a train reached Beirut the same engine had to marshall the outgoing traffic before refuelling. This had to be done in complete darkness with the unfinished yards making derailments only too easy.

Under these conditions the railwaymen took over what was virtually an independent railway. They had to create from scratch a complete railway operating system. This they did, and their achievement to be appreciated must be measured against the unending difficulties with which they were faced. Gradually, under their unflagging efforts, an orderly system emerged. Conditions improved. A central control office was opened at Beirut, train crews were based at Haifa, Azzib and Beirut, more locomotives were obtained, the other rolling stock improved, and before long the unit was running as many as thirty-two trains in a single day.

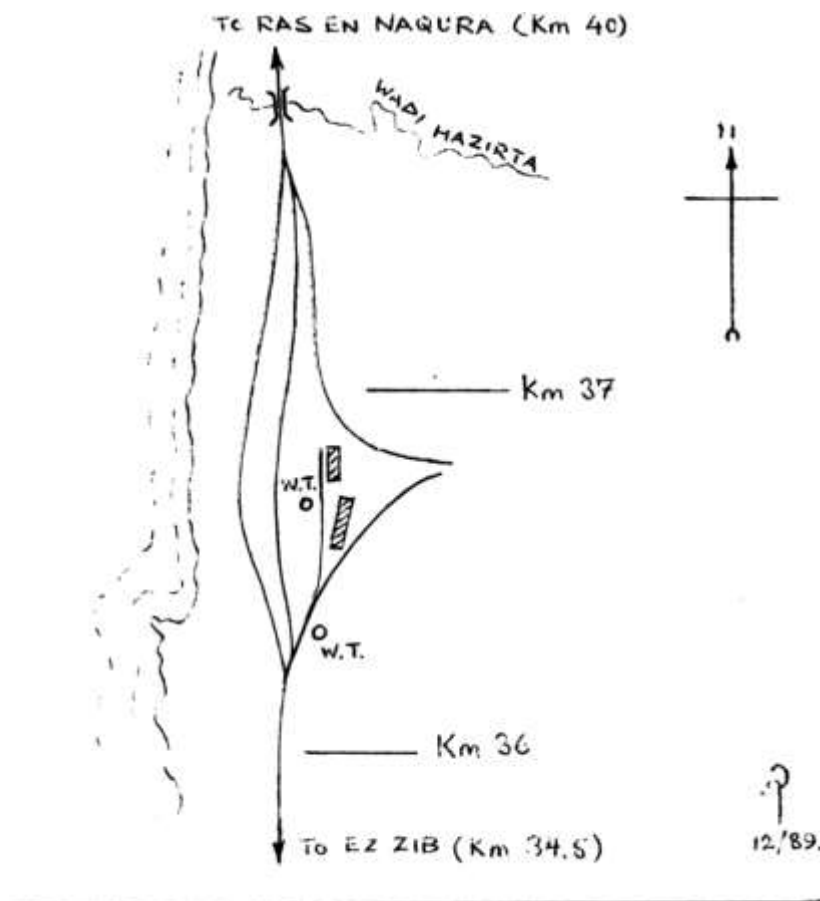
An orderly system was functioning under the general managership of the unit's Commanding Officer when towards the end of 1944 the Company was ordered to Italy. There, once again, it filled many roles, helping the Railway Construction Engineers to restore the demolished railroads. Later, it took over the Romito shops in Florence as well as the Porto Prato shops where its principal assignment was the repairing of damaged rolling stock.

8. FROM THE MAP ROOM - 4 by Paul Cotterell.

Let's take a break from the Turkish lines of WW1 and look at yet another obscure stretch of railway - the HBT line built during WWII. The original map from which the accompanying sketch was drawn is dated 18 June 1942, the year that the HBT line was built. The location is the army depot and yard near Azzib (or Ez Zib), where most of the traffic was exchanged between the WD and PR. It is obvious that the map does not do justice to the site for not all the lines are shown by any means. There are not many known photographs of the Azzib depot, but one of Ken Cameron's shots shows more of the loco shed (an open-sided, corrugated-iron roofed structure) and of the sidings. The engine shed was far too small to accommodate all the locomotives usually to be found here, and Ken's photo shows a line of *ROD 2-8-0s* mostly out in the open air. It will be noted that the engine shed is not even indicated on this map, and I assume the two long buildings shown by one of the water tanks to be offices and/or staff quarters.

I can't quite make out from the original map whether or not the two long sidings curving away to the east of the yard actually join up to form a turning, triangle. I should imagine that they do though, since some form of turning facility for the locos would be necessary and there is no sign of a turntable.

Note that Wadi Hazirta does not flow directly into the Mediterranean Sea. It does so only in the winter months when the rains unblock the plug of sand along the sea shore. During the summer this wadi is dry, though some relatively fresh water may remain in pools from one rainy season to the next, held back by the barrier of sand thrown up by the action of waves.

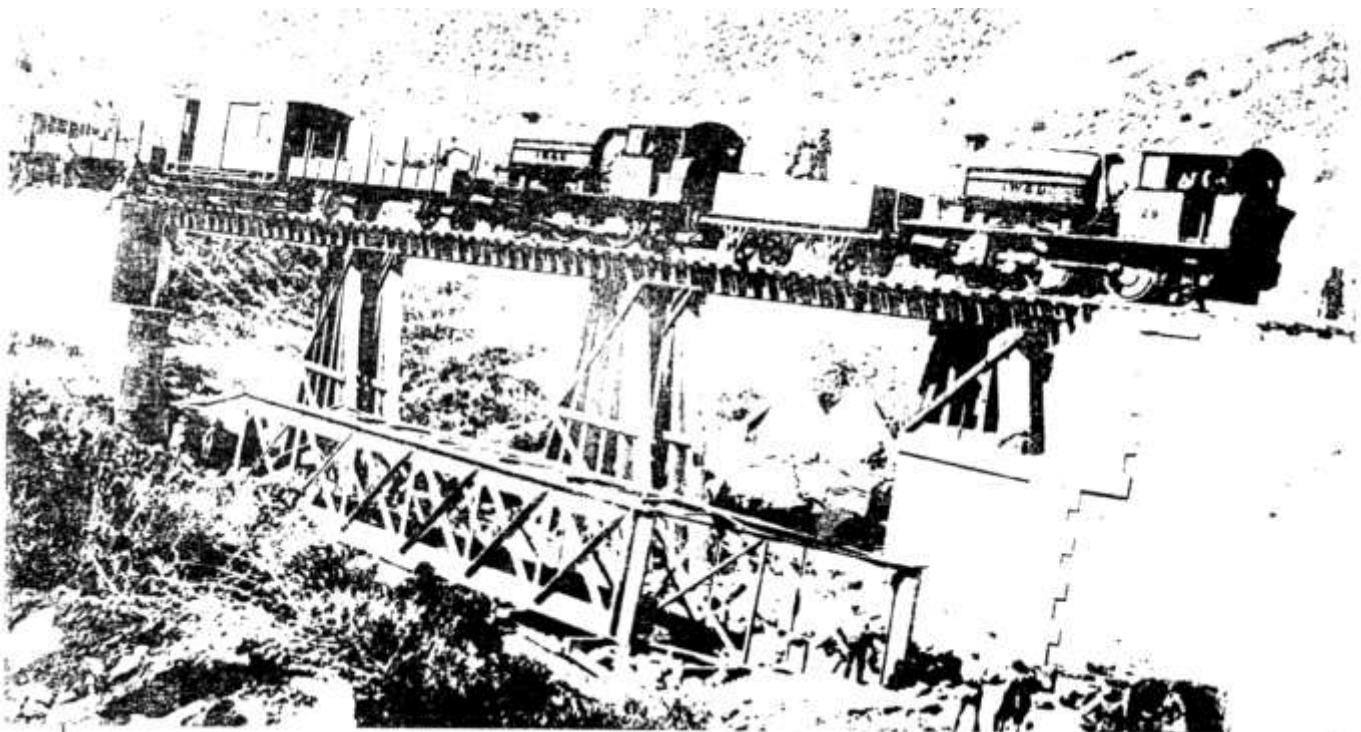


7.

WORK IN THE WADI.

Via a correspondent in Australia I was informed of a photo in the newsletter of the Nene valley Railway Society (of England!) - "Nene Steam". Through the kindness of Jim Wade, its editor, I received a large print of this picture. The accompanying notes read:

"Claud and Edith Courten, who serve as volunteers in the Wansford souvenir shop, have a long railway history. ... Edith's father, Mr. Tracey James, was a PW ganger most of his life and his latter years with the railway were as a crossing keeper. During the First World War he served in Palestine and Edith was able to produce a photograph of one of the works trains her father worked with on the rail building programme. Her father's comments written on the back of the picture suggest that this bridge had been blown up. "



My own analysis is:

1. The first loco is No. 29 and the other looks like 28. They are certainly Manning Wardle 0-6-OST's, later Palestine Railways Class M, all built in 1917; 28 was works no. 1939 and 29 was no. 1940. They came via the Inland Waterways and Docks department- hence the I.W.D. inscription on the saddle tanks.
2. The location is just West of Bittir. Having been constructed in 1892 to metre gauge, the Lydda-Jerusalem section was converted to 1.05m by the Turks; after the conquest by the British Army in 1917/18, the line was converted to standard-gauge; Lydda - Artuf (now Bet Shemesh) in Feb. -March 1918, Artuf - Jerusalem in April- June 1918. Bittir is situated on the latter section.

The Turks had demolished several steel bridges during their retreat, including one on either side of Bittir. My guess is that this photo shows a works train crossing a temporary trestle bridge, with either the old demolished or the new replacement girder lying in the wadi below. The stone abutments look wide and solid, as though rebuilt.

3. The wagon between the locos is an auxiliary water tender - hence hoses link it to the saddle tanks. Army tents are pitched below, for the workers.

4. The long-wheelbase wagons look Continental rather than British in origin, and may be of Egyptian provenance."

If anyone can add more to the above, I would be grateful.

**10. "CAMERON'S CAMELS" FOR SALE.**

My thanks to Theo Pelz for this advert for the little 4-wheeled tractors that have caused such interest in the pages of "HaRakevet".



To: The Editor. From Paul Cotterell, Haifa.

The armoured cars on rails referred to by Mr. Collingwood in 7: 16 were not the same as those built by PR in the 1930's to combat sabotage during the Disturbances. Mr. Collingwood's armoured cars were British army issue and were modified with flanged wheels towards the end of World War II or possibly just after. I had no previous information on these, but during a recent research trip to Jerusalem I found an excellent photo of a pair of these back-to-back armoured cars in the extensive photographic collection of the Central Zionist Archives. The photo is a professional wire service shot (AP I think) and was taken at Bet Shemesh (then Hartuv) in 1947.

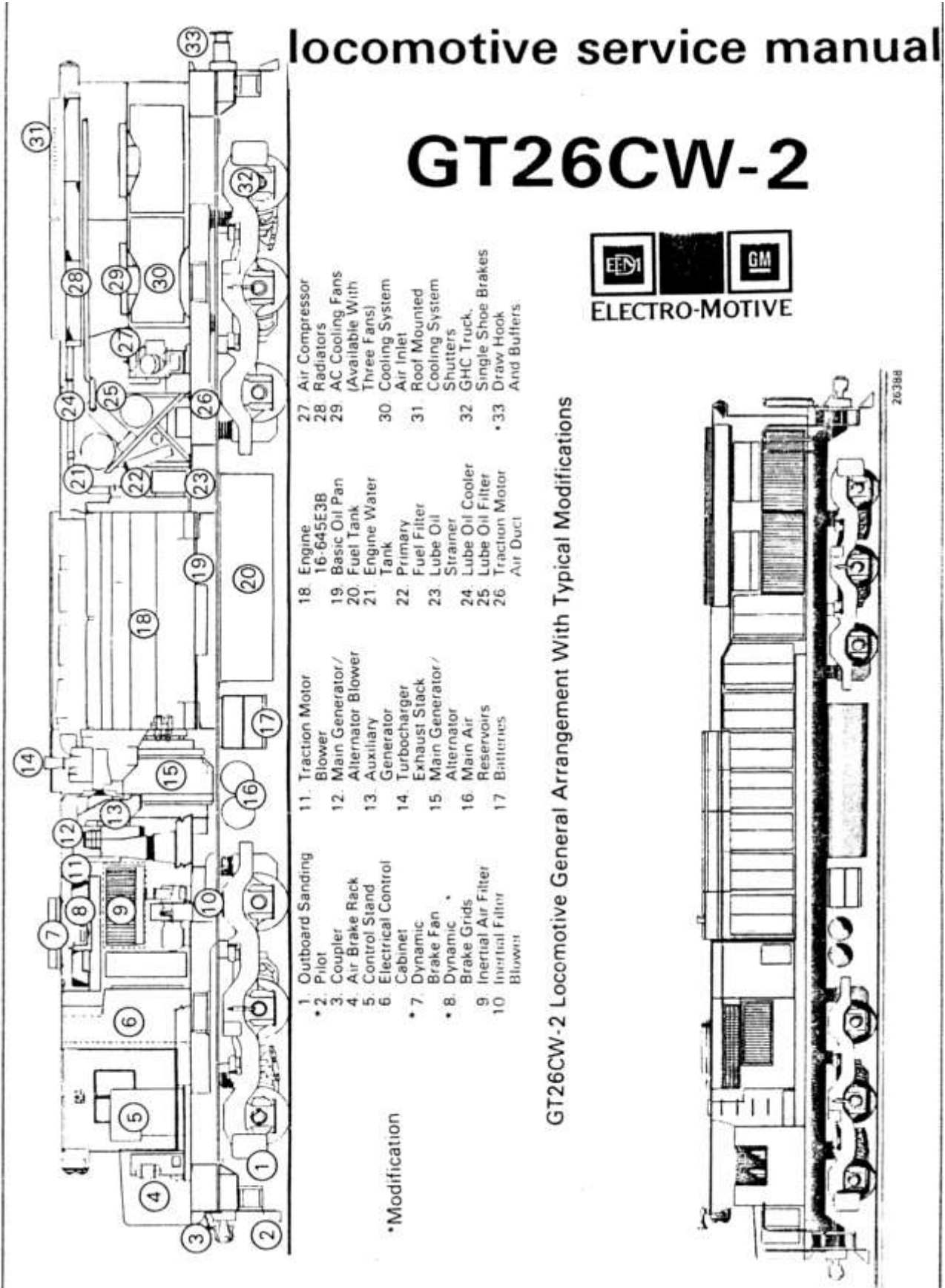
12. **SAILING IN SINAI.** By Paul Cotterell.

On page 87 of the Industrial Railway Society's "Record" No. 83 of December 1979, H. W. Paar noted that a vehicle fitted with with sail had been used on the Sinai Military Railway during World War I. His information came from correspondence in "The Railway Gazette" following an article on the subject of Sails on Rails in the issue of that magazine dated 9 July 1943. This only came to my attention fairly recently and, since I had not caught a whiff of such a vehicle in my researches, I contacted Harry Paar to see if he could provide further information. Unfortunately, he was unable to add anything else. Does a reader of "HaRakevet" - by any remote, wonderful chance - have more details on this sail-fitted vehicle?



13'. **THE GENERAL MOTORS G2b-CW-2 Co-Co's.**

Israel Railways operates nine GM-EMD (Electro-Motive Division; G26CW Co-Cos, nos. 601 to 609. Nos. 610 to 615 are of the "Dash 2" variant, incorporating several modifications. These drawings (no scale supplied) are from the Locomotive Service Manual, 1st. edition, July 1982





14

TEL EL HEIR.

In HaRakevet 6: 24, Paul Cotterell queried the location to the above signal post, whose guardian had so sadly lapsed on duty. Alon Siton has tracked this down, some 20 to 30 km. northeast of Kantara. The next point on the line is called "Tel El Achmar" ("The Red Hill"), and presumably these "tels" were must signal boxes providing exceedingly boring jobs.

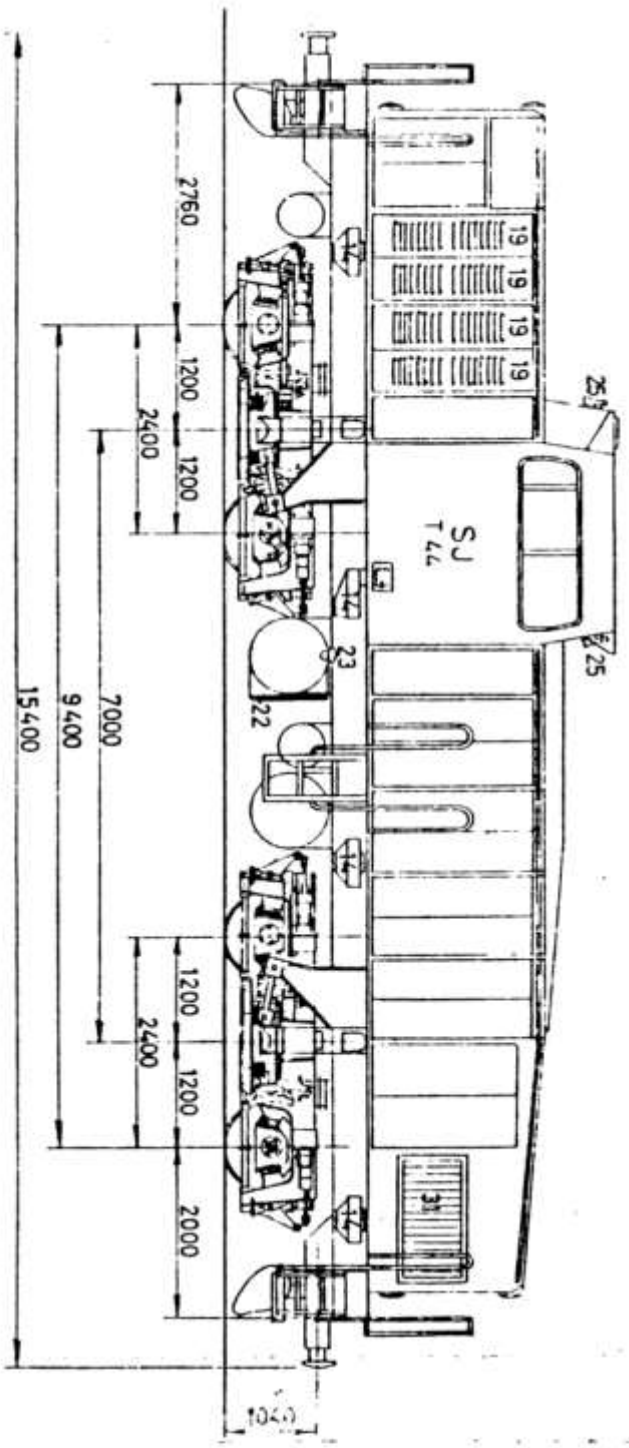
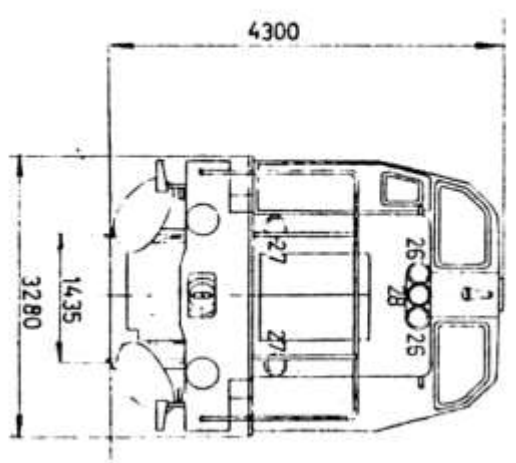
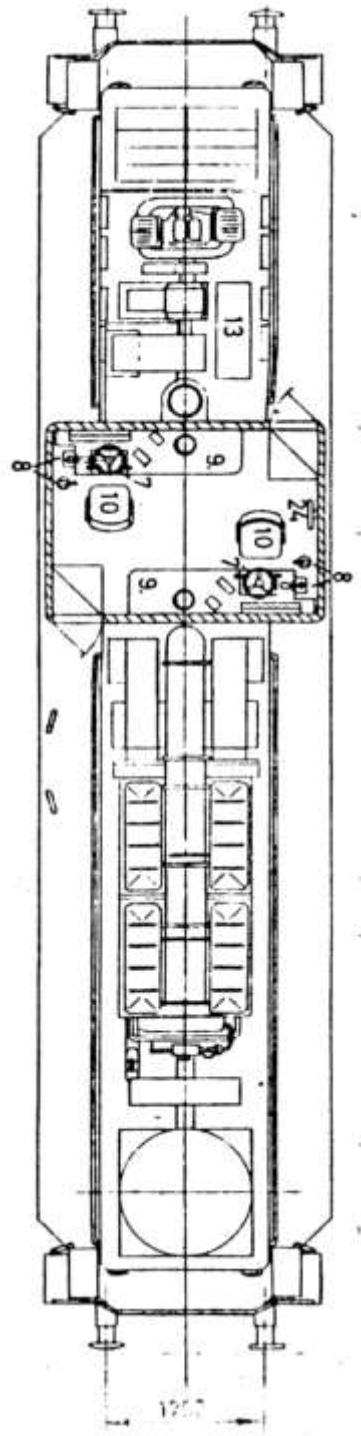


15.



Copy of a sticker handed out at the opening of the refurbished station at Herzliyyah, on 23/10/89. The logo at the top is that of "Rakevet Yisrael" - Israel Railways; that on the left is the symbol for Herzliyya, and on the right for the Ports & Railways Authority. Immediately below the "rails" is "Tachanat Herzliyyah" - "Herzliyya Station" - and at the bottom, "Rakevet Yisrael LeShirutch" - "Israel Railways At Your Service".

# HARAKEVET הרכבת



SWEDISH STATE RAILWAYS (SJ) AND ISRAEL RAILWAYS (IR)  
 CLAS T 44

FOR TECHNICAL DESCRIPTION: SEE NEXT PAGE.

SCALE: 1:87 3,5 MM / FT

Running Nos: (SJ) 259 - 283, 314 - 323, 329 - 365, 367 - 416 = 122 units.  
: (IR) ? 1 unit, still known as "T44".

Axle arrangement:	Bo' Bo"
Type:	Diesel Electric
Motor:	GM EMD 12-645E
Power Output:	1 x 1235 Kw.
Motor r. p. m. :	900
Generator:	GM EMD D25L
Running steps:	8
Traction Motors:	GM EMD D77
Maximum length:	15400mm.
Wheel base:	2400 + 7000 mm.
Driving wheel diameter:	1015mm.
Weight in working order:	76 tons.
Adhesion weight:	76 tons.
Max. axle load:	19 tons.
Starting Tractive Effort:	220 KN.
Max. speed.	100 km/h.
Delivery years:	1968 - 1987.
Number built:	123 units.

Swedish State Railways Class T44 have been built over 19 years. These locomotives are used on non-electrified lines for hauling heavy goods and passenger trains. Some are used for heavy shunting operations on Gothenburg Harbour tracks and industrial spurs. They operate very smoothly in all weather conditions, from summer heatwaves to winter snowstorms. They have proved themselves to be very reliable.

**Comments on the Israeli unit:**

In 1989 one unit was delivered to Israel Railways from Kalmar Verkstad. It is said to be a brand-new unit. I personally have my doubts, due to its poor running quality. If it is a new loco, it must have a proper running-in period. There might also be dust problems not foreseen by the builders, and one reason might be poor handling. But I hate to think that it might be mechanically and electrically too complicated for IR crews. I believe that SJ also had problems with their first units. I will follow the further progress of the Israeli unit with great interest.

Göran Dahlberg, Halmstad, Sweden.



Bo-Bo "T44" arriving at Tel Aviv Merkaz (Central) with Train 31 on 9/7/89.

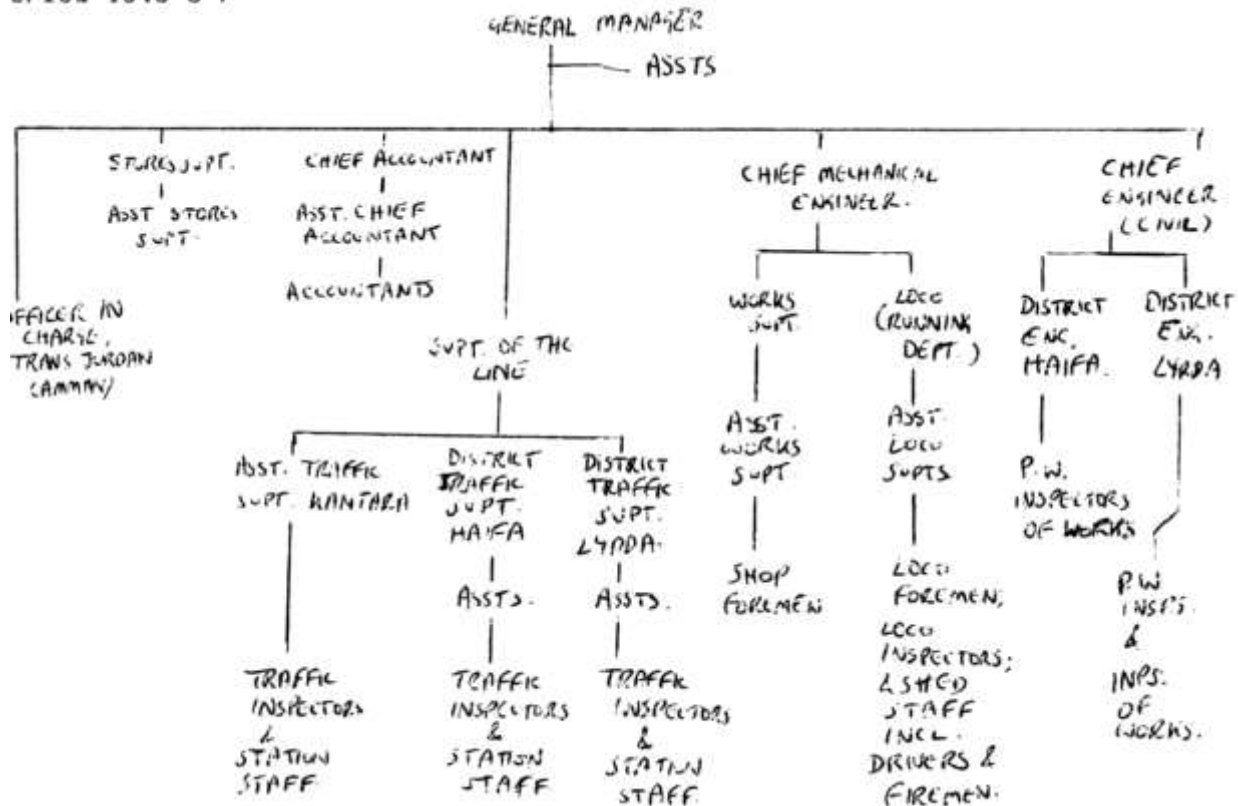
Photo: Paul Cotterell.

I have received a lengthy letter from Robin Davies, now of Caterham, Surrey, who held senior positions on the P. R. Mechanical Dept. from 1943 to 1948. What follows are excerpts:

"The first thing that struck me about Paul's book was the total lack of any mention of the people who ran the railway. The Army had an extremely limited presence - indeed from 1944 to 1947 there were no Army personnel at all.

All this is very understandable, in April 1948 the Iraqis attacked various buildings in Haifa and among others occupied Khoury House (which was Railway H. Q.). The Haganah promptly set fire to this building, and all P. R. records went up in smoke !

As a starting-point, I think I cannot do better than to give a "family tree" of the personnel who were running the P. R (at senior levels) in the period 1943-8:



It must be realised that Palestine, at that time a British Mandate, appointed staff to Government posts (and hence railway posts) via the Colonial office in London.

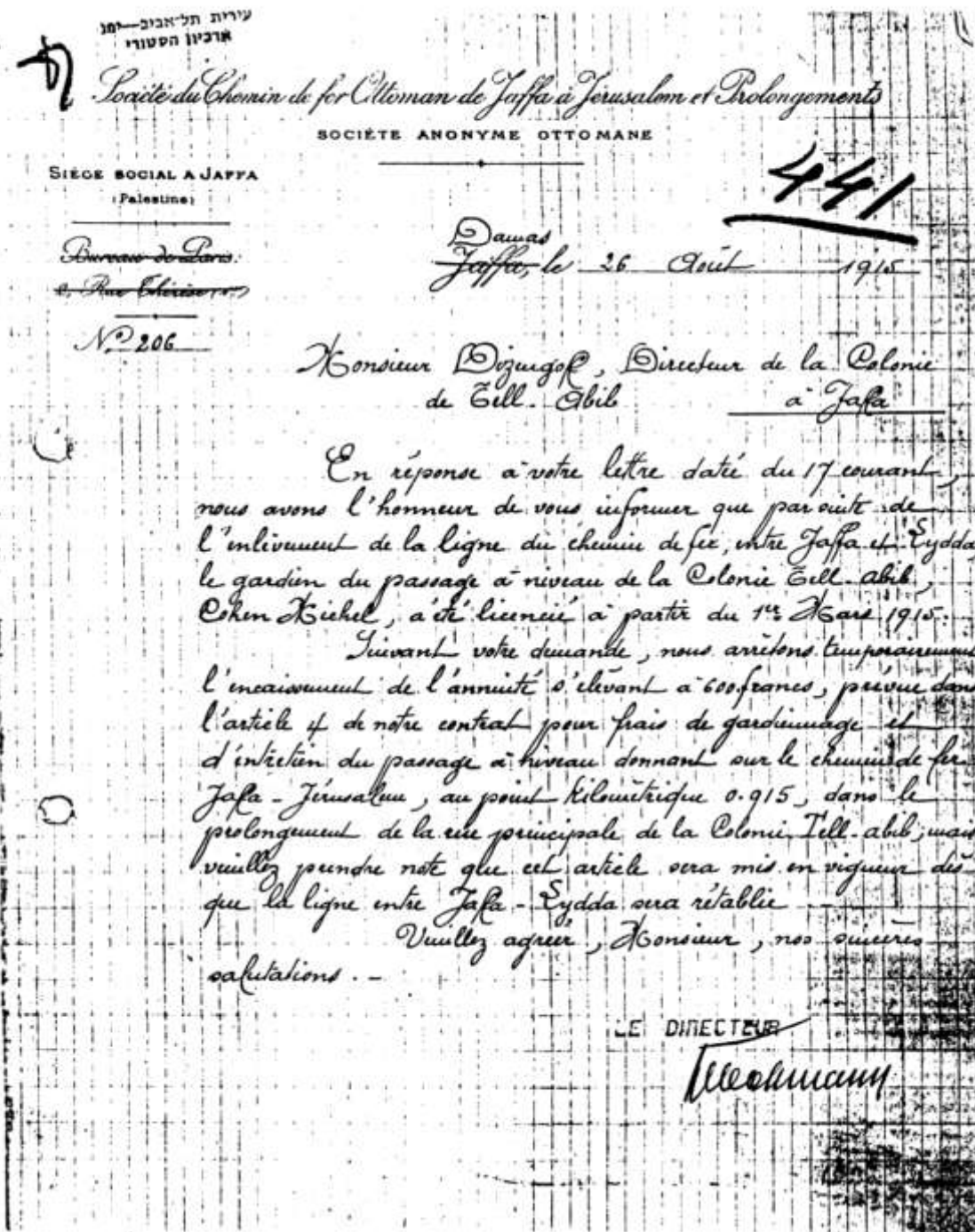
I myself, having completed my training at Crewe and having passed the examinations of the Institution of Mechanical Engineers, had applied to join the Army. Instead, I was offered an appointment with the P. R. as Asst. Locomotive Superintendent at Haifa. The reason for this became obvious when I arrived. I was to displace one of the Army officers who were (in 1943) filling these posts. A rare example of common sense by the War Office !

I arrived at a time when traffic had increased by 400%; there were no spares obtainable - e.g. tyres; boiler tubes; superheater elements; injector cones; etc. etc. Coal was running out and there was a rushed changeover to oil firing - with quite disastrous results. I won't go into the whys and wherefores here but suffice to say that by December/Jan. 1943/4 we had over 50% of the locomotives in shops for firebox repairs.

Most of our locomotives had copper fireboxes; indeed only the US 2-8-2's and 0-6-OT's had steel. Here we were quite remarkably fortunate in having highly-skilled Jewish welders at Qishon who had been trained in Copper Welding. They produced welds that Crewe could not equal - I know this because at Crewe such welds were unsuccessful. This skill really saved the day and I must say I marvelled at the way in which they could weld copper half-sides into our fireboxes with no failures at all. (You **may** not be aware that copper is an exceptionally difficult metal to weld; Bronzing -quite different - is of course easy, but this would be useless in a firebox).

In spite of this the railway suffered a catastrophic shortage of motive power and I, arriving in the middle of it with, I hope, reasonably high standards of repair and maintenance in mind was berated by the then C. M. E. for stopping one of the ex-LNER ROD 2-8-0's for a washout - it had run for over a month with very poor water and was oozing salt from every washout plug and door. Indeed it was dangerous - the crown plate could easily have overheated with disastrous results. "

18. **A LETTER FROM THE J & J. By Paul Cotterell.**



Precious few items from the Jaffa - Jerusalem Railway are known to survive. To be sure, there are some interesting documents to be found in the Haifa Railway Museum, and until recently these were the only authentic reminders of the J & J known to me. Then I took a look through the records held by the Historical Archives of the Municipality of Tel Aviv -Jaffa, and, much to my surprise, came across several letters headed " *Société du Chemin de fer Ottoman de Jaffa à Jerusalem et Prolongements*. Their contents are rather mundane, but their very rarity makes them of more than passing interest. All are in French, some typed, others written by hand, and all are addressed to "Monsieur Dizengoff, Directeur de la Colonie de Tell-Abib" (sic). Meir Dizengoff was, of course, Tel Aviv's first Mayor, and a well-known thoroughfare - celebrated for its Café society - is named after him.

The specimen letter I have chosen for reproduction here highlights one or two interesting points. It was written in August 1915, well into the First World War, and just a few months before the railway was taken over by the Turkish military authorities.

It will be noted that the address of the *Bureau de Paris* has been ruled out. Even so, it is evident from the letters that before August 1911 the Paris headquarters of the J & J were at 2, Rue Thérèse. The company then removed to offices at 55 Rue de Châteaudun, only to return to its previous address in 1912 ! Thereafter the precise location of the company headquarters becomes more confused, with the address on the letterhead being deleted. Evident, also, is the fact that this particular letter was sent from Damascus and not from Jaffa, as was the case with the rest of the surviving pre-war correspondence. It would seem that the local office had been moved because of the war, quite possibly at Turkish insistence.

A rough translation reads:

"Damascus, 26th. , August  
1915.

In answer to your letter of the 17th. inst., we have the honour of informing you that despite the lifting of the railway line between Jaffa and Lydda, the guardian of the level crossing of the Colony of Tel Aviv, Mr. Cohen Kichel, has been licenced to guard it from 1st. March 1915.

In response to your question, we are stopping temporarily the payment of the annuity of 600 francs, as allowed for in Article 4 of our contract concerning the guarding and maintenance of the level crossing over the railway Jaffa - Jerusalem, at km. O. 915, on the extension of the main road of the colony of Tel Aviv, but trust you will take note that this article could be enforced when the line between Jaffa and Lydda is re-established.

Please accept, Monsieur, our sincere greetings,  
The Director. (Signature illegible).

CORRESPONDENCE.

19.

Rehov Allyah 17/7,  
Bat Galim,  
Haifa 35355,

To the Editor, Harakevet:

Congratulations on a steadily-improving newsletter. Harakevet is becoming a thoroughly entertaining and lively "Shuq" (marketplace), a much-needed repository of information which would otherwise likely not see the light of day.

It was good to see that Allan Garraway had made available for publication the letters home from his father Ron. Could I correct one small mistake in these which appeared at the bottom of page 17 in issue 7 ? Ron writes: "Shortly after leaving Samakh one crosses the Jordan on a high steel girder bridge..." In fact this would have been the second Yarmuk bridge. The Haifa branch of the HR crossed the River Jordan south of Samakh, i.e. before reaching and not after leaving Samakh on Ron's journey, the windings of the two rivers at their confluence near here can be confusing, but the various bridges have been excellently illustrated in correct order by Rick Turret in his "Hedjaz Railway".

The WWI plan of Beersheba at the top of page 25 in issue 7 (cf. plate 87 on page 73 of the "Hedjaz Railway") has intrigued me for a long time, or, more precisely, the branch heading east to cross the bed of the "Wadi El Saba" (presumably the locos got their coupling rods wet in winter). I seem to recall reading somewhere that this spur was laid to a store, or possibly an ammunition dump, alongside the wadi but, to my regret, I can't remember exactly where I read it. I was down this way in January 1990 and can confirm that the main Turkish railway viaduct remains just as it appears on page 68 of Rick's book. The smaller four-arch viaduct immediately to the north is also standing in a remarkably complete state of preservation. I believe that Beersheba's city fathers intend to look after them. One last point if I may. I see from page 31 of Harakevet 7 that Walter has been requested to standardise on place names. Ah, if only it were possible ! There was a time when I too was irritated and frustrated by the legions of various transliterations, but Semitic languages - their sounds, alphabets and thought processes - are very different from, and will not conform to, the rules and limitations of English. Generally speaking transliterations are phonetic, and because of regional accents and dialects such transliterations have been, and will remain, imprecise and elusive. The same problems are experienced with other languages - Chinese, for example. And, anyway, even modern English is hardly a model of precision, logic or conformity; and not so very long ago its spelling was a matter of individual whim. There does exist a recognised set of rules and symbols for transliterations, but only a very few scholars actually know or make use of them. I used to think that T.E. Lawrence was merely being mischievous with his use of so many different renditions of names, but I have since wondered if he might not have had a more serious purpose in mind - a lesson for us perhaps. As a Guide for the Perplexed may I suggest that readers just lie back and let all these transliterations wash over them, for I'm afraid it will prove impossible to stem the tide. Yours Sincerely, Paul Cotterell.

20. MODEL LOCO LOGOS.

Jan den Haan of Koestraat 9, 4331 KX Middelburg, The Netherlands, is hoping to build a 7mm (0-Gauge) model of an Israeli 8F 2-8-0. He seeks information and good photos for modelling purposes, plus, specifically, details of the cabside "Rakevet Israel" circular logo. Was this painted on the sides of the cab, or was it an etched plate? What was the outside diameter? By measuring from the photographs in Paul Cotterell's book, he gets approx. 350mm. (or 8mm in 7mm to 1ft. scale). He has a source of supply of such size plates, but they would be cheaper if a larger batch could be ordered on behalf of others. 4mm to 1ft. size is also available. Please contact him if you are interested or can help.

(Ed. From plates 83, 84, 85, 87 of Paul's book, it appears a cast plate was used on smokebox doors (and the cabside of "P-Class 4-6-0's), but only a painted symbol on 8F cabs. Is this correct ?)



21. A PMR MEMO. By Paul Cotterell.

The memorandum reproduced here is the only one I have seen on notepaper with the Palestine Military Railways heading, and was discovered at the Historical Archives of the Municipality of Tel Aviv - Jaffa. To be sure, this memo, dated 26th. March 1921, was sent after Palestine Railways had been set up, so it would seem that the PR people were simply being thrifty in using note pads from the previous military administration. The matter dealt with is routine enough, but it is interesting to note that this Memo was sent to M. Dizangoff (sic), and that he is addressed as the Town Clerk of Tel Aviv and not as the Mayor.

עיריית תל-אביב  
מנהלון תחבורה

PALESTINE MILITARY RAILWAYS.

DISTRICT TRAFFIC SUPERINTENDENT'S OFFICE,

IN REPLY PLEASE QUOTE

PLEASE ADDRESS REPLY TO:  
THE DIST. TRAFFIC SUPT.,  
PALESTINE MILITARY RAILWAYS,  
Telg. Address - TAIRAIL

No. L.T.1901. Date 26/3/21.

Enclosures

To/  
M.Dizangoff Esquire,  
Town Clerk, Tel-Aviv,  
Palestine.

Trucks of stone at Tel-Aviv, Placing of.

Your letter of 21st inst under reference N°1612 refers.

If you will kindly inform me of the date the trucks of stone are required I will arrange for them to be placed for offloading at Tel-Aviv Crossing between the hours of 12-30 and 16-30 provided you will supply sufficient labour on the spot to deal with the stone.

It is imperative that the trucks are offloaded, and section cleared within the a/m hours.

An early reply will oblige.

Yours Faithfully;

*P.R. Ludd*  
District Traffic Supt: P.R. Ludd.

L.S.M.

Handwritten file number 845 and routing stamp with Hebrew text.

22.

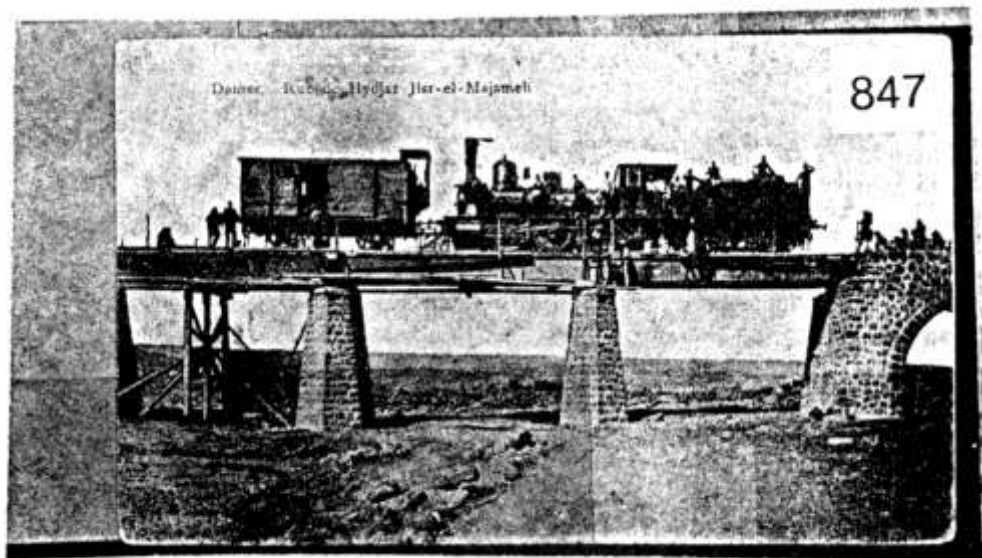
Sidney Fingerhood of Philadelphia, USA, recently sent me this picture. It purports to show the "Jisr-el-Majameh" on the Hedjaz Railway, in 1915, and I reproduce the official listing. However: There are grave doubts.

Firstly, the loco does not look like any Hedjaz type. Instead it looks like an Austrian-built 0-6-0 of the standard-gauge section of the DHP, DHP Nos. 1-6, built by Wiener-Neustadt (Works nos. 4437-42) in 1902. A photo of one of these locos appears in Hugh Hughes: "Middle East Railways", p.69.

Certainly the loco looks simply too tall to be narrow-gauge; the centre-of-gravity would be too high. The same could perhaps be said for the 4-wheel van with brakeman's cabin.

Secondly, that bridge is not the famous "lowest bridge in the world", a photo of which (Tourret's "Hedjaz Railway", p. 31, plate 36), shows it to be a 5-arch masonry viaduct. This photo shows an arch on the right, but a straight, well-built abutment and some secure-looking pillars, shaped to withstand any floods, but built "straight", to carry steel girders. The bridge appears to be under construction; in this case, it might represent the years 1902-1906, when the Rayak-Aleppo line of the DHP was being built.

Certainly there is a warning here! According to Sidney the card, at a recent auction, failed to reach \$250 but sold certainly for over \$150. I suppose it can truly be said that Hedjaz Railway postcards showing standard gauge 0-6-0's are extremely rare indeed !



847 PC 1915 B&W Hejaz Railway at JISR EL-MAJAMEH showing engine, freight car, caboose, operators and soldiers on bridge. JISR EL-MAJAMEH is one of T.E. LAWRENCE blasting targets during the "Arab Revolt". Hejaz railway postcards are extremely rare, VF

Est 250.00

23- LMS-TYPE 2-8-0s IN PALESTINE, 1942-46

By Hugh Hughes

The war diaries of Middle East Forces GHQ, Movements & Transportation, included every month from January 1944 onwards lists of all the MEF locomotives and where they were allocated, and earlier references were in many cases sufficient to provide similar details for the period 1941-43. So it is a fairly straight-forward task, albeit somewhat tedious, to extract particulars of all the War Dept locomotives serving in Palestine during the war period.

This account aims at covering the LMS-type 8F 2-8-0s, perhaps the most popular for our readers, and can conveniently be divided into three phases:-

- (a) Seven locomotives used briefly in Palestine during 1942.
- (b) Twenty-three locomotives, previously in Iran, sent to Suez in 1944 and later transferred to Palestine; twenty were still there in 1946 on hire to PR.
- (c) Forty-nine locomotives, previously in Iran, sent via Iraq & Syria to Palestine in 1946 where they were repaired and stored before eventually being sold to Egypt or returned to UK; four remained in Palestine, hired to PR.

To simplify matters the original WD numbers have been used throughout to identify the engines; the MEF numbers were in use up to Nov 1944. The following abbreviations have been used:-

AE : Army, Egypt.  
 AP : Army, Palestine.  
 HBT: Haifa-Beirut-Tripoli allocation.  
 PR : On hire to Palestine Railways.

(a) Palestine engines, 1942.

In January 1942 two 8F 2-8-0s were transferred from the Western Desert line in Egypt to Palestine; both were returned in May 1942. Then in July 1942 five more were transferred; they were returned to the Western Desert in October 1942. Particulars were:-

WD	MEF	Maker		Date	Works No.	To PR	To Egypt
317	9317	North	British Loco	1940	24617	7/42	10/42
361	9303	North	British Loco	1941	24669	7/42	10/42
366	9305	North	British Loco	1941	24674	1/42	5/42
381	9340	North	British Loco	1941	24689	7/42	10/42
382	9341	North	British Loco	1941	24690	7/42	10/42
427	9337	Beyer	Peacock	1941	7007	7/42	10/42
436	9335	Beyer	Peacock	1941	7016	1/42	5/42

(b) Ex Iran, 1944.

These locomotives were landed at Suez and moved to Palestine during 1944/5, the dates of transfers being shown below. The last column gives the allotment to sheds early in 1946 (H: Haifa, L: Lydda). For building data see Paul Cotterell's book.

WD	MEF	AE	Transfers	PR	1946
305	9360	1/44	AP 2/44.	4/44	L
308	9356	1/44	AP 2/44, PR 4/44, AP 5/44, HBT 2/45, PR 3/45, AP 4/45.	5/45	H
336	9375	1/44	HBT 1/45, AP 4/45	6/45	H
369	9361	1/44	AP 4/44.	7/44	L
374	9383	7/44	-	3/45	L
388	9357	1/44	AP 2/44, PR 4/44, AP 5/44, HBT 2/45.	3/45	H

391	9367	1/44	AP 4/44.	3/45	H
397	9354	1/44	-	4/44	H
400	9376	1/44	HBT 1/45, AP 6/45.	7/45	L
410	9366	1/44	AP 3/44.	6/44	L
412	9365	1/44	AP 3/44.	7/44	L
414	9350	1/44	AP 2/44.	4/44	L
441	9362	1/44	AP 2/44, Italy 11/44.	-	-
513	-	7/44	AP 4/45.	6/45	H
515	9359	1/44	-	5/44	H
521	9364	1/44	AP 7/44.	8/44	L
541	9382	7/44	-	3/45	H
572	9369	1/44	-	7/44	L
583	-	7/44	AP 11/45, waiting repairs AP 6/46.	-	-
586	9377	1/44	-	3/45	H
589	9351	1/44	AP 2/44, PR 6/44, AP 7/44, Italy 11/44.	-	-
596	9379	1/44	HBT 1/45, AP 4/45.	6/45	H
605	9358	1/44	-	6/44	L

(c) Ex Iran, 1946.

These arrived via the standard gauge line from Beirut, others (not listed here) being sent straight on to Egypt. The letter in the third column indicates the AP situation as at the end of June 1946. (A: stored Azzib, J: under repair Jaffa, S: stored Sarafand) Official details from July onwards are not available to the writer but it is known that six more locomotives (401/02/43,582/93,614) arrived from Iran later in 1946; they probably went straight on to Egypt.

WD	AP	6/46	WD	AP	6/46	WD	AP	6/46	WD	AP	6/46
301	3/46	J	376	4/46	A	421	3/46	A	544	5/46	J
307	5/46	A	378	3/46	A	438	3/46	A	573	3/46	S
311	3/46	A	384	4/46	A	440	3/46	S	575	4/46	A
313	4/46	A	386	6/46	A	447 (2/46)	φ	576	5/46	A	
314	3/46	A	387	3/46	A	449	6/46	A	577	3/46	A
318	3/46	J	390	6/46	A	501	3/46	A	579	3/46	§
320	3/46	A	392	4/46	A	503 (4/46)	*	588	2/46	§	
321	3/46	A	394	5/46	A	504	3/46	A	591	3/46	J
328	3/46	A	395	4/46	A	505	3/46	A	599	6/46	A
332	6/46	A	398	6/46	A	507	3/46	§	606	4/46	A
335	(4/46)	*	403	6/46	A	510 (4/46)	*	611	3/46	J	
363	3/46	J	413	6/46	A	518	4/46	A	613	3/46	§
372	3/46										

\* 335,503/10 went to PR on dates shown. . 372 went to PR 5/46.

φ To AE 2/46, then to HBT 5/46. Still HBT 6/46.

§ To HBT:- 507 6/46, 579 4/46, 588 5/46, 613 5/46.

By the end of 1946 fifteen 8F locomotives were working on the HBT line, replacing the previous ROD 2-8-0s. In addition to the five shown above these were 301/11/72/84/96,401/40/43,505/73; 396 came from Egypt and 401/43 were ex Iran. Of the 39 engines returned to UK in 1948 twenty were located in Palestine:-

Sarafand: 300 (ex Egypt), 301/14/18/32/76/78/84,440/47,544,584 (ex Egypt).

Azzib: 363,504/73/88/91,611. Jaffa: 576/79.

The five sent back in 1952 were 307/20 & 515 (all from Azzib), 508 (from Egypt) and 583 (from Jaffa).

The engines whose disposal is not given above were by that time Egyptian Railway stock or had been scrapped.