

HARAKEVET

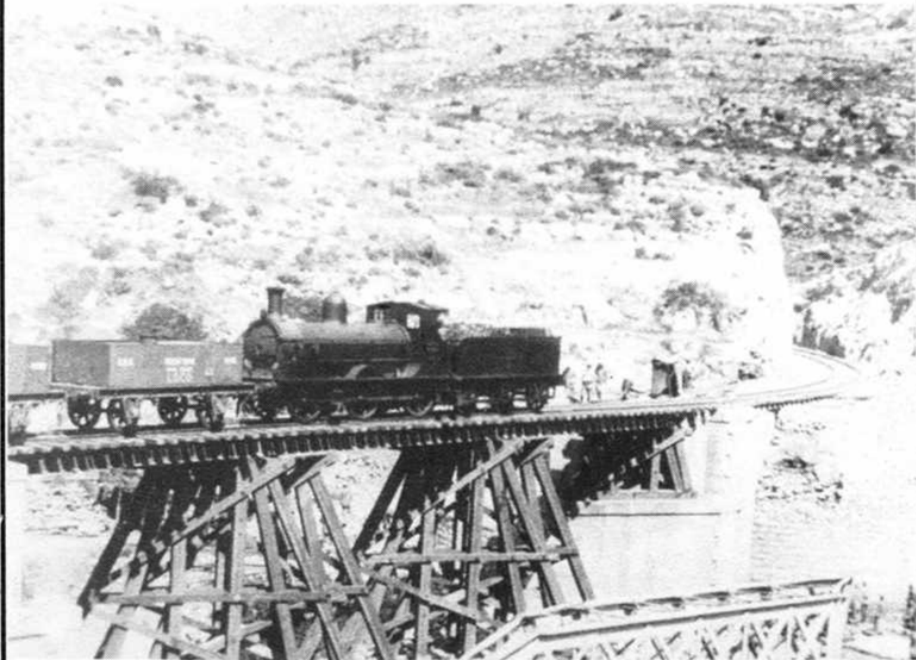
הרכבת

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A Quarterly Journal on the Railways of the Middle East
Edited and Published by Rabbi Walter Rothschild,
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17:1 A fascinating shot of the British Army rebuilding the railway to Jerusalem during April - June 1918. A former LSWR Adams 0-6-0 heads a train down the wadi over the bridge at km 56.9. The troops have built a temporary wooden trestle, of a different design to that shown in 8:9, which must be the bridge at km 58.1. The first two wagons (at least) are ESR loco water tanks. Steel girders rest on the wadi floor.

(photo: National Army Transport Museum, Beverley).

Editorial.

Back to the timetable for June, and my thanks to those who enquired about the troubles hinted at in issue 16. Issue 17 contains lots of current reports - for the simple reason that there is so much happening in Israel and, to a lesser extent, Syria and Jordan. However, I have managed to present another 'balanced' Issue, with items on the First World War, the Mandate period, the Second World War and Israel Railways.

At the time of preparing this issue, there were eight bookings for the TEFS Israel Trip in November - another 30 are needed by September for this is to go ahead. Book soon! Details of what can be done for 'local' readers will depend on the numbers on the main tour.

Another idea is the production of a video film of railways in Israel. Two expert firms - Manor House Media and Michael Hopstein Enterprises - are interested in the project, but funding is needed and, so far, Israel Railways themselves don't seem to be interested in paying! The simplest way is to get an initial Subscription List to guarantee initial production costs; if every 'Harakevet' subscriber was willing to put £30 forward (we need about £4,500 to £5,000 to go ahead) they would receive a 'free' copy of the finished product, in whatever format desired! Of course, is anyone would like to sponsor the project.....

Enjoy, enjoy



17:3

June 1991 - three Esslingen shunters captured simultaneously at Haifa East yards; that on the right is in the new livery with diagonal stripes.
(Photo: Walter Rothschild).

a). What a Merry Go Round!

According to a report in the newspaper 'Hadashot' in March, the Israel Electric Corporation is intent on building a special quay for the direct unloading of coal from ships at the Rutenberg Power Station near Ashkelon. This would eliminate the present arrangement whereby IR hauls the coal in merry-go-round wagons from the terminal in Ashdod Port to the power station, and would make redundant the huge investment in this service which only came into operation in the summer of 1990. Apparently the introduction of these mgr trains and their attendant facilities had as much to do with politics as with economics - alas, fairly typical.

b). Many a Slip. . .

Friday 13th. March 1992 lived up to its unlucky reputation on IR. In the early hours of the morning, freight 302 stalled on the gradient between Hadera West and Binyamina, the loco being unable to keep its feet on what seems to have been a particularly slippery stretch of track. The Binyamina shunter (116) was sent out to retrieve without incident. At about 05.00, freight 304, headed by 124, also stalled at the same spot. Once more 116 was sent out to help but crashed into train 304, apparently being unable to brake in time on the treacherous rails. Shortly after, the first passenger train of the day from Haifa arrived at Binyamina behind T44. In order to clear the main line it was decided to uncouple T44 and despatch it to the scene to extricate the freight and 116 but it, too, was unable to stop when the brakes were applied and it slithered into the two G12's. None of the locos or wagons were derailed but all three locos were badly knocked about, damage included buckled frames, and the crew of T44 needed medical treatment. The buffers of 116 locked with those of 124, making recovery more complicated. In the meantime all services along the main line were cancelled, being resumed from 11.00 when the section had been cleared. Disruption was extensive with various trains strung out at adjoining stations, and stranded passengers going forward by bus after a delay of nearly two hours. The wagons of freight 304 were taken back down the hill and deposited at Kfar Vitkin until finally being worked to Haifa in the afternoon. Freight 306, already running several hours late, was dumped at Netanya and resumed its northbound Journey at 12.00. (Then the mid-day passenger train from Tel Aviv to Nahariyya experienced loco troubles on leaving Netanya and had to limp along on severely reduced power as Haifa depot had no spare loco available to substitute). T44, 116 and 124 were worked from Binyamina to Haifa by 109 at the end of the day, restricted to 20 kph. Because of damage to the buffers of 116 and 124, 109 had to be sandwiched between the three disabled locomotives and a scratch crew sat lookout on the dead leading loco (124). There was much use of the air horn on the protracted journey to Haifa in the dusk.

One outcome of this, and the similar collision at Km. 4b (see 16:4:2) was a serious motive power shortage. As a result SAFB Bo-Bos 101 and 102 were regularly rostered as Binyamina station pilot for a couple of weeks until a G12 could be released from other duties to replace them on this turn.

April Maze.

The 1st. April was another embarrassing day for IR. two locomotive failures and a suicide on the line (all incidents involving the same hapless driver !) caused chaos to the timetable. Some trains arrived at their destinations up to lit hours late, frantic rearrangements in the loco department (already severely strained by collision damage to several units) were necessary to cover for these failures, and freight 306 - again running late - was dumped and its loco appropriated for passenger working. Several local freight jobs had to be cancelled because of lack of motive power. In the evening another trespasser on the line was hit by a passenger train and injured, with more delays to main line trains.

The previous day (31/3) a Subaru car attempted to cut across the tracks north of Dimona in the middle of the desert, at a point where the line is on a slight embankment and nowhere near a proper level crossing. A phosphate train, headed by 612, hit the car killing its driver.

Derailement_- Sabotage ?

On 15/4 the afternoon train from Jerusalem to Tel Aviv Duron, consisting of 012 112 and a single coach with some fifty passengers aboard, was derailed on the outskirts of Jerusalem by a large bolt which some evil person had wedged or hammered into a rail joint. The train ran for thirty metres along the ground before coming to rest. Nobody was injured. Clearance operations were not completed until 14.00 the following day. Damage to 112 was variously reported as being medium to heavy.

Fire.

The last train of the day to Haifa on 19/4 had just left Tel Aviv when a fire was discovered in the last coach, which was empty. The fire brigade was called to extinguish the blaze, relatively little damage having been caused. The train was then worked to Tel Baruch where the last coach was detached and taken away to Benel Berak by the local shunting loco. The passenger train eventually went on its way over an hour late. At the time of writing the cause of the fire is not known.

Repaired Loco.

G12 107, involved in the road crash near Jerusalem on 9/1/92, (Harakevet 16:4:3) was returned to traffic in mid- February. Quick work, and a nice paint-job too.

c). New Timetable

There have been yet further change to the timetable; alterations are fairly minimal, but there is an extra train from Haifa to Tel Aviv in the morning, and the expresses are now given a more realistic 60 minutes.

d). New Container Wagons,

Israel Chemicals (HaChevra LeChemikalim LeYisrael) has ordered 100 18m long bogie flat wagons, each capable of carrying three containers. The order has gone to "Wagonka Poprav" in Czechoslovakia.

e). Lod relaying.

Alon Siton reports that the old tracks at Lod have been relaid, the water tanks dismantled and many relics of former days are no longer to be found - apart from fragments of the 1917 Ransomes & Rapier steam crane.....

f). Haifa works.

Theo Pelz advises that, during April, doubling of the through line at Haifa East goods yard was in progress, and that escalators were being fitted at the Carmelit station on Mt. Carmel.

g). Strike.

According to 'Kol Israel' the Southern Division of I.R. was planning to strike on 3/5/92; this would have affected the routes T.A. to Jerusalem and Rehovot as well as freight traffic in the Negev. However a judge was ordering the workers in this dispute not to strike. It is unclear what actually happened. (Thanks to Malcolm Freedland for monitoring.)

h). New Investment?

Also according to Kol Israel in mid-May, Minister Moshe Katsav has announced (shortly after returning from a visit to Italy) that he will be authorising the construction of the line to Eilat, in conjunction with an unnamed Italian company. Further, services between Tel Aviv and Beer Sheva will be in operation "by the end of this year", and a large injection of cash is to be made into all forms of transportation. The Ayalon is to be renamed "The Begin Highway". Kol Israel on 8/6/92 reported that approval had been given for the construction of the Har Tzin - Eilat railway, at a cost of US\$ 200 - 250 M. The 'Jerusalem Post' International ed., 6/6/92, reported that NIS 894 M is to be spent on the railway system (including NIS 421 M this year), as part of a package of NIS 1.46 billion to be expended on infrastructure improvements (incl. NIS 1.195 billion on roads, NIS 569 M on ports and shipping, NIS 1,222 billion on air transport). The rail development programme includes NIS 330 M (NIS 161 M this year) for improving and expanding suburban lines in the Gush Dan area, NIS 279 M (159 M to be spent this year) for the Tel Aviv to Haifa and Beer Sheva lines, and NIS 198 M (NIS 48 M this year) for new railway equipment. Katsav also reported that he was "negotiating with a private investor who has expressed interest in developing the Jerusalem - Tel Aviv railroad.

Unfortunately for the credibility of the above, the announcement was made during the run-up to the Israeli elections. 'Harakevet' will believe it when the first train enters Eilat..... and we hope to be there!

m). Time for a Raise.

For several consecutive nights at the beginning of June, work was carried out to raise the tracks at Tel Aviv Central station by 17 centimetres after it had been discovered that the doors of the new Danish-built dmu's would foul platform edges. The railcars were due to begin arriving later that same month, and a group of IR people was in Denmark to familiarise themselves with working these units.

n). Halt!

Atar Yasaf Halt, between Bustan HaGalil and Shavei Zion on the Nahariyya line, opened for passengers on 4/6/92. (See 15:5, where the halt is shown as Atar Yesef).

o). Crossing Fatality

From the Jerusalem Post, 16/4/92: "A Rehovot woman, 37, was killed instantly yesterday when she tried to cross the railroad tracks there and was hit by an oncoming train. Witnesses said Faina Krivoi ignored the red light and warning signal at the crossing and ran past a line of stopped cars in an attempt to cross the tracks."

p). Rails.

An advert in the Jerusalem Post of 16/4/92 called for tenders for the supply of 600 tons of UIC 50 rails, proposals to be submitted by 20/5.

q). A Near Thing.

A collision of potentially catastrophic proportions was narrowly avoided - literally in the nick of time - on Friday 5th. June. Train 6002 (the Fridays Only 06.00 non-stop express from Tel Aviv) was running a couple of minutes late on the approach to Shefayim where it had to cross with Train 6001 (FO non-stop express, 07.30 from Haifa Bat Galim). Points had been set and locked for the meet, and signals indicated likewise. 6002 entered the loop at Shefayim at high speed, was unable to stop at the colour light starter (showing red, of course), and burst through the exit point to enter the single line section to Bet Yehoshua. This automatically returned the down main line home and distant colour lights to 'danger' in the path of Train 6001. This train had passed Bet Yehoshua two minutes before at top speed (approximately 110 kph), but managed to halt in time to avoid a collision. Section running time for express trains between Bet Yehoshua and Shefayim is only three minutes, so it can be seen that disaster was a matter of seconds away.

Eventually a light engine was sent out to pull Train 6001 back to Bet Yehoshua. With the section clear traffic could begin moving once more, but both expresses went on their now separate ways nearly 90 minutes in arrears. Following trains were delayed by varying degrees, and one subsequent train had to be cancelled.

Initial enquiries indicate that the driver of Train 6002 had failed to ensure that the Westinghouse air brake system on his train was fully coupled up and working properly before leaving Tel Aviv. (This was also the cause of the well-known collision at Bet Yehoshua in December 1963 - see 'The Railways of Palestine and Israel', pages 101-2). The driver of Train 6002 (usually a most conscientious and diligent man) only found out that he had no braking power as he prepared to slow down for the crossing at Shefayim, and it is amazing that the train did not derail and turn over as it entered the loop here with only the locomotive brakes operative. What could very easily have been a major tragedy has certainly embarrassed IR, with shaken passengers airing complaints and queries in the public media.

r). Ashdod Line* (See 16:4:5)

Thanks to Sybil Ehrlich, the timetable for the service to Ashdod, starting June 29th. Three new stations are involved - "Bnei Darom" (*Sons of the South*), of which there are no details, Yavneh (presumably the former station, also known in Mandate times as Yibnah) and "Ashdod Ad Halom" (literally "Up Till here"), the name of a road junction so named because it marked the furthest advance of the Egyptian Army in 1948 !

Sunday - Thursday services are:

I Fridays:

I

Tel Aviv Darom	0600	1435	1630	1800	1845.	I0645	1245	
Kfar Chabad	-	1442	1637	1807	1852.	I0652	1252	
Lod	0613	1449	1644	1814	1859.	I0659	1259	
Beer Yaakov	-	1455	1650	1820	1905.	I0705	1305	
Rehovot	-	<u>1500</u>	1655	<u>1825</u>	1910.	I0710	1310	
Yavneh	-		1703		1918.	I0718	1318	
B' nel Darom	-		1711		1926.	I0726	1326	
Ashdod Ad Halom	0638		1718		1933.	I0733	1333	
Ashdod Ad Halom	0641	0706		1740	1955.	I0756	1355	
B'nel Darom	0647	0712		1746	2001.	I0802	1401	
Yavneh	0655	0720		1754	2009.	I0810	1409	
Rehovot	0704	0729	1520	1803	1845	2018.	I0819	1418
Beer Yaakov	0708	0733	1524	1809	1849	2022.	I0823	1422
Lod	0714	0739	1530	1815	<u>1855</u>	2028.	I0829	1428
Kfar Chabad	0721	0746	1537	1822		2035.	I0836	1435
Tel Aviv Darom	0729	0754	1545	1830		2043.	I0844	1443.

Additional notes: There are piles of track panels on concrete sleepers at Naan, part of the Kiryat Gat line refurbishment; At Lod there is a new canopy over the subway entrance on the western platform, and at Kfar Chabad the platform has been extended - presumably in preparation for the arrival of the Messiah!

17:5 HEDJAZ DISASTERS

From Bill Alborough of TEFS, on 24/6, came drastic news: He had Just received word (two weeks before leading the TEFS tour to Jordan and Syria on July 4th I) that:

a). In Syria, heavy rains (unusual for the season) had brought a house crashing onto the Serghaya line 10 kilometres from Damascus, at a village named Qoudseyya. When he asked whether this could not be removed, it transpired that several million tons of rock had followed the house, with more rock threatening to fall at any moment; no trains will pass here again. At his urging, and in an attempt to salvage something for the tour participants, the railways were trying to hire a crane from the electricity authorities to move a loco round the blockage to the northern section of the line (i. e. up to Serghaya, before the Lebanese border - see 5:16), but had not yet located such a crane.

b). In Jordan, the steam locos 51, 23, 62 & 71 are all currently out of order, and all efforts by 'International Traders', the TEFS agents in Amman to have them repaired were proving fruitless. The background 1b that, up to the Gulf War operations on the Hedjaz were building up nicely - with Concorde Tours, mock Bedouin raids and the like. Then tourism was badly hit, and in January 1991 the railways sacked the remaining 32 or so steam staff and declared that period over, and that the line south of Amman would be closed. It was a shock when TEFS reminded them in April 1991 that they had a tour booked for the summer - but all the stops were pulled out for an excellent tour. All seemed O.K. until the snow and the floods and washout of February 1992 - see note elsewhere in this issue - which apparently hit morale badly. Up till May the railways were still offering TEFS steam haulage on specials and the International Train - now it appears that all the locos have badly-leaking tubes. The latest news 16 that No. 51 will be repaired by the end of June, locos 23 and 82 will hopefully be made fit to steam gently in the station area, and no. 71 will be made fit to travel for a short distance south of Amman, but with diesel assistance. . . . There is no chance of "borrowing" a loco from Syria, and no. 84, which was in working order until presented to Amman University to be placed on outside display, has had its boiler filled with concrete I "Harakevet" wishes Bill and his TEFS tour a successful tour and no nervous breakdown, but at the time of writing the difficulties seemed enormous

17:6

ADDENDUM & CORRIGENDUM.

Ernie Jones has pointed out a typographical error in 16:17, p.23, re. the list of Whitcomb diesels. Nos. 6576 and 6589 were duplicated, and 6569 and 65/8 should be substituted under the heading, 'Transfers - Other Operations.'

Also Hugh Hughes has a few notes on the loco lists in 16: 17 (pp.22-27):

"Similar lists for each month from 1 January 1944 to 1 July 1946 are all available amongst the War Diaries of Middle East GHQ Mov. & Tn. at the Public Record Office at Kew, series WO 169.

Also, to avoid confusion, it should be noted that the table at the bottom of p. 22 is in fact incorrect: the first 15 locomotives in Italy went there in Nov.-Dec. 1944 and were part of the 42 listed as Middle East. The situation at 1 August 1944 was actually:-

Middle East	42
Turkey	29
Iraq	14
Iran	91
Lost at Sea	24
Total built	<u>200."</u>

Mr. A.M. Webb of Tunbridge Wells lived in Nablus from 1921 to 1923, and visited his parents there regularly till 1933 during school holidays. (His father was President of the District Court). He writes:

"Nablus, as you know, was at one end of the narrow gauge line from Haifa, via Afule, Jenin, Sebastieh and Anabta, where it divided, the other line going to Tulkarem, where it met the standard gauge line from Kantara to Haifa. I can't, of course, remember how many trains we had, but few. But one, each week, does stick with me. At that time, as you may imagine, there was no kind of European shop in Nablus, though we fared perfectly well out of the souk. But Sgt. Spinney RASC [Royal Army Service Corps] - perhaps he was more than a Sergeant - had taken his demobilisation locally, and had set up a soft drinks factory in Haifa, which had rapidly expanded into a grocery business. He saw a need in Nablus, and so he hired a covered goods wagon, and filled it with groceries, and once a week it was attached to the train from Haifa; I think there was a carriage, too, but it was a goods train.

We lived on the south side of Nablus, on the slopes of Mt. Gerlzym, and so did the District Officer, from a balcony of whose house you could see the smoke from the engine as the line turned into the valley, and that was the time to start to walk to the station, which was on the Mt. Ebal side of the valley. Spinney's truck was uncoupled and parked, and we all met and shopped. But it was not without its perils, because they did not hesitate to shunt the truck, and not gently, and without warning. Eventually, after a few years, Spinney opened a small branch in Nablus, and we were spared; and, of course, he went from strength to strength. [He became official caterer to the Palestine Police, for example. Ed.1

You could. In those days, go from London to Nablus by rail, save for the Channel and Bosphorus crossings, by changing and sometimes waiting - but it was a fun Journey. And I travelled about, over the years, locally as far as Haifa and Deraa. It was slow but interesting."

He adds - "The railway route to Nablus was Orient Express to Istanbul, Taurus Express to Aleppo, Beirut train to Rayak, and then Damascus, Deraa, Haifa, back via Afule and so to Nablus; as far as I remember the connections were quite good, and we had friends in lost places, as one did at that time".

From Uri Ben-Rehav I hear that the future of the Model Railway Club looks brighter now after a period in the doldrums after the Gulf War. It is hoped that work will start in May on building a new club centre at the Tel Aviv Central (Arlosoroff or Sovidor) station.

During the period that the club had no clubhouse or layout the members met regularly on a Friday at members' homes, and then through one active member, Moshe Rosen, were given the use of a tiut at Kibbutz Netzer Serenl. They were then approached by a man whose son had had a large model railway, but who had fallen in the Lebanon War; the club was requested to take on this layout, overhaul it and display it at the new club house as a memorial to his son. This work has been enthusiastically undertaken.

Any reader wishing to make contact with the club, please contact Uri at P. O. Box 642, Bat Yam. (tel. 03 -862/61).

On the 1991 TEFS Hedjaz Railway Tour one participant was able to note down details of rolling stock seen and used. The following notes are given for the historical record, and should be read in conjunction with Rick Tourret's "Hedjaz Railway".

The train up the hill to Serghaya consisted of:

Loco 751; Bf 251; AB 452; Df 753.

Special freights run for the party included:

Kf 1053/1074. (wooden boxcar).

Kf 1053 (metal boxcar).

The International Train from Amman to Damascus comprised:

Kf 1203. Metal boxcar.

Df 622. Wood caboose.

939. Boxcar.

Cf 231. 3 compartment & saloon; wooden seats.

Cf 221. 2 compartment & saloon; wooden seats.

ABf 111. 7 compartment 1st.

ABf 182. 5 compartment & toilet 1st. (TEFS special coach).

ABf 101. 7 compartment & toilet 1st.

40212. GE UM 10 A1A-A1A Diesel Electric 900/820 hp. built 4/76.

The TEFS Syrian train used from Dera'a to Damascus and Bosra - Dera'a was:

AAf2 2 compartment table saloon with leather chairs/settee & staff cabin.

AAf 3 Open saloon with tables & cooking kitchen. 2+1 seating.

SAf 3105. Round tanker, bogie.

PRFC 2 square tanks, bogie.

At Dera'a the following were seen, stored on two lines:

ABl.f 464; Cf 364; ABl.f 463; Cf 360; Cf 357; Cf 361; Cf 243. (bogie); Cf 235 (bogie); Df 313; Cf 238; AB 102; Cf 239; Df 314 (caboose); Cf 222; ABCf 237; C 351.

Mf 3527 (metal); 3512 (metal); 3517 (wood); 3530 (wood); RGKd 13551; Nf 10002; Be 3001; Mf 3516; Tyf 501; Kf 1077; Cf 358; Pfc 2565; P 2508; Pf 2802; Pf 2560; Pf 2546.

Outside Cadem Works Gate were:

Nearest wall: Kh 1118. Grounded at entrance.

Lv 15003; Lv15002. 4-wheeled wagon with turntable.

ABl.f 465;

ABl.f 462.

Loco 95. no boiler,

Loco 109. (?) No boiler.

Second line from wall:

Tv 12017. small 4-wheel wagon.

MFv 17506. wooden open wagon.

Pfc 2506.

Fh 2946. Armoured.

NTv 17502. Bogie bolster.

On other side of entrance:

MFv 16506.	Cf 223.
Hf 710.	Cc 201.
RPKd 13755.	K 5.
RPKd 22951.	Kv 10503.
PFc 2541 or 2641 ?	KDFV 10681.
Kf 1116.	
Kc 882.	

Kc 877.	metal	box	car.
Kc 878.	metal	box	car.
Kc 876.	metal	box	car.
Kf 1218.	metal.		
Kf 1219.	wood.		
ABLf 463.	wooden coach.		
ABLf 464.	wooden coach.		
Hf 710.	barred box	wagon.	

17:10 RAILWAYS IN THE UNITED ARAB EMIRATES. By Paul Cotterell.

Reference to this subject in 13.22 reminded me that an article in "The Narrow Gauge" No. 118 of Spring 1988 contained brief details of another loco which is recorded as going to the UAE. This is a 2ft. gauge replica of the famous 4-2-4T named C. P. HUNTINGTON of the Central Pacific Railroad built by Danforth-Cooke of Paterson, New Jersey, in 1863. The original was preserved in a Sacramento, California, park and taken as a basis for the replica by Chance Manufacturing Co. Inc. Chance took few liberties with the original and their series of replicas (totalling well over 200) bears a very strong resemblance to the real thing, superficially of course. Most of the replicas are petrol engine powered, but a few have diesel engines. Power drive is to the two bogies, so the replicas should be described as 4w-2-4wPM or 4w-2-4wDM (though there is uncertainty over the transmission which may be hydraulic rather than mechanical).

The loco supplied to the United Arab Emirates is serial number 82-50187 built in 1982. It went originally to Hilli Fun City, wherever - or whatever - that might exactly be. Interestingly, two others of these Chance-built C. P. HUNTINGTON replicas were sent to Iraq. These were 72-5092 of 1972 and 78-50156 of 1978. Both were of 2ft. gauge also, and shown only as going to Baghdad. No doubt these, like all the other C.P.HUNTINGTON replicas, went to amusement parks or, perhaps, a line in a zoo.

17:11 TAKE A TRAIN TO PALESTINE!

Yes, It can be done - and remember, 'Harakevet' tries to stay apolitical. How? Well, the 1987 Steam Passenger Services Directory (22nd. ed.) p. 169 informs us that tourist steam trains are run on part of the Texas State Railroad. A 50-mile round trip is offered daily between Rusk and Palestine (near US Highway 84). The standard-gauge line was built 1896 - four years after the Jaffa - Jerusalem Railway - and motive power consists of a 1901 Cooke 4-6-0 and Baldwin 2-8-0, 2-8-2 and 4-6-2 locos dating from 1911 - 1917.

17:12 MEMORIES OF THE SINAI RAILWAY. 1942 By Harold Hackney,
Captain R. E.

Harold Hackney has sent me some memories of his time in the Sinai and later the North African campaign. The latter is technically outside the geographical area of "Harakevet", and was published in "Main Line" (magazine of the Great Central Railway) in Summer 1986 - but I like the style, and so shall include some, under "Editor's prerogative". It illustrates well the art of running a military railway at the period.

"After service on the Western Desert Line Alexandria - Tobruk, and the retreat to Alamein, we dallied in Cairo and took over the Ismailia-Gaza Railway in August 1942. We operated the newly-built swing bridge at El Firdan over the Suez Canal, then northwards to El Kantara and eastwards to Gaza. We were stationed at El Arish, under canvas, amongst palm trees, near the shore, and overrun at night by hundreds of sea crabs.

Of El Arish, we had the impression of a rubbish dump left by the millions of people and creatures who had passed this way between Africa and Asia over the ages. Within days we had desert sores, although we had been acclimatised in the Western desert. We had belongings and rifles stolen at night, and eventually captured a gang of raiders, and a lot of Hashish - handsize slabs - worth thousands. The weather was bad with gales, tents blown away, and sand dunes moving from here to there. Here I met a ginger-haired Arab family, and I was told "It was an Australian, 14/18 war"!

There was a daily train service in each direction. The coal-burning steam locos had been converted to oil and there were "blow-backs" and injuries to crews. I well remember the railway going through the back streets of Gaza, the cries of troops "Shufti zubric" to the small boys, who lifted up their shirts and caught the small coins tossed to them.

After a few weeks, thankfully I departed from Sinai for Acre and a special Army course, and thence to Alexandria arid by sea to Benghazi, Libya, arriving November 1942 just after it was recaptured by the 8th. Army. The Rete Cirenaica became the B.B.S. Railway, extending 70 miles north to Barce; max. gradient 1 in 40 and 800 ft. up the at the edge of the 100 miles of green belt. Southwards 35 miles flat to Soluk. The gauge was 0.95 m (3' 1 3/8"). We lived in the railway station. As there was no running water and the sewage system had been wrecked, my first task was to dig and enclose a personal lavatory. This was in a flower bed adjacent to my office, with plenty of palm leaves to combat flies.

There had been five major demolitions in two years by retreating armies, but soon available were four steam locos (2-6-0 tanks), three double-bogie diesel-electric locos by Brown-Boveri of Milan, four passenger coaches and about 200 assorted wagons. The lines and sidings were explored by a loco pushing an empty wagon in case of mines. Booby traps were everywhere. A cache of explosives, sweating and becoming unstable, was found in a cellar beneath the office, and the whole area was closed until removal. Someone who pulled a chain in a derelict area

blew himself up. Fake fountain pens were never picked up, and tins lying around were never kicked.

Rolling stock was retrieved and classified as High, Low or Box wagon. A large blackboard from a derelict school was fixed on the office wall, and every station and siding shown with the number of H, L or B wagons held. The composition of each train and all movements were shown, so that everyone concerned could see at a glance, the system worked very well indeed.

One day everyone was cleared away from the area, and a pathetic group of small-pox victims, with baggage, tents, food and supplies was loaded into box wagons and moved out into the desert. All the sweets we could scrounge were given to the children and cigarettes to the menfolk, and later the whole train was fumigated. We were all re-vaccinated.

Native arabs who had held major jobs with the Italians drifted back and were willing workers, and soon learned enough English to cope. They were initiated with DDT powder up the vest and down the trousers. Pay was every two weeks and I travelled the line with a native clerk, usually returning with "eggies", chickens etc. to supplement our army rations.

After intensive military use, civilian passengers and freight were allowed with the inauguration of the five days a week "Barce Belle" and the other two days the "Soluk Bint". Fares were cheap a rate of 10p (piastres) when the average wage was about fl (Egyptian) per week. The same rate for a sheep or goat, times ten for a donkey or horse, and times fifteen for a camel. The fares were collected on the trains by two Arabic-speaking Palestinian sergeants, one Moslem and the other Christian. At times the appearance of trains was hilarious. Three coaches full of passengers, and as many hanging on outside. There were open trucks with seated camels surrounded by goats, sheep and donkeys, bags and bundles of firewood.

The diesel drivers British, then American and later Indian Army Engineers carried a portable telephone and if in difficulty could extend rods and clip on to telephone lines alongside the track. One day a call came through that a trader had fallen off and been sliced in two parts. "What to do" came the query. "Put the bits into sacks and we will arrange a wheel barrow delivery at Barce" was the reply. This was done, but next day a deputation called to see me. After much haggling, arm -waving, misinterpretation and disbelief, the relatives admitted no fault of ours but they demanded the hands, which were missing. They had been adorned with valuable rings and they had been pinched, not by army staff but friendly passengers.

.....

A friendly Arab told me of a railway engine in the desert, about. 100 miles south, and one day we found it. There it was in a small roundhouse, gauge, built 1890 by the North British Loco Co. At one time the pride and joy of some sheikh. It was about twenty miles from the coast, and no signs of a track, probably lifted by the Italians. It never rained in that area, so no rust. There was even coal in the firebox. It was probably booby-trapped, of no use to us, so we just looked and admired it, and left it for eternity.

After due notice, the passenger train was converted into a Royal train. A red carpet arrived from nowhere and was laid out. Sidi Mohammed El Idris, head of the Senussi and later to become King of Libya and party arrived, shook hoods and we all went off to Soluk, to greet loyal subjects after long exile. Horsemen and camel riders rode alongside the train, firing guns into the air and waving swords. At our destination was a huge tent, laid out for a banquet..... The whole trip was repeated again to El Abiar on the northern line.

One hot day, I sat at my desk flicking flies in the direction of "Katie" - a chameleon who sat there tethered by darning wool - very fat and contented. Over the open door was a curtain of crown corks pressed on string, to keep out flies. Outside there were seven tracks of the marshalling yard, and beyond the sea-lagoon. Suddenly the sky darkened and the locusts arrived by the millions. They settled and crawled everywhere, and cared not if wings or legs came adrift. The whole railway came to a halt, as wheels went round and round on the sticky mess. Sane individuals went berserk. We suffered for two days and the survivors left suddenly.

A frightened looking Arab came into my office, with an empty can he had picked up, asking for water. He said i war, for his wife who was ill outside, and was about to have a baby there and then. Clean towels, a clean bowl and water, and a room adjacent were provided, and later it was announced there was a boy. A grateful father asked for my name and declared the boy would be called after me "Ahmed Kaptenakeni Gadaffi"! " For those seek I rig more details of this line, Rick Tourret's "Wur Department Locomotives", Ch. 22, pp. 33 - 36 includes maps, photos and stocklists.

17:13 FRIENDLY. ARCHIVES 5. THE NATIONAL ARMY MUSEUM.

Royal Hospital Road, Chelsea, London SW3 4HT. tel. 071-730- 0717, ext. 212. Fax. 071-823-6573.

Next to the Royal Hospital in Chelsea Is the modern building of the National Army Museum, filled largely with small exhibits, though some full-size armoured vehicles and guns are on display outside. Inside is a small but excellent archive and Reading Room, but access Is only by appointment, and you need to apply for a (free) Reader's Card before coming. The Room is open Tuesdays to Saturdays, 10.00 - 16. 30.

There's a good cafeteria, and a bookshop of military history.

Photocopies can be ordered - at 23p. A4, 1991 rates, plus handling charge. There is a card index to various collections of photographs of military campaigns.

There isn't a great deal on Palestine, but what there is is very interesting - personal memoirs, newsletters of some of the units involved,, and so on. There are some photographs of armoured trollies, for example. The ladies in charge of the Rending Room are very helpful, but sticklers for the rules - this is the only time in my experience that someone has counted out the pages of a book to see if the photocopying would infringe the permitted proportion allowed by copyright regulations!

17:14 THE ESSIINGEN SHUNTERS. By Alon Siton.

As part of the 1955 acquisitions of locomotives and rolling stock from Germany under the Reparations programme were 18 diesel hydraulic O-6-OD shunters from Maschinenfabrik Esslingen. Their arrival alleviated much of the burden resting on the few General Motors diesels then on the system and the SAFB trio. Their design was a true derivative of the Deutsche Bundesbahn's V60 class of shunters, though their destiny was different - for, 35 years on, the V60 class (now 260 - 265 classes) are still very much in use.

In the early 1950's a need had arisen for a new and more powerful shunting diesel locomotive in Western Germany. Prior to that time the early diesel traction in service had owed its existence to wartime efforts by a group of devoted Inventors who had, in their time, done much to lead the transition from steam to oil. In 1955 the first prototype was introduced by Maybach, Daimler Benz, KHD (Deutz), MaK and MAN, and the new class entered service shortly afterwards. Incidentally the DB version had 12 cylinders, generating a mere 650 hp., while the IR version was powered by 6 cylinders but with the same output.

Whilst the arrival of 18 shunters helped the IR's motive power department, a strange situation arose in the mid-1960's when Esslingen was finally closed down and its locomotive business liquidated. IR now had several almost-new locomotives - but with nearly no spare parts! Attempts were made to obtain parts from other sources, with little success, and the class was soon kept going only through cannibalisation of components. Currently (Jan. 1992) a whole row stands idle at Qishon; one (No. 212) has been preserved at the Haifa Railway Museum, and only five are left in working condition. Even these are now prohibited from leaving the Haifa area, due to fears over their poor mechanical condition.

It is possible that, in their early years, the class hauled occasional passenger trains in the Haifa Bay area, but otherwise the class has been confined to freight or shunting duties throughout the system for its entire life. In May 1959 No. 227, bearing flags, was involved in a ceremony at Lod to mark the end of steam on IR, with the last steam loco, USATC O-6-OT No. 21 (Davenport 1942) bearing wreaths.

The first livery applied to the class was the same as that given to the GM locos, which sported a grey body and a pair of thick horizontal red stripes below the centre cab. The ventilation grilles and panels at the ends were painted with yellow and black diagonal stripes for better visibility. A few years ago the livery of those locos still active was replaced by a new and inspiring maze of bright colours consisting of a generally yellow body wrapped in blue and red upward-pointing stripes and black diagonal beams on the side. The fronts were repainted in yellow and black zebra stripes.

Reports of accidents involving the class are scarce - if any did occur, it is to be presumed that more damage was caused to the other party! However, there was one bad accident on 2nd. October 1990 when No. 227 was heading a rake of grain wagons out of the Dagon 6110 at Haifa and lost its brakes, crashing into a cement barrier with minor damage.

After nearly four decades of service, the Esslingen diesels are still the mainstay of IR's shunting operations in the Haifa and port area. However, with only a third still being maintained. It is clear that new orders will be necessary soon. It is at present still possible to watch No. 221 screaming with all its might in an effort to move a long rake of container wagons to the Port, a sight that it has been possible to enjoy for more than a generation!

Technical Specifications;

Motor and Transmission.

The locomotive is driven by a 550 hp. diesel motor at 1858 rpm, though its output could be raised to 650 hp. The motor's torque is transmitted to a jackshaft by an intermediate cardan shaft through a fully automatic Voith type L37z turbo transmission and a secondary gear enabling two driving modes: shunting at 30 kph and line service at twice that speed. The axles are driven from the jackshaft by coupling rods.

Cooling.

The coolers supply low temperature for the engine cooling water, lubricating oil and the turbo-transmission's gear oil. The lubricating and gear oil are cooled indirectly and separately in heat exchangers arranged in the cooling water circuit. The capacity of the fan, driven by V belts from the motor, is regulated by the Voith regulator coupling mounted in the fan wheel. The adjusting impulses are given by a thermostat arranged in the circuit.

Running Gear

The plate frame is vertically and horizontally braced and entirely welded. The Diesel motor is placed on silencing blocks in the main frame. The gear block is held on three points in the frame; two points are formed by the rotating Jackshaft bearing and the third by a ball bearing in the frame. The axles are carried in roller bearings and the wheel flanges of the central set of wheels were thinned by 15 mm. to permit better clearance on tight curves.

The cab is made of steel sections and plates and is mounted in an elevated position in the centre of the locomotive. Two control positions are arranged in the cab.

Equipment.

The brake shoes act on all the wheels from both sides by compressed air and hand brakes. Two air compressors, driven from the diesel motors by V belts, provide for the pneumatic controls, air pressure for the whole train, and trigger the sanding devices which are at the front and rear axles. A 3-tone "Tyfon" horn was used, whilst electric power is provided by a battery and a dynamo.

Each loco was delivered with some motor spare parts and a set of tools and accessories.

Construction and Numbering. (Note: these details are based on MFE's official documents, and may differ from the construction dates engraved on the locomotives). [It is intriguing that the chronological order of delivery and number order don't match! Also, the dates of delivery may be up to a year after construction. Ed.]

Works No.	I. R. No.	Year.
5143	211	1956
5144	212	1956 (Preserved)
5145	213	1956 (Dumped at Qishon)
5146	214	1956
5147	215	1956
5200	216	1955 (Dumped at Qishon)
5201	217	1955
5202	218	1955
5203	219	1955
5204	220	1955 (Dumped at Qishon)
5230	221	1957 (Still active)
5231	222	1957 (Still active)
5232	223	1957 (Dumped at Qishon)
5233	224	1957
523*	225	1957 (Still active)
5235	226	1957
5236	227	1957 (Still active)
5237	228	1957.



17: 15

May 1959 - at a ceremony at Lod a decorated USATC 0-6-0T stands next to an Esslingen diesel 6hunter, to mark the end of steam on IR.

(Photo: Nachman Blum).

Two hundred of these locomotives were ordered under Lease- Lend arrangements for service in the Middle East, Iraq and Iran, to be numbered 1000 to 1199. 24 were lost en route and 75 went direct to Iran, the remaining 101 (1000-5/8-11/3-9/22-32/7/8/40, 1046/7/82-91/4-1101/3/5/6/9-16/9-22/30/1/46-59/62/3/6/7/72-4/8/9, 1183/5/8-93/5/6) being unloaded at Fort Said or Suez from June 1942 onwards. Most of the ships used carried two locomotives but some had four and one ("Seatrains Texas") arrived at Suez in September 1942 with ten on board. Getting them ready for service was carried out at various works and depots including Suez, Kantara, El Shatt, Haifa, Jaffa and Lydda; the first ones to be dealt with by 199 Railway Workshop Company RE in Palestine were 1157 & 1095 at Haifa and 1146, 1100, 1089 & 1090 at Jaffa, all arriving there during September 1942.

Official ME statistics for 1942-3 are given below, showing the totals hired out to the Egyptian State Railways and Palestine Railways, and those in use on the Western Desert Line and Haifa- Beirut-Tripoli system; the "Army" figure included those in store, under repair, and one (1086) badly damaged in Oct 1942. Individual engine numbers are given where these are available.

	ESR	PR	WDL	HBT	Army	Total	Notes
1942 J u-	16	-	-	-	1	17	Add 17 (arrival ME)
Aug -	20	-	-	-	1	21	Add 4
Sep -	22	-	-	-	1	23	Add 2
Oct -	25	-	1	15	41	41	Add 34. 16 to Iran (a)
Nov -	27	18(b)	2	19	66	66	Add 25
Dec -	27	18	1	16	62	62	Add 6. 10 to Iraq (c)
1943 Jan 8(d)	25	10(d)	1	8	52	52	10 to Iraq (c)
Feb 8	22	8(e)	1	14	53	53	Add 1
Mar 8	19	-(e)	8	16	51	51	Add 6 (f). 8 to Turkey (g)
Apr 4	18	-	8	21	51	51	Add 2 (f). 2 to Turkey (g)
May 2	22	-	4	21	49	49	Add 2 (f). 4 to Turkey (g)
Jun 2	22	-	4	15	43	43	6 to Turkey (g)
Jul 7	22	-	2	12	43	43	
Aug 7	22	-	-	14	43	43	
Sep 7	23	-	-	15	45	45	Add 2 (9130/1)
Oct 7	28(h)	-	-	10	45	45	
Nov 7	28	-	-	16	51	51	9082/4/5/94, 9105/6 from Iraq
Dec 6	26	-	-	14	46	46	9003/5, 9131/55/9 to Turkey

- (a) Probably 1025-7/9/31/2/90/1/9, 1101/11/2/5/53/72/83. 1090 & 1115 were prepared at Jaffa.
- (b) 1000-5/8/10/4/6-9/22, 1155-7/9 to Western Desert from Palestine.
- (c) 1030/47/85/94, 1105/52/63/89/91/6 (Dec 1942)
1040/6/82/4, 1106/50/73/85/93/5 (Jan 1943)
- (d) 1000/4/14/7/22, 1156/7/9 Western Desert to ESR.
- (e) Deduct 1002/16 (Feb 1943); 9001/3/5/8/10/8/9, 9155 (Mar 1943).
- (f) 9037/8, 9103/9/10/6 (Mar 1943); 9119/20 (Apr '43); 9121/2 (May '43)
- (g) 9002/9/11/3/5/24, 9158/62 (Mar 1943); 9023, 9154 (Apr 1943);
9000/1/8/14 (May 1943); 9004/10/7-9/22 (Jun 1943).
- (h) 9088, 9103/19/21/2 Army (Palestine) to PR.

It should be noted that 8000 was added to their numbers in Feb 1943 (in Nov 1944 they were again renumbered with 70000 added to their original numbers). Note also that the locomotives that were transferred to Iraq and Turkey, and those later received from Iraq, all travelled via Palestine and the HBT line.

Owing to various transfers it is not possible here to state which engines were on hire to PR at any one time prior to December 1943 when the 26 listed were as given below; in addition nine were then with the Army in Palestine and 1086 was written off. From Jan 1944 onwards however it is possible to list all the transfers, as shown (AP: Army Palestine; AE: Army Egypt). In addition six engines (71030/46,71152/63/95/96) arrived in Palestine from Iraq in Aug-Sep 1945; all went to Army depots but 71196 was on IIBT from Sep 1945 to Jan 1946, then PR until Feb 1946. These, and the seven survivors shown in the main list all went to Turkey later in 1946.

No.	12/43	Transfers	6/46
9016	AP	HBT 6/44, AP 2/45, AE 3/45	-
9028	PR	AE 4/45	-
9037	AP	HBT 5/44, AP 2/45, AE 3/45	-
9038	AP	Italy 11/44	-
9082	PR	AE 5/45	-
9083	PR	AP 9/44, Italy 11/44	-
9084	AE	AP 2/44, Italy 11/44	-
9085	PR	AE 3/45, Italy 4/45	-
9088	PR	AE 4/45	-
9089	PR	AP 10/44, Italy 11/44	-
9094	AP	Turkey 1/44	-
9096	AP	Turkey 1/44	-
9097	AE	AP 1/44, Italy 11/44	-
9098	PR	AP 4/44, Italy 11/44	-
9103	PR	-	PR
9105	AP	Turkey 2/44	-
9106	AE	AP 2/44, HBT 5/44, AP 2/45, AE 3/45	-
9109	PR	AE 3/45	-
9110	PR	AP 4/44, AE 11/44	-
9113	PR	AP 8/44, PR 9/44, AE 11/44	-
9114	PR	AP 10/44, Italy 11/44	-
9116	PR	AP 3/45, AE 5/45	-
9119	PR	AE 3/45	-
9120	PR	AP 3/45, AE 4/45	-
9121	PR	-	PR
9122	PR	AP 8/45	AP
9130	AP	Turkey 1/44	-
9146	PR	AE 3/45	-
9147	PR	-	PR
9148	PR	Italy 11/44	-
9149	PR	AP 4/45, AE 5/45	-
9151	PR	AP 4/44, Italy 11/44	-
9156	AP	HBT 5/44, AP 2/45, AE 3/45, AP 11/45, HBT 4/46	HBT
9157	AP	Italy 11/44	-
9166	AE	AP 2/44, Italy 11/44	-
9167	PR	AP 5/44, Italy 11/44	-
9178	PR	-	PR
9179	PR	-	PR
9188	PR	AP 4/44, Italy 11/44	-

The locomotives whose last allocations are shown above as AE all finished up either in Turkey or Italy, as did the remaining ones in Iraq. The 101 engines that arrived in the Middle East, less the 16 transferred to Iran, can thus be accounted for as follows: 53 Turkey, 31 Italy, and the derelict 1086.

For completeness, Hugh Hughes has sent the details of these locos too:

1287. To HBT 2/43. To PR 12/45.

1290. To HBT 2/43. To Store (Army Palestine) 11/43.

17:18

"DESERT ANR DELTA" By Major C.S.Jarvis.

This is the title of a book of autobiographical memoirs by the former Governor of Sinai, published by John Murray, London, 1938. Jarvis was based at El Arish for many years, and from there governed the whole Sinai Peninsula, taking a keen interest in the development of roads, agriculture and the general welfare of the mixed population. Following are several excerpts relating to railways:

p. 109f. Describing the chaos that normally attended the movements of King Fuad of Egypt, since none of his courtiers would dare to tell him what to do! "As the direct antithesis of this I may mention the departure of the Princess Royal of Great Britain, when she came from Palestine to Kantara by rail on her journey to England after a visit to Egypt and the Holy Land. The P&O ship on which she was to sail was scheduled to arrive at Kantara on the Suez Canal at 5pm., and was to tie up temporarily until Her Royal Highness had embarked. Lord Lloyd, the High Commissioner, was to arrive from Cairo by rail at 5.15pm., and the train from Palestine was due at 5.25pm. There was very little margin here for delay, and if it had been an Egyptian show everything, the ship included, would have had to be in position 24 hours in advance.

I had a Camel Corps guard of honour at Kantara, and about 4.30pm, my Egyptian officers started to panic and rush around. "What are we to do, Sare? The ship is not arrived. Lord Lloyd is not here, and if Her Royal Majesty arrives, what shall we do with her?"

At 4.35pm. a cloud of smoke to the South denoted the progress of the P&O mail boat up the Canal; at 5.10pm. another cloud of smoke a little farther west marked the arrival of Lord Lloyd's train; and at 5.20pm. everything was in position according to plan. The Princess Royal descended from her carriage at the exact spot indicated, and having shaken hands with all the Egyptian officers went aboard her ship. As my senior officer said, wiping away streams of quite unnecessary perspiration, "I had no idea it could be done so quietly".

There was only one untoward episode in this arrival of the Princess Royal in Sinai, and that was the fact that her train was carrying an enormous amount of hashish - the contraband rug of Egypt. No blame whatsoever attaches to Her Royal Highness for this, as it is an old Palestinian and Sinaitic custom for trains carrying personages to be heavily laden with contraband. The motives that dictate this delicate attention are easily understandable, for the smugglers hold the view that in the general excitement inspection will be cursory or overlooked entirely. Lord Lloyd, when High Commissioner, returning to Cairo from a visit to Sinai, carried even more of the drug in his special train than did the Princess Royal; and it is believed that when King Fuad returned from El Arish he took with him sufficient hashish to supply all Egypt for six months. Unfortunately we were unable to check the figures

and work out a priority table, for though the Princess Royal's and Lord Lloyd's consignments were captured at Kantara, King Fuad's lot got through, and we only heard of it by rumour; but it was sufficient to put the Arab camel-runners out of business for half a year."

pp.115f. King Fuad's visit to El Arish.

"The king and his party were arriving by train, and I was much exercised in my mind as to how I was going to deposit some 40 attendants into 10 cars in the very circumscribed area of El Arish station, knowing full well that immediately His Majesty had driven off there would be an attempt on the part of all his followers to scramble into the first motor.....

..The King was rushed from one spot to another and finally put into his car and driven back to the station amid another yelling crowd some two hours before the special train was scheduled to start. A very intriguing spectacle at the conclusion of that never-to-be-forgotten day was three high functionaries gesticulating and arguing with a black-faced engine driver as to the possibilities of starting a train without a head of steam".

p. 141. "My Mamour (Egyptian officer) at Kantara, who ran a very excellent and smart show, was always most incensed when a notable or Royalty arrived at his station because the Egyptian Governor of Port Said, who was very much his senior, would cross over the Canal into his territory and 'steal his thunder' "

p. 248. Regarding the construction of a dam at Wadi Gedelrat, some 64 miles south of El Arish:

"The dam, was built from ready-cut blocks of limestone which the Turkish masons had left behind at Kosseima, where they contemplated building a railway station. Having the stone ready at hand effected a great economy...."

(This is clearly a relic of the World War I line into Sinai).

17:19

TRANS SIBERIAN TO EILAT?

Now of purely historic interest, for such is the way the world changes, 16 a cutting from 'Lloyds List' for 14/8/91, bylined David Lipkin, Tel Aviv, sent to me by Albert Thomas: (See 14:8:3 for earlier reference).

"Israel Minister of Transportation Moshe Katzav is in Moscow to discuss building railway lines in Israel.

The Soviet Ministry of Overland Transportation has offered to build a new railway line between Tel Aviv and Jerusalem which will give a transit time of 30 minutes compared to the current two hours on the existing line. The Soviet Union estimates the investment at between \$70 -80 M.

The Soviet Union is also interested in building a 400 km. railway line from Beer Sheva to Eilat and they are now preparing an estimate of the total cost of the project.

Middleman behind the deal is arms dealer and businessman Yaacov Nlmrodi. He is with the Israeli minister in Moscow in an effort to conclude one of the two deals."

See "News from the Line" in this issue, for more recent developments!

The report on Stormy Weather in 17:7 had just been mailed when the winter returned to the Middle East with a vengeance and the Arctic reached out to engulf the Eastern Mediterranean in a violent storm system that dumped yet more torrential rain and heavy snowfalls throughout the region. On 24/2/92 a massive hailstorm struck Tel Aviv at 07:00 clogging all the electrically powered points at Central Station. Trains queued up to arrive and depart until the points could be cleaned. By the following day, with no let-up in the weather, practically all the rivers, wadis and smaller watercourses along the coastal plain were in full spate, boiling with reddish-brown water and flooding surrounding fields and orchards, though the Ayalon did not misbehave this time. On ground above 300 metres snow was falling heavily. In the afternoon of 25/2 the River Qishon burst its banks, completely flooding the Haifa bay area, with hundreds of families having to be evacuated from their homes by the navy using dinghies. Jerusalem was isolated by half a metre of snow. Attempts to plough the main road down to the coast failed as the blizzard conditions continued for two days, and it was then closed again by ice. With roads either flooded or blocked by snow Israel Railways came into their own, providing the only transport available for towns along the Nahariyya line and up to Jerusalem. Extra trains were conjured up at a moment's notice, though travel in them was hardly comfortable since all the coaches were packed solid with bodies, and IR's shortage of passenger rolling stock was suddenly exposed. SAFB bo-bo 101 was turned out to help with the extra passenger workings along the Nahariyya line. Ex- Egyptian G12 127 made an exceptionally rare appearance on a passenger train on 27/2, heading Train 53 from Haifa to Tel Aviv and then taking the empty stock round to Lod to help strengthen the trains on the Jerusalem line where the overcrowding was chronic and positively dangerous. Other interesting combinations of motive power were noted as a result of the crisis, including double-headed 'Jumbo' Co-Cos on an express from Haifa to Tel Aviv.

In such conditions the wise stay home and only the foolhardy voluntarily venture out. I decide to head for Jerusalem to get shots of trains in the snow.

The 5:30 from Bat Galim on 2b/2 arrives at Tel Aviv Central on time. I grab a taxi to South Station for the 07.30 departure to Jerusalem. G12 112 is standing with its usual one coach but there are perhaps a hundred other people waiting to push aboard. A quick shunt and we hook up to the only other passenger coach in sight and leave five minutes late. In pouring rain the train goes clickety-clicking over the rail joints, intent on making up lost time. All around water gushes about where water is surely not intended to gush. Where the land is not flooded it is merely sodden. The pedestrian subway between the station platforms at Lod is flooded right up to the ceiling, and our exit is dead slow as water is up to the rail head. At Na'an there is hail on the ground. My fellow travellers loudly proclaim it to be snow. Israelis may be forgiven for not being able to tell the difference, and I do not bother to try and enlighten them. By Bet Shemesh, though, there can be no doubt. That's snow all right, and falling heavily. We sit there for twenty minutes waiting for the morning train from Jerusalem to cross.

The inevitable snowball fight breaks out in the meantime. The Judean mountains are alpine. Arrival at Jerusalem is in the teeth of a full-blown blizzard, the like of which I have not seen since leaving Canada and never expected to witness in Israel. I discover that the signalman has not made it to work and am left wondering under what system of control we had arrived at Jerusalem: by word-of-mouth-and-a-silent-prayer perhaps, though I expect we got there with less romantic, but more certain written orders. I stumble about the station yard, frantically photographing but the camera lens becomes totally obscured by snowflakes or my fingers refuse to function. No rails are visible for they are already under 20 cm. of snow, it takes an hour to shunt one of the coaches from our train and run the loco round as the points have to be located and then dug out. The train is due to run down to Lod as empty stock but a largish group has gathered to thaw out in the station master's office and they want to get to Tel Aviv. Almost nothing moves in Jerusalem and the highway to the coast is hopelessly blocked. All around the snow falls thickly, wrapping us in that muffled, sibilant silence which comes with a heavy snowfall. The station master advises us to climb aboard and hope for the best. We need no urging to do so. The one-coach train pulls out at 10.45 and makes a careful descent through the white-clad mountains, jerking to a halt for a few minutes at Bar Giyorra to remove a fallen tree branch from the track. At Bet Shemesh we sit for half an hour to await the first of the extra trains that have been laid on. Eventually it pulls in: 114 heading four coaches packed to the gunwhales. My feet are freezing and, for once in my life. I'm mighty glad I didn't stick around in Jerusalem. We drop down to Lod, now once more through pelting rain. There is a slight bump here and I'm sure that our loco has cut off for tire depot leaving us marooned, but we move again after a few minutes and it's only when we arrive at Tel Aviv (at 13.30) that I see another G12 coupled ahead of us. I cannot remember ever travelling in a one-coach train pulled by two locos! But I'm too far gone even to attempt a shot. I just want to get warm again. There are several hundred people at the station waiting for a train to Jerusalem, and they howl with dismay at the prospect of trying to cram aboard the single coach. I don't hang around to find out what arrangements are made for them.

Later that day the last train to Jerusalem sets out absolutely jam-packed with passengers. After leaving Bet Shemesh a door suddenly flies open and a girl soldier falls four metres down the mountainside. Though badly hurt she is very fortunate as the snow must have cushioned her fall, Rescue is complicated; A helicopter cannot land in the mountainous terrain and driving snow so a motorised permanent way trolley is despatched from Bet Shemesh to bring her back for ferrying to hospital. I spare a thought for the folk aboard the unheated train and do not envy them their predicament. At Jerusalem there is a huge crowd (or so the grapevine has it) of 2,000 people milling around, waiting for a passage to Tel Aviv. The train from Tel Aviv, once it finally makes it through, is combined with that standing at Jerusalem station and they return to the coast with a loco at each end of the cavalcade, no time being wasted in the nicety of running round. Arrival at Tel Aviv is just before midnight.

I felt it would be worthwhile bringing the story up to date, which is, at the time of writing, early May 1992. There have been some interesting developments in the last weeks.

1. THE NEW CARS FINALLY ARRIVE.

After a lot of speculation in the local press as to the date of arrival, coupled with some delay, the four cars finally arrived in Haifa Port on the German-registered conventional freighter M.S. "Liebenwalde" from Antwerp, on Tuesday 7th. April, at about 10 am. The discharge from the vessel was a far-from-easy operation.

The cars were stowed in two parallel holds, below decks, two in each hold. Interestingly enough the deck cargo, which had to be offloaded first, consisted of rails and ready-prepared trackwork for Israel Railways. The discharge was effected very efficiently; one car at a time was hoisted out of the hold by a very large spreader, which was secured onto 4 points on the side of the car by a special type of bracket installed by the packers in Switzerland. This certainly smoothed things through, and each in turn was put onto a low loader and moved to a section of the port for storage. This operation was completed by about 12.45 pra. and the cars, incidentally all completely covered and protected from the elements by a type of polypropylene, were left to rest after their long Journey until tire next stage, which was scheduled for Sunday 12th. April.

2. REMOVAL OF THE CARS FROM THE PORT AND ENTRY INTO THE TUNNEL,

In view of the nature of this oversize load it was decided by the local police und other interested parties that the removal of the first two cars from Haifa Port would take place around 4.30 pm on Sunday 12th., a time which was thought to be relatively quiet traffic-wise. As so often happens, this was not to be the case. The area around Kikar Paris was very congested, and even when the two low-loaders arrived the enormous crane which would be required to lift and lower them into the tunnel was delayed on its journey from Ashdod. It finally arrived around 6 pm. and in the fading light the operation began. The first low loader was brought up almost adjacent to the special opening, above the workshop area, in Jaffa Street; in the presence of about 70 people, including rather-amazed passers-by, contractor's staff, local and national press photographers and Haifa Mayor Mr. Arye Gurel, the crane slowly lifted the first car (Train 2, Car No. 1) into the opening. So far - so good, as this was accomplished with relative ease. However, when it came to trying to manoeuvre it around below ground level in the workshop urea, to an angle of 45 degrees to place it above and subsequently onto the track, serious difficulties were encountered. The clearances were extremely tight (to say the least), with literally only a few inches of play at each end of the car. It

was decided to dispense with the services of the external crane, way above in Jaffa Street, which was being operated upon instructions from a "walkie-talkie" in the depths of the workshop area, and to use the internal crane which exists for maintenance purposes, and is tracked to the ceiling.

This apparently was to prove more successful, although your writer was asked to leave the site at about 9.15 pm., together with all other sightseers who were not directly concerned with the operation. Work was to continue well into the night, and I understand that both the first and second cars (Train 2, Car No. 1 - Downtown) were safely put into the tunnel by about 3 am, on the morning of 13th. April. It was certainly a long day (or night!) for all concerned, and an enormous amount of credit must go to everybody involved for completing such a complex task.

The remaining two cars (Train 1, Cars 1 and 2) were put into the tunnel in an identical operation on the afternoon and evening of Thursday 14th. April, and the lessons learned on the previous Sunday enabled the whole thing to go much smoother this time.

The position on the 19th. April was that 3 of the 4 cars were in place on the track, in the following positions:

Train 2 (2/2 & 2/1) was beyond the platform, in the tunnel, in the Carmel (uphill) direction.

Car 1/2 was in the centre of the platform, with its partner, 1/1 still in the workshop area above the track level, in the overrun area beyond Kikar Paris station. , i.e. at the Jaffa Street end of the tunnel. During the holiday week of 19th/23rd. April Train 2/1 & 2/1 was slowly winched manually through the tunnel, up to the terminus at Gan Ha'em, on the Carmel.

It is hoped at this stage to begin trial operations during mid-May, with the opening date to the public still being stated as the beginning of June. However, due to continual and quite substantial seepage of water at the bottom of the tunnel overrun at Kikar Paris, for which in the meantime the constant use of pumps does seem to be solving the problem, plus much work still to be done on station finishing at Kikar Paris and other sites, this date would seem to be rather over-optimistic.

3. SOME DETAILS OF THE CARS, AND THE IMPROVEMENTS INCORPORATED IN THE. SYSTEM.

The primary difference between the new system and the old one is that the trains will now run on rails, with conventional steel flanged wheels, as opposed to rubber tyres on a type of guide rail. This will enhance braking and ensure a greater safety margin.

The cars themselves are longer than the previous ones (hence the difficulties, as explained above), the overall length of each train is 32.911 metres in comparison to 30.025 m. However the width (2.40 metres) and height (3.80 metres) remain as before. They are painted in a bright red livery, with yellow stripes; seating is grey, upholstered in grey and red. There is seating capacity for 80 in each car with

standing room for an additional 120. Other improvements include air-conditioning in the cars and background music.

[This is an improvement V Ed.) Doubling of the trains' acceleration has been achieved, with the estimated journey time from the Carmel to Downtown cut to approx. 6 minutes. The operation will be computer controlled, with station-stop times automatically regulated according to the prevailing density of passenger traffic. The trains are capable of operating automatically without the supervision of a train operator; however, transport operating regulations do not permit this, so each train will be manned. Entry to the platforms will be by way of plastic credit-card type cards or coins through automatic barriers, and all station platforms and entrances will be under the supervision of closed-circuit television from the Operations Room.

It is planned to operate non-stop 18 hours each day (with an appropriate earlier finish on Fridays and Holiday eves), but not on Sabbath or High Holidays. The system will be operated by a staff of about 25.

The stations are undergoing thorough and extensive renovations and design changes, under the supervision of the Haifa architects Gideon Aderet and Ilan Adler, and designer Dan Reisenger.

About 300 workers have been involved in the entire renovation project, including 10 companies in Europe and 15 local companies. This included the manufacturers of the cars, the Swiss concern 'Von Roll' who specialise in this type of railway car construction. Approximately 13 million dollars have been invested in the cars' construction, with the remainder of the 27 million dollar budget being the civil engineering costs in Israel.

There are some very specific differences of opinion as to the viability of the project, and the Carmelit in general, in its current form. Proposals to extend or, more correctly, link it with a new system, to serve key points in the city, are already on the drawing board. These include a possible link-up with the proposed Israel Railways suburban railway system station at the nearby Customs House, which would be by way of an underground "Travelator", perhaps similar to the type which currently exists on the Waterloo & City Line at Bank in London. This could, perhaps within 2 years, enable passengers from Nahariyya to travel to Central Carmel in around 40 minutes, by way of I.R. and the Carmelit. Through ticketing arrangements perhaps also with the co-operation of the 'Egged' bus company, could also make the system a more attractive proposition to the travelling public.

The writer is currently preparing an in-depth history of the Carmelit from its inception, and would welcome any information or photographs relating to its history and operation. Kindly write with details to;

Steve Tish, P. O. B. 33B1, Haifa 31033, Israel.

17:22

NOTES ON LINES IN THE SINAI. By Andy Wilson

Andy is currently working in Egypt, find hoe spent, time there before, he writes:

"I saw some heavy steelwork being dismantled north of Ismailia In about 1983, and I think this was the remains of the Firdan Canal bridge. I have seen a photo by a colleague of a station, maybe Kantara East, without track but still with signals. Track was still in place at El Arish and northward in 1982 and 1983. The line down the east side of the canal has completely disappeared, probably finally erased by canal widening work which has been performed in recent years. There is a line of tank wagons at El Shatt, looking quite organised from one side hut with earth bulldozed up to them on the other as a fortification. There are occasional shot-up wagons but no track and no clear evidence where it was. There is a 4-wheel steel bodied van in Wadi el Sudr miles away from the nearest railway. This has a scrawled Israel Railways logo, presumably applied by bored soldiery. The rolls from the torn up lines were used to support the roofs of earth-covered fortifications of the Bar-Lev Line - most have disappeared with the canal widening but there is a fortification on the Canal side facing Suez and on artillery position not far away. The tanks and guns are still there, blown up.

On a separate topic - does anybody have any information on the Soviet TE.114 locos supplied to Egypt in the early 1970's ? How many were there? Hughes quotes a block of numbers [Co-Cos 3451-3473, built 1974-5, Voroshilovgrad Works, in "M. E. Rlys." p. 26 - Ed] but I suspect that not all these were delivered. The only place where I have seen these locos is Helwan Steelworks, (though they seem inappropriate for use as works shunters), the maximum number seen at any one time is two, and the earlier numbers of the block have been used for ER EMI) model JT22 locos delivered in the mid 1980's. My observations have been from public roads, too far away to see running numbers."

17:23

STORMS OVER JORDAN.

The storms that ravaged Israel over the winter spread their effects over the Jordan too; Jordan suffered temperatures of minus 11 degrees, and 3 metres of snow. In February a bridge north of Amman was washed out; Due to the onset of Ramadan repairs were slow, but at the time of my report, the bridge was expected to be restored by the end of May. There were therefore no Hedjaz trains at all. The opportunity was taken to take all four remaining serviceable steam locos In Jordan into workshops for maintenance during this 'dead' period.

Once services restart the Weekly International Train (until now on Fridays from Amman) will instead operate on Mondays only. This means that the TEFS trip this summer will require to charter a special train in order to maintain its timetable.

For well over a decade following their formation in 1920, Palestine Railways were extremely poorly equipped with main workshops facilities. Light and medium repairs could be carried out at the locomotive running sheds, but when heavy general repairs were necessary the locos had to be sent all the way to Kantara where the British army had established workshops in the First World War. This was anything but convenient, and one may speculate on why it took so long to build main workshops at a more suitable location in Palestine itself. (It was only in the early 1930's that Qishon Workshops were built.)

Some time ago I caught wind of an early proposal to build workshops in what is now the neighbourhood of Bat Galim, but was then called Ras el Kerum. In the 1920's this area was practically devoid of buildings (about 1919 Ron Garraway took a photo, looking down on Ras el Kerum from Mount Carmel, which shows only the railway line, an army camp of tents, and a windmill.) It was only recently that evidence surfaced too substantiate what I had previously heard, when Michael, one of IR's signal technicians, phoned to tell me that he'd come across some old Palestine Railways documents thrown out to rot at Haifa East station. Would I be interested? I was, and immediately went over to pick through them. They are fragmentary, but enough remain to show that this proposal for workshops in Bat Galim came close to fruition.

In 1922 the Office of the Crown Agents for the Colonies sent out a tender for the "Steelwork etc. for the New Workshops at Haifa" to several well-known engineering works in England (see list below). From this tender it is possible to gauge the extent of the proposed railway workshops.

"Steel and Ironwork in New Railway Workshops at Haifa, with sliding doors complete, consisting of the following shops;

Engine and Tender Erecting Shop 483 ft. long & 95 ft. wide.

Wheel and Machine Shop 200ft. long & 105 ft. wide.

Carriage and Wagon Shop 483 ft. A 135 ft. wide.

To be in accordance with Drawings Nos. Z 1657 and Z 1659...."

The surviving papers show that the following firms put in bids to contract for this tender (though the list may be incomplete):

The Horsley Bridge & Engineering Co. Ltd., Constructional Engineers, Dudley Port, Tipton, Staffs.

The Widnes Foundry Company Ltd., Engineers & Ironfounders, Widnes, Lancashire.

E. C. A J. Keay Ltd., Engineers & Ironfounders, Princes Chambers, Corporation Street, Birmingham.

Francis Morton & Co. Limited, Constructional Engineers & Contractors Hamilton Iron Works, Garston, Liverpool.

John Lysaght Limited, Ironmasters, Galvanizers, Constructional Engineers Etc., Bristol.

Joseph Westwood & Co. Limited, Engineers & Contractors, Napier Yard, Millwall, London.

Estimates for the tender were to be returned to the Crown Agents by noon 19 July 1922, and these varied from £39, 8bb 12s 1d (John Lysaght) to £44,440 06 0d (Joseph Westwood), though subsequent revised estimated brought the price down to £35,316 4s 3d (John Lysaght).

Nothing remained among the discarded documents to indicate which, if any, of the above firms was awarded the contract. As we know, these workshops were not built. Nevertheless it is evident that the project was still being pursued a year later. Two surviving memos from the Chief Engineer's Office of PR show that material had been ordered and despatched to site for construction of the workshops, and in view of their interest they are included here. Both are headed:

SUBJECT : STEELWORK FOR NEW WORKSHOPS, HAIFA.

The memo dated 17th. August 1923 noted that: The following wagons have been loaded and consigned as under: -

<u>Wagon</u>		<u>Contents</u>	<u>Destination</u>
Bolster bet	155//62	Steelwork	Carmel
Open W. D.	1125	"	"
"	622	"	"
"	80994	"	"
15 ton flat	1500	"	"
Open W. D.	81/03	"	"
"	80891	"	"
"	231	"	"
'	652	"	"

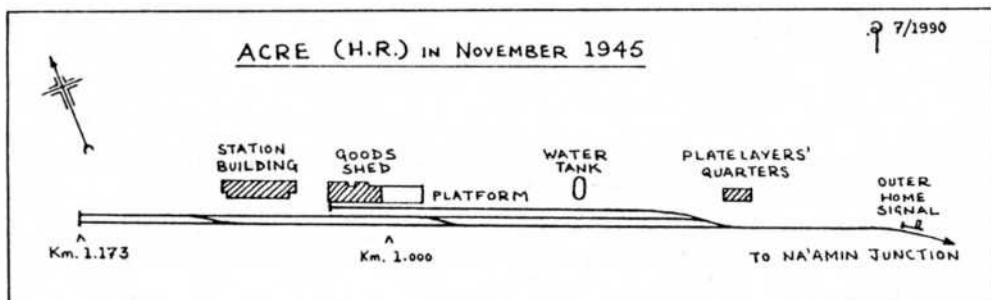
The second memo, of 27th. August 1923, noted that: The following trucks have been loaded and consigned as under:

<u>Wagon</u>		<u>Contents</u>	<u>Destination</u>
Bolster set	299/749	Steelwork	Carmel
"	71 / 76	"	"
15 ton flat	1508	"	"
Bolster set	103/135	"	"
Open W. D.	83	"	"
"	81576	"	"
Bolster set	157/843	"	"
Open W. D.	698	Cases	District Engineer's Yard.

[N.B. Carmel would have been the small station then closest to the site for the new workshops, it is believed to have been at the furthest western extension of dual gauge tracks at the time, and to have had a run- round loop and, possibly, sidings. Carmel station and associated extra tracks have long since disappeared, and it is now quite difficult to identify the location unless you know where to look. It is at km. post 2.6 from Haifa East station, immediately behind the Templer-Friedhof cemetery.]

It is obvious from these two memos, therefore, that the PR main workshops very nearly came to be built in Bat Galim, and it would seem that preparations for their construction were at an advanced stage when, for some unknown reason, the project was suddenly cancelled

Thanks to Harel Even, who made available the original map from which the accompanying sketch was made, a much better idea of the station layout at Akko/Acre can now be given. (Sen Harakevet 16: 21). As I expected there was a run-round loop here (in effect two, for there are two crossovers provided). Otherwise the truck layout is distinctly uncomplicated, with just the one siding to a goods shed. This, at least, boasts a loading/unloading platform, which is more than can be said for the passenger station alongside where customers would have had recourse to the ballast alone for climbing aboard or descending from the trains. It seems that all points in the station area were operated by hand. I wonder if Na'amin Junction's Outer Home Signal might not have doubled as a Starter for Acre as well. The kilometrages shown are, of course, from Na'amin Junction, this short section being 1.05 m. gauge only. South of the Junction was dual gauge at the time, with standard gauge only north thereof along the HBT line.



17:26. CDS 2-6-OT No. 751 climbing from Damascus to Zabadani, 27/5/83.
(This Is the Serghaya line mentioned in 17:5). Photo: R. A. Bowen

Diesel Locomotives for Israel Railways

First normal use of diesel units
on 200-mile standard-gauge system

DESPITE general suitability of lines and traffic for diesel working, and proximity to oil fuel supplies, the Palestine Railways and their successors, the Israel Railways, for years showed no practical application of diesel railcars or locomotives. It is only now that three diesel locomotives are being introduced for standard-gauge routes. Intended for the Haifa, Tel Aviv and Jerusalem route, i.e., the principal route of the system, the first of these was completed last April at the La Croyère works of its builders, the Société Anglo-Franco-Belge, represented in England by C. M. Hill & Co. (Engineers) Ltd.

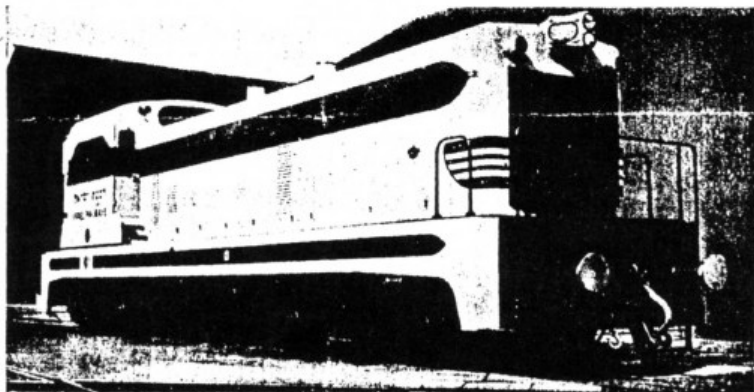
Between Haifa and Tel Aviv ruling grades are 1 per cent. non-compensated and 1.3 per cent. compensated; uphill to Jerusalem the profile is consistently uphill, and with 2 per cent. non-compensated and 2.7 per cent. compensated grades. Curves are almost continuous for many miles. Speed on this Lydda-Jerusalem section is limited to 28/43 m.p.h. (45/70 km.p.h.), but on the northern division from Tel Aviv to Haifa speeds up to 60 m.p.h. (97 km.p.h.) are allowed over certain lengths for passenger trains.

The new locomotives are for both freight and passenger train haulage, to deal with freight trains from 400 to 1,000 tons, according to the ruling grade, and with passenger trains up to 320 tons. Weight in working order is 84 tons, giving an axle load of 21 tons, a figure permitted only because of the wartime relaying of the track with heavy rails and the strengthening of bridges. Actually the top permissible speed of the locomotive as governed by armature and gear peripheral speeds is 75 m.p.h. (120 km.p.h.). The 40-in. wheels are driven by nose-suspended motors with 17:60 gears. Starting tractive effort at 25 per cent. adhesion is 46,800 lb.; rim tractive effort at 7½ m.p.h. is 40,000 lb., and at 60 m.p.h. is 6,800 lb.

Bogie wheelbase is 9 ft. (2.743 m.), and pivots are pitched at 29 ft. (8.84 m.) centres. Overall length is 53 ft. 10 in. (16.534 m.), width 10 ft. (3.05 m.), and height 14 ft. (4.28 m.). Curves of 150 ft. (45 m.) radius can be traversed at very slow speeds, running light. Fuel tank capacity is 585 gal.; lubricating oil carried is 138 gal. and cooling water 196 gal. The locomotive underframe is a completely welded structure, but the bogie frames are steel castings.

Power derives from a two-stroke 12-cylinder V engine giving a sea-level top output of about 1,250 b.h.p. at 800 r.p.m. Electric transmission equipment is of conventional type with a 600-volt d.c. generator of 800 kw. top output, directly driven by the engine and with control arranged to vary the speed in steps of 75 r.p.m. between idling speed of 275 r.p.m. and the top rate of 800 r.p.m. Engine output at each step is fixed automatically by a field-regulating device. The four force-ventilated traction motors are connected successively in series-parallel, series-parallel with shunted field, and parallel. The transitions are controlled automatically—during acceleration by voltage limiting relays, and in the opposite direction by voltage and current relays. Electrodynamic braking is incorporated for use down the long grades, and this is adjustable, the traction motor field windings being separately excited, with the excitation controlled by a braking rheostat. The braking resistance grids are cooled by a fan driven by a motor supplied from the traction motors.

Air for the locomotive braking system is furnished by a two-stage compressor driven from the engine, and air is bled from this system for the sanding, horn, windscreen wipers, and certain electric control interlocks. Train braking is on the automatic vacuum principle and two exhausters are carried.



84-ton general traffic diesel-electric locomotive of Belgian build, Israel Railways

This IS a little pamphlet which I came across in the Porton Library in Leeds (ref. JP 915.694. P 175). It was issued by the Department of Trade and Industry of the Palestine Zionist Executive, Jerusalem, 1922, printed by Hassolel Press, Jerusalem, and gives a fascinating view of the tourist possibilities of the period, a time when the Jewish settlements were new and tiny, and travel quite difficult. I give here but a few brief extracts, mainly because of their transport interest.

p. 3: "Railway connection with Egypt has brought Palestine nearer to the general route of travel; there is a fast train daily, with dining and sleeping cars."

p. 5: "In the winter it is best to come by train, as owing to the storms, landing by boat is often impossible."

p. 6: "Travelling Expenses. As a rough guide: Railway journey, Egypt to Palestine, there and back:
1st class £15; 2nd. class £9; 3rd. class £5."

p. f): "Motor• Traffic in Palestine,
The Kadimah Motor Company has light cars by which tourists can travel with speed and comfort to every important point in Palestine. The drive from Jerusalem to Jaffa by Kadimah car takes 1 *2 hours, and costs £E 1 per head. Cars leave Jerusalem for Jaffa dally at 7am. and 9am. , and at 2pm. and 3.30pm. To hire a car from Jerusalem to Jaffa or vice versa costs £E3. A car leaves Jerusalem dally for Tiberias via Shechem, Jenin, Afule and Nazareth; the drive lasts 5-6 hours and costs £E 2-3 per head. The following is the tariff of the Kadimah Motor Company: Jerusalem to Jericho. (1½ hrs.), the Dead Sea and the

Jordan:	£E 5
Jerusalem to Hebron (1¼ hrs)	£E 3
Jerusalem to BeerSheba (7-8 hrs)	£E 8-10
Jerusalem to Beirut (15-16 hrs)	£E 20
Jerusalem to Damascus via Beirut (15-18 hrs)	£E 25
Jerusalem to Damascus via Tiberias(11-12 hrs)	£E 25

p. 9. Tours,

Jerusalem: "By train from Alexandria, 22 hours. From Cairo or Port Said, 18 hours; from Jaffa 3¼ hours; from Haifa 6¼ hours.

Every train is met by hotel servants, as well as by cabs and motors. "

(No. of Inhabitants: 64,000. Jews 33,000, Moslems 17,00, Christians 14,000.)

p. 16. Hebron: "16,4000 inhabitants, of whom only 525 are Jews, many Jews having departed in latter years."

p. 17. Shechem/Nablus. 20,600 Inhabitants, nearly all Moslems. No Jews, but 160 Samaritans. "It takes 30 minutes by train to the railway station of Sebastieh; from here the tourist should ascend Mount Shomron. . . "

p. 10. Jaffa. "It is awkward to land at Jaffa as the steamers anchor outside the harbour, and passengers are disembarked from small boats. If the sea is rough, steamers go on to Haifa or Port Said. Representatives of travelling agencies and hotels always go on board and accompany tourists to the hotels. It takes 3¼ hours to Jaffa by train from Jerusalem, and 4¼ hours from Haifa. . . .

Jaffa and Tel Aviv together have 45,000 inhabitants, of whom 15,000 are Jews. "

p. 20. Gaza. "Is now an Arab city with 15,000 inhabitants, including 45 Jews."

p. 20f: "To the settlements near the railway line Jaffa-Jerusalem.

From the railway station Ludd it takes 50 mins. on donkey or horseback to the National Fund Farm Ben Shemen, founded in 1906

From the railway station Wadi-Sarar (third station, 1hr.40 mins. from Jaffa) it takes 20 mins, by carriage to the National Fund Farm Chulda, founded in 1909.....

Opposite the station Artuf, 2 hrs. from Jaffa. is the colony Artuf, founded by Bulgarian Jews in 1896.

p.21. To the Jewish colonies in the Plain of Sharon.

"There are several public motors daily between Petach Tikvah and Jaffa (45 mins.) The journey by train via Ludd is awkward and not to be recommended."

Petach Tikvah has over 3,000 inhabitants, and was founded in 1879.

p.22. From Kefar Saba by carriage, 5 hours to Hederah. (2½ hours by train from Jaffa).

p.25. Haifa: 29,000 inhabitants, including 6,000 Jews.

p.26. Haifa to Acco. By train 40 mins.; by motor along the coast 40 mins.; by boat 2½ hours.

Acco; 6,500 inhabitants. including 90 Jews. "'Most of the Jewish community have gone to Haifa."

p.26. "From Haifa it takes about 1½ hours by train to the colony of Merhaviah. (Railway station: Afule.)....

From Afule it takes 1½ hours to the railway station Semach on the Lake of Tiberias. Here is the custom house for the French territory of Transjordan. (sic.) From here 1 hr. by motor boat on the Lake, or 20 mins, by motor car on the new road, to Tiberias. 7,500 inhabitants, including 5,000 Jews.

p. 30. ; Nazareth. "'A small Christian town of 9,500 inhabitants."

The accompanying sketch map is a preliminary attempt to impose some sort of order on extracts from the War Diaries presented by Hugh Hughes in 14:19. It is by no means an accurate map in the present stage of knowledge such a thing is an impossibility. Nevertheless, it is hoped that the sketch may provoke more discussion and even further research into this very obscure subject.

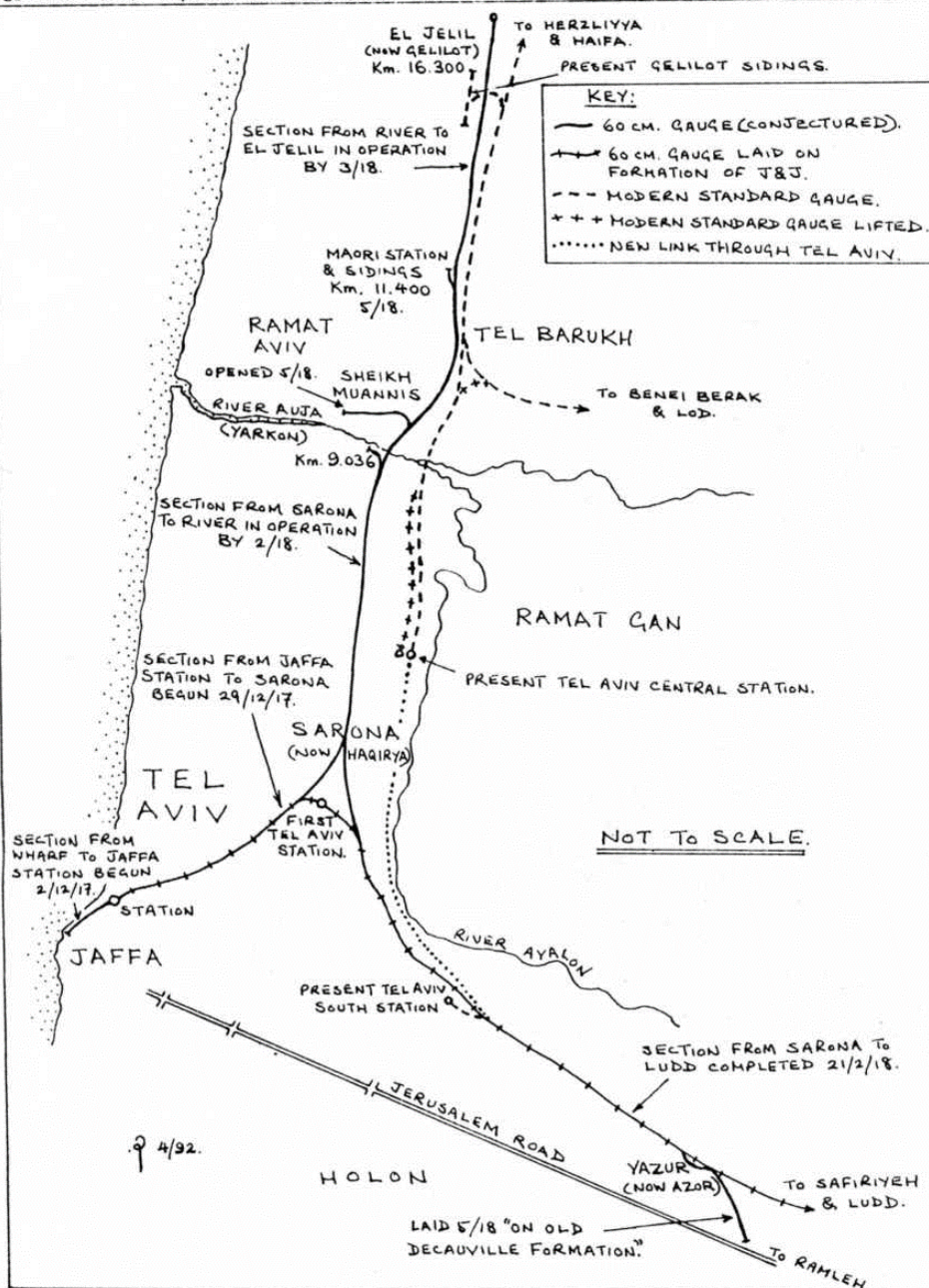
Practically the whole of the area depicted in the sketch is now built up, part of modern Metropolitan Tel Aviv. Seventy five years ago most of it was little more than sand dunes. Military light railways are, by their very nature, short-lived; just foot-prints in the sand. It is hardly surprising, therefore, that no traces of them would survive, even had there been no development in the area. This development industrial, residential, agricultural - has obliterated whatever may have remained once the tracks had served their purpose and had been taken up. Consequently, and until a decent contemporary military map of these lines is discovered, we can do no more than conjecture how their layout may have looked.

Probably the biggest bone of contention is the route followed by the branch from Sarona (now Haqirya) to El Jelil (just north of the present day Gellilot), which is shown as approximating the IR main line of today. There are certain topographical difficulties with this supposed route, most particularly in the locality of Tel Barukh/Sheikh Muannis (more properly Sheikh Munnis). Another possibility for this line is that it took a more westerly course from Sarona, passing through, or close by, what is now Ramat Aviv to reach El Jelil. If this second suggestion is correct then the supply depot branch to Sheikh Muannis would take an easterly rather than a westerly direction. If the El Jelil line did go through Ramat Aviv then the main highway between Tel Aviv and Haifa probably follows its alignment fairly closely.

Sheikh Muannils is now occupied by the campus of Tel Aviv University. I am at a loss to explain the reference in 14:19 to "The old decauville formation from Yazur to Jaffa-Ramleh Road [which was widened for a 60cm. branch to convey stone. "What could the "old decauville formation" have been?

If the Sarona - El Jelil line was known as "Route No. 1" and Sarona - Ludd was "Route No. 3", what was Route No. 2? Could this have been the section from Jaffa Wharf to Sarona? The distances in kilometres on the El Jelil line appear to have been taken either from the Jaffa wharf buffer stop or from Jaffa station.

CONJECTURED LAYOUT OF N.W.I. 60CM. GAUGE LINES AROUND TEL AVIV & JAFFA.



Despite extensive enquiries in Israel no contemporary maps have yet turned up to give a better idea of these, and other, WW1 narrow gauge military lines. I have not delved into the map room at the Imperial War Museum - perhaps someone can do so. Another possible source would seem to be the records of the Loyal North Lancashire Regiment, which was involved in building the section from Jaffa Wharf to the station and, presumably, other sections as well. Do the Loyal North Lancs have their own regimental archives?

It may well be that we shall have to rely on scattered clues in order to build up a more comprehensive picture of these military light railways, and any information on them - no matter how meagre - would be much appreciated.



17: 30

Belgian built Bo-Bo 101 at Qiryat Motzkin on 27th. October 1991 with a return suburban working to Haifa Bat Galim, during the two week period these locos were used on regular passenger trains after an absence of more than a decade.
(Paul Cotterell).