

HARAKEVET

הרכבת

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15:1

SAFB Bo-Bo heads empty stock towards Haifa Bat Galim where it will run round to work train 491 to Qiryat Motzkin on 29th October 1991 during the two weeks these locos worked regular passenger trains after more than a decade.

(Paul Cotterell)

Due to domestic difficulties and illness, this issue is a few weeks late. My apologies. The benefit is that almost every post has brought with it new items of information, so that the "News from the Line" section is longer and current events are covered quite heavily. There is, after all, quite a lot happening - though sometimes it appears to be a case of 'two steps forward, one step back'. I have nevertheless tried to maintain some balance of period and subject.

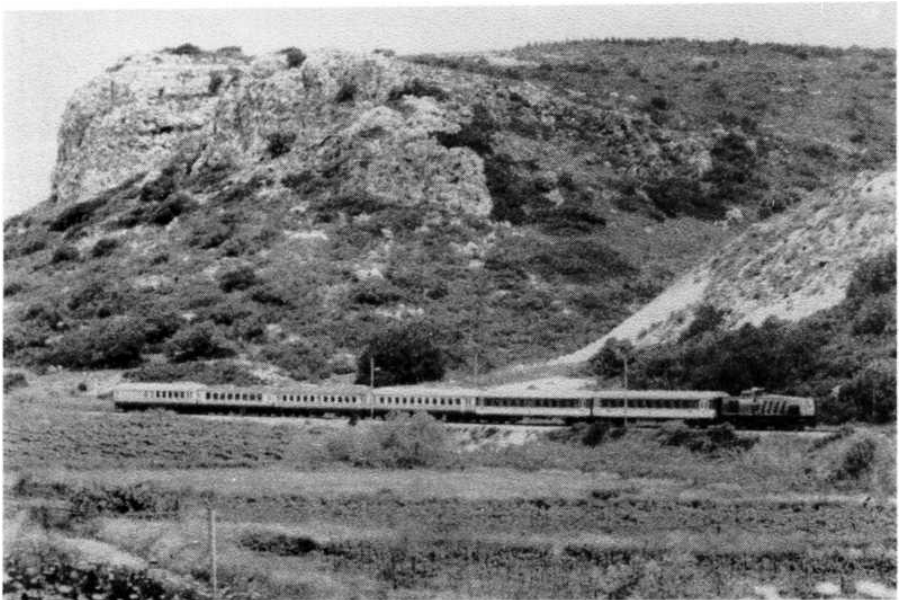
There has been no response about the possibility of producing a series of monographs, but I do have a lot of material that is crying out to be published. Maybe one day. . .

In the meantime - the big news is that plans are emerging for a trip around the Israel Railways system In November 1992, apart from the TEFS repeat trip to the Hedjaz. The centenary will be marked!

Shalom. Rabbi Walter Rothschild.

OFFICIAL RECOGNITION !

I am pleased to announce that "Harakevet" has now been allocated the International serial reference number: ISSN 0964-8763. This will appear on all future Issues, and may be of use to those libraries and archives which already possess sets of back numbers.



15: 4

T44 heads Train 29 from Haifa to Tel Aviv past the southern extremity of the Mount Carmel range between Zikhron Ya'akov and Binyamina on 8th. April 1991

(Paul Cotterell)

News from the Line

15:5

1. New Timetable(s)

The big news this quarter was the introduction of yet another new timetable, this time from 15th. Oct. 1991 "till further notice". That makes three or more in a year - since it didn't last long in any case! One feels that it might be helpful to make timetables valid for a specified period - say, six months or twelve months - for otherwise it is hard to know when the piece of paper you are carrying is no longer applicable. It takes time to get the things printed - often they are not available until some weeks after a new service has started! - and time also to remove them from circulation.

The new timetable was very ambitious - according to some reports I received of timekeeping etc., a bit too ambitious, bearing in mind that the double-tracking of sections of the main line is not yet completed, and the new Danish rolling stock has not yet been delivered. Further modifications were therefore to be expected, and the whole thing seems to have collapsed after two weeks!

Key points were:

(i): The Jerusalem service was reduced to two trains a day again - by removing the midday trip in each direction. This enabled the saving of one set of stock, apparently needed urgently for new services.

(ii): The 'suburban service' to Ramle and Na'an, described in 14:25, has been withdrawn, thus making that article a piece of history already! The sign over Ramle station advertising the 'Rakevet Parvarit' had already been removed before Oct. 11th.

(iii): More positively, the 'suburban service' has been redirected from Lod southwards to Rehovot, with the opening of two new halts - Ramle Maarav (West) and Be'er Ye'akov. (This explains Press reports as to how trains could go from Tel Aviv to Rehovot via Ramle !). A special article from Sybil Ehrlich on the opening of this line appears elsewhere in this issue. Three trains depart Rehovot for Tel Aviv Darom, at 0642, 0730 & 1600; a fourth short working departs Lod at 0606. Trains take 30 minutes, with stops at the above-named halts, Lod, Kfar Habbad. There are four return workings, at 0640, 1510, 1650 and 1800.

(iv): The Haifa - Nahariyya services were recast. On weekdays three trains only worked through from Haifa to Nahariyya; otherwise passengers have been advised to change trains at Haifa Merkaz. Several new halts have been opened: Bustan Ha-Galil is back in business, with four northbound and five southbound trains; Shavei Zion (misspelt "Sahavei Zion" in the printed timetable) likewise; Kishon Halt appears, with two morning northbound and one afternoon southbound working; 8 new halt "Atar Yesef" between Shavei Zion and Bustan Ha-Galil will open once new immigrants have moved into this site, currently still under construction. The timetable declares "Trains will call at Atar Yesef after further notice". Nahariyya Halt reappeared with one southbound and one northbound train. Most intriguing of all, Hof HaCarmel opens from November 1991" (no exact date specified), "on an experimental basis". It must have been a very limited experiment, for only one train was shown to

reach it in the 'morning peak', and northwards there is one morning and one afternoon train only - hardly the way to serve a thriving beach or the southern suburbs of a growing city.

The assumption is that a lot more locomotives were busily running round their coaches at places like Merkaz, Bet Galim and Hof HaCarmel - something that won't be necessary once d.m.u.'s are introduced.

(v). On the main line, the Netanya additional suburban services were reduced to one, with an additional afternoon train terminating at Binyamina. The same applied in reverse.

Conclusions. The new timetable looks very pretty - it is printed in four colours, though will still photocopy well enough for reproduction here. Red is used for "express trains" (six each way Tel Aviv - Haifa Merkaz, taking 55 minutes to Bat Galim), blue for "semi-fast trains" (three northbound and four southbound), black for "all stations" (i.e. the Jerusalem line and five each way Tel Aviv - Haifa, plus some on the Nahariyya line) and green for "suburban trains" - Rehovot services, the 'short workings' on the main line and some of the Nahariyya line trains.

Unfortunately this is not consistent. What is the difference between a suburban train stopping at all stations and an "all-stations" train? Furthermore, some of the trains printed in black on the Nahariyya line don't stop at all stations! The stopping pattern is, indeed, very erratic - hopelessly so for any new traveller, or one who has to rush for a train without being able to check in advance whether it stops at Herzliyya or not, for example. Apart from a few northbound trains which leave "on the hour" (some express, some semi-fast and some all-stations!), there is no attempt at an even-interval departure pattern. It would be so much easier if one knew that trains left at the same number of minutes past each hour, stopped at the same places (it can't make that much difference that a Nahariyya train pauses at Bustan HaGalil, say, and some trains now start only from Haifa Merkaz or even Mizrach!) - in short, it's a bit of a mess from the passenger's point of view. It's good to see new halts opened, but they have to have a decent service if they are to be of any use; since the timetables for the earlier suburban service (introduced in the summer) took several weeks to be printed after trains had been running, and the trains were then withdrawn in the autumn, one can hardly call this a fair trial. With such a simple system of four main services, soon to be unified with the Ayalon link, it's strange that there are hardly two trains in any one day that stop at the same places. The Dutch do this much better.

Additional short workings on the Nahariyya line were introduced from the second day of the new timetable, and the whole thing has apparently been recast again from the 31st. Oct. - but I have as yet no details of what has replaced it. A sad fiasco.

A minor result of the new workings was the rostering of the SAFB bobos 101 and 102 on passenger trains from Haifa to Qiryat Motzkin and back.

2. End of a Unilok.

The Haifa Chemicals plant was swept by fire on 7th. September, the blaze starting about 5 a.m. About \$35 Million worth of damage was caused to one of the production plants. The Unilok shunter (See 13:4: 16) just happened to be outside the Contractor's workshop, adjoining the plant which was destroyed. As a result, the cab and its interior were badly damaged, and it will apparently not be operational again, since repair will be expensive if possible at all. The next step looks likely to be the scrapyards, thus ending the career of an unusual and short-lived shunter.

3. New Signals.

An advert appeared in the Jerusalem Post on 17/10/91 calling for tenders for a new signaling and interlocking system for IR, to UIC specifications and with the design already bearing approval and three years routine operational experience on a major European railway administration.

4. Strike.

The Southern Division went on strike for 24 hours on 10/11 in an effort - probably vain for now - to bring railwayman's pay into line with that for the port workers.

5. Rebuilding.

By mid-October work was going on from Qiryat Motzkin to Tel Baruch on upgrading the railway. This included double-tracking (Motzkin to Haifa and Shefayim to Tel Aviv), building extra platforms (Binyamina, Hadera and Netanya), erecting platform canopies (Hadera) and resignalling etc. Though the works aren't completed yet, the pace is most impressive.

6. T44 Grows Up.

At 0715 on 20/11/91, while heading train 54 (0628 Tel Aviv - Nahariyya) just north of Hadera station. T44 clocked up 250,000 kilometres of running.

Ever the individualist, T44 has recently taken to laying a false trail in its wake at one of the axle-counting devices. These devices are installed at the entrance and exit of each station on the main line, being used to ensure that a train has completely cleared the section. Every time T44 passes Herzliyya (but only in the down direction) the axle-counter fails to clear for the section from Shefayim - the reason for this has yet to be discovered. Fortunately this is no more than a minor nuisance and easily rectified by pressing the appropriate buttons on the signal panel, after making certain that T44 has not left part of its train behind.

7. Failures

There was a spate of loco failures in November, of which the following can be noted in some detail:

During the night of 16-17/11 G12 116 failed completely at Netanya when heading freight 7327. The line pick-up freight was standing at Netanya at the time, having just retrieved some ballast wagons which had been used at Bet Yehoshua for realigning the station track in connection with improvements

being carried out along the main line. The pick-up's loco, 111, was used to drag 116 on to track 3 at Netanya and to shunt its own train out of the way before taking over train 7327. There were delays to following freights, with a knock-on effect in the morning due to the necessity of returning locos to Haifa to work passenger turns. Ex-ESR 127 was sent down to Netanya to haul 116 and the pick-up freight to their destinations. Despite these procedures the passenger services suffered late running because of signalling equipment problems at several locations on 17/11.

In the very early hours of 20/11, 124 broke down (again at Netanya) when double-heading freight 331 with ex-ESR 129. Train 331 weighed some 2,600 tons and required two locos to haul it. The pick-up freight loco - ironically 116 - was quickly called to Netanya from Herzliyya, where it had been shunting some wagons, and triple-headed train 331 on to Lod. The return working (train 306) was nowhere in sight at 07.00, when it should already have been back in Haifa, and some frantic last-minute rearrangements to the loco diagrams were no doubt needed to cover for the non-appearance.

While it is probably impossible to quantify these things, it appears likely that the pressures put on IR equipment and personnel during the short-lived but

disastrous timetable of 15 - 31 October is now manifesting itself in breakdowns which have become increasingly apparent. Loco failures continue to be a cause of grave concern. On 1/12/91 no fewer than five main line locos were out of action awaiting urgent attention. On the same day the Dagon trip working arrived at Haifa Central where the Esslingen 0-6-0DH promptly expired. As luck would have it the Binyamina pilot was on its way to cover for other disabled G12s on passenger workings, and was able to haul the Dagon loco to the depot without much delay. The situation was not eased when 601 was reportedly badly damaged in a collision with another loco at Dimona later that day. The present timetable (i.e. that introduced on 1/11/91) still does not allow enough time for routine maintenance to locos and other equipment.

8. Suicide,

A suicide under the wheels of freight 314 on 26/11/91 caused much delay to trains. 314 was held in section between Hoterim and Hof Carmel for an hour while police and ambulance were summoned. Train 7 (express to Tel Aviv) stood at Bat Galim for 45 minutes, while train 26 was halted at Hoterim for 30 minutes.

9. Floods.

Heavy rains at the end of November and beginning of December added to the above woes. Co-Co 609 derailed at Lod and nearly turned turtle when it tried to splash through floods. The track was undermined in several places throughout the country resulting in further derailments, fortunately without too serious consequences. The torrential rains caused major breakdowns in many parts of the country, and not only on IR. Electricity services, telephones and road traffic were severely disrupted. For IF the first indications of real trouble

were failures in signalling equipment, automatic level crossings etc. along the main line between Haifa and Tel Aviv, resulting in late running. These culminated in unprecedented flooding in several areas throughout the country on 3/12. The Jerusalem line was closed as a consequence. Then, in the evening of 3/12, the River Ayalon burst its banks when a wall of water swept along it, flooding Tel Aviv Central station, the new railway formation through Tel Aviv, and the parallel main roads. All the powered points at Tel Aviv Central were made inoperable, effectively shutting up the shop. The last two passenger trains from Nahariyya/Haifa were diverted to Benei Barak. Shortly afterwards the main line was washed out at kilo 75 near Shefayim. A works train was rapidly formed and sent down from Haifa. Repair work continued throughout the night and the main line was reopened at 0500 in time for the first passenger trains. The Jerusalem line was reopened at 1600 on 4/12. Services were far from normal, however, with late running of anything up to 50 minutes between Tel Aviv and Haifa.

10. It's All An Act 1

A brief review in 'The Jerusalem Report' for Dec. 5th. (p.IV) mentions a Drama Workshop for high-school students with actors and musicians on a Tel Aviv - Jerusalem train, with activities in Jerusalem before the return trip.

11. Oh Dear

Steve Tish has sent me a newspaper cutting of 16/10/91 indicating that the suburban railway lines to Petach Tikvah and Kfar Saba have been cancelled in an effort to save NIS 350 Million from the budget

15:6

DON'T BELIEVE A WORD OF IT!

A warning for future researchers about the innate ignorance of so many newspaper journalists: the 'Jerusalem Post' of Oct. 10th. 1991 included, to its shame, a report on the faster Tel Aviv - Haifa express service due to begin on the 15th., in which it stated that "the number of daily trains will be doubled, from three to six in each direction" (there were 15 each way!), and quoted Ilan Falkov, IR spokesman. to the effect that rail passenger figures were up 16% in the six months to Aug. 31st. compared to the similar period last year; however increased services on the Jerusalem line were still a long way off, as "the narrow gauge train ride takes twice as long as the bus "The Jerusalem line has been standard gauge since 1916. Has anyone from the Jerusalem Post (apart from Sybil Ehrlich) ever used the train since then? Can one trust their political reporting if they can't tell the difference between 1 metre, 1.05 metres and 1,435 metres ?

15:7

REOPENING TO REHOVOT By Sybil Ehrlich

Sybil works for the Jerusalem Post, and is a 'Harakevet' subscriber. On contacting Ilan Falkov she was honoured with an official invitation to the Grand Opening of passenger train services from Tel Aviv Darom to Rehovot, on the line to Gaza, on October 15th. Her eye-witness account follows:

"The Jerusalem Post's intrepid reporter arrived in plenty of time and discovered Rehovot station in party gear, refurbished in dark blue paint, the fashionable colour for stations this year, complete with flags and a spread of light refreshments. A two-coach train was waiting in the station, while the locomotive was parked some 100 yards away in the direction of Tel Aviv.

The first item I discovered was a hand-lettered placard on the history of the station, which I laboriously copied down and translated when I got home. About 200 people were present, including the Minister of Transport, Moshe Katsav, officials of the Ports and Railways Authority, the Mayor of Rehovot and the secretary of the local branch of the Workers' Council. A five-piece brass band, students of the Rehovot Music Conservatory, opened the proceedings with a piece of 17th-century music. After numerous speeches, a quotation from Genesis 26:22-23 ("And he went from thence, and digged another well, and they strove not, and he named it Rehovot", etc.), the reading of the station's history as on the placard, and the singing of 'Hatikvah', the loco, decorated with flags, approached and was coupled onto the coaches. The minister cut the ribbon, and those who fancied a free ride to Tel Aviv boarded the air-conditioned train. We left at 1415, and made stops at Be'er Ya'akov and Ramle Ma'arav, two brand-new stations with green wooden platforms and metal (stainless steel?) shelters, both on the right-hand side going towards Tel Aviv. The train went very slowly as far as Lod, then picked up speed. After stopping at Kfar Habad, where we held up the traffic, we arrived in Tel Aviv at 1452.

I got a lift with some railway officials to Tel Aviv Merkaz station, from where I got a bus back to Jerusalem. I was delighted to see how advanced the Ayalon construction work is, and was told this is the first line to be built as double track from its inception."

Sybil adds an analysis of the Hebrew Press, illustrative of the way the railways are treated:

Yediot Aharonot: A colour picture captioned "Transport Minister Moshe Katsav (in driver's cab). The dedication of the Rehovot - Tel Aviv suburban line took place yesterday. Four trains on the Rehovot - Lod-TA route will run each day". This is placed next to a long article on complaints about the fast trains on the Haifa - TA run. According to the article, all seats on the fast trains are reserved, which necessitates paying an extra NIS 2 for a seat. Soldiers who travel free are also forced to pay the NIS 2. In addition, passengers from Nahariyya wishing to travel on to Tel Aviv have to change at Haifa.

Haaretz: A report of the dedication and the history of the line, very similar to Sybil's article for the 'Jerusalem Post', but no picture. This was, apart from the 'Post', the only full write-up of the ceremony.

Davar: A picture of Katsav cutting the ribbon, and a three-line caption saying that the fare is NIS 2.

Hadashot: a picture of a man in a train conductor's hat standing beside the train, and a four-line caption saying "Train Conductor"; in fact he is the Mayor of Rehovot, Posing

There was unfortunately, no television coverage at all

Two responses have come to the article "Azzib Revisited" (13: 14). John Blyth, the Chairman of the Stephenson Locomotive Society (see 13: 18) writes:

"I was interested to see the track plan of Azzib as it was in 1943: I was there several times in 1946/7, in charge of No. 31 Carriage A Wagon Detachment, R.E. I have no plan myself, but it seems to be substantially right insofar as the standard gauge is concerned; I have no recollection at all of the small piece of 2ft. gauge track around the coal stocks; by that time all was oil-fired and I can't even remember if any coal was still lying around !

What is missing are the premises of 31 Detachment; I think we had two small buildings, one a store (in which a Staff Sergeant hanged himself one night) and a small office for administration as an attachment to it; the other was the workshop itself, which does not seem to be the one shown as '5' as ours had to be rail-connected. There was a short walk between the two and I could not place either on the map now. I hope some other person may be able to do so; both must have been in existence by 1943.

At Azzib there were three detachments: our own for CAW work, one for the R.E. Stores Dept shown, and one for 193 Railway Operating Co. R.E. who ran the H.B.T. Railway. When the French left the Lebanon 193 Co. had to evacuate Beirut and all came to live at Azzib until the end, at the first period under one Capt. Inkster. Until then their work had been done by a small detachment under a solitary officer, and it didn't really need more. Living and messing quarters for Officers and men were in an area quite a distance to the North-West from the yard in the diagram; much living accommodation was in tents.

Transportation Stores were looked after by 198 Tn. Stores Co. RE, who had their headquarters at Suez. I was posted there from Jaffa during the last weeks of my time in the Army, and as I had no experience of stores procedure, which the army made so complex, and was the subject of long courses for those about to be involved, I did little work. There were some interesting bits and pieces of locomotive around their yard (No. 400 TSD), such as the F.M.S.R. 4-6-4T's from the Qena-Safaga line in Upper Egypt, some bits of Chinese locos, at least one like the NB 2-6-0 at Azzib, an ex-Indian metre gauge 0-6-0 built at Ajmer, and eventually they also had the Baldwin 0-4-0ST 70244 and the Andrew Barclay 0-6-0ST 70077 and some others. Both here and at Azzib there were sets of parts to make Sudan Rlys. 4-6-2s.

It was almost unknown for P.R. locomotives to come as far as Azzib, although I did once see a Kitson 2-8-4T there, much to my surprise and just when I had a camera with no film.

Life at Azzib was happy and easy especially when the 193 people were not there in force, but silly things (like the Staff Sergeant), and others such as one of our people who went missing, and another who was the wrong side of the Lebanese border when it closed (he was returned with thanks a couple of days later) did lead to attempts to tighten up and make it look like the Army - I remember the RSM from Jaffa being sent up to 'check on discipline'- we bulled our way around

him, and the most I recall was that he was the only person I ever saw who could walk over the desert and not get his boots dusty...

In 1946, when I was there, things had quietened down considerably; Locomotives were dealt with at Jaffa, and carriages and wagons by 31 Det.; all I can recall is that we had a few wagons on which we outcasts (for so we regarded ourselves) worked gently from around 0700 to 1400 and, I think, for a short evening period as well. It was a bit like a holiday camp, with the sea adjacent. What happened in earlier times I'm not sure, but when I was there, there were few trains on the HBT at all, at least at that part, but the through train from Haifa to Beirut went through more or less dally in either direction and was normally worked by an ROD 04 2-8-0. We were gently working on one of the ex-Iran 8Fs at one period when it was requisitioned to go forward when the 04 was a failure. It was not supposed to be ready even for yard shunting (which was why we were working on it at all) and had had no trial run. It had one - a very short one - round the triangle, and then off to Beirut! The locos normally worked through, which explains the absence of PR locos at Azzib. Really, from the point of view of the modern enthusiast, there was not a great deal of interest in the scanty traffic. I recall we had a Special one day with the G. M. of E.S.R. on board; I went over to have a look and was introduced to him, and he gave me some mangos.

At my time at Azzlb, of course, the 8F's were coming down from Iran over the H.B.T.; they were in dreadful condition. Most were stored in the sidings alongside the main line although I have a picture of about 5 in another place somewhere near the sidings marked 'coal dump'.

I would say Mr. Winzar's photos (see below, Ed.) would date from just a little before my time. The 04 leaving the headland tunnel fits my period; 70219, the Hong Kong 2-6-0, also fits - it had once been at Jaffa, and later the late Ray Tustin I believe saw it at Beirut - he certainly saw the Hudswell-Clarke 2-8-2T WD 1015 (Tourret "War Department Locomotives", p.54) which was always in the loco shed at Azzlb when I was there. I don't recall seeing a USA 2-8-2 at Azzib in steam although there were some lying around, as there were also at Suez. It was amazing to find that some of those seen looking hopeless at these places were later sold to TCDD and went into action on the Ankara suburban services. On the right of the picture of the 2-6-0 seem to be some 8F's which are messy enough to have come back from Iran, so again, possibly around my period or just before. The picture of the coal tubs and Whitcomb diesels is a mystery to me as I do not recollect either being there - I am sure the Whitcombs had been withdrawn from the HBT by the time I arrived.

I left in May/June 1947, first to go to Suez and then home for demob so have no idea how the final clearing up was done. Major W. W. Kirby, G. M. was O. C. at Jaffa at the time I left and I think up to the end. I have an idea that when Jaffa was abandoned (with some expensive stuff, I suppose, for locomotive lifting, not easily removable) they went to Beit Nabala for a time until the final close

down. I never went there at all but it did exist as a stores depot of some kind, from which we could get things like coal and oxygen, and maybe food too, and I think it had already been rail connected

On a separate issue - the PR '60' class CP-class 4-6-0's) were regulars on the Jaffa branch in postwar days. Oddly, in default of a USA 2-B-2, a Baldwin 4-6-0 was the preferred power for the Haifa-Cairo train through to Kantara East rather than a '60' - I wonder if they were so good as they looked, or if, as often happens, the American type was found to be better for a long, slogging job of this kind? It was odd to go out of Cairo Main behind a 4-4-2 which had some task to get going with 14 of heavy stock, no doubt well over 600 tons, from Cairo (was it 1 in 300 rising out of the station?) and at Kantara to find a locomotive with twice the number of coupled wheels. The E.S.R. converted two 4-4-2's to 4-6-0; I understood that this was for working across the Gaza strip from Kantara

[N.B. Ed: These locos must be Nos. 66 and 67, rebuilt in 1934 and 1933 respectively (see Hughes 'M.E. Rlys.' p.21), but so far as is known ESR locos did not work east of the Canal after World War 1 - until, of course, after 1948!]

From R Winzar of Wannanup, Western Australia I have received some photographs of Azzib from the period 1946-8. Unfortunately they have been attacked by silverfish which devoured part of his photo album, but much can still be seen despite this sad blemish. One shows the narrow-gauge tubs on the raised cooling stage; if they were handpowered, it must have been quite a job to push a loaded tub up the wooden trestle. The Hong Kong 2-6-0 is WD 70219.

Rick Tourret's book "W.D. Locomotives" includes the following notes (p.3): (Slightly modified, Ed.):

"In the wartime period, there were two Railway Workshop Squadrons in the MKF (Middle East Forces), No. 199 of Jaffa and No. 169 at Suez. No. 199 had a carriage and wagon detachment (31 Det.) at Azzib, North Palestine, on the HBT. No. 199 was later responsible for maintaining the locomotives at depots at Wadi Sarar, Rafah and El Jiya. No. 169 was similarly responsible for Fort Agrud, Adabiya, Romana and Fayid. The Western Desert line motive power was looked after by the No.3 Mobile Workshops, which were at Similla, near Mersa Matruh. Formerly they were at Azzib when the Whitcomb diesels were operating the HBT line.

The HBT was operated by No. 193 Operating Squadron with HQ at Beirut, a detachment at Azzib, and individuals up and down the line. When the British came out of the Lebanon, No. 193 went to Suez, later to Lydda and finally formed their HQ at Azzib, with detachments working at El Jiya, Rafah, Wadi Sarar (which had previously been operated by the No 155 Indian Operating Squadron), and also of the Palestine Railways depots at Haifa and Lydda.

The Stores situation was rather complex. Latterly there were depots at Suez (400 Transportation Stores Depot), Azzib (401 TSD) and 402 TSD with locomotive spares at Ein Shams

near Cairo). Earlier on there was also 403 TSD at, it is believed, Alexandria and 404 TSD at some unknown location. These were the numbers of the depots. The Squadron running all of them was latterly 198 Transportation Stores Squadron, and previously a different Squadron, but the depots had the same numbers all the time. No.400 TSD was adjacent to No. 169 Railway Workshop Squadron and supplied them, except for locomotive spares. No. 401 TSD supplied No. 199 Rly. Wksp. Sqn. at Jaffa, although some 94 miles away, No.31 Detachment, who were in the same camp, and No. 193 Optg. Sqn. when on the HBT, No. 402 TSD, until they closed, supplied only locomotive spares to all units, not direct but through No. 401 TSD for 199 Rly. Wksps and through No. 400 TSD for No. 169 Rly. Wksps. When No. 402 TSD closed, their stock went mostly to No. 400 TSD although some 8F 2-8-0 parts went straight to No. 401 TSD for No. 199 Rly Wksps. The Palestine Railways also used to obtain parts for their 8F 2-8-0's from No, 401 TSD.

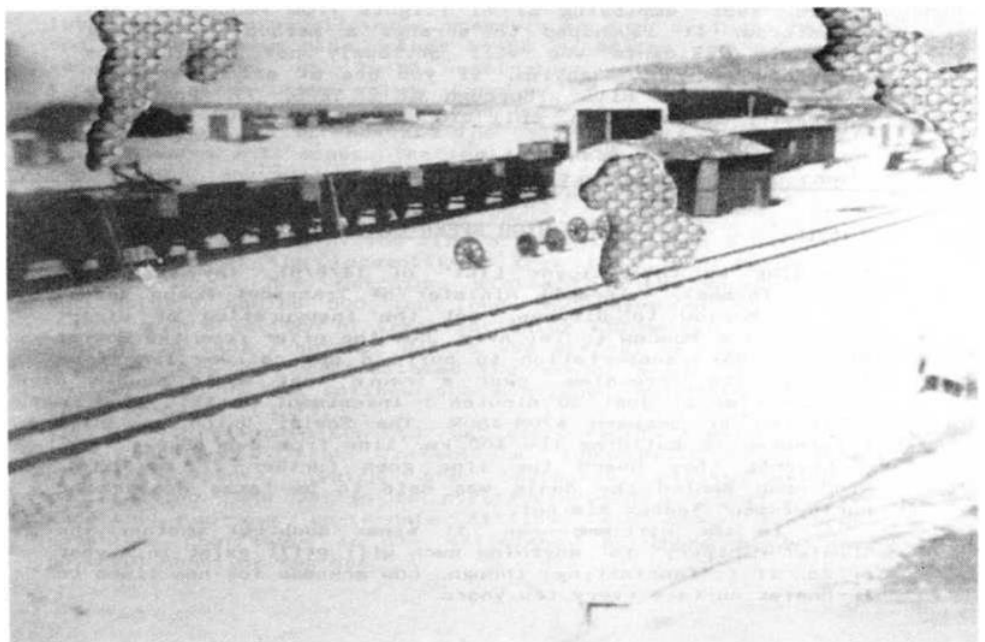
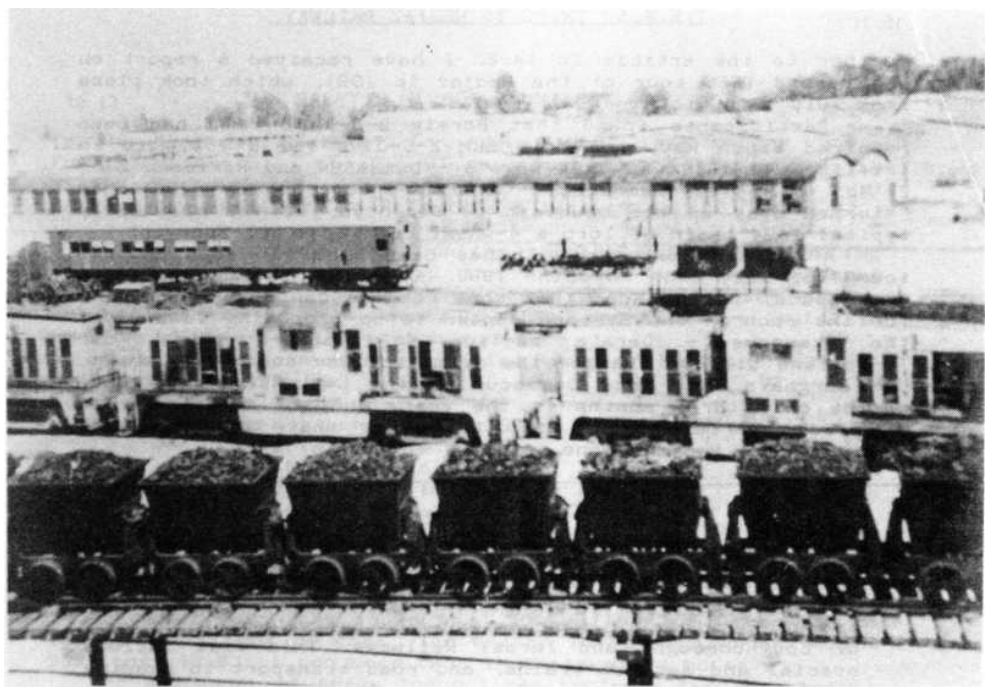
Locomotives in store at Suez were almost all in No. 400 TSD yard; so were the Sudan-type 4-6-2 parts and the FMSR 4-6-4T's ex-Qena-Sofaga Rly. Locomotives at Azzib were generally in the running sheds on PR ground. The PR maintained the HBT track to the frontier at Ras en Nakura, just north of Azzib; the Sudan type 4-6-2's here, however, were again on stores ground, in No. 401 TSD.

The American No.760 RSB Diesel, which was activated for training at Camp Claiborne in June 1942, arrived at Suez in November 1942 to maintain the diesel-electric locomotives which were then in use in Egypt, Libya, Palestine and Syria."

From p. 56: "The 55 Sudan-type 4-6-2's were built by NBL in 1942 to 3'6" gauge for possible use on various African systems. In the end, whilst some were used in the Sudan, the rest remained for the war period in store in unassembled condition, including WD Nos. 72810-4 at Azzib and 72830-4 at Suez. The Azzib locos were transferred to the Sudan Govt. Rly in 1946, the Suez ones in 1947. [N.B. It is intriguing that they were never assembled for use on the Hedjaz system. Ed.]

From p. 55: The six 4-6-4T's were built by NBL (24661-6) for the Federated Malay States Railway in 1941, but diverted to Egypt due to the Japanese invasion of Malaya. Of metre gauge, they were used on a new military railway designed to provide an emergency back-up in case Suez was attacked, but when this was abandoned in 1944 were moved to store in Suez. They were overhauled in Oct./Nov.1945, prior to delivery to Malaya, but this was cancelled and in 1952 they were sold to the Jordan Royal Hashemite Railways as Nos. 140 - 145 (their MEF numbers).

From p. 54: Hudswell Clarke 2-8-2T 1678 was built in 1937 for on oil refinery in Mexico, but not delivered; in 1942 it was given new works plates and sent to Iraq. In late 1943 it was sent to the HBT and used for shunting at Beirut; it was allocated WP No.72200 but retained the MEF No.1015 (its Iraqi number), being so noted at Beirut in August 1946; it was noted stored at Azzib in 1947, and later it was at Suez, being repaired there in Sept. 1951 - March 1952.



Further to the article in 14:8, I have received a report on the second TEFS tour of the Hedjaz in 1991, which took place from July 14th. to 23rd.

Participants found that Borsig 2-8-0 No.162 had been repaired since May, and both SLM 2-6-OT's 751 & 754 were in traffic; No.162 was used Dera'a - Damascus and Hartmann 2-8-2 No. 263 from Damascus - Bosra - Dera'a; No.751 then "stormed away up the mountain to Serghaya, with a splendidly typical 1894 train of loco 8 4-wheel carriages and Fourgon".

After some pressure, it has been agreed to run another tour from July 4th. to 15th. 1992. A 'flyer' is enclosed with this issue, in the hope that some readers can make use of it; for the record, the Syrians appear to be proposing to convert the Damascus - Dera'a section to standard gauge, the Jordanians wish to abandon the dramatic line south from Amman, the Serghaya line from Damascus to the Lebanese border sees trains only three months in the year, and the Bosra line is open for charter trains only. It seems that the "timeless" nature of the Hedjaz scene 16 about to end for ever.

RAILTOUR OF ISRAEL.

Advance Notice for all 'Harakevet' subscribers: To mark the centenary of the Jerusalem line a special 10-day railtour is being organised Jointly by *Harakevet', Israel Travel Services of Manchester, 'To Everywhere for Steam' of Loughborough, and Israel Railways. This will include special and service trains, and road transport to examine relics of closed lines.

At present the intended dates are November 16th - 26th. 1992, employing El Al flights from Manchester and Heathrow. It is hoped to arrange a method of booking Israeli residents who will obviously not require the flights. In the meantime, if you are at all interested, please contact Bill Alborough at TEFS, 77, Frederick Street., Loughborough, LE11 3TL, U.K., Fax. 0509 - 263636, for further details.

NEW HIGH SPEED LINES ?

According to the 'Lloyds List' of 14/8/91, (my thanks to Albert Thomas), Israeli Minister of Transport Moshe Katsav was in Moscow to discuss, not the inauguration of direct flights from Moscow to Tel Aviv, but the offer from the Soviet Ministry of Transportation to build a new railway line from Tel Aviv to Jerusalem, over a route that would enable a journey time of just 30 minutes! Investment on this line is estimated at between \$70M-\$80M. The Soviet Union was also interested in building the 400 km. line from Beer Sheva (sic. haven't they heard the line goes further?) to Eilat. Middleman behind the deals was said to be "arms dealer and businessman" Yaakov Nimrodi.

In the circumstances, it seems doubtful whether the "Soviet Ministry" for anything much will still exist in a year or so. It is fascinating, though, how schemes for new lines to Jerusalem surface every few years.

In the "Railway Gazette" for August 9th.1935, p.233, is a full description of the 0-6-0T shunting locos built by Nasmyth Wilson of Manchester. A diagram of this is published in Paul Cotterell's "Railways of Palestine & Israel" as fig.67, p.62. "The tank engines are for shunting service and have a hauling capacity of 500 tons behind the drawbar, and can traverse curves of 295 ft. radius. They have 8 in. diameter piston valves operated by Walschaerts gearing, and King type metallic packing is used for the piston rods.

Main particulars were: (omitting those in Paul's plan):

Cylinders: 17½ in.

Piston stroke: 24 in.

Boiler heating surface: Firebox 93 sq.ft., Tubes 927 sq.ft.

Total: 1,020 sq.ft.

Grate area : 16.75 sq.ft.

Boiler working pressure : 180 lb. per sq.in.

Boiler internal diameter : 4 ft. 6 in.

Boiler length: 9 ft. 6 in.

: between tubeplates: 9 ft. 10 in.

The loco is 10 ft.6 in. wide over the tanks.

"The capacity of the tanks is 1,500 gallons of water and of the bunker 3 tons of coal. The engine in working order weighs 5316 tons. (N.B.: 1 ton more than in Cotterell's notes).

The equipment of these locomotives includes two Ross safety valves 2½ in. in diameter; two No. 7 British made injectors with Sellers cones; Wakefield Eureka type D hydrostatic lubricator, feeding oil under pressure to each cylinder barrel and to each steam pipe; steam brake on engine and automatic vacuum on train. No. 20/30 combination ejector Dreadnought type with steam brake valve; Everlasting blow off cock, and hand applied sanding at front and back of the wheelbase. The boiler barrel and firebox and the cylinders are clothed with blue asbestos mattresses. The inside firebox and tubes are of copper. The tank plates are of copper-bearing steel and cast-steel axleboxes with gunmetal bearings 8 in. in diameter by 9 in. long are used.

A letter received by the firm of Nasmyth Wilson & Co. Ltd., the builder of the locomotives, from the Chief Mechanical Engineer, Major H. A. Cotching, states that the engines have successfully hauled 500 ton loads exclusive of their own weight over a section of track including 420 metres of 0.7 per cent (1 in 143) gradient. Before the arrival of the shunting engines, this work necessitated the use of a main-line goods engine. Two of the engines are stationed at Haifa and the third at Lydda

Nasmyth Wilson A Co. Ltd. has since received an order for four additional tank locomotives identical with those described above, which are obviously giving general satisfaction. The design is straightforward and workmanlike and the numerous up-to-date fittings and other features doubtless contribute to the efficiency of these handy and powerful shunting engines."

More Insight is given by the Nasmyth Wilson Specification Book for the period. in the archives of the National Railway Museum. York. (Vol.2.1922 onwards: ref. BLD/NW/1).

These locos appear on four of the pre-printed pages, with the following sample entries: (Some spaces were left blank, of course, since the pages were used also for larger tender locos, and I shall include some that duplicate above information).

1935. "LOCO NO. 1607-9. PALESTINE RAILWAY. Gauge 4' 8½"
 Owners' Numbers 40-2. Negative No. 1607, 1607A. Remarks: NEW.
 Working Pressure: 180 lbs. per square inch.
 Cylinders (Outside): Diameter 17½ Inches.
 Stroke 24 Inches.
 WHEELS: Diameter of Coupled wheels: 4 ft. 0 in.
 Wheel base: Rigid : 13 ft. 6 in.
 BOILER: Smallest diameter inside: 4 ft. 6 in.
 Length of Barrel : 9 ft. 6 in.
 FIREBOX Length of Outside: 5 ft. 6 in.
 HEATINGSURFACE. Fire Box 93 square feet.
 Tubes 927 square feet.
 Superheater None
 Total: 1020 square feet.
 Grate Area 16.75 square feet.
 Tank Capacity 1500 gallons.
 Fuel Capacity 135 cubic feet.

DUTY: Load EXCLUSIVE OF ENGINE (starting, at 24 lbs, resistance and 85% M.E.P.)

On a level: 924 tons.
 On an incline of one per cent 453 tons.
 On an incline of two per cent 288 tons.

Mean Tractive Force with mean pressure of 153 lbs. per square inch:
 23428 lbs. 10.45 tons.

Speed: 35.6 miles per hour at Piston Speed of 1,000 feet per minute (= 247 R.P.M.), at 200 R.P.M. 28.8 m.p.h.

Curve: 295 Radius (Gauge 4' 9¼ in). Ratio of Adhesion: 5.

| Weights were: | <u>Empty</u> | <u>In Full Working Order</u> |
|----------------|---------------------|------------------------------|
| Leading wheels | 15 tons 8 cwt 2 qr. | 17 tons 6 cwt 3qr. |
| Middle | 12 tons 8 cwt 0 qr. | 17 tons 10 cwt 0qr. |
| Trailing | 10 tons 7 cwt 2 qr. | 17 tons 10 cwt 0qr. |
| Total: | 38 tons 4 cwt 0 qr. | 52 tons 6 cwt 3qr. |

Weighing Conditions: Water in Boiler: 3 tons, 17 cwt. 3 qr.

Half glass, cold.

Fuel on grate: 4 cwts.

Sand: 4 cwts.

Men: 3 cwts.

Water in tank: 6 tons. 14 cwt. 0 qr.

Fuel in bunker: 60 cwts.

Draughtsman: W.G. McDonald. "

Interestingly, the loco built immediately prior to this order was Jamaica Railways 4-8-2T No. 12, and the order following is for Bengal and North Western Railway 4-6-2's Nos. 426 -433.

The Order for Nos. 1629-30. PR Nos. 47 & 4ft, dated 1936. has identical dimensions. except that under "Remarks" is the note: "Same

as I.1623 but with steel instead of copper tubes." The Firebox is also 5 ft. 10 in. rather than 5 ft. 6in.

The Order for Nos. 1623 - 6 (P. R. Nos. 43 - 46), dated also 1936. is also marked "Same as L 1607 - 9", and that for Nos. 1651 - 2 CP. R. Nos. 49 & 50) is marked "Same as L 1629-39 substantially, q.v. for particulars".

The rest of the sheet is blank, even Mr. McDonald's name being omitted. It is probable that by this time no-one was bothering to fill out, in gentle copperplate, all these engineering details - for this sheet is dated 1938, and these were the last locomotives Nasmyth Wilson ever built.

15:14

STEAM FOR SCRAP. by Paul Cotterell.

A burst bathroom pipe required the expertise of Gershon, the local plumber. When, over a cup of coffee, Gershon discovered that I was into railways he told me that he had spent some months cutting up steam locos for scrap at Qishon Works.

This, he continually insisted, was in 1962. According to Gershon it was the large resulting pieces of scrap metal, rather than complete locomotives, which were then despatched to Qiryat Plada for melting down. Furthermore, Gershon said that some of the scrap was shipped to Italy instead of going to Qiryat Plada. Unfortunately he was unable to be more precise with details.

The above reminiscences appear to contradict information from elsewhere which had previously led me to believe that the last IR steam engines had been cut up at Qiryat Plada in, or about, 1960. Is anyone able to furnish more exact details on this topic?

[Incidentally, on being asked why every last loco was scrapped, Menachem Savidor, the late former General Manager of the period, apparently confessed that it was one of his major regrets, and that the financial situation of the railways at the time had been so dire that every last bit of scrap value was necessary. Ed.1

15:15

A WARTIME TRIP.

In 14:14 the timetables of Trains 751/2 Cairo-Haifa were given in full. Theo Pelz travelled on these trains on leave from Ismailia to Haifa on 28/7/45, writing:

"I boarded the train only at Ismailia, since I could get no seat reservation from the R.T.O. at Cairo Main, having only arrived that morning from Wadi Haifa. The return trip to Cairo took place on 12-13/8/45. For O.R.s (Other Ranks: Ed) this was a long and fatiguing Journey, interrupted at Kantara East for a meal and money change. The money changer was an old Jew in oriental garb, sitting in a small hut. Motive power in Palestine was invariably on American 2-8-2."

The firm of Metropolitan Cammell. of Birmingham, England, is well known in the railway rolling-stock world, and several coaches were built by this firm for Palestine Railways in the 1920s. An attempt to look into their archives revealed the following information, courtesy of Mr. Ken Willis, "the nearest they have to an archivist"

The Metropolitan Railway Carriage and Wagon Co. was founded in Birmingham in 1845, making it very early indeed! It was taken over by Vickers in 1919.

The Midland R.C. & W. Co was taken over by Cammell - Laird in 1919. and in 1929 the two merged to form Metropolitan- Cammell, with a 50% stake taken by each company. In 1969 Cammell-Laird bought out Vickers' 50%. and in 1970 the company was reformed into the "Laird Group". In 1988/9 the Laird Group pul led out of engineering, as part of the recession in shipbuilding, and the firm was taken over by GEC.

At one point the firm was known as "Metro-CiarmieI l-Weymari"; the Weymari segment, dealt wi tti construction of buses and taxis, and has since been sol d off.

During the years many. indeed most, archives have been destroyed However, Mr Wi I I i s deposited the Drawings i ri the Reference Section (7th. Floor) of Birmingham Public Library, Cf lambe r I a i ri Squire. Birmingham B3 3HQ. (021-235-4219). There they have been microfilmed. under the care of Mr. Nicholas Kinasley. the Principal Archivist. Only about 1/3 have so far been tabulated. but there are catalogues of all the drawings, and prints can be obtained £ 88p. There is also a catalogue of B volumes of photographs. (Ed).

Following from 12:17 and 13:7:

From Hugh Hughes comes a note, pointing out that the Indian Locomotive Standards Committee in 1924 recommended that the Ideal superheater area for a locomotive wa6 the Grate Area multiplied by 12; In the P Class this formula would have given a figure of 348 sq. ft., whereas the actual superheater area was 350 sq.ft. - close to the ideal! It must be borne in mind. However, that a comparatively large grate area was envisaged for India owing to the use of inferior-quality coal.

In the National Railway Museum, York, 16 the North brltlsh Loco Order Book No. I, 1903 - 1961, from which the following can be learned:

Order No. L 889 was placed at the NBL Hyde Park Works for six locos, dated 8/11/34, with notes:. "Contract No. W. 4199/1; Progressive Nos. 24219 - 24. Rly. Nos. 60 - 65. 4' 8½" Outside cylinders 28½" dia. 28 stroke. coupled wheels 5'6¾"; 4-6-0. Tender 4-4. Drawing Nos. 1.285/ Z 6245. Superheater Co. New. NBL design. "

On Page 95 of "NBL Order Book No. 4" are further details: "Design No. 5 (for Sketch) 1892X & to Crown Agents Specification. Delivery Date: 8/7/35." As can be seen from the photo on p12 of issue 13, all the locos and tenders seem to have been completed and delivered at the same time

I don't know about you, but if I come across an interesting tid-bit of information I'm likely to scribble it down on a piece of scrap paper and then file it away in my back pocket or in the recesses of a drawer. Not the best of retrieval systems. Sometimes these odds-and-ends survive the laundry, eventually to see the light of day. The following did so - others may yet resurface.

a) According to a memo from the Chief Accountant's Office dated 28 June 1948, LMS 2-8-0 70515 was derailed by the British Army at Qishon on 17 May 1948. (And I'd always understood that the British had departed three days before this purported derailment!)

b) Another memo from the same source, dated 1 July 1948, states that 4-6-4T 14 had been returned to traffic on 9 June 1948 "following repairs to front buffer plate and broken brackets". (This sounds more kosher, but what was the Chief Accountant's Office doing writing memos in English six weeks after the British withdrawal?)

c) A snapshot of Baldwin 4-6-0 891, which I have no doubt was taken in 1948, shows this loco having the words מדינת ישראל (Medinat Israel - State of Israel) painted on the tender. This is thought to have been a unique occurrence and I have the feeling that this style of name was quickly removed in favour of the "Rakevet Israel" roundel on the "cabsides.

d) Another small photo in the Haifa Railway Museum shows LMS 2-8-0 70513 being painted with the initials "Resh Yud" (for "Rakevet Israel") above the cabside running number. Again I'm pretty certain that this was an early experimental style, and almost immediately superceded by the roundel.

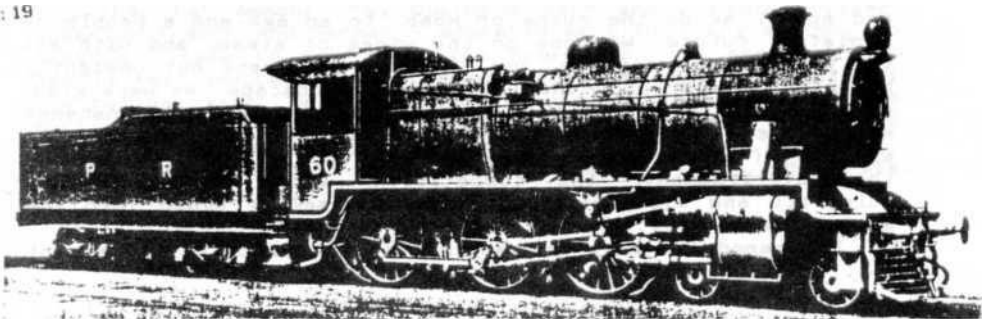
e) A couple of people have told me that one of the USA 0-6-0T's was used as a stationary boiler in Haifa port for a time in the late 1950's before being sent for scrapping. Precisely which engine was involved remains unknown,

f) I have often wondered which of the LMS 2-8-0's blew up near Moshav Habonim about 1953. 70412 has been suggested but confirmation is lacking.

g) Israel Railways used to produce an in-house magazine called "Harakevton". According to the issue of 31 August 1970 Haifa-Kantara trains in the early days of Palestine Railways changed engines at Rafiah where there was a small shed/workshop equipped to deal with emergency repairs.

h) Each year, around Rosh Hashanah, Israel Railways produces a calendar. That for 1985-86 featured a shot of GM Co-Co 610 near Bar Giyorra on the Jerusalem line. This seems to have been a special train for photographic purposes and, so far as is known, was the only occasion one of these "Jumbos" has ventured up the Jerusalem line.

15:19



This Victorian travelogue has come my way courtesy of Michael Schwartz of Redhill. It was written by A. Goodrich-Freer, and published by Methuen in 1905. The following extracts refer to railway encounters; most are pretty naive, but the insight is a valuable one nonetheless:

p. 72-4. ["At Mshatta".]

"It was with ever-increasing eagerness of expectation that we hastened on, after asking our way from some railway workmen - Europeans - who were living in tents among the ruins, and who spoke a polyglot of Arabic, French, and Italian. Within a few minutes we crossed the line upon which they were engaged, intended - strange anachronism! - to connect Damascus with Mecca, an undertaking for which the Turkish Government deserves the credit of immense perseverance under very difficult conditions. It may be mentioned, in passing, as also to their credit, that they are now rapidly carrying out the line from Haifa northwards, undertaken some years ago by the English, and which - after the whole district had been surveyed, the line planned by the skill of Dr. Schumacher, the German-American Vice-Consul at Haifa, and the work, in the hands of an English engineer and English foreman, had made some progress - was mysteriously abandoned, to the serious loss of many of the employés.

It is of this railway that Professor George Adam Smith prognosticated so hopefully, as being the most important material innovation from the West. "...Not only will it open up the most fertile parts of the country, and bring back European civilisation to where it was once supreme - on the east of the Jordan - but, if ever European arms return to the country - as in a contest for Egypt or for the Holy Places when may they not return? - this railway, running from the coast across the central battlefield of Palestine, will be of immense strategic value." (Hist. Geog. of the Holy Land, p. 20).

At the point where we cross the line the rails are not yet in place, but the iron monster will soon be here - fit symbol of an age which mocks the time that is, but creates few monuments which shall defy the time that shall be: which enables the curious to gaze at the wonders of the past, but leaves him no leisure to initiate what may survive our race, and speak, as do the ruins of Moab, to an age and a people of a distant future. We come on the wings of steam, and with all the miracles of science, but we leave no trace but unsightly heaps and a scar upon the face of the landscape. We were glad, some of us, when we had reached and crossed the unshamed anachronism, and, forgetting the noise that would break the silence of the plain, the smoke that would soil its purity, the advertisement, the competition, with their attendant vulgarity and vice, we could throw ourselves again into the arms of Nature

It seemed far more in keeping with our mood of the moment when, on hour or so later, we crossed the *Haj* (pilgrim) road from Damascus to Mecca; the road, or rather aggregation of paths, some hundreds of parallel tracks, dispersed over a width of 1000 yards, alternately

dividing and amalgamating, over which, for some twelve hundred years, the followers of the Prophet have passed to the visible centre and cradle of their faith. It is possible that the sons of Isaac may have trodden this very path on their way from the desert to the land of promise, for here there can be little variation in roadways, as they are determined not by mountain passes or choice of gradient, but by the presence of water

p. 88 "..... it was our privilege to remain for some nights within the palace walls, where, amid kind and hospitable friends, and in comfortable tents, bearing the familiar initials T.I.W. (Thames Iron Works), relics of the abandoned English railway, we found leisure to rest and dream. ..."

p. 98f: "[Not far from Mshatta, and near Amman;]... Suddenly we were startled by a sound so unwonted, yet so strangely familiar, that we could hardly believe in its reality - the shriek of the railway whistle! We were again nearing the Haj railway, at a point where it is actually in use, for 300 kilometres, out of the 2000 projected, are already complete. A little farther and we came across quite a village of the tents of the workmen, the engineers and foremen being mainly German, the Turkish flag was floating, and Turkish soldiers were in charge, for the protection of the undertaking, which seems to be regarded by the Bedu rather with a sad apprehension than with active opposition. Dr. Schumacher relates that, when surveying for the English upon the line afterwards abandoned, he discussed the matter with the friendly shech of the 'Anazeh - a superior tribe, said to number 300, 000 - who is the official protector of the Haj road. Shech Muhammed realised that the presence of the iron monster must rob him of much grazing ground; but he resigned himself, in Moslem fashion, to the inevitable.

"I see well that with the great iron road we cannot remain long in the Haurân; but we know that this country is not for ever to be ours, for we have heard how the descendants of those whose bones lie under the ruins of this land are to come back, and rebuild once more its cities, even as they were in the times of our forefathers"; adding, after a pause: "But we will retire to the 'Ajlûn [the district further north], where there is place yet enough for our tribe."

p. 108. [At Amman]. "By-and-by a very smart young officer, speaking French and German - educated at a military academy in Austria - came to call upon the Professor, and again we all had coffee. He came as a representative of the officials of the railway line. We were interested in the fact that, unlike most Arabs of our acquaintance, he did not smoke, and said that he came of a family of non-smokers.

His visit finished, we went off to see the ruins, which lie on hills on either side of a stream, which we crossed on stepping-stones, though it is said to be not fordable, even on horseback, in the winter. Burckhardt, who was here in 1810, speaks of the elaborate arrangements made for the benefit of this water-supply, a rare natural gift in the

Belka. Not only the banks, but the bed of the river was paved, in the manner we had seen ourselves at Ba'albek and elsewhere; and the water was full of fish, probably the chub, which still exist here, and in the Jabbok and Arnon, though ignored by the Arabs, who do not care for fish, and who when they do kill them, with a view of selling them to Europeans, pursue the wasteful and unsportsmanlike manner of a discharge of gunpowder!

p.210-212. [Near Samaria.] "Even Jerash, more perfect in its remains, impressed us less than Sebaste, so unique as to beauty and dignity of position. [During preparations for lunch, one of the party was], "sitting in the midst of a group of shechs - young men, women and children hovering in the background. With their usual absorbent interest in politics - the greater for the rarity of its gratification - they had assembled to hear the latest news, and had worked backwards from the new railway and the troubles in Macedonia - which had called into service Arab soldiery from all parts of Palestine, and had been the excuse for special taxation - to the Boer War, the Armenian question, and the visit to Palestine of the German Emperor, - the great epoch of the modern history of Syria - the occasion of new buildings,, new roads, new uniforms, new trade, and a general cleaning-up along the line of route, with which only the orders issued during the cholera scare of 1903 could in any degree be compared."

p.229. (En route to Taanak and Megiddo.) "Our party had been reinforced by the addition of a practical excavator, whose presence was specially valuable to us, not only for his knowledge of the country, but because he had done active work on both of the Tells we were about to visit. We commonly called him "The Italian", although he spoke Italian, German, French and Arabic with equal facility, and, having been associated with the abandoned English railway, was even capable of falling back upon English."

p. 236f. ["Tell-el-Mutesellim"]: "Excavation at Tell-el-Mutesellim has revealed a strongly-fortified city of obvious importance, which seems to fulfil all required conditions [to be Megiddo]. Conder, however, identifies Megiddo with a distant town near the Jordan, far from Taanak, the Kishon, and the great plain, which there was no particular reason for fortifying, but which is called Mujedda, which sounds rather like Megiddo.

We reached Lejjun in bright sunshine about an hour after leaving Taanak. and Tell-el-Mutesellim rises somewhat abruptly beyond. On an intervening hill, separated from the Tell by a narrow valley, stands a row of corrugated-iron huts, neatly lined with wood, surmounted by the German flag, and bearing the familiar legend "Thames Iron Works", another reminder that the abandoned English railway, making such rapid progress but a few miles away, must henceforth be put to the credit of Turkish finance and German perseverance.

One large hut served as reception-room, and later as bedroom for the ladies, a second as storeroom and bedroom for the men, and a third was divided into stable, kitchen, and sleeping-place for the servants. A drawing-room was arranged for us in the open air, where deck chairs were placed so as to be sheltered by huts on both sides, with a glorious view over the Tell beyond to Carmel, Tabor, and the mountains of Gilboa, while the fertile plain stretched like a great sea all around.... ."

pp. 245f. ["Haifa and Carmel"; at the River Kishon.] "A few minutes later we came to a couple of bridges, one for the railway and one for the road, and from that point we were more or less in sight of the railway all the time. Some of the horses made a great fuss about the passing of a train, for, although the line is not yet formally open for passenger traffic, a train runs every day in each direction for the convenience of the engineers. Just at sunset, after about eight hours of travelling, we came in view of the lights of Haifa, twinkling along the shore, with only the palms and minarets to dispel the illusion that it might be Brighton or Hastings. . . .

This is the one spot on all the Syrian coast remotely resembling a harbour; elsewhere are only ledges for sea birds, rocks inviting to wreckage, and Nile sand brought up by the currents flowing north. The Phoenicians, of whom alone among all the inhabitants of Syria we can think as a seafaring people, traded from further north For many months in the year the inhabitants of Judea can count on letters only "if they can land at Jaffa", and constantly, even when mail-bags can be tossed into the small boats, which alone can come ashore, passengers are carried past, northward to Beirut, or south to Egypt, to make a fresh attempt, often two or three times repeated; and every year has its record of drowning and disaster."

pp. 248-250. . . ."Haifa is practically a German town so far as its trade, agriculture, and property ore concerned. Even the Russian, American and, till lately, the English consuls are Germans, and most officials, of whatever nationality, reside in the colony. The hotels, shops and banks are German. The Roman Catholic hospital and hospice are in the hands of a German sisterhood; the sanatorium on Mount Carmel, with its luxurious accommodation and extensive grounds, *rendezvous* of English missionaries, is conducted by Germans. Out of 12,000 inhabitants, half are moslems, sixteen hundred Jews, and about a thousand Greek, Orthodox and Latins. Of the six hundred Europeans, five hundred are Germans; the rest of the population is mainly Maronite and Greek Catholic.

Plain living and high thinking are, of course, the ideal of life, but there is a joy in unpacking, in a hot bath, in a white table cloth. Our companions at table were mainly German engineers and contractors, at work on the new railway. We regretted that we were too late to see the opening ceremony of a few days before, which seems to have presented some interesting features, and was certainly a triumph for the Turkish Government. In spite of its execution having been German - for even when in English hands its surveyor was Dr. Schumacher, the German-American Vice-Consul - the Moslem ownership of the railway has not been lost sight of, and it is an interesting anomaly that its inauguration was accompanied by the sacrifice of several sheep. Their throats were cut, the blood poured upon the soil, and the flesh roasted and given to the poor. This is done "for a blessing". How far this savage ceremony is a perpetuation of the Old Testament idea of propitiating the Deity, how far it is done to avert the attention of the *jinn*, it is impossible to say. Similar ceremonies are performed, both by Moslems and Christians, at the initiation of any undertaking, from the opening of public works to the building of a dwelling-house, the anointing with blood being a necessary element."

pp. 307f. ["Tiberias and Beisan."] "We lunched at Jisr el Mujamia, where a temporary village of tents and wooden huts had been erected for those employed on the new railway - engineers, fellahin, workmen and soldiers. The River Jordan, which we had been following almost ever since we left the Lake of Tiberias, here divided into several parallel streams, leaving a number of islands, now grown over with bushes and herbage, but probably covered when the river is full. A quaint stone bridge, with very acute arches, leading to a village, lent human interest to the scene; and on the hills beyond we were shown the site of the town of Gadara, just south of the Yarmuk, one of the principal tributaries of the Jordan..... We were constantly brought face to face with anomalies and anachronisms; but it us, nevertheless, a shock to one's preconceived ideas to turn from the busy scene in the immediate foreground - the skilful engineering of the new railway - to cross, in imagination, the Roman bridge, to pass the poor fellahin village, type, with its contrasting railway, of the civilisation of today

15:21

ONE MAN AND HIS DOG.

In the new timetable (i.e. of March 1991) one train in each direction now stopped daily at Kfar Vitkin. Your intrepid editor has travelled on both of these - the 0550 from Haifa, which called at Kfar Vitkin at 0645, and the 1634 from Tel Aviv, which called at 1706. Kfar Vitkin station lies in the sand-dune-and-scrub country north of Netanya, and comprises a small station building and two loops from the main line: there is no platform.

On 7/5/91 nine people climbed aboard the southbound train. Clearly, regular commuters to Tel Aviv, where the train arrived at 0721. On 8/5/91, when the 1634 pulled in, only one woman alighted.

What happened to the others ? Do they fall through a hole in the fabric of the universe? The conductor, Eli, when questioned, could only guess that they "tremped" (i.e. hitch-hiked) home every evening.

As it was, the crowd waiting at the station to meet the homebound rush consisted of only one man - and his dog

This article first appeared in "Joint Line" No. 36, Winter 1981/2, pp. 30/31; this is the magazine of the Midland and Great Northern Joint Railway Preservation Society.

"During World War 2 I was with the RAF in Alexandria, and in January 1944 I was transferred to Havana, about 50 miles west of Baghdad, said by some to have been the most luxurious concentration camp in the world! Travelling to Cairo by Pullman was like the "Golden Arrow", and watching the lush green scenery of the delta pass quickly by I thought what a contrast to the Western Desert. The journey took about three hours. How I regret I was not a steam buff in those days!

Next afternoon the troop train left Cairo Main for Haifa at 14.15 hours. I had been given the nominal title of "Officer in Charge" but all the work was done by the Sergeant Major and his crew. The appointment did however entitle me to a compartment to myself. This was at the front of a coach, and had an upholstered bench seat on one side and a folding table on the other. The Sergeant Major gave me a key and advised me never to leave the door unlocked.

Our first stop was Ismail where the platform was crowded with cheery young Egyptians trying to sell the troops "English bananas, good for the stomach!" or yesterday's newspaper. We crossed the Suez Canal by the swing bridge and arrived at Kantara East at 18.30 hours where a reasonable meal was obtained in the NAAFI.

We reached Lydda at 06.00 hours the next morning where we had a cup of tea and a sandwich, but it was 10.00 hours before we got to Haifa and it had started to rain very heavily. We were told the Damascus train left in forty-five minutes and this did not give much time to transfer baggage, have a snack in the NAAFI and a wash. It did not help when I cut myself shaving!

With a scramble we climbed into a very ancient composite coach of Syrian Railways and soon discovered the roof leaked and the window was broken, but the other compartments seemed no better. Apart from ourselves the only personnel on the train were some Indian troops in a freight wagon and adding a bit of style was a Directors' Coach. After a loud and long screaming of the whistle we left Haifa at 11.15 hours.

It was still raining heavily when we came to our next stop, Samekh or Tsemah at the southern end of the Sea of Galilee. The guard said there would be time to get coffee so we walked along the main street soon finding a cafe where we had some enjoyable Turkish coffee listening to the blare of Arab music from the radio.

On board again we soon started climbing the foothills of the Anti-Lebanon. Travelling up a gorge a steep slope below us on our right and the mountainside close to our left the train entered a tunnel and stopped with a sudden violent jerk. There we sat in the dark for about ten minutes and then slowly backed out. A figure, it turned out to be the engine driver come running along the side of the track with a field telephone. Then he stopped, bent down and connected it to a wire on the trackside, and after much high pitched talking and waving of arms his message got through.

We walked towards the rear of the train to see if we could get any information from the inhabitants of the Directors' Coach, where we noticed smoke coming from the kitchen end and an Egyptian servant looking out. We met the passengers walking towards us. British Railway officials, who told us the driver had luckily seen a blockage on the line, probably put there by saboteurs, and we could have had a bad accident. It was still raining heavily and we walked back to our carriage. After about three hours the rescue party came and the boulders were removed and we were on our way.

We arrived at Deraa, the Syrian border post at 21.00 hours and were given a most welcome meal of hot stew, bread and tea by the British Army corporal in charge of Movements. He seemed very happy in this isolated spot and kindly suggested he book us accommodation in Damascus. At Deraa the Directors' coach was uncoupled. I think it went on the Hijaz Railway to Amman.

Our journey on the sector from Deraa to Damascus was the most uncomfortable of all. We were cold and wet through the leaking roof and broken window and there were no lights and it was not helped by the local train crew coming in every half hour or so banging on the door and flashing torches in our faces. There was quite a crowd of them so we could not do much about it. In any case we were rather tired.

At 03.30 hours the next morning we arrived at Damascus almost too stiff to get out of the carriage. Here our luck changed however. We found a willing porter with a hand cart who piled our luggage on it and knew where the Officers Club was. So our spirits rose as we left the station. The rain had stopped, and it was a clear moonlight night with snow on the ground and the white buildings had a magical look with snow covered mountains as a backdrop. A short walk brought us to the Club where (surprise, surprise!) we were expected. The building was well heated by woodburning stoves and most comfortable, and it was not long before we were in bed.

The rest of the journey to Iraq was made a few days later, traveling across the desert via Rutba fort, in a luxury coach run by the famous New Zealand Nairn Brothers."

15:23

SAFB Bo-Bo's THE EMPTY HOOD

In 14:29 I remarked on the empty "small hood" on the SAFB bo-bos 101-103. Theo Pelz of Haifa considers that this probably contained originally the vacuum-brake equipment, used on IR until about 1960 when the changeover to air-braking was completed. Does anyone know more on this, or indeed on the changeover in braking methods?

Incidentally, on 22/10/91 101 was used for the first time in a long while on a passenger train - two coaches on the Nahariyya line. It is easily recognisable from a distance as having a 'hunch back' - it is, after all almost 40 years old now and quite historic.

15: 24

DIRECTOR OF RAILWAY TRANSPORT. E.E.F. by Hugh Hughes.

[These notes, made from the relevant war diaries, give some interesting sidelights on the construction and operation of the military railways in Sinai and Palestine during 1915-18]

1915

- Nov 25. Orders from GOC in C Egypt to lay light railways East of Suez Canal from the various bri'dges to the second line of trenches. To be ready by 15 Jan 1916.
The only available light material is War Office type 2ft6in gauge railway & rolling stock at Alexandria, sent out for use at Gallipoli.
- Dec 9. "It was decided that the War Office pattern 2'6" gauge line was to be laid and worked by the Railway Administration and that these various light lines were to be laid as far as the second line of trenches. The 2 foot gauge Decauxville[sic] lines were to be laid and worked by the Public Works Department and to go out to the first line of trenches."
21. Line from Port Said east along the sand spit to Mohamedieh (near Romani), 2ft6in gauge, asked for. Decided to do it with R.E.Companies. (Other light lines east of the Canal were by contractors.)

1916

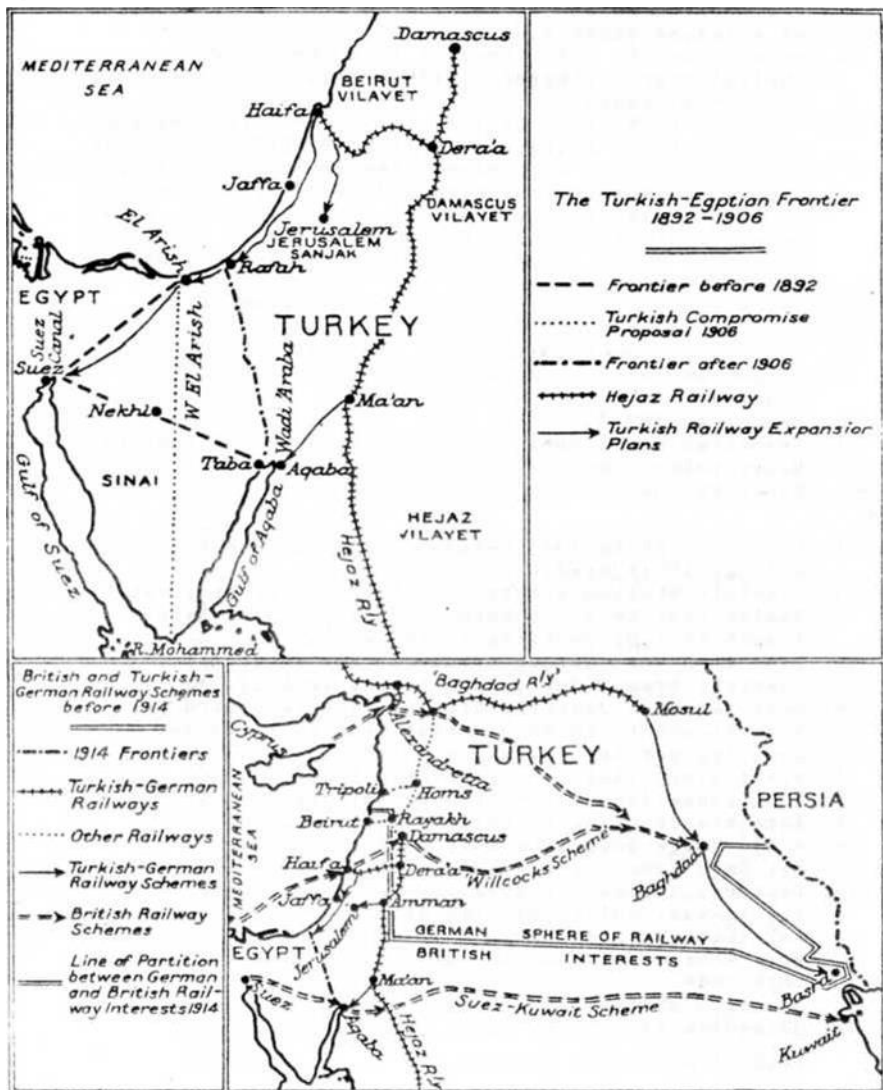
- Jan 10. State of lines east of Canal:-
- | | <u>Bank</u> (Km) | <u>Track</u> |
|---------------------|------------------|--------------|
| Ballah | 3½ | 3 |
| Ferdan | 2¼ | 2 |
| Ismailia Ferry Post | 2 | 1½ |
| Serapeum | 3.7 | 0.7 |
| Shallufa | 1.5 | 1.1 |
| Kubri | 3.5 | 3.0 |
| Shatt | A.5 | 3. |
17. Light lines:- Track now Ballah 5, Ferdan A, Shallufa and Kubri now finished.
31. Light line east from Port Said along coast begun.
- Feb 12. Inspected new line east from Port Said along coast evidently liable to damage by sea.
- Mar 8. "PETROL Locomotives on 2'6" lines east of canal very troublesome, especially gears."
- Apr 15. 3 petrol engines for Kantara-Romani A'82" line sent to Boulac for overhaul.
29. Kantara-Romani line: railhead Km 32.5.
- May 19. Kantara-Romani: railhead Km 41.
Mohamedieh branch ordered.
28. Discussions re bridge over Canal at Kantara. Canal Company not in favour - they ask for a tunnel, but this is out of the question at present. Compromised on a ferry for locos to avoid construction of large shops on east bank at Kantara.
- Jun 6. ESR Divisional Engineer ordered to erect an engine shed at Kantara East for Romani line.
20. Mohamedieh siding completed.
- Jul 1. Romani line: railhead Km A2.5.
5. Went to Shallufa & Kubri to inspect Decauville - the engines were worn out.
6. Advised scrapping Decauville from Quarantine Post to Ain Musa and extending 2'6" line which already goes from Shatt to Quarantine Post.
7. Petrol locos on 2'6" lines are better but still give trouble

Jul 21. E.in C. is to transport water pipes as far as Romani on his metre gauge; we will take them on 4'8" gauge line from Romani onwards.
 28. "K.O. wire offering two different types locos; chose 'Adams' type."
 Aug 6. Egyptian Army to raise 1200 Reservists from Railway Battalion & Works Department men for work on the line east of Romani. Senior Egyptian officer to command - and proportion of Egyptian officers to look after the men.
 30. Inspected engine ferry at Kantara - slow working, & only intended for engines or wagons needing heavy repairs.
 Sep 14. SS KURMARK arrived with 6 LSW locos for El Arish line
 24. SS EGORI arrived Alexandria with 12 Great Central Ry Brake Vans.
 Oct 4. Arish line reached Bir el Abd.
 10. SS CAMERONIAN arrived with 6 LSW engines.
 12. DQMG asked me to take over the metre gauge line from Kantara to Dueidar & Romani laid by E.in C.
 Nov 7. Arish line: railhead Km 101. (Km 119 on Nov 28.)
 Dec 31. Arish line: Track Km 144.8; Bank Km 149.7.
1917
 Jan 9. Arish station begun (Km 155).
 18. Estimates for taking over metre gauge line Kantara-Gilban-Romani
 Feb 17. Line reached Km 172.41, El Burj station.
 26. Line reached Km 187.2, Sheikh Zoweid station.
 Mar 11. Line reached Km 202. Rafa station commenced.
 27. Track Km 213.8. Khan Yunus station in hand.
 Apr 2. Track Km 220.4. Deir el Belah station begun.
 8. Work on siding to sea shore
 18. Diversion for Wadi el Selka bridge put in
 22. Work on deviations to improve gradients begun - near Rafa and Sheikh Zoweid
 May 4. Decided to lay branch line to Shellal.
 14. Shellal branch: Km 10.62; Rasum station begun
 18. Shellal branch: Km 16.7; Sheikh Nuram station started.
 27. Work on extra crossing stations put in hand.
 Jun 11. Began pulling up old line (Rafa diversion).
 Jul 4. Bridge over Wadi at Shellal finished
 11. Shellal branch to Imara (Km 30.7).
 22. Bridge over Wadi el Arish finished; track joined up.
 27. One Construction Company sent to Kantara for doubling the line.
 31. Ordered to pull up Imara station & 2 miles west of it.
 Aug 3. Work on new marshalling yards at Kantara.
 8. Work on pulling up end of Shellal branch completed.
 9. New siding for Flying Corps on Shellal branch.
 31. Began to pull up metre gauge line from Kantara.
 Sep 1. Work on extension beyond Belah to Km 227. Asked by DQMG to lay 2'6" gauge line from Belah round to the artillery positions for heavy ammunition, etc.
 21. W0 wired suggesting 60cm material instead of 2'6" gauge in forward area.
 Oct 21. Doubling: Track Km 114.
 22. Doubling opened to Mazar station. All parties taken off doubling and sent to Shellal branch for extension
 28
 Oct 24. DQMG asks for 2'6" lines south of lsmailia to be pulled up to provide track for the advance.

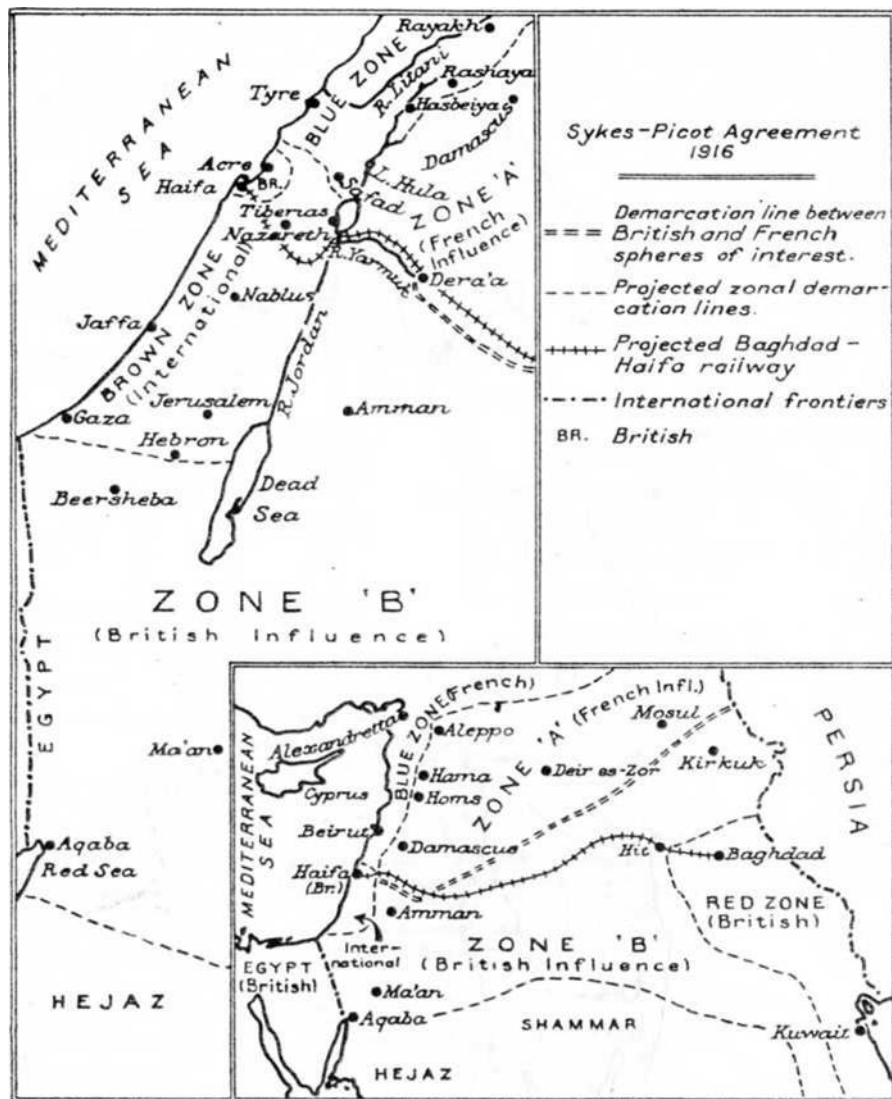
- "Diversion and sham extension at BELAH started."
25. Went to Shallufa to arrange removal of 2'6" lines.
 27. Shellal: Track Km 38.8
 29. Shellal: Karm station finished; men sent back to doubling.
- Nov 7. Doubling: Track Km 135.4.
 Shellal branch to be extended again.
 10. Belah branch to be extended.
 13. Decided to use Turkish line from Beit el Hanun as a temporary measure and make further recce re location of standard gauge line.
 14. Belah line: Km 234. Shellal line: Km 45. Work on Shellal branch stopped - all to Belah for extension to Beit el Hanun.
 17. "Motored to Turkish railway. Inspected line and some rolling stock, bridges at DEIR EL SINEID. Track 45 lb rail. Gauge kept by 5 steel sleepers per rail length, rest wood without fastenings. Ordered up engines for it from Alexandria (prize) and Luxor (E.S.R.). Water arrangements damaged. 3 wagons blown up by Turks. Otherwise rough line but serviceable. Rough stone ballast. Bridges useless."
 21. Track Km 242 - and earthwork in Gaza station.
 24. Beit Hanun station in hand.
 25. Track: Deir Seneid station. (Km 254 on Nov 30.)
- Dec 5. Inspected Turkish railway Deir Seneid to Junction Station.
 20. Track: Km 283.7.
 21. Inspected new floating bridge over Canal at Kantara.
 23. Heavy rains - several washouts on Palestine line.
 31. Bank: Km 294.4. Track: Yebna station.
- 1918
- Jan 1. Collision at Km 1342 between Trains 20 and 43. One killed, 19 injured.
 23. Sukereir station started for branch line to coast.
- Feb 4, Ramleh line Km 1.80; Karm line Km 46.75; Sukereir branch Km 1.9; Doubling to Km 167.5.
 16. Line over Wadi Guzzee bridge opened to traffic.
 17. Sukereir branch done. Karm branch to 47.7.
 18. Deir Seneid - Junction Station line re-opened.
 28. Karm branch to Km 48.5; Artuf line to Km 24.34; Doubling parties in Burj station.
- Mar 1. Artuf line: gauge being widened from 1.05m to 4'8½".
 9. 2'6" gauge line north of Ludd has reached Tireh.
- Apr 1. Karm branch being extended to Bir Saba.
 14. 4'8½" gauge done from Ludd to Artuf.
- May 5. Bir Saba line: at Bir Saba station, Km 59.7.
 10. Decided instead of doubling to Ludd, to lay line Irgeig-Wadi Surar junction and to lay 2'6" line from Kafr Ginnis to Abud.
 12. Work started on Junction station to Irgeig line from both ends.
 30. Junction station-Irgeig line: Km 65.
 31. Jerusalem line to Km 78.8.

(End of available diaries.)

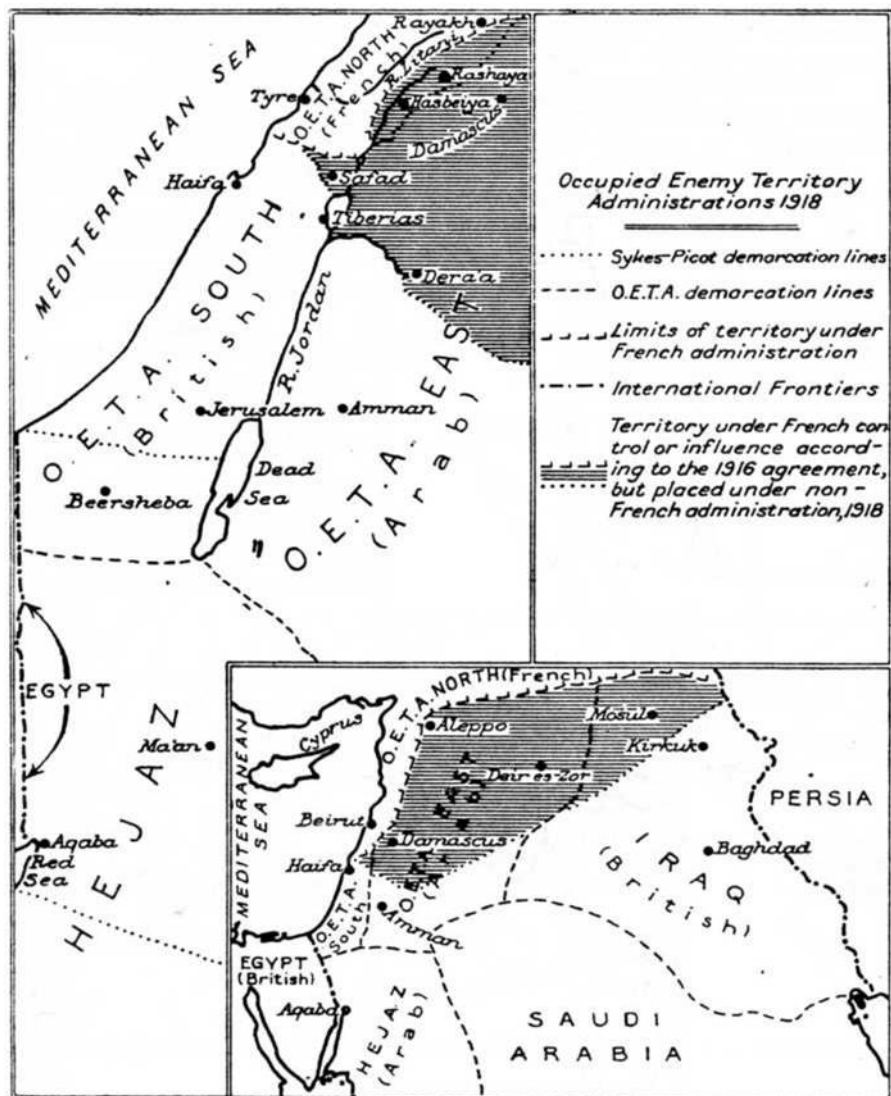
This article is being prepared during the Madrid Middle East Peace Conference of November 1991. Frank Adam has brought to my attention a book by H.F. Frischwasser Ra'anana, "Frontiers of a Nation", published by Batchworth of London, 1955 (at an original cost of 16/-!), which includes a fascinating set of maps of the different agreements and borders, especially as they affected railways and pipelines over the years. They are reproduced here without further comment.



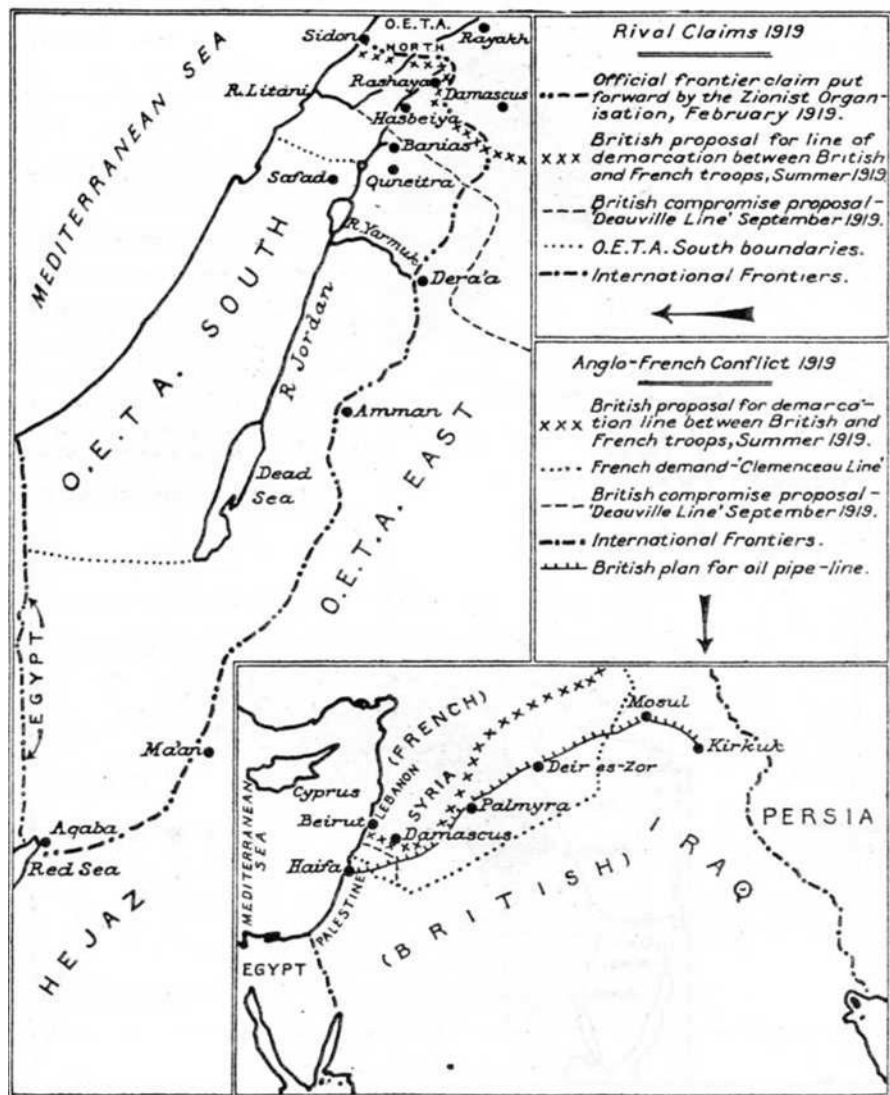




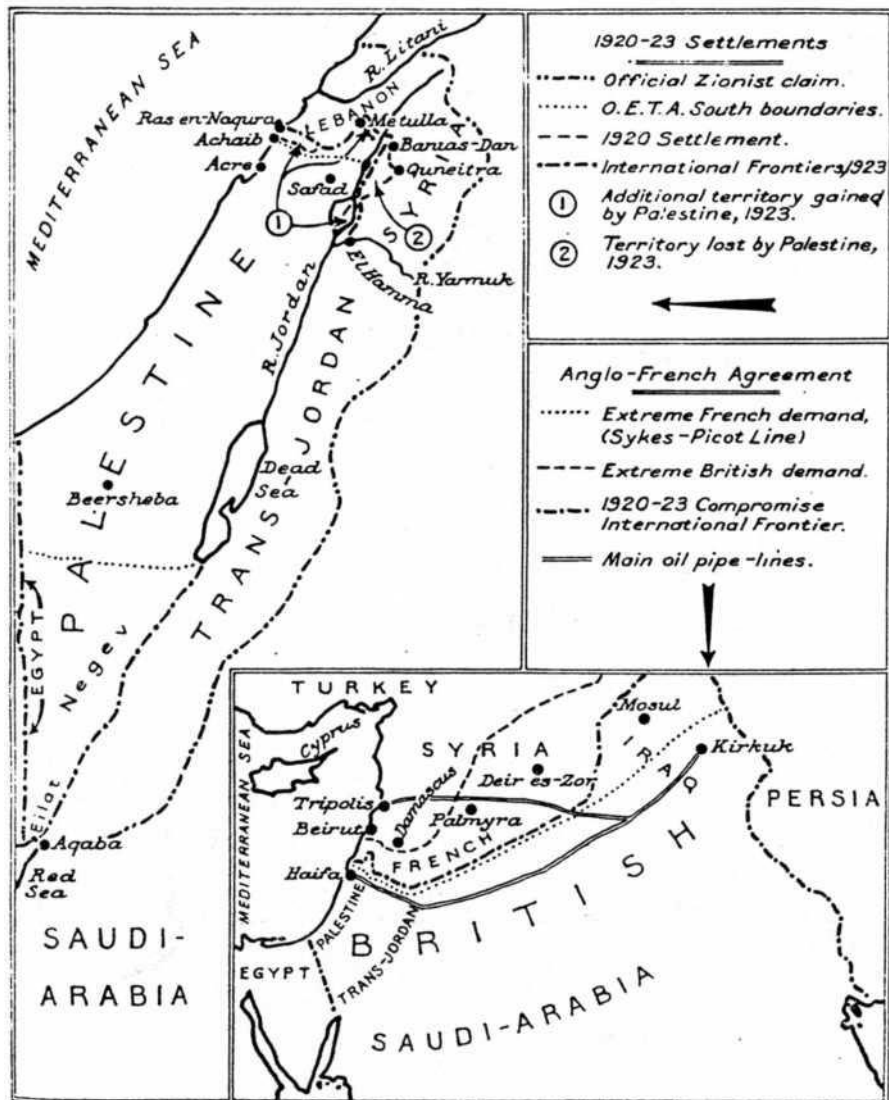
Sykes-Picot Agreement, 1916



Occupied Enemy Territory Administrations, 1918



Rival Claims, 1919



The 1920-23 Settlements

15:25 Thanks to Ilan Falkov, the Public Relations Officer, I received 3 new Israel Railway calendar. Too big to reproduce here, but the envelope bore in blue the logo and 3 representation of the new Danish diesel multiple units (d. m. u. 's>, together with New year's greetings, thus:

רשות הנמלים והרכבות



בהרכת שנה טובה

