

HARAKEVET

הרכבת

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A Quarterly Journal on the Railways of the Middle East
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14: 1.

Palestine Railways Motorised Armoured Trolley No. 24, at an unknown location, 1938. Troops from the King's Own Regiment.

(Source: Lancaster City Museum.)

Issue 14 reflects to some extent the way in which our correspondents are following through from earlier issues, adding new information. A welcome matter for any editor!

A lot has been happening on Israel Railways - most of it good news - and the lengthy "News from the Line" reflects this. A sudden influx of news from the Hedjaz Railway in Syria and Jordan is also useful, and historical researches into all periods of railway history keep flowing in; thanks to this, and the fact that I was able to spend six weeks in Israel doing nothing but research railway history, the editorial boxfiles are overflowing, and items will be used in future numbers; nevertheless, contributions are always welcome, and I shall endeavour to keep each issue fairly balanced between historical and current matters. A major lesson of such research is that, too often, no-one bothered to note down the ordinary, day-to-day events that give flavour to railway operation, and one has records only of openings or disasters !

A separate question relates to the possibility of publishing Monographs on specific topics; some that come to mind are a masterly work on Palestine Railways Passenger Coaches by Ray Ellis, and anniversary volumes on the Jaffa - Jerusalem line and the Haifa-Beirut-Tripoli line. Bearing in mind that these will have to be produced as cheaply as possible (unless anyone out there would like to sponsor a volume ?), the current idea is to publish these in A4, not A5 size, but using good paper for photographic reproduction, and sell them as "extras", not included in the 'Harakevet' subscription. There is the chance here of creating a series of such specialist publications, and maybe someone has other topics they would like to cover. All offers and ideas to me. please.

Shalom.

Rabbi Walter Rothschild.



14:0 Syrian Railways Ganz Railcar R12 enters Kanawat Station. Damascus.
11/S/91. (Photo: R. H Cort.)

14:4

LIBRARY REFERENCES.

Any reader in Israel wishing to consult a full series of "Harakevet" will soon be able to do so at the National and University Library at Givat Ram, Jerusalem; there it is filed in the Periodicals Department, under reference; PB 11023

14:5

NEWS FROM THE LINE.

1. Big Plans and Schemes.

The I.C.E.N., Vol. IV No. 231 (14/6/91) ref. 48:1

included:

"At a recent press conference, Transportation Minister Moshe Katsav unveiled plans to improve transportation services. The Ports and Railways Authority will invest more than NIS 1 billion to develop inter-city and suburban rail services. Ministry plans call for suburban rail services in the Haifa and Haifa Bay area; Tel Aviv to Netanya; Tel Aviv to Petah Tikva; and Tel Aviv to Lod/Ramle. Other Improvements will be effected on the inter-city lines; the travel time between Tel Aviv and Haifa will be reduced to 48 minutes and passenger services between Tel Aviv, Beersheba and Jerusalem will be resumed. The Ports and Railways Authority will also invest NIS 267M in extensions and equipment for the Haifa and Ashdod ports. Katsav said the investments will create an additional 6,000 Jobs."

It is interesting that services to Jerusalem are to be "resumed" This of course means services from Tel Aviv Merkaz via the Ayalon line.

2. Beer Sheva Line: IR are to invest about NIS 20M in renewing the line between Naan and Kiryat Got, to include new signalling and station improvements. The possibility of extending the new passenger service to Dimona is to be investigated. Journey times from Tel Aviv to Beer Sheva are expected to be cut to less than 60 minutes, which is at least 20 minutes less than the corresponding journey by bus on the crowded road.

[However, your editor notes: During a visit to Beer Sheba by road on 7/5/91, the 370 bus from Arlosoroff took 1 hr 25 minutes, and cost 7 NIS. From Tzomet Dvir, near Devira, a second carriageway was under construction all the way into Beer Sheva, which would mean dual carriageway fast road all the way. More to the point, to get to Beer Sheva station then involved catching urban bus 4 for another NIS 1. 70 and a ride around the housing estates to a bus stop at the end of the long drive leading to the station. If IR is to break into the passenger market, it will need dedicated free bus links between the railway station and the 'Egged' bus station. The same could be said of Dimona and even Netanya - Netanya station is some distance from the town centre, and your intrepid editor found that the bus service to the station stopped long before the last train, and that (with luggage) a taxi cost NIS 7 - more than the train fare to Tel Aviv ! In other words, there is still no integrated public transport system, and Egged buses either ignore the possibility of rail interchange or actively avoid it. Couldn't IR make some arrangement with a different bus company - Dan lours or Gat Services - to provide through-ticketing links connecting with train services?]

3. Further Plans and Schemes..

Continuing with this theme, I am indebted to Steve Tish for various press reports. 'Haaretz' for 12/6/91 reported that, under the new plans, journey times from Tel Aviv to Netanya will be 25 minutes, to Lod/Ramle 18 minutes, Kiryat Motzkin to Haifa Bat Galim 17 minutes, Tel Aviv to Jerusalem 70 minutes. Suburban trains in the Haifa and Dan region will run on a four-trains-an-hour frequency, at speeds of up to 160 km/h.

The Ayalon line will have four new stations, with below-ground access and large car parks. With the completion of these projects, the number of passengers using the railway will rise to about 20 million annually, compared with 2.5 million today.

Maariv' of 14/6/91 had expanded a little on the official press briefing, to give the following plans:

Haifa - Krayot. NIS 82 M. 4 trains per hour, to be finished Aug. '92.

Tel Aviv - Haifa. NIS 58 M. 2 trains per hour, ready Aug. '92.

Tel Aviv - Netanya. NIS 76 M. 4 trains per hour. Ready Aug. '92.

Ayalon Link. NIS 115 M. 4 new stations at: Shalom Interchange; Haganah Interchange; Yitzhak Sadeh; Near Tel Aviv University.

Tel Aviv - Lod / Ramle. NIS 21 M. 2 trains per hour. Ready Aug. '92.

Tel Aviv - Petach Tikva. NIS 126 M. 4 trains per hour, ready June 1994.

(Ed: Clearly the key link in this is the Ayalon line; most of the rest of the basic routes are already in place, needing just some doubling and resignalling. Even with the new d.m.u.'s, there won't be much spare rolling stock. There is no mention of a new station at Kibbutz Galuyot, adjacent to the current Tel Aviv South, but maybe this doesn't count as "new". The University station could be the reincarnation of the Ganei Ta'aruchah platform, between Tel Aviv and Tel Baruch.]

From 'Yediot Achronot', 14/6/91:

"On the plans to operate a line to Eilat, the Transport Minister advised that the budgetary division of the Treasury is still against this proposal, despite the fact that according to his department's calculations, the line (mainly for freight traffic) would be profitable. Regarding improvements on the Tel Aviv - Jerusalem line, this would require the abandonment of the existing line and the building of a new one, which would include a need for many tunnels.

From 'Yediot Achronot' 19/6/91: The Eilat Line: "A high-ranking Soviet delegation, which includes the Soviet Minister of Transport Igor Pakinshki, arrived yesterday in Eilat in order to investigate on site the possibilities of extension of the railway from Nahal Tzin to Eilat. The delegation, accompanied by representatives of I.R., travelled by a special train from Tel Aviv to Har Tzin; from there they continued by road on the proposed route to Eilat. The Russians propose to build the line at an attractive price, much less than the previous two offers received, from Canada and Australia."

(Ed: Presumably the Russians have much experience of pushing lines through tundra and permafrost!)

4. Special Trains. Omitted by error from Issue 13 were details of several other special workings:

On 8/5/91 Special 8011 worked from Herzliyya (0745) via Lod (0830-32) to Jerusalem (0950); the ecs hod come from Haifa E., dep. 0625, arr Herzliyya 0/36. Interestingly, this train halted specially at Bittir for a brief guided (and escorted) tour. The empty stock worked back to Lod, dep. Jerusalem 1015.

On 15/5/91 a passenger special left Ashdod Harbour at 0900, arriving Jerusalem 1115, returning 1510, arr. Ashdod 1730. The reason for this charter special is not known, but it may be the first passenger train on this branch since the opening special!

5. Derailment. A Matiso track machine derailed at 1002 at Haifa Merka? on 10.6.91. Train 24 (ex-Tel Aviv) was held up for an hour while rerailling was carried out, but as 24 had only to reach Haifa East to complete its tourney passengers were* not inconvenienced. The Mat 1 so was put back on the rails at 1100 with little or no disruption to other traffic. On the same day, at about 1530, the Benel Barak shunter, SAFB No. 103, also derailed. Again, traffic was little affected.

6. Binyamina and Hadera. (See 13: 4: 6).

Work was due to start on building a second platform, subway, etc. at Binyamina and Hadera on 20/5/91.

7. Problems.

The first week of July was a difficult one for IR. On 1/7 the combination of a nonfunctioning point and an inexperienced signalman led to chaos on the main line just as the afternoon rush was beginning, with trains queueing in both directions on the approach to Shefayim. The Tel Aviv - Netanya commuter trains and train 8036 (T. A. - Haifa) were cancelled. Several other trains arrived at their destinations up to two hours late.

On 3/7 there was a strike for a few hours in the morning, this being called in an effort to bring railway wages into line with those of the Ports Authority employees. Passenger trains began running from 10.00.

On 4/7 train 314, returning empty tank wagons from Gelilot sidings to Haifa, met train 315, with full tank wagons to Gelilot, at Hof Carmel. The last tanker of train 314 derailed on the facing point leading to the loop. The derailed wagon was left on site and 314 coupled up to 315 and both trains were then taken to Haifa (with a loco at either end). Passenger train 31 was cancelled before permission was given for traffic to be worked past the derailment. The offending tank wagon was loaded on to a bogie flat and arrived in Haifa the following morning. Damage to signalling equipment meant that trains had to work past Hof Carmel with Line Clear orders for two days, with consequent adverse effects on timekeeping.

8) High Speed Trials.

A trial train to test the feasibility of running at speeds up to 120 kph. (officially!) left Haifa Bat Galim for Tel Aviv at 1907 on 10/7. Headed by newly outshopped G12 No. 125, the six-coach train took fifty-one minutes for the ninety kilometre journey, returning e. c. 6. to Haifa at the present speed limit of 105 kph. the exercise was repeated a week later, again with 125 but this time hauling only four coaches. The lighter load seems to have made no appreciable difference as the second special reached Tel Aviv in precisely fifty-one minutes also.

A third special was run a week later, this time from Tel Aviv to Haifa for high speed trials, and more on 6 & 7/8/91, at different times, apparently to test pathing difficulties.

9) . Progress at Haifa.

Works for the improved suburban service continue. On May 22nd/23rd. the new second track was taken into use over the level crossing at Bat Gallm. and the original track taken out of use whilst a new concrete underpass is constructed beneath it. The whole underpass should be open by May 1992.

A visit in July showed that a new staff cabin is largely complete at Zomet Zevulun, and trackbed for a second track has been cleared most of the way to Q16hon bridge, thence from Olshon level crossing to Kiryat Motzkin. The new station at Kiryat Motzkin is under construction on the east side of the line, a kilometre or so north of the existing station. Press reports indicated that trackworks had been held up temporarily in July owing to the discovery of chemicals pipelines under the new trackbed, and fears that Increased loadings could fracture the pipes.

10). Derailments

Esslingen O-6-OD 221 was hauling a train out of Haifa port on 19/7/91 when the first three wagons derailed on points at Haifa East station. Fortunately the derailment did not interfere with traffic on any running lines.

11). Collision.

On 25/7 train 502 (0730 Jerusalem - T. A.) hit a lorry and car at a level crossing near Na' an. The loco (116) was derailed and slightly damaged, as was some 200 metres of track. The lorry driver was injured and the crew of 116 was treated for shock. The line was reopened for traffic in the evening.

12). Station works.

Zichron Yaakov had a platform built during July. Made of polished wooden sleepers in a metal framework, the platform 16 tiny - no more than one coach length. It will probably make boarding trains easier, but will be of very limited help for passengers alighting at Zichron.

During July the 6ubway at Hadera Maarav made progress, and the realigned Track 3 at Binyanina (to make room for a second platform adjacent to Track 2) was connected. Contractors looked busy on the Ayalon line - a high concrete retaining wall is being built along the whole length of the west side of the valley, with appropriate drainage, to provide a base for the tracks, and the initial footings for stations were becoming visible. Nothing seemed to have been done in two months on the doubling of tracks north of Herzliyya.

13). Suicide.

On 16/7 loco 102 derailed between Kiryat Motzkin and Kiryat Yam, before 0900. The following day this was reported as having been due to the suicide of a Karnlel woman.

14). Atlit Level Crossing smash.

On 5/8/91 a 75-year old lady, Miriam Mendelssohn, was seriously injured when the car in which she was a passenger stalled on a level crossing near At lit around Bam. The driver (her son-in-law, Yosef Kizelman) managed to get his wife and three children out before the car was hit by Haifa - Tel Aviv train 23, being thrown into the air to land upside down some ten metres away. After stopping, the train was able to continue its Journey some 40 minutes late.

On 14/8 the loco and coaches involved in the accident were used to re-enact the incident for the benefit of the police. This is a most unusual procedure, perhaps explained by the tardiness of the police in reaching the scene of the accident on 5/8, despite the quick arrival of other emergency services.

15) Italian Rails.

According to the Israel Commercial Economic Newsletter, Vol. IV No. 233 (28/6/91) the Ports and Railways Authority has placed a NIS2 Million order with the Italian firm ILVA for 11,000 tons of rails; these are for use both on the new suburban projects and for normal maintenance of existing tracks.

16) Cable Cuts.

On 26/8 an underground electrical cable was cut near Dor - probably by a tractor ploughing an adjacent field - which put Dor and Atilt out of action as well as cutting off internal telephone communication between Control in Haifa and all other stations along the main line. Trains had to be worked by 'Line Clear' orders between Zichron Yaakov and Hoterim, leading to delays of up to 45 minutes for three hours until the cable could be repaired.

17) The Carmelit.

According to the 'Jerusalem Post' (13/8/91), the Carmelit subway is due to reopen in May 1992 after its S25M rebuilding project. The Mayor, Arye Gurel, has stated that he has promised the company building the Carmelit *2,500 for each day ahead of schedule that the project is completed. To date the municipality has Invested *1.5M of the total sum allocated to the Carmelit project, and plans call for the subway to be able to carry 200 people in each car (or train ?) during rush hour, and about 3,000 passengers per hour.

Once this project is completed, "tenders will be issued by the city for the widening of the existing tunnel system to permit the addition of other lines". (Lord knows what this journalese means! Ed.) "The first tender will be for digging a tunnel for a line on the Carmel ridge from Sderot Hanassi to the Horev Centre shopping mall. The city then plans to build additional lines between the various neighbourhoods, including the possibility of including the Carmelit in a commuter rail network."

18) Crowded and Late.

Travel on IR during the months of July and August can be unpleasant with many trains being overcrowded - sometimes grossly so - during the school holiday period. Timekeeping suffers as a result as trains stand at stations for extended periods while the crowds elbow their way on and off. A large suspicious object placed on the track just north of Hof Carmel on 12th. August caused particularly serious delay to several trains while police and a bomb disposal expert were called to the scene. Train 36/427 (already ten minutes adrift) was halted in section until the line was cleared, arriving at Haifa Bat Gal in 45 minutes late. In the meantime train 424/39 was held at Bat Galim waiting for the section to clear, eventually getting away over 30 minutes after the advertised time, and train 8036 stood, perforce, at Hof Carmel until 424/39 had passed.

19).

New Old Coaches.

In the Jerusalem Post for 1/9/91 IR advertised a tender for an unspecified number of Second-hand Railway Passenger Coaches, all such tenders to be submitted by 16/9. The rise in passenger numbers and services has placed an increased strain on IR stock, and to avoid a waste of time in designing and ordering new coaches, the hope is to acquire, quickly and cheaply, some "cast-offs" to tide the system. Unfortunately, in conversation it appears that IR has no interest in old British coaches - although some are in use already, and BR is selling off large numbers of serviceable vehicles. Instead, vehicles of the continental European general outline (higher, wider than BR coaches) are preferred. However, with the changes in Europe, especially in Germany, and the general rise in passenger traffics, so that (for example) the Dutch need to hire coaches from Belgium, it appears that it will be difficult to find anything suitable.

14:6

SOME NEWS SNIPPETS.

These items arrived just too late for issue 13, but ought to be recorded somewhere.

a). On 29/3/91 a hand grenade was found stuffed into an ashtray aboard train 54; the train was cleared of passengers at Hadera, police and bomb disposal experts were summoned, and the passengers were taken on to their destinations by bus. A second grenade was discovered, but both were found to be harmless dummies. Traffic was halted, however, until the danger had passed. The following train 22 was sent ahead but noted half an hour late at Atlit, and obviously intent on making up some of the lost time. Train 54, by now running to Haifa as empty stock, was also noted speeding through Atlit some 90 minutes late behind T44.

b). In February '91 G12 No. 124 was outshopped with sections of the running plate side valances cut away, presumably to give better access for maintenance purposes. It also makes 124 a noticeably sleeker-looking loco than its sisters. G16 Co-Co No. 161 was similarly outshopped in early April 1991. (Ed: This explains the reference in 13:4:4).

c). The Pesach (Passover) holiday week in April saw most trains packed, and plenty of frayed tempers in consequence. Extra trains were run on two days between Haifa and Tel Aviv, but did little to relieve the congestion. Because of the new timetable, train formations have been generally shortened, which makes for greatly increased passenger discomfort at peak periods. A special train was laid on between Tel Aviv bar om and Jerusalem on Monday 1st. April to show new immigrants their 'new' capital city; another special was provided between T. A. Darom and Jerusalem on Sunday 7th. April for the Mimouna festival celebrated by Jews of Moroccan origin.

14:7

INDUSTRIAL RAILWAY ARTICLES-

"Harakevet" contributor Paul Cotterell has been working on a series of articles on industrial railways in Palestine and Israel, for the "Industrial Railway Record". The first, on the Atlit Salt Works narrow-gauge line, has appeared in I. R. R. No. 124. Copies may be purchased (price £2.10 plus appropriate postage) from R. V Mulligan, Owls Barn. The Chestnuts, Aylesbeare, Exeter EX5 2BY.

From: R. H. Cort of Bury I have received a full 3 report and several excellent photographs of the "To Everywhere For Steam" Tour of the Hedjaz Railway in May. The following is a brief outline:

On May 6th. : Morning: 2-8-2 No. 71 with coaches 48.66.81, 431, from Amman to Oasir um al Helran and return.

Afternoon: No. 71 with vans 4046, 4065, 4 106, flat wagon 2487, coach 431 on same itinerary.

On May 7th. 4-62- No. 82 on coaches 48, 66, 81 and bogie water tank 6024 to Mafraq and return.

On May 8th. 2-8-2 No. 51 and tank 6019. coaches 48. 66. 81. bogie flats 2487, 2977, 3028 to Qatrana and return to Amman.

On May 10th., participants used the International Train to Dera'a and Damascus, diesel-hauled from Amman to Dera'a by GF MA-A1A 40212. Syrian rolling stock was used with a Jordanian brake van. It would seem that Jordan has only five coaches - 48, 66, 81, 431 & 432, and four passenger brakes 24, 622, 939 and 1750, although large numbers of freight rolling stock were found at most stations. None were seen carrying freight! Besides No. 23 (RSH), all other steam locos were derelict at either Amman shed or about 1 km. north of Amman. No. 23 was steamed specially for the party and performed in the station area.

On arrival of the International Train at Dera'a the "ordinary" passengers were transferred to a single Ganz railcar for Damascus, whilst extra coaches were added to the TEFS train which was steam-hauled to Cadem by 2-8-2 No. 263. Dera'a loco shed contained 2-6-0T+T No. 66 and 2-8-0 No. 161, both out of use. Over a hundred freight vehicles were scattered around the station, none of which seemed to have seen recent use.

Next day the group travelled over the Beirut line as far as Serghaya, using 2-6-0T No. 751 with four-wheeled and bogie stock. Nothing had been over the line for a while, and they experienced a lot of slipping. Vehicles were detached en route, and the group eventually reached Serghaya with everyone squashed into one four-wheel brake van! Normal services were expected to start in June.

On the 12th, they visited Cadem Works, being hauled from Damascus Kanawat station by 263. A couple of hours were spent trying to identify various hulks; They were told that no locos within the Works would be scrapped and may even be repaired, though for what purpose goodness only knows! However 2-8-0's 95 & 107 were outside the walls, destined for scrap. All five diesel locos were out of use, as were about two dozen Ganz railcars and trailers. 2-8-2 No. 260 was near the end of a long repair and was expected to be ready for service by July. 263 would then take its place in the Works. About thirty four-wheel and bogie coaches were derelict. Two Schöttler 0-4-0DH locos are available to shunt the works, 3246 actually being in use that morning. 263 hauled the group on to Dera'a and then down the Bosra branch for an overnight stop, the loco being berthed outside the driver's house at Eski Shams station.

The group appear to have had a great time, with lots of foot plating and great co-operation from loco crews and train staff.

Incidentally, signalling appears to be minimal - some semaphore home signals were seen in Jordan, and a pair of colour-lights at Kanawat. The Hedjaz system seems to have reached a particularly low ebb. All the Jordanian steam locos not used on the tour were very derelict, although one of the HSP 2-6-2T's "may" be repaired, as they have a spare firebox; Even with all the diesel locos and railcars out of use, it wouldn't seem that the Syrian part of the system needs more than four active steam locos at any one time, which leaves another thirty or so just dumped.

Mv grateful thanks to Richard for this information; for how much longer can this museum-piece of a railway struggle on?

STOP PRESS; I have just received from Bill Alborough of TEFS an illustrated 12-page report on the two trips run to the Hedjaz in 1991, and plans for another in July 1992 (July 4th. - 15th). The Report and further details can be obtained from TEFS for £2 (inc. postage) at 77, Frederick Street, Loughborough, LE1 3TL. U. K. Fax No: 0509-263636. A few brief extracts from this report:

"For several years all steam repairs (at Cadem) stopped, as it was no longer possible to assemble the necessary eight staff to form a team, following sickness or retirement. However, as the Romanian diesel locomotives continued to give problems, and the Hungarian Ganz Mavag railcars ran short of spares, a determined effort was made to reintroduce major overhauls for steam locomotives.

The first evidence of this was to find No. 75 1 on our Serghaya train - this had been observed stripped in Cadem Works Repair Shop in 1985, while Hartmann 261 was a kit of parts, scattered everywhere. We were assured that No. 261 will emerge from Works in September 1991 and replace No. 263, which will then take its turn in Works, along with one of the Borsig 2-8-0's. "

"The total fleet of five Romanian 1977-built Co-Co Diesel-electric locomotives were seen in and around the Works, one having been recovered from the woods after it left the track on the Serghaya Branch and the rest being in various stages of cannibalisation. Hence, one steam locomotive is required 4 times weekly in Winter for the Damascus - Dera' a service, as the Bosra branch operates only in the summer months. No. 263 is the usual motive power, based at Dera'a, where a Borsig 2-8-0 is kept as standby."

"The line from Damascus to Serghaya is now a summer season only operation (June to October)".

"The Ford 1935-built permanent way vehicle was also found under repair."

Nick Lera, the BBCTV cameraman and purveyor of quality railway videos, took a large amount of film and should have a video of this trip available at some time.

14:9

Dera'a Station, looking South towards Annan. 10/5/91. The coaches of the International Train can be seen on the right, and a Gonz diesel railcar at the bottom right corner, as well as a deal of derelict goods stock.

(Photo: R. H. Cort.)



Dera'a Station, looking North. 10/5/91.

(Photo: R. H. Cort.)



Wood has always been scarce and expensive in what is now Israel, and in consequence was rarely used in building; traditional designs of houses used various means to avoid the lack of firm, load-bearing beams or girders.

In the latter part of the nineteenth century, however, girders were introduced to hold up ceilings (and upper floors), and balconies. For some reason these metal girders were called "railsim", a sort of Hebrew double-plural for "rails". The question is : Why ?

From observation, mainly in Jerusalem, it would appear that I-girders of various section were used, and not second-hand railway rails from, say, the abortive Syria-Ottoman Railway project. There is one house, on Emek Refaim No. 28, which has its balcony supported by what appear to be former standard-gauge rails, but this appears to date from the twentieth century.

The story of the permanent-way deserves an article to itself, and I hope someone may write one for 'Harakevet"! On the line through Baka at Jerusalem the rails are marked: "70H W.E.N.D.E.L. VII 50 T.U.G.", and old rails used to make a pedestrian barrier bear the marking "75 A 8 D H B S Co. LACKAWANNA 1942 H H O 1 H", implying an American wartime source for some PR material. Many steel sleepers are marked "Colvilles" and various dates (1933 and 1946 predominate), and such items as point levers and chairs often bear distinguishing marks. Incidentally, a barrier near the Derech Bethlehem level crossing used to bear the mark "JJ 1892", but this has now rusted to invisibility (it was noted ten years ago), and a telegraph pole beside the line there is still marked "Code word Artro, Bullers Limited, London".

Does anyone have anything useful to add?

14:11 A LOCOMOTIVE UPDATE : THE FATE OF 119. By Paul Cotterell.

In 5:5 G12 Bo-Bo No. 119 is noted as being withdrawn following an accident at an unknown date. More details can now be given of this incident as it was filmed by Nachman Blum of Pardess Hannah, near Binyamina, who has captured several interesting happenings on IR with his 8mm movie camera.

119 was heading a main line train made up of Esslingen railcars when it hit a lorry on the level crossing at km. 45, summit of the climb between Binyamina and Hadera West. The smash had some noteworthy consequences. It happened when the 'Egged' bus company was on strike so public transport between Haifa and Tel Aviv was practically brought to a halt, though the shored taxi service ("sherut") still operated. It was essential, therefore, to reopen the line as soon as possible, and the fact that the accident happened on a Friday helped since public transport came to a stop for the Sabbath anyway. Two cranes were despatched to the scene. One of these was steam powered and it is believed that this was the last occasion the steam crane was used. The wreck was comprehensive and it took a couple of days to clear things up and repair damage to the track and automatic level crossing barriers. Judging from Nachman's film it seems obvious that some of the ex-railcars were withdrawn from service along with 119. While Nachman is unable to give a precise date to this accident, incidental details suggest it happened about 1972. Does anyone know more?

14:12

PROTECTING THE LINES.

The Story of the King's Own Regiment in Palestine, 1938-9.

One of the items available for study at the Lancaster City Museum is a large hardbacked Regimental Diary ("Army Book 127") entitled: "2nd./13th. The King's Own Regiment Digest of Services, 1917-1940." The contents are mostly neatly handwritten in ink, but there are copies of Orders and letters pasted in, menus from dinners, an Order of Service for the Presentation of the Colours and various other regimental ephemera. The contents vary from accounts of action to details of new pay scales and the scores of inter-regimental football matches. The following is extracted from this volume as being of specific interest to "Harakevet" readers. Place names are as entered.

"2nd. September 1938. The battalion embarked (at Southampton) on H. T. Nevasa for Palestine. Strength: Officers 20, O. R. ("Other Ranks") 465.

13th. Sept. Disembarked at Haifa. The main party proceeded by M. T. ("Motor Transport") column to Sarafand. One Co. (Company) and heavy baggage proceeded to the same destination by train.

The Bn. went into camp under canvas at Sarafand.

15th. Sept. 'A' Co. (Captain C. V. B. Bird) proceeded to Gaza on detachment with duties of internal protection of the town and local railway protection.

16th. Sept. The Bn. took over the duty of protection of the Jerusalem - Ramle road in co-operation with 11 Hussars (armoured car regiment).

18th. Sept. The Bn. took over the duties of railway protection between Ras Al Ein and Yibna.

24th. Sept. 1 truck struck land mine in area Ras Al Ein. No casualties.

25th. Sept. No. 3524713 L/Cpl. John Joseph Colgan, killed in action about kilo 132 on railway near Gan Yavne. The section to which he belonged were ambushed when moving to the railway by a party of Arabs and L/Cpl. Colgan was shot whilst getting off the truck.

27th. Sept. The Bn. received a wire of congratulations from G. O. C. Troops in Palestine

28th. Sept. The Bn. moved by MT column to Gaza, where it was accommodated in billets in the village. The Bn. was given the task of railway protection between Yibna and Rafa on the Egyptian border. 'B' company was detached at Al Majdal.

1st. October. No. 3382867 L/Cpl. Andrew Craig found shot in his billet and died.

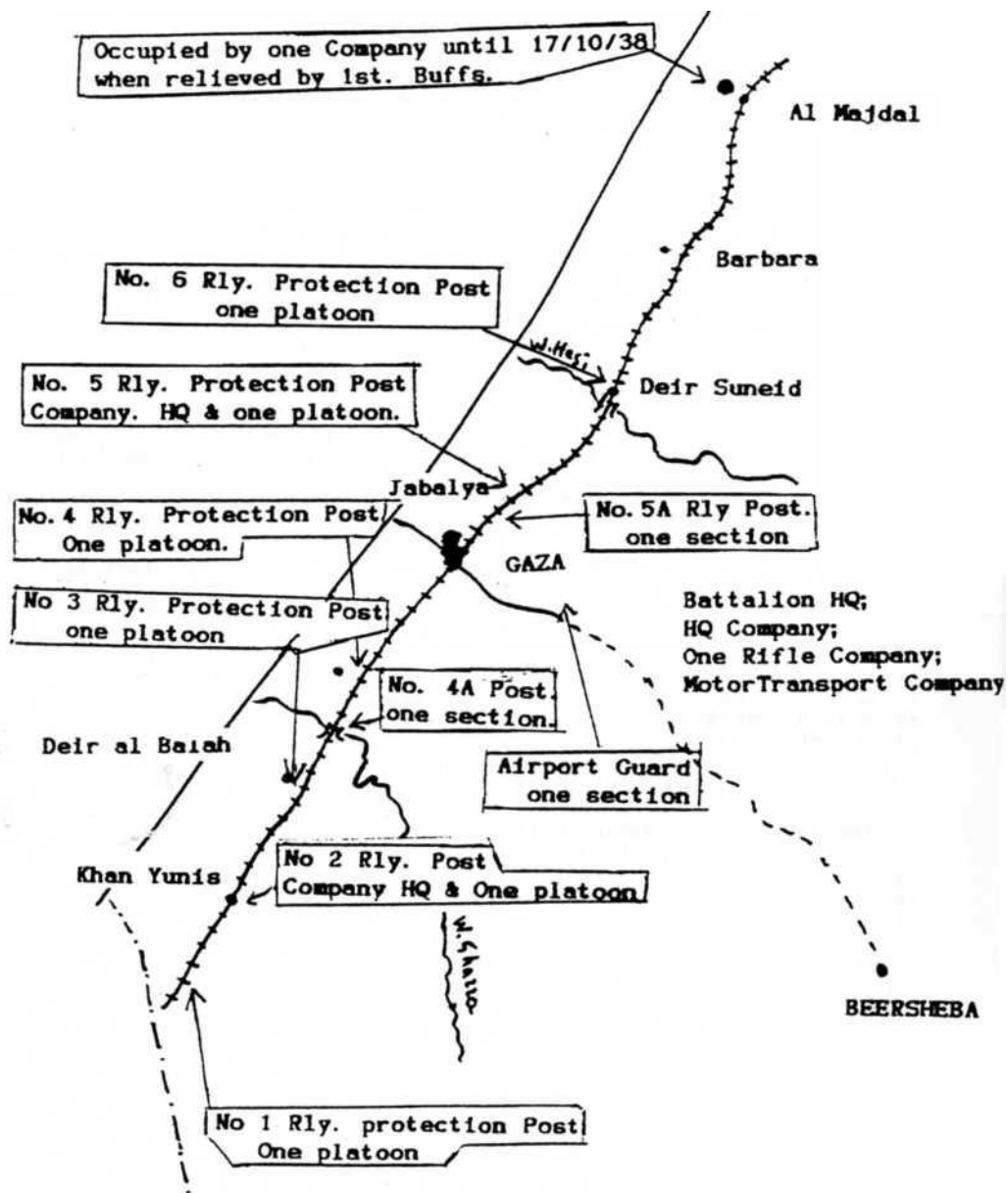
3rd. October. 2 trucks containing a platoon on railway patrol struck land mines at Khan Yunis. No casualties.

5th. October. The Bn. with two Cos. 2 Leicester Regt. & 2 Cos. 1 Worcester Regt. A 1 Co. 2 Black Watch - cordoned and searched all male inhabitants of Al Majdal.

16th. October. A new system of the protection of the railway line put into effect. The system entailed the establishing of platoon posts about 10 kilos apart along the railway line. 5 such posts established and the detachment at Al Majdal relieved by one Co. 2. Buffs.

See map.

DISPOSITION OF BATTALION AT GAZA



29th. October. Search of Gaza.

12th. November. the Bn. with 2 Cos. H.L.I. (Highland Light Infantry) cordoned and searched Jebalya without incident.

[There are many similar entries as towns and villages were cordoned off for house-to-house searches, with details of the amount of arms found or "rebels" arrested.]

12th. November. No. 3853868 Pte. J. Digan shot dead in town of Gaza. He was a member of a traffic control post operating in the town.

14th. November. Patrol on railway ambushed about kilo 173 on railway line near Gaza. In ensuing encounter bombs were thrown by both sides. No. 3710446 Pte. T. H. Giles was injured.

Report attached.

18th. November. The Bn. left Gaza on relief by 2 Bn. H. L. I. , for Jerusalem.

29th. November. The Bn. took over the duty of railway protection on the line Jerusalem-Jaffa.

7th. January 1939. Vacated a post at Deir Aban and a new post of 2 platoons made at Hartuv.

11th. January. A concentration camp in which Arabs were detained for periods up to 14 days established at Hartuv. Those detained used for road construction.

18th. January. 2 sections escorting 80 prisoners on roadmaking were fired on. . . . (2/Lt. S. L. O Waring counterattacked, and 2 enemy were killed, 3 injured.)

11th. March. The Bn. took part in an 18 147 Bde. Operation involving the search of the area North and South of the Jerusalem-Lydda line.

5th. May. The Bn. evacuated the post and detainees camp at Hartuv.

6th. May. Cordoned and searched the village of Battir. 8 rifles were captured.

17th. May. Consequent upon publication of the Govt. Policy for Palestine, demonstrations by the Jews took place in the town of Jerusalem. The bn. strengthened the police at Mustashfa police station and stood by to assist the Civil powers.

. A year of miscellaneous entries, many involving protection of the roads around Hebron and Nablus.

29th. May 1940. Ordered to Sudan.

1st. June 1940. At 1900 hrs. the Bn., less rear party and personnel already having left by M. T. , left Lydda sta. by train for Egypt via Kantara.

The strength of the Bn. entraining was: 17 officers, 472 O. R. s. The G. O. C. and Commander 6th. Div. saw the Bn. off at the stn."

In between, there were several other deaths - one suicide, one by dysentery, some through motor accidents or other causes: men transferred to and from the battalion for a variety of reasons - sick leave, promotion, courses at Sandhurst - and some times of relaxation. since the photo albums show many young men lolling on Gaza beach or sitting at café tables in Tel Aviv and Jerusalem!

From the "Railway Gazette" for March 8th. 1935, "Questions In Parliament".

"Mr Janner asked the Secretary of State for the Colonies whether he was aware that, in consequence of the inadequate supply of closed goods wagons on the Palestine railways, exporters of citrus had recently been compelled to load their fruit in open wagons, and what steps were being taken to ensure an adequate supply of covered wagons before the next citrus exporting season, in view of the fact that there would be an increased crop to handle.

Mr. P. Cunliffe-Lister - Attention was drawn to the shortage of covered wagons by a committee which was appointed early last year by the High Commissioner for Palestine to investigate traffic requirements. The committee recommended the provision of 100 additional covered wagons, inclusive of 40 already authorised for traffic in 1934-5, and the immediate purchase of these vehicles was approved.

Captain Strickland asked the Secretary of State for the Colonies whether he was aware that, owing to the fact that the loading sheds at the railway stations of Hedera, Rehoboth and Petah Tiqvah, were not completed until after the heavy rains which occurred in January, many thousands of boxes of Palestine citrus fruits were spoiled by rain and mud; and whether he could give an assurance that adequate facilities would be provided at the various Palestine stations concerned before next winter.

Sir P. Cunliffe-Lister. - This matter was considered last year by a committee which was appointed by the High Commissioner for Palestine for the purpose of investigating traffic requirements. The committee recommended that the Government should construct orange storage sheds at the main centres, charging a storage fee sufficient to reimburse the capital cost and annual charges, and that the larger citrus growers should be encouraged to provide their own sheds and to connect these sheds by private sidings to the railway. Following a recommendation of committee, approval was given for increasing by 50 per cent, the size of the sheds which had already been built or were to be built at Petah Tiqvah, Rehoboth and Hedera, and for the construction of sheds at Jaffa and Tel-Aviv. I have no recent reports on this matter, but I am sure that the Palestine Government will endeavour to provide accommodation to the extent recommended by the committee at the earliest possible date."

[Ed. notes: An interesting exchange; clearly every decision to buy a few more box vans had to be referred to London and a committee had to sit, thus delaying everything. Mr. Janner was a Jewish M.P. (father of the current Greville Janner M. P.), and clearly concerned to protect the Interests of Jewish settlers.

Thanks to the generosity of Mr. J. W. P. Rowledge I have been! given a copy of a leaflet (Labelled "Pamphlet No 1 (Summer 1945)"), produced by the Movements and Transportation Section (Mov. 7) of G. H. Q. Middle East Forces, which summarises for the forces the passenger timetables effective from 1st. May 1945, "until further notice". The cover states also that, except where otherwise indicated, all trains run daily (Sunday included), and are I, II & III class.

This pamphlet includes several routes within Egypt - e. g. Cairo-Alexandria. Cairo - Port Said, Ismailia - Suez etc., and the Western Desert. I have omitted these. Introductory Notes on p. 3 state that Dining Cars are available to I and II class passengers only, and Sleeping Cars available in Palestine to I class passengers only (in Upper Egypt I A II Class could use them), and that all reservations must be made through the offices or agencies of the Wagons-Lits Co., and "long notice is usually advisable".

p. 14: EGYPT - PALESTINE - LEBANON. (# = Meal Halt).

	<u>Leave Train 1231/6.</u>		<u>Train 751/2 Daily</u>	
	Runs every Saturday		(Dining & sleeping car	
	And on other days as		Cairo-Haifa	
	Required			
	arr.	dep.	arr.	dep.
CAIRO	-	1500.	-	1800.
BENHA	1550	-	1845	-
(Alexandria)	-	1110	-	1515
(Benha)	1527	-	1835	-
BENHA	-	1605	-	1900
TEL EL KERBI.	1803	1815	2014	2022
QASSASIM	1833	1845	2040	2048
ISMALIA	1923	-	2124	-
(Port Tewfik)	-	1620	-	1620
(Fayid)	-	1816	-	1816
(Ismailia)	1915	-	1915	-
ISMATLIA	-	1955	-	2140
KANTARA EAST	2110*	-	2245*	-
(Port Said)	-	1815	-	1815
(Kantara West)	1901	-	1901	-
KANTARA EAST	-	2205	-	2350
RAFA	0238	0245	0450	0459
GAZA	0340*	0430	0600*	0645
MAJDAL	0500	0506	0715	0719
REHOVOT	0550	0556	0804	0811
LYDDA	0615	-	0830	-
(Lydda)	-	0735	-	0915
(Jerusalem)	1100	-	1125	-
(Lydda)	-	0705	-	0920
(Tel Aviv)	0735	0745	0950	1000
(Jaffa)	0750	-	1005	-
LYDDA	-	0645	-	0910
TULKARM	0749	0803	1012	1017
HADERA	0825	0828	1039	1042
HAIFA EAST	0949*	-	1200*	-
			TRAIN 402/191	
HAIFA EAST	-	-	-	1400
ARJOUN	-	-	1617	1618
SAIDA	-	-	1644	1651
BEIRUT (HRT)	-	-	1800	-

p. 15: LEBANON - PALESTINE - EGYPT.

Leave Train 7/1220.

Runs every Friday
and on other days
as required

Train 192/40S

Daily Train: Dining &
sleeping car HAIFA-
- CAIRO

	-----		arr.	dep.
BEIRUT (HBT)			-	0735.
SAIDA			0845	0856
ADLOUN			0922	0923
HAIFA EAST			1144*	
	arr.	dep.	Train 1/750.	
HAIFA EAST	-	1400	-	1520
HADERA	1506	1508	1647	1651
TULKARM	1530	1532	1713	1717
LYDDA	1630		1815	
(Jaffa)	-	1540	-	1725
(Tel Aviv)	1545	1555	1730	1740
(Lvdda)	1625	-	1810	-
(Jerusalem)	-	1230	-	1620
(Lvdda)	1534	-	1812	-
LYDDA		1700		1845
REHOVOT	1719	1722	1904	1909
MAJDAL	1812	1815	1953	1958
GAZA	1845*	1930	2030*	2115
RAFA	2031	2037	2217	2229
KANTARA EAST	0150*		0325*	
(Kantara West)	-	0812	-	0812
(Port Said)	0905	-	0905	-
KANTARA EAST		0240		0425
ISMAILIA	0339		0530	
(Ismailia)	-	1110	-	1110
(Fayid)	1211	-	1211	-
(Port Tewfik)	1415	-	1415	-
ISMAILIA		0355		0545
QASSASIN	0433	0440	0621	0627
TEL. EL. KEBIR	0458	0505	0645	0651
BENHA	0655		0803	
(Benha)	-	0750	-	1004.
(Alexandria)	1115	-	1310	-
BENHA		0705		0815
CAIRO	0755		0900	

Editor's Comments:

- The Leave Train clearly runs South to Cairo and back again, using one rake of stock. Southbound it takes 17 hrs. 55 mins., including 1 hr. 35 mins, meal breaks: Northbound it takes 17 hr. 40 mins., including 1 hr. 45 mins for meal breaks:
- Trains. 1 & 2 take 18 hours Northbound Cairo - Haifa. 17 hours 40 minutes, incl. meal halts of 1 hr. 45 mins., and Southbound Haifa - Cairo takes 17 hrs 40 mins-, .incl. meal halts of 1 hr. 50 mins.
- Trains 1 and 2 cross somewhere in the Sinai desert, between Rafa and Kantara East. Two rakes of coaching stork are of course needed.
- The Beirut Haifa and vice-versa service can be covered by one set, working southbound in the morning and northbound in the afternoon, taking 4 hrs 9 min. and 4 hrs. respectively.
- In view of the disruption to traffic through sabotage etc., did this service ever work?

	<u>Limited Service.*</u>	<u>Normal Service.</u>
HAIFA EAST. dep.	-	- 1400
ADLOUN dep.	-	- 1618
SAIDA dep.	-	- 1651
BEIRUT (HBT)arr.	-	- 1800.**
BEIRUT (HBT)dep.	0700 } Bus	1400 -
TRIPOLI (S) arr.	0945 }	1725 -
TRIPOLI (S) dep.	1000 }	2105 } S -
HOMS arr.	1200 } Rail-car	0103 } S -
ALEPPO arr.	1526 }	0805 } S -

	<u>Normal Service.</u>	<u>Limited Service.</u>
ALEPPO dep.	- 1950 } S	0715 }
HOMS dep.	- 0315 } S	1041 } Rail-car
TRIPOLI (S) arr.	- 0630 } S	1227 }
TRIPOLI (S) dep.	- 0800	1245 } Bus
BEIRUT (HBT)arr.	- 1121	1530 }
BEIRUT (HBT)dep.	0735** -	-
SAIDA arr.	0845 -	-
ADLOUN arr.	0922 -	-
HAIFA EAST arr.	1144 -	-

NOTES:-

S = Sleeping Car on this train between ALEPPO and TRIPOLI (S).

* = Limited I and II class service for priority passengers only. Advance reservation through Mov. Ninth Army or RTO Aleppo is essential, but must have the prior approval of HQ 84 Sub. Area or HQ Troops Aleppo, or of higher authority.

Bus departs from and arrives at Beirut Town.

** = Stage night at BEIRUT.

Editor's Comments:

a). Priority passengers can catch a bus half-way and then a railcar - but how long does it take to establish "priority"? With military paperwork, it might have been quicker to catch the night train! On the other hand, the train took 15 hrs. 21 mins, for the Aleppo - Beirut trip, whilst the bus/diesel rail car express covered the route in only 8 hrs. 15 mins. !

b). Clearly the railcar service requires two vehicles, crossing somewhere between Tripoli and Homs.

c). One wonders why the only southbound train on the HBT line has to miss the only connection from the north, and the same in the reverse direction, by about 4 hours each time. Whilst it had to make the connection with Cairo trains, it made any trip along the whole of the HBT take over a day! Was there no demand for a second passenger trip on the HBT?

p. 17. HAIFA - DAMASCUS & DAMASCUS - HAIFA.

	601/502			501/602	
	arr.	dep.		arr.	dep.
HAIFA EAST	-	0800	DAMASCUS	-	0750
DERAA	1410*	1504	DERAA	1230*	1325
DAMASCUS	1947	-	HAIFA EAST	2030	-

NOTES: * = Meal Halt

 D. 17. BEIRUT - DAMASCUS.

111			11/1		19	
	arr.	dep.	arr.	dep.	arr.	dep.
BEIRUT GARE	-	-	-	0703	-	1155
ALEY	-	-	0953	1003	1432	1440
RAYAK	-	0927	1336	1420	1826	-
DAMASCUS	1330	-	1749	-	-	-

DAMASCUS - BEIRUT,

18			2/20		116	
	arr.	dep.	arr.	dep.	arr.	dep.
DAMASCUS	-	-	-	1007	-	1410
RAYAK	-	0941	1345	1401	1849	-
ALEY	1327	1332	1807	1812	-	-
BEIRUT GARE	1515	-	1944	-	-	-

DAMASCUS - RAYAK - HOMS - ALEPPO.

24/111			116/23		
	arr.	dep.		arr.	dep.
DAMASCUS	-	1410	ALEPPO	-	1950
RAYAK	1849S	2000	HOMS	0240	0330
HOMS	2359	0144	RAYAK	0830S	0927
ALEPPO	0805	-	DAMASCUS	1330	-

NOTE: S = Change at Rayak.

 p. 18. DEPARTURES FOR TURKEY.

BEIRUT (HBT)	dep. 1400	Mon. & Tues.
TRIPOLI (S)	dep. 2105	Mon. & Tues.
HOMS	dep. 0144	Sun. & Weds.
ALEPPO	dep. 0912	Sun. & Weds.

ARRIVALS FROM TURKEY.

	<u>Normal Service.</u>		<u>Priority Service from Aleppo.</u>	
ALEPPO	arr. 0318	Weds. & Sat.	arr. 0318	Weds. & Sat.
HOMS	arr. 0240	Thur. & Sun.	arr. 1038	Weds. & Sat.
TRIPOLI (S)	arr. 0630	Thur. & Sun.	arr. 1227	Weds. & Sat.
BEIRUT (HBT)	arr. 1121	Thur. & Sun.	arr. 1530	Weds. & Sat.

THROUGH SLEEPING CAR between Tripoli (S) and Turkey.

THROUGH TRAIN between Aleppo and Turkey.

14:15

THE CAMPAIGN TRAIL.

At last there are moves within Israel to raise the profile of public transport in general and railways in particular. There are plans on the part of a group of concerned and educated Individuals to lobby politicians and push the idea of rail investment further onto the public agenda.

"Harakevet" itself remains an apolitical, though interested and supportive observer of the railway and transport scene past, present and future in the region. However, if any reader would like more details, or thinks they can help in any way, please contact:

David Stiffelman, at 16, Aaron Dov Street., Bene Berak 51408. Israel. Tel. (home) (03) 6795353; (office) 03 -5151293

"TWO YEARS IN PALESTINE & SYRIA".

This is a rather twee memoir by Margaret Thomas, (author. as the title page declares, of "A Scamper through Spain and Tangier!"), published by John C. Nimmo, The Strand, London, 1900. Chapter 2 is headed "In The Train", and this extract is from pages 10-15.

"I love to rest in leafy lanes
Remote from business, strife, and flurry,
But don't despise such things as trains
Or telegraphs, when in a hurry."
(Arthur Patchett Martini)

At 1.45 P. M every day the rickety little train steams out of Jaffa station, the line running through the orange groves and cornfields of the Plain of Sharon This, the only train in Palestine, takes six hours to do the fifty-four miles which lie between Jaffa and Jerusalem, winding slowly among the sides of hills, and going with almost equal deliberation over plains. It was a cause of great indignation among the Arabs two years ago when it was first started: they attempted to upset it, and would cross the line with that quiet dignity which is peculiar to them, thinking the train would stop for their convenience. This state of things could not be allowed to continue, and at last an engine-driver deliberately ran into one of their camels and cut it to pieces; they made better haste for the future. To-day even it is a favourite recreation of the Turkish ladies to go near the station at Jerusalem, and squat for hours beside the line to see the train come in. It only makes one journey each way a day, and, needless to add, does not pay.

The motion is so disagreeable, that many persons even accustomed to travelling are made ill by it. The first-class is barely decent, the second does not exist, and the third has wooden seats all round. and a bench down the middle for the accommodation of such native ladies and gentlemen as prefer to travel sitting like tailors. The first-class has also a separate compartment for ladies of the harem, at the door of which the conductor knocks most respectfully when he wishes to collect the tickets.

One of the first stations is Lydda, a village literally embowered in olive-trees, and its prickly-pear hedges remind one of the south of Italy. Here I saw camels ploughing, and a woman guiding a plough with a cow and donkey yoked together to draw it. Now and then Bedouin may be seen watching their flocks, and occasionally an encampment of their dark tents is visible. Camels, cattle, donkeys, and the beautiful brown and yellow sheep of Syria, with broad, flat tails, graze peacefully together, while noble-looking Arabs, who seem to understand the brute creation better than they do Christians, watch or sleep beside them! How they must wonder at the train rushing among them! but they never pretend to, their principle being never to be astonished at anything. *nil admirari*

The line passer through the valley of Aialon, after which the scenery becomes very wild and rocky, the hills being round at the top and cut up into those terraces at the making of which the ancient Jews were so adept. Ramleh, with its celebrated tower, looked pleasant in the afternoon light. The name Ramleh signifies sand in Arabic, and is, to say the least of it, appropriate. The tower, according to Mohammedan tradition commemorates the forty companions of the Prophet, according to the Christians, forty Christian martyrs. However, *chacun à son goût*. all we have to do with it for the moment is that it is a very elegant and picturesque specimen of Saracenic architecture, built by the Omayyad Khalif Suleiman in 716.

Just after passing Ramleh a small village is to be seen on the left, and we asked some Arabs in the carriage its name. Without answering the question directly they informed us that they lived there themselves, and that a year and a half ago they and the other inhabitants got rid of a German who went to live among them because he flirted with their wives. He was found murdered by the roadside, and, they added significantly, that six or seven women died immediately after! We ultimately ascertained that this tale was perfectly true.

Then the shaking train winds in and out amid the wild Judean hills and villages the colour of the rock they are built on, always perched on a site selected with a view to being perpetually besieged. These very hills have seen the mighty struggles of the Maccabees and the later carnages of Saracens and Crusaders, but at present all is peaceful, and the inhabitants seem wrapped in imperturbable ignorance and apathy.

At Artuf the English attempted to form an agricultural colony, but it has failed, and the land is now in the hands of Jews. It remains to be seen what they can do with the desolate space amid surrounding hills, with only a few red-tiled cottages thereon. How difficult it is for Europeans to do anything in Palestine an incident which happened here will prove.

A vineyard consisting of six thousand vines was planted by the English colonists. Soon after the cuttings began to show leaf it was observed that they died; a mark was put round each stem close to the ground by a person who knew something of Arab trickery. Thus it was discovered that these people came at night and lifted each cutting about two inches out of the ground, so that all were killed. The motive was to keep the land waste as pasturage for their cattle. It is rather a shock to the traveller when at last, he sees in the evening light a small modern station. with over the door the word "Jerusalem". painted. Fortunately for sentiment this station is a mile from the city, and if you cannot catch a glimpse of the sacred walls from it, at least the sight of the station from the city does not offend you.

And here begins the quarrelling, shouting, pushing, screaming. Pulling, swearing, and striking, which is the inevitable experience of every traveller who sets foot in an Oriental city. We fought our

way into a carriage, but it could go no further than to the Jaffa Gate, so there our luggage was taken possession of by two porters, who carried it on their shoulders by means of straps round their heads, and so in rain, darkness and mire we made our way through the Holy City to the hospice where we intended to stay. It is well to remind the reader that the different Catholic countries long ago established hospices under the care of different religious communities in Jerusalem, for the accommodation, at a small charge, of the numerous pilgrims who resort there. When they are not full, travellers are received on payment as in a pension.

We followed the atâls or porters through the lampless streets under low archways, down passages so narrow the boxes could hardly pass, up greasy steps, and amid sleeping dogs, who barely woke, when touched, to growl and go to sleep again, with the rain remorselessly pattering down upon us, till we reached our destination, and so we learned nothing about Jerusalem that night, slumbering dark and gloomy in the arms of its all-surrounding hills. . .

14: 17 THE TRAIN ON THE SECOND FLOOR: PART TWO.

In 11: 17 I asked for further details on the miniature railway on the second floor of the Shalom Mayer Tower in Tel Aviv; Uri Ben Rehav has been kind enough to check this out, and sends the following details, relevant to August '91:

The 'Valley Choo-Choo' is no more; after many years of faithful service it is now resting in an underground shed, in a poor state. On the same tracks however there now runs a new train, much nicer and not so "kitschy". It was built in 1967, but is in good condition. It was constructed by "Dipl. Ing. Paul Schwingel Works" at Leverkusen, Germany, and the train consists of a dummy loco (type 4-4-0) on which the driver sits, a tender which contains the power unit, and four coaches. The gauge is 47.5 cm., and track consists of rails 45mm high, resting on impregnated wooden sleepers. The power unit consists of two motors of 1 KW each; maximum speed is 7 km/h. The bogie coaches have canopies and seat eight; the loco is 1000mm long, the tender 1500mm and the coaches are 1630mm between bogie centres. There are no fancy labels, but new and attractive paintwork.

14:18 LMS WD 8F 2-8-Os LOST AT SEA.

From Rick Turret I have had a note, adding to information requested in 12:19. I have amended his note, on the basis of Information published on p. 15 of J.W.P. Rowledge's "Heavy Engines of the War Department, 1/01. 2". and correspondence with Mr. Rowledge. :-

WD 343-5 were lost en route to Turkey on board SS "Jesmore" when it collided with SS "Baron Pentland" on 16th. February 1941 in the Atlantic west of Ireland. WD 338/54-6 were also lost en route to Turkey but in SS "Berhala" when it was torpedoed near Freetown on 23 May 1941. WD 608/17/9/22 were lost en route to Persia when SS "Pembroke Hall" (not "Pentridge Hall") experienced a bad storm soon after departure from Swansea and these four engines (not their tenders) had to be cut loose and let go overboard. (The ship later made for Glasgow, where the other 8 locos on board and the 4 tenders were unloaded and repaired, staying in Britain thereafter). WD 304/22 and 428/9 were lost en route to Egypt and WD 370/1 & 115/6/33/4/44/6 were lost en route to Persia, but details are not known.

14:19

HQ LIGHT RAILWAYS R.E., 1917-18 by Hugh Hughes

[These notes, taken from the unit War Diaries, give particulars of operations and rolling stock on the 2ft6in and 60cm gauge lines in Palestine about which little information has ever been published.]

Dec (1917) Loyal North Lancs commenced formation of line from Wharf to Jaffa station on 2 Dec & commenced formation of line from Station to Sarona Jtn 29 Dec.

Jan (1918) The rolling stock, landed 26-30 Jan, included 1 Simplex Tractor and 4 bogie well wagons.

Feb Route No.1 (Sarona-El Jelil) in operation to Auja River sidings (K9.036). Route No.3 (Sarona-Ludd) was laid from both ends; met 21 Feb. Loops laid at Yasur and Safiriyeh. Connection effected with Turkish line to Wilhelma (now converted 2ft6in gauge).
96 Rly Operating Co. began to arrive 7 Feb.
14 Simplex tractors, 2 Crewe tractors and 10 [or 13?] steam locos unloaded at Ludd; 2 Crewe tractors unloaded at Jaffa.
2 steam locos taken from Ludd to Jaffa & put to work 28 Feb.
59 box wagons, 16 tipping wagons & 21 bogie well wagons unloaded at Ludd.
Petrol tractors brought from Ludd to Jaffa.
Engine shed [apparently Jaffa] opened 28 Feb.

Mar. Route 1 laid as far as K16.300. Captured Turkish line from Wilhelma to Ras el Ain converted 2ft6in and branch laid to El Tireh (6 Mar).
To traffic: 38 ration wagons, 30 box wagons (with sides removed).
1 Crewe tractor being altered for 2ft6in gauge. Steam locos have been worked from Jaffa to Sheikh Muannis. Now 9 Baldwin locos & 13 Simplex tractors in traffic.
Unloaded Ludd (2ft6in): 8 American locos, 4 Hawthorn Leslie tractors, 5 8w low-side, 5 8v box, 18 8w flat, 40 4w box, 9 4w low-side, 9 4w flat, 7 4w tank, 3 material wagons, 2 push trollies.
Unloaded Ludd (60cm): 2 Crewe & 9 Simplex tractors, 12 8w well, 5 8w tank, 49 4w box, 2 4w tipping wagons, 14 hand trollies.
Unloaded Jaffa (60cm): 3 Crewe tractors, 40 ration wagons.
Loco derailments (both gauges): 11 steam (5 defective curves, 1 subsidence, 5 track out of gauge), 6 petrol (4 subsidence, 1 carelessness, 1 obstruction).
System operated by 98 Light Rly Train Crew Co.RE.
Traffic during month (60cm + 2ft6in) included:-
Troops 4123+1321, Natives 2817+1502, ASC supplies (tons) 9063+4272, Ammunition 1440+557, Railway material 1852+364.

Apr. Sidings at Ludd into Ordnance & RE Depots converted 3ft5in to 2ft6in gauge.
Unloaded Ludd (2ft6in): 7 American locos, 2 HL tractors, 40 4v box, 9 8w 10-ton brakes, 19 4w 5-ton brakes, 2 8w 10-ton meat, 2 4w 5-ton meat, 6 Delta, 6 4w flats with 800-gall.tanks.
Unloaded Ludd (60cm): 15 4w box, 34 8w well. 1 breakdown van, 25 8w low-side, 4 1500 gall.tanks, 2 Goliath cranes.
To traffic: 4 Baldwin locos, 3 Simplex tractors, 25 8u low-side, 43 8w well, 4 8w tank, 1 breakdown van, 14 4w box, 1 4w flat.
1 new 8w wagon made in shops. 5 Baldwin engines fitted spark arresters.
Steam locos taking trains to Pioneer Siding 16 Apr; steam loco made journey Jaffa to Wharf & back 13 Apr. 1 Crewe tractor converted to 2ft 6in gauge .
Loco derailments: 16 steam (10 travelling bunker first, 1 badly set points. 1 curve defect, 4 jumped track). (Baldwin locos liable to

derail when travelling bunker first; triangle is now being laid at Pioneer siding) 5 Simplex (4 defective track, 1 badly set points).

May. New ammunition siding (Maori Station) at K11.400 on El Jellil route. Supply Depot branch to Sheikh Muannis opened 11 May.

Triangles laid at Pioneer station and Gurkha Junction. The old decauville formation from Yazur to Jaffa-Ramleh Road was widened for a 60cm branch to convey stone.

Line north of Jerusalem started 20 May (60cm).

2ft6in: work started 9 May on line from Kafr Jinnis to El Lubban; opened to Beit Nabala 29 May.

To traffic: 15 8w well, 14 4w box, 6 4w flat converted crib wagons, 3 4w box converted flats, 3 4w box converted high-side, 1 8w cattle made in shops, 1 8w meat van erected in shops, 1 8w well with 2000 gallon water tank. Goliath crane erected in yard.

8 Baldwin engines now fitted with spark arresters.

Jun. Track operated (main + sidings): 60cm. 39.578 + 9.036 (Km)
2ft6in 33.266 +11.643

1 2ft6in meat van converted 60cm.

60cm: 3 box converted high-side, 1 flat fitted with crib, 1 4w box converted to 2ft6in crib.

Average daily tonnage: 60cm 639; 2ft6in 565.

Jul. 60cm: Hadrah Bridge - Carrick Hill line started 23 Jun.

Jerusalem line formation complete to Shafat station (9i miles).

Conversion of Turkish line Ramleh-Ludd to 2ft6in started.

Unloaded Ludd (60cm): 20 8w open.

Received at Jerusalem: 3 Baldwin locos, 6 Simplex tractors, 1 Crewe tractor, 24 8w well, 1 breakdown van, 22 8w open; also 12 4w box and 12 4w tipping ex Jaffa.

To traffic Jerusalem: 20 8w open, 22 8w well, 12 4w box, 8 tipping.

To traffic Jaffa: 20 8w open, 1 8w well (converted to meat van). 1 new cattle truck (No.3) built in shops.

Jerusalem: 5 Simplex tractors in operation. On 29 July a Baldwin loco went from Jerusalem to Zifta and back. From 30 July Baldwins will work all traffic to Horse Shoe station.

Goliath crane completely erected at Jerusalem for offloading stock. American loco No.22 sent to Kantara for overhaul.

2 8w well wagons fitted with canvas awnings for Ambulance Train 129CFA Passengers carried from Gurkha station (129CFA) during July:- 1052 British & Indian sick & wounded, 84 Egyptians, 126 orderlies.

Aug. 60cm Jerusalem: railhead now Ram Allah Reversing Station (17j miles). Lubban branch (2ft6in) opened 15 Aug.

Unloaded Ludd: (2ft6in) 2 8w 10-ton brakes, 2 4w 5-ton brakes, 2 American locos, 1 8w 10-ton meat van, 1 8v 10-ton flat, 7 4v 5-ton flats, 44 4w 5-ton open. (60cm) 4 Crewe tractors.

Received Jerusalem: 6 Baldwin locos, 1 Crewe tractor, 66 8v open, 6 water tanks. 3 Simplex tractors to Jerusalem from Jaffa stock. Since 17 Aug Baldwins have worked to Shafat (opened 9 Aug). Turntable at Jerusalem now in use. 2ft6in Ambulance Train: 8 8v 10-ton flats with canvas awnings. Passengers during August (Troops + Natives) : 60cm Jaffa 20192+14440, 60cm Jerusalem 2566+1011, 2ft6in 5624+724.

Sep. Track operated (main+sidings): 60cm 73.070+19.381, 2ft6in 45.192 +14.821. Conversion of line north of Ras-el-Ain to 2ft6in commenced 19 Sep. Ambulance Train (60cm, Jaffa): 12 8v well wagons with canvas awnings. Jerusalem: 7 Simplex & 9 Baldwin locos in operation; line opened to Ram Allah 5 Sep.

[At the end of Sep 1918 HQ Light Railways was transferred from Jaffa to Damascus

14:20

A SAPPER RECALLS.

In the Imperial War Museum, ret. 85/32/1, is a little book of this title, subtitled "Personal Experiences of L.J. Matchers, COMS. 694. Royal Monmouth Engineers; Gallipoli-Egypt-Palestine. 1915-1919.

In Ch. 11, p. 43, he joins Lawrence of Arabia.

From p. 45 onwards: "To give some idea of how these small raids were carried out, I will try to describe a typical sortie

Four of us from our section set off; we had with us a couple of mules, loaded down with explosives of all kinds, on exploder, and our normal ration supplies. We had to be entirely self-contained during the time we were out on this raid. Our object this time was to destroy a section of the Turkish railway. We cautiously moved across the desert towards where we knew the line should be and in a couple of days we found the spot we wanted. We scouted around for a few hours, planning our method of approach, our hidden observation point and, most important of all, our line of retreat when the job had been done. We selected the best point on the railway track, laid our explosive charges, primed them and then laid back a long line of wire from the charges back to our hidden observation point. Before laying the charges we ascertained that the line had been used within the past few days, but we were not to know how soon it would be used again.

From our maps it appeared that this section of line linked up with that which connected the coastal towns with the Turks' main supply dump further inland. We felt that if we could blow up this point and with it, for good measure, a train, we would have carried out a worthwhile raid. Now all was set, and we just had to lie in wait, keeping well under cover and very much on the alert for passing enemy patrols. The mules were kept well back, under cover and in charge of two of our party.

After a wait of about 12 hours we heard a train approaching. What it contained, how long it would be, whether there would be a strongly-fortified section or just a supply train we had no means of telling.

As the train drew nearer and nearer, tension mounted, was everything alright? We made last-minute checks of our connections on the exploder and the batteries. All seemed to be well. We knew that the slabs of gun-cotton were well and truly laid - firmly attached to the lines in three different places and in well-hidden spots. Our plan was to wait until the train was well over all three and then to set them off together. The train came nearer and nearer - time seemed to stand still. There looked to be about six coaches. Some had a few troops in them but the remainder of the coaches seemed to be well loaded with supplies, we hoped, of a wide variety. The engine and the leading coach was well over our charges; nothing had been spotted and this was the moment. Down went the exploder handle and UP went the train - beautiful. An engineer's dream result! The train was a complete wreck, and as far as we could see there were some casualties, a great deal of damage to coaches and supplies.

Our job was done, and without wasting any time we hurried to our mules and got out of that spot in very quick time. As we still had some explosives left and we were flushed with our small success, we scouted around for a few more days, blew up a section or two of lines - just to make things even more difficult for the Turk, and then we set off back to H. Q. to put in our report. It seemed that we really had disrupted the enemy lines of supply. This was just a typical example of the actions we took and I must say I thoroughly enjoyed 'Pooping' off Johnny's railway tracks

Shimon Gibson of the Palestine Exploration Fund in London (see 11:23) recently found a real treasure in a box in the PEF archive labelled merely "MSS (Various) to Form an Addenda". This was an original letter from Conrad Schick, the Swiss (or Wurttemberg ?) Templar whose amateur interest in archaeology and the development of the country provided such a wealth of material for the PEF Quarterly during the latter decades of the 19th. Century. This letter clearly accompanied a set of 12 photographic prints taken: by an Armenian photographer, Krikorian; it is not clear who had commissioned these photos, and one is not sure that a photographer would have lugged all the heavy equipment necessary across a hot, dusty countryside unless he had been commissioned.... But let the letter, to George Armstrong. R. E. & the committee of the P. E. F., in its quaint English, speak for itself:

"Jerusalem December 27th. 1892.

1. I feel really happy that I am able to send you a tracing of the new Road to Jericho. As I had not time and the ability to make a inspecting journey to Jericho I tried to get the drawings of the government's Architects of which I succeeded. But there were 3 different Ingenieurs, one after the other employed in this work of road-making - each one made a plan of a part, the other of another part, and so on, each one making the plan in a different Scale.

So I get 3 pieces - each made in a different scale of the others, and not even noting it down on what a Scale? So when I get the plans to copy them, I tried first to find out the Scale of each, and then I made a plan by myself, all in one Scale- of which I send you now a copy, and hope it will enable you to make the desired Entrances in your large map. The scale I selected is 4 times of the one of your large Map. So you have easy dealing with. The eastern part I suppose is to a great extent even an enlarged Copy of your large map - the other two pieces - the middle and the western are their own measurements.

As on these plans were printed and the allotments to be made by the people of the various villages - and stated the number of men of each village as able to work - I made out a statement of the total population, which is under the Jerusalem district government (not Gaza, nor Hebron, nor Jaffa etc.) which perhaps has some interest for your society. (Will be sent the next week)

2. The tracing and description of the Railway from Jaffa to Jerusalem I have according request send to you! Today I am able to send you a Dozen of Photographs. made on various points of this railway - illustrating the whole matter still better the Photographer Krikorian made about 30 different ones - of which I selected the most important, in number 12, as the other 18 seemed to me of less interest."

Alas! The other 18 pictures have yet to come to light. Surprisingly, this letter remained unpublished (and forgotten) for nearly 100 years. whilst other aspects of Schick's enthusiasm and creativity attained wider publication.

Forlorn and derelict, Jaffa Railway Station still stands - Intact ! On 15/7/91 I was able to visit it, through the kind help of Col. (Retd.) Meir Meir, the Director of Bet HaOsef, the IDF's museum of old equipment. This museum (well worth a visit in itself) is at 33, Elifelet St. (corner 35, Rehov Elat), Jaffa, tel. 03-652913. It is open Mondays and Thursdays 0830-1400; Admission was 5 NIS. The Museum is based on a collection (hence the Hebrew word "Osef") of tanks, guns, lorries and other vehicles, plus excellent displays and explanatory panels. It spreads across much of the site of the old Jaffa goods yard and the 199 Coy. workshops, and the old sheds, water column (and some rails) etc. are still visible amongst the newer museum structures.

The station itself is cut off from this by a high fence, and admission is only by special permission. Col. Meir gladly showed me round when he discovered I was an enthusiast - he is keen to receive any pictures of Jaffa station as it was. The main station building is in near-original condition - yellowing plaster, an interior cluttered with debris and general rubbish, but with a magnificent wooden pillar still dominating the central waiting room. The staircase to the first floor is rather rickety and unsafe. The platform is still covered by an ornate awning, the pillars (half-buried in the platform) bear the inscription ". . . di & Pillé, . . . urs Constructeurs - Paris-". The goods shed adjoins, and behind the station stand a selection of large corrugated-iron sheds dating from the war.

For how much longer, though ? There are big plans for the area These include demolition of much of this part of old Jaffa, known as Mamshiya, and replacement by a residential development of about 900 apartments. The railway station building itself would be retained as community centre, but the rest of the buildings are in doubt, the station area now belongs to the Israel Lands Authority, who have already invested heavily in the project, destroyed old houses and resettled their inhabitants. The Society for the Protection of Nature in Israel (S.P.N.I., known in Hebrew as "Hevrat HaHaganat HaTevah") has intervened sufficiently to save the station itself from demolition, but otherwise is fairly powerless. Bet HaOsef itself, which only opened three years ago, would be moved to a new site.

What can be done? The head of the S.P.N.I.'s "Tel Aviv" committee is Yossi Feldman at the SPNI offices, 3rd. floor, Hashfela 3, Tel Aviv 66183 (near the bus station). tel. 03-375063. The architect and engineer in charge of the project is Shammai Asif, c/o the City Engineer, Sderot Ben Gurion, Tel Aviv, tel. 03-5217058. Can any readers make constructive suggestions that could lead to the railway station, the goods shed, platform, awning and surrounding area being turned into something relevant to the history of the country - say, a museum of railways, transport, legal immigration (there's already a museum for illegal immigration !), etc. ??

From Alon Siton I have received a copy of an article in "Eisenbahn Magazin" for April 1991, pp. 41-43 plus two pages of drawings, which describes in detail the history of the 4-wheel "Locotracors", at least one of which was used at Jaffa for a period during World War 2. (See references in HaRakevet 5:6, 6:6 and 8:10).

A brief summary: The firm of Breuer of Frankfurt a.M./Höchst was a manufacturer of general machinery from 1870; From 1906 activities included the construction of small internal-combustion engines. In 1913 it received a patent for its "Lokomotor", a small shunting tractor in the form of a small bufferless platform powered by a gasoline engine which had the unique feature of a lifting device. When this was placed under the buffer beam of the wagon to be moved, the weight of the wagon was transferred to the 'Lokomotor', thus increasing its adhesion considerably. For example the "Type I" with an engine delivering 14 hp. and a weight of only 1.3 tons was able to pull three 20 ton wagons; The "Type II" of 2.4 tons and 25-28 hp. was able to haul six 20-ton wagons; the "Type III" was introduced around 1930 and included a small driver's cab; it weighed 3.8 tons, had a 40 hp. motor and could haul 12 loaded 20-ton wagons; the "Type IV" (whose construction continued after World War 2, as "Type V" with diesel engine) was almost equivalent to a German "Kleinlok"; it weighed 5.2 tons, had a 65 hp. motor and could haul 14 loaded 20-tonners.

In 1923 the Breuer A. G. merged with the Buderus Iron Works, but retained its name. Construction ceased in 1955, after a total of approximately 1,000 had been built over a forty-year period. Only 14 had been acquired by the Deutsche Reichsbahn, which used them mainly as workshops shunters. In 1955 Gebus in Vienna took over the patent, but built only a small number of units before ceasing production.

The Austrian railways used a few; substantial numbers were used by the S.B.B. in Switzerland and the D.S.B. in Denmark; Pedershab built some units in Denmark under licence, and Badoni likewise in Italy. After the war, some were built in Finland by Tampella. Breuer-type tractors have been noted as being used also in Norway, Uruguay and the Baltic States.

So - the plot thickens a little. Possibly Italian-built tractors were captured in North Africa, but Breuer are also recorded as having exported some units to Egypt. Could these be the source of the seven tractors referred to in "Middle East Railways", three of which were given MEF numbers? Further: your intrepid editor managed in May 1991 to visit the Neshor cement works at Ramie (referred to in 6:6), and discovered amongst the thorns a derelict, yellow Locotractor with driver's cab, bearing a GEBUS builder's plate! (no date). This means that Neshor did not acquire a war-surplus unit but imported a new one between 1955 and 1958, when it was first noted by Theo Pelz. When, and Why



TIME TABLE

לוח זמנים



AS FROM 14.7.91 UNTIL FURTHER NOTICE החל ב' ג' אב תשנ"א (14.7.91) ועד להודעה חדשה

TEL AVIV Merkaz (Seaside) - HAIFA - NAHARIYYA

מחל אביב מרכז - תל אביב - נהריה

שם	רק ביקור בנתיבי ים							בסיס א-ר"ה ירחי מערבית תל תמים							תדירות												
	1	2	3	4	5	6	7	1	2	3	4	5	6	7													
1500	1400	1335	1300	1230	1030	0700	0804	0700	0400	2000	1900	1800	1718	1700	1634	1600	1515	1500	1434	1400	1300	1200	1100	0900	0744	0700	0400
1408	1308	1242	1208	1142	0942	0708	0608	0708	0408	2008	1908	1808	1726	1708	1642	1608	1523	1508	1443	1408	1308	1208	1108	0908	0748	0708	0408
1409	1318	1252	1218	1152	0952	0718	0618	0718	0418	2017	1918	1818	1736	1718	1652	1618	1534	1518	1453	1418	1318	1218	1118	0918	0758	0718	0418
0522	1425	1400	1325	1222	0922	0727	0625	0727	0425	2024	1920	1825	1748	1725	1659	1625	1544	1500	1425	1322	1222	1122	0922	0762	0727	0425	
1535	1437	1413	1340	1235	0935	0741	0637	0741	0637	2034	1932	1837	1757	1737	1713	1637	1554	1508	1437	1335	1235	1135	0935	0771	0741	0637	
1545	1447	1422	1350	1245	0945	0753	0649	0753	0649	2044	1942	1847	1807	1747	1723	1647	1564	1467	1365	1265	1165	0945	0781	0753	0649		
1634	1524	1458	1422	1350	1001	0803	0658	0803	0658	2053	1954	1854	1814	1754	1730	1654	1574	1474	1374	1274	1174	0954	0811	0803	0658		
1635	1524	1450	1422	1315	1130	0916	0828	0916	0828	2100	1906	1806	1741	1706	1634	1554	1484	1384	1284	1184	1084	0916	0828	0816	0713	0610	
1621	1530	1458	1429	1321	1156	0923	0915	0923	0824	2126	2021	1921	1838	1803	1723	1643	1563	1463	1363	1263	1163	1063	0923	0834	0824	0721	0618
1608	1408	1408	1408	1408	1000	0820	0820	0820	0820	1919	1804	1612	1408	1248	1104	0916	0820	1000	1408	1408	1408	1408	1000	0820	0820	0820	0820

Haifa Bar Ganim Station is located next to the Haifa Central bus station.

HAIFA - TEL AVIV Merkaz (Seaside)

נתיבי תל אביב מרכז - תל אביב - נהריה

שם	רק ביקור בנתיבי ים							בסיס א-ר"ה ירחי מערבית תל תמים							תדירות												
	1	2	3	4	5	6	7	1	2	3	4	5	6	7													
1422	1324	1224	1124	0959	0824	0724	0644	0614	0510	1924	1824	1724	1624	1524	1424	1324	1224	1124	1024	0924	0824	0724	0624	0524	0424	0324	0224
1419	1320	1220	1120	1005	0820	0720	0650	0620	0556	1930	1830	1730	1630	1530	1430	1330	1230	1130	1030	0930	0830	0730	0630	0530	0430	0330	0230
1343	1243	1143	1043	0943	0843	0743	0643	0643	0643	1943	1843	1743	1643	1543	1443	1343	1243	1143	1043	0943	0843	0743	0643	0543	0443	0343	0243
1355	1255	1155	1055	0955	0855	0755	0655	0655	0655	1955	1855	1755	1655	1555	1455	1355	1255	1155	1055	0955	0855	0755	0655	0555	0455	0355	0255
1500	1403	1300	1200	1034	0902	0715	0651	0628	0604	1902	1802	1702	1602	1502	1402	1300	1200	1100	1034	0902	0827	0725	0651	0628	0525	0425	
1510	1413	1310	1210	1044	0912	0725	0701	0638	0614	1912	1812	1712	1612	1510	1412	1309	1204	1104	1044	0912	0836	0735	0701	0638	0535	0435	
1522	1425	1323	1222	1100	0924	0740	0713	0653	0645	1924	1824	1724	1624	1522	1424	1321	1222	1122	1044	0924	0848	0746	0713	0645	0545	0445	
1432	1337	1237	1137	1015	0831	0741	0714	0694	0686	1931	1831	1731	1631	1531	1431	1331	1231	1131	1015	0831	0855	0753	0720	0655	0555	0455	
1443	1348	1248	1148	1024	0840	0750	0723	0703	0695	1941	1841	1741	1641	1541	1443	1343	1243	1143	1024	0840	0907	0807	0731	0700	0600	0500	
1545	1454	1348	1248	1124	0952	0837	0805	0741	0720	2048	1854	1835	1752	1634	1454	1345	1248	1124	1044	0952	0918	0857	0837	0805	0741	0720	

TEL AVIV Merkaz (Seaside) - HAIFA - NAHARIYYA

מחל אביב מרכז - תל אביב - נהריה

Haifa Merkaz station is located next to the Haifa Terminal.

Regular bus connection from the terminal to Bar Ganim, Airport and Vice Versa.

מירוטלים לתל אביב דרום (ליניית קיבוץ גלית) JERUSALEM - TEL AVIV Darom (near Kibbutz Galuyot Rd.)									
בקימים אזורי תחום מסוף תחנת הרכבות Daily ex. Ex. ex. of holidays, Sat. & holidays.									
רק בימי חול Ex. ex. of holidays only									
תחנות	6	7	8	9	10	11	12	13	14
JERUSALEM ירושלים Heil Shimonah Station	-	-	-	1600	1715	0730	-	-	-
נתן טעמי שמונה	0816	-	-	1646	-	1301	0816	-	-
נתן	1110	1	0730	0640	0550	1	1510	1	0730
ירושלים	1314	1120	0844	0738	0650	0400	0714	1520	1339
לוד	1320	1125	0850	0743	0655	0405	0720	1525	1335
כפר תבור	1327	1132	0857	0752	0703	0612	0727	1532	1342
תל אביב דרום	1335	1140	0905	0800	0710	0620	0735	1540	1350
תל אביב דרום	1340	1145	0910	0815	0725	0635	0745	1550	1400

נתיבי אביב דרום (ליניית קיבוץ גלית) TEL AVIV Darom (near Kibbutz Galuyot Rd.) - JERUSALEM									
בקימים אזורי תחום מסוף תחנת הרכבות Daily ex. Ex. ex. of holidays, Sat. & holidays.									
רק בימי חול Ex. ex. of holidays only									
תחנות	6	7	8	9	10	11	12	13	14
תל אביב דרום	1355	1230	1200	1020	0730	0640	1555	1620	1600
ירושלים	1402	1237	1207	1027	0737	0647	1602	1627	1607
כפר תבור	1409	1244	1214	1034	0744	0654	1609	1634	1614
לוד	1415	1250	1220	1040	0750	0702	1615	1640	1620
ירושלים	1425	1300	1	1050	1	0711	1625	1700	1
נתן טעמי שמונה	-	-	1247	-	0817	-	-	1647	-
ירושלים	-	-	1335	-	0705	-	-	1735	-

- RED - FAST TRAIN**
- 1 Runs through to Nahariyya
 - 2 Runs through to Tel Aviv
 - 3 To Rehovot Only
 - 4 Dep. from Nahariyya
 - 5 Dep. from Akko
 - 6 Dep. from Ma'an
 - 7 To Ra'anana Only
 - 8 In operation until 13.9.91, inclusive

מחמה לנחריה HAIFA - NAHARIYYA									
בקימים אזורי תחום מסוף תחנת הרכבות Daily ex. Ex. ex. of holidays, Sat. & holidays.									
רק בימי חול Ex. ex. of holidays only									
תחנות	6	7	8	9	10	11	12	13	14
ירושלים	1318	0912	0730	1825	1720	1608	1526	1318	0912
תל אביב דרום	1321	0915	0733	1828	1723	1611	1529	1321	0915
נתן טעמי שמונה	1327	0921	0739	1834	1729	1617	1535	1327	0921
ירושלים	1341	1	0754	1850	1	1630	1547	1341	1
לוד	1344	0935	0757	1854	1744	1633	1550	1344	0935
כפר תבור	1356	0949	0810	1909	1756	1645	1602	1356	0949
תל אביב דרום	1403	1	1	1	1	1	1	1	1
תל אביב דרום	1408	1000	0820	1919	1806	1658	1612	1406	1000

נתיבי אביב מרכז (ליניית שדה) (Shedeh) NAHARIYYA - HAIFA - TEL AVIV Merkaz									
בקימים אזורי תחום מסוף תחנת הרכבות Daily ex. Ex. ex. of holidays, Sat. & holidays.									
רק בימי חול Ex. ex. of holidays only									
תחנות	6	7	8	9	10	11	12	13	14
תל אביב דרום	1438	1035	0913	0732	0634	-	1834	1634	1438
ירושלים	1	1	0735	1	1	1	1	1	0735
כפר תבור	1447	1042	0922	0743	0645	1843	1643	1447	1049
לוד	1459	1057	0934	0756	0656	0616	1855	1700	1459
ירושלים	1502	1	1	0801	0700	0620	1	1703	1502
תל אביב דרום	1515	1106	0951	0815	0715	0635	1914	1718	1515
ירושלים	1519	1121	0955	0820	0720	0640	1920	1722	1519
תל אביב דרום	1525	1127	1002	0827	0727	0647	1927	1727	1525
תל אביב דרום	-	1248	1124	0952	0837	0805	2048	1854	1634

- אוסף רכבת מחמה**
- 1 מחמה לתל אביב
 - 2 מחמה לתל אביב
 - 3 תחנת תל אביב
 - 4 תחנת מחמה
 - 5 תחנת שדה
 - 6 תחנת תל אביב דרום
 - 7 תחנת תל אביב דרום
 - 8 תחנת תל אביב דרום

למידע נוסף:
 תל אביב דרום - 733764
 תל אביב - 5421515
 חיפה - 544564

Israel Railways is perhaps unique amongst railway systems in timetabling for public use several empty carriage workings. At least, that is how it appears when one uses one of the newly-introduced suburban trains ("Rakevet Parvarim") between Tel Aviv Daron and Na'an.

To be fair, the new timetable makes Tel Aviv Daron a much more interesting place to visit. Indeed, on 23/7/91 a special to Jerusalem meant that there were three trains there at once between 1530 and 1600. A far cry from the one train per day to which the service had dwindled - or the complete closure which applied to the Lod - Tel Aviv line for a while. According to Press reports a suburban service to Rehovot is to be introduced as well in September, and whilst Daron station remains isolated and unknown on the fringe of the conurbation (as Sybil Ehrlich discovered, even some taxi-drivers have never heard of it), the hope is that the opening of the Ayalon line and the extension of suburban trains through to Arlosoroff station and beyond will make a substantial difference.

On 22/7/91 I decided to travel on the 1630 suburban service to Na'an. The four-platformed station was decorated with flags, though vandalism had taken its toll of the light fittings; several ancient goods wagons occupied one road (part of the station is used as a training school for new staff, and there are examples of couplings and buffers lying around). The hall and ticket windows were, of course, deserted; one office acts as signal centre, containing Staff Instrument No. S 6775; all signals have now been removed, with points being worked by hand and a warning board erected as "fixed distant" for incoming trains.

G12 No. 112 waited, coupled to coaches 79, 53, 607 and 606; none were refurbished or air-conditioned, and 53 was still in the recent but outmoded brownish livery, the rest in blue/white. There were four passengers, and the guard charged me 2 NIS for a single to Lod, though I explained that I wished to travel to Na'an and return to Lod (this latter trip being technically as empty stock).

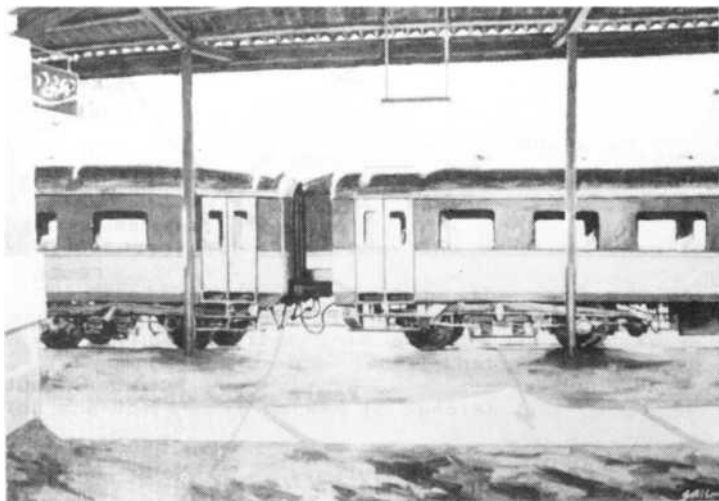
We left on time, headed under the eastbound road carriageway and roared along the straight track between the two carriageways of the main highway. At km. 11.7 the eastbound road climbed over us to head towards Jerusalem, and we slowed for Kfar Habad station at km. 12.5. The little platform here has been superseded by a new platform slightly nearer the level crossing, and a new yellow-painted glass shelter - clearly placed there in messianic expectation! Is it true. I wondered, that one can only purchase single tickets from here, lest the Messiah arrive before one can use the return half? One passenger descended, and we departed, over the crossing (protected or! each side by non-working two-aspect colour-light signals) Near Sarafand Junction (km. 16) with its derelict concrete buildings on the left and the branch towards Sarafand camp coming in on the right, we passed what seemed to be dozens of burnt-out cars scattered around the fields and orchards. How did they get there? Are they stolen vehicles? Why does no-one care for the scrap value? Truly a land of mysteries.

We curved (km. 17.7, joining km. 110 on the main line) into Lod, with its array of tracks and four platforms, onto one of which a further passenger descended. Three ballast hopper wagons, including 25 081 Resh and 25 076 Resh, were upside down on flat wagons in the yard. Then we snaked across the points and headed onto the Jerusalem line, passing further scenes of dereliction before halting at Ramle, whose low station shelter has been refurbished and decorated with a sign advertising the new service. The signals, here don't work, either, and the branch to the Nesher cement works is now disused. Our final passenger (bar myself) descended at this point. There is no loop here, so the train continues across the undulating countryside (there is a noticeable summit at km 27.6) to Na'an, (km. 30) where we arrived at 1700. The station here consists of a signal box, half of an old wooden PR corridor coach filled with old papers, and a low platform. To the north of the current station are the derelict buildings of the former Niana station. There are three through roads, and at 1708 the train from Jerusalem roared through non-stop, after which 112 ran round the empty stock, and departed at 1723 for Lod, powering non-stop through Ramle at 1732 and arriving at the outer loop platform at Lod six minutes later, 112 quickly uncoupled, and made its way to the depot.

On this Journey one also passes what appear to be the last four semaphore distant signals left on IR - painted yellow with black band, English style, though not cut into fishtail pattern. One is on the gantry on departing Lod for Ramle, one on the gantry at the approach to Na'an, one at km. 29 and one at the northbound exit from Na'an.

The contrast with the suburban route from, say, Waterloo to Clapham Junction has to be experienced to be believed. Sitting amongst the grasses at Na'an, listening to the hum of the insects drowning out the growl of the idling diesel engine, after a journey with seats, nay coaches to spare, one may truly relax!

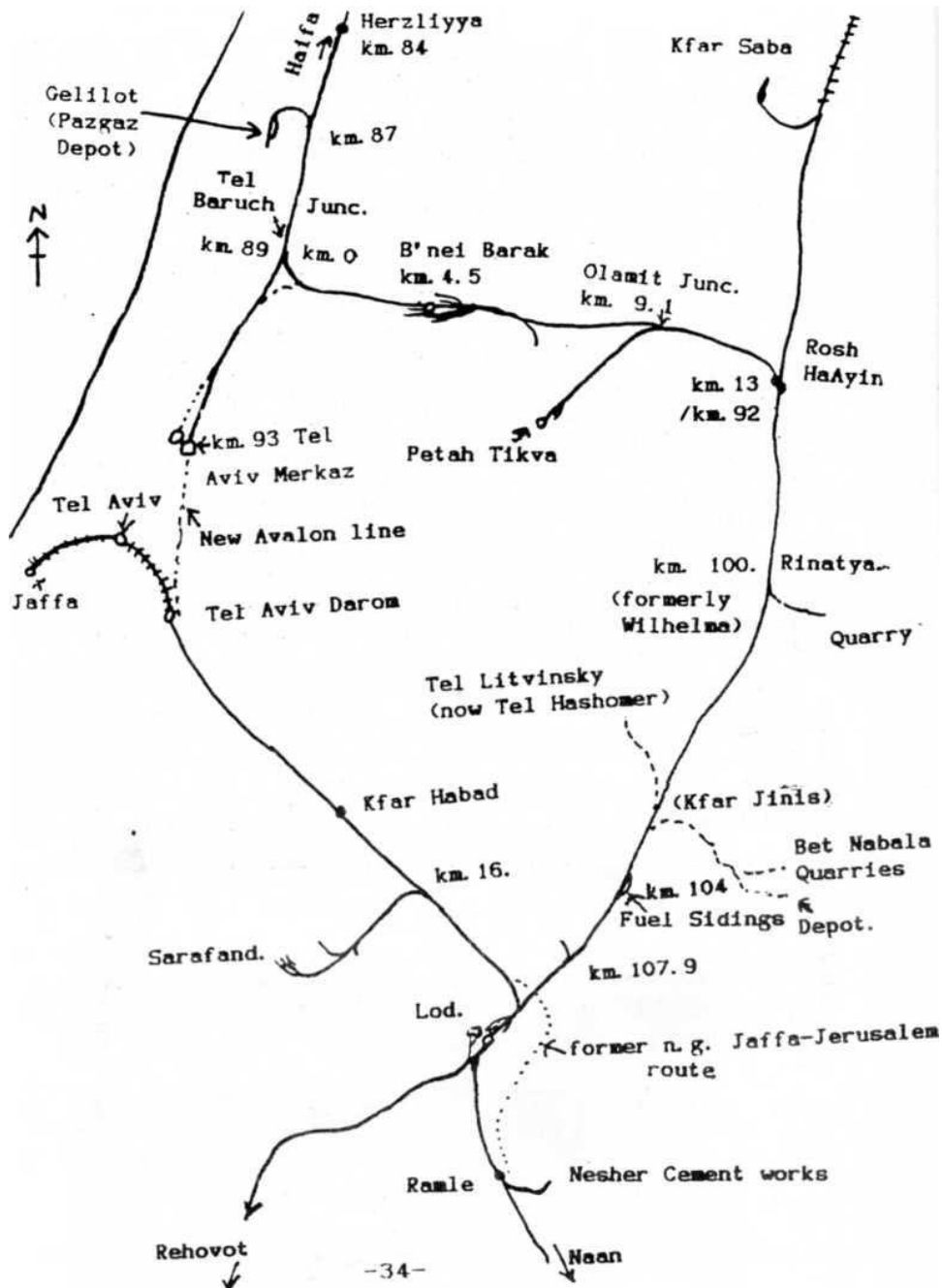
14:26



JEFFREY ALON

PAINTINGS

14:27 MAP of the Centre of Israel, showing lines past and present.



14: 28 P.R. NARROW GAUGE: FURTHER TO 'AZZIB REVISITED' .

Paul Cotterell and I have been discussing further the mystery of the two 60cm. gauge Hunslet diesel locos to which he referred in 13:14. (And see elsewhere in this issue). I have been researching in various archives in the U.K., and have found the following references in the papers of R.F.Scrivener, P.R.'s Engineer, which are deposited in the Archive of the Middle East Centre of St. Antony's College, Oxford:

Box 1, File 15b. Annual Report of the Engineering Branch to the General Manager for the year ended 31/3/40, letter dated 16 May 1940, pp. 5f:

"At Sarafand a large work was undertaken on behalf of the Military Authorities in the provision of Railway sidings to serve the new and extensive supply depot at that place. 17,000 cu. m. of earthwork cut and 17, 000 cu. m. of fill were carried out, using a mechanical shovel and decauville trucks worked by the Railway's Diesel Decauville Tractors. The complete work will comprise 3.740 kilometres of stone ballasted sidings, 11 turnouts and 11 first class level crossings."

On p.9. : "Much is being done in Sinai by planting and sand dune training to lessen the incidence of sanding over the line. In the past, works trains have been used for the wholesale removal of advancing dunes but latterly and notably in 1939-40 small decauville trains drawn by Diesel Tractors have been used Instead, with resultant great economy. but owing to the difficulty which the Branch now has in obtaining spares for this equipment, its use is largely curtailed and subject to long interruptions with the result that it will probably be necessary to make use of works trains to keep the line open to traffic."

Paul adds: The above is hardly conclusive evidence that the two locos I discussed (Hunslet 1836/1936 and 1874/1937) were those used on the works at Sarafand and in the Sinai. Even so, it seems likely that this was the case, and also that the two Hunslets were, indeed, owned by PR. Is it still premature to 'officially' add these two 60 cm. gauge locos to the PR locomotives list? Nothing else is presently known about them

14:29 SAFB Bo-Bos.

On 9th. May 1991 I had the opportunity of riding in the cab of No. 101 on the "pick-up" goods from Haifa to Evtanit (north of Nahariyya) and back to Kiryat HaPlada, and gained the following impressions:

1. The cab was much more roomy and spacious than that of the G12 bo-bo.
2. The "small hood", i.e. behind the cab, was actually empty, and looked as though it had always been that way. In other words, the design took into account the need to provide room to fit equipment of some sort that was never in fact needed.
3. The speedometer is marked in Spanish !



14:30

RAILWAY PAINTINGS,

Your editor recently came across an artist who makes a speciality of paintings of Israeli railway scenes - not action shots, but works which capture the mood of a stretch of line or a building in a quite inexpressible way. Black-and-white reproductions here cannot do Justice to the quality of the work, which is even more impressive for being so rare - after all, few artists can paint a locomotive with any real sense of detail, and at the same time capture its "essence".

Jeffrey Allon was born in the USA in 1954, but made aliyah in 1978. He can be contacted at Rehov Hananyah 7, German Colony, Jerusalem 93106.

Jeff makes his living by producing illuminated Ketubot (wedding contracts) to commission. The railway canvases are large, and their prices reflect their artistic quality!

