

HARAKEVET

הרכבת

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A Quarterly Journal on the Railways of the Middle East
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18:1 "Kilometre 0" - the datum post for all line measurements at Haifa Esat station in July 1992, as Esslingen 0-6-0D No. 221 (in new livery) hauls containers from the port past the doomed semaphores.

Welcome to Issue 18. It has caused me problems, but for good reasons - that is to say, there is such a lot happening at the moment on the railways of the Middle East, and especially in Israel, that I could have filled the magazine wholly with current events. However, the aim is to make each issue as balanced as possible with the material available - so despite the lengthy reports on the modernisation and expansion of Israel Railways and the welcome reactivation of the Carmelit, there are historical items and expansion of earlier topics.

This issue is due out in September 1992 - exactly one hundred years since the opening of the first railway in what is now Israel, that from Jaffa to Jerusalem. Alas, it is not yet clear what celebrations are being organised, apart from the issue of commemorative postage stamps, but I hope to bring out a special issue soon to mark the occasion. For now - let us take heart that the system in Israel is looking healthier than for many a long year, let us note with sadness that the Hedjaz system appears to be on its last legs (or wheels), and let us hope that the next hundred years are as interesting <though hopefully less violent> than the last hundred years have been. I wonder if 'Harakevet' will still be there to record the scene ?

Rabbi Walter Rothschild.



18: 3 : A look at Tel Aviv Merkaz station whilst it was still a terminus ! By the time this issue is published it could well be a through station. Looking south along the Ayalon roadway from the footbridge connecting the 'old' and the new* stations at Tel Aviv Merkaz, in July 1991; the four platform lines converge into a single headshunt, where double track will soon lead on.

a). New Miniature Railway.

The "7 Days" weekly supplement to 'Yediot Achronot' on Friday 12th. June, there appeared a full page colour advert for Superland, an amusement park described as being near the beach at Rishon LeZion. One photo showed a miniature train which appears to be of approximately 21" gauge. The loco is a fairly typical "Wild West" type, and presumably of steam outline powered by an internal combustion engine. A set of three matching coaches can be seen. These are open above the waist and have white roofs. As such things go, this appears to be a superior example of amusement park miniature lines. The Superland Luna-Park at Rishon LeZion is advertised as being open on Saturdays and holidays during June, and daily during July and August.

b). Platforms & Subways.

On 14/6/92 the new second platforms and connecting passenger subways at Binyamina and Hadera were officially opened by the Minister of Transport, although they had already been in daily use for several weeks. The rebuilding work has been carried out to a high standard, and the aesthetic results are very pleasing indeed. Binyamina station is in dark green, with Hadera being painted in a lighter shade of what the Great Western Railway was pleased to describe as "Stone" (a sort of dark cream). The subways at both stations are fitted with special wall rails so that disabled passengers in wheelchairs can use them, but such passengers will still have to overcome the large discrepancy in height between the platform level and the coach doors. An added welcome feature to the rebuildings is the provision made for planting flowers about the stations which will further enhance their appearance. The nameplates at Hadera have been corrected (see 8: 1:3 4 9:4:3).

By June work was well advanced on the rebuilding of Netanya and Bet Yehoshua stations. This also includes the provision of second platforms, passenger subways and platform canopies etc. - at Netanya on the East side, at Bet Yehoshua on the West side. Netanya's existing platform was also being repaved.

In the subway at Haifa Bat Gallm new murals have appeared, depicting 19th.-century locomotives and carriages.

c). Delays.

Also on 14/6/92 the 07.25 Tel Aviv Darom - Jerusalem train was held for a time at the closed Bar Giyorra station while a barricade of rocks as removed from the line at Bittir (yet again). On the same day the 06.35 Nahariyya - Tel Aviv train (full to overflowing on this Sunday morning) was halted for 45 minutes at Netanya when its loco, "Jumbo" 611, partially failed as it was about to restart from the station stop and had to be rescued by an assisting light engine sent up from Tel Aviv off a preceding train. The problems with 611 were sorted out satisfactorily and it continued with its diagrammed working for the rest of the day.

d) . Ramle West Goes West.

Ramle West - the station appears to have closed, and Ramle East has reverted to plain Ramle.

e) .Ashdod Opening.

Further to the timetable of the Ashdod services (see 17:4(r)), I am advised that the new timetable came into effect from 17/6/92; the previous day there was an official opening, involving the running of a special train and a formal ceremony at Ashdod. The Transport Minister was of course in attendance - this was just a week before the General Election, and every photo opportunity was being used to the full !) See Sybil's report on the Ashdod line elsewhere in this issue.

f) . New Times to Jerusalem.

Also with effect from 17/6/92 the early Jerusalem line departures from both termini were retimed from 7.00 to 8.00 am., apparently to avoid conflict with the Ashdod line services.

g) . Nahariyya Line Stations, (see 13:4:16)

From Sybil Ehrlich Crow the official "Jerusalem Post" Railways Correspondent !) come details of the stations and halts. Atar Yesef consists of lengths of concrete forming a makeshift platform, situated about 100 yards by footpath from a large caravan site for new immigrants. There is no name board of any kind, only an empty notice board belonging to the Ministry of Housing. The "station" is well patronised - on her journey on the 11.37 from Bat Galim on 26/6/92, some 20 people got off and half-dozen boarded in each direction; Bustan HaGalil consists of a rusty bench and a nameplate. Other stations on the line which boast a real platform have also acquired a standard-type bus shelter in addition to any previous buildings.

h) . Noise-Mufflers.

An agreement has been reached between IR and the local council at Kfar Shmaryahu (near Herzliyya) to erect soundproofing barriers for the benefit of local residents.

i) . Ayalon line.

The new Ayalon line is now connected to the existing tracks just south of the road bridge at Tel Aviv Darom station; a point has been laid in and tracks laid northwards. A photo in the Post* 15/6/92 shows this work being carried out. By mid-June two stations looked in an advanced state of construction, and there were numerous disconnected lengths of track along the formation "like an enormous Hornby set".

J) . Fatality.

At just after 08.00 on 22/6 a 16 year old boy was run down and killed by the 05.50 from Nahariyya near the River Yarkon bridge on the approach to Tel Aviv, causing massive disruption to traffic. Upon arrival at the scene the police ordered the immediate closure of the section until they had completed their investigation. Following trains were backed up at preceding stations and crossing points for up to ninety minutes with some passengers taking off by foot to find their

own way into the city. Trains began departing from Tel Aviv more than two hours late. This concentration of trains at the Tel Aviv end of the main line affected subsequent diagrammed workings of locos and, especially, stock (IR not having coaches lying around to cover for emergencies).

k). Apropos Coaches.

In July the ex-BR coaches owned by Apropos Ltd. (See 7:12) were removed from the field alongside the main line at km. 80.5. Their destination is unknown but rumour has it that they have been moved to a new site in the same locality of Klar Shmaryahu.

l). Danish Delights.

The first of the Danish IC3 sets made numerous trial trips during July and August. Most of these were between Haifa and Tel Aviv, but Dimona and Jerusalem were also reached. These trips have generally passed off smoothly except for one occasion when a minor fault developed. However, the set was able to return to Haifa under its own power and was working again a day or two later.

The second and third IC3 sets arrived at Haifa port on 22/7; by the following afternoon they had been unloaded and had made their way to the Haifa East loco depot.

m). T44 Awaits Its Fate.

The future of T44 appears to be in the balance following its collision in March (see 17:4:b). At the end of July the loco was still dumped in the yard at the Haifa East diesel depot. Rumours abound. According to one of these T44 will not return to service, but will not be scrapped until the insurance liability has been sorted out. Another rumour suggests that T44 might eventually be returned to Sweden for repairs, or that major spares will be sent to Israel for an overhaul. In the meantime, T44 has lost its red cowcatchers / pilots / snowploughs to G12's 112 and 124 which hardly augurs well for its continued existence.

n). Brake Problems.

Train 430/63, last of the day from Nahariyya to Tel Aviv, was badly delayed at Haifa Merkaz on 4/8 by problems with the brake rigging on ex-BR Mk. 2c coach 681. The train stood for forty minutes before a fitter appeared and cured the problem with much use of a heavy hammer.

o). Tisha B'Av.

Tisha B'Av (the 9th. of Av) has been a sombre day throughout Jewish history, with numerous catastrophes befalling the Jews on this date. In 1992, Tisha B'Av fell on 9/8 (postponed by a day to avoid Shabbat) and it did not pass without some relatively minor disasters for IR.

At 05.45 freight 306, returning to Haifa from Lod, broke a coupling in Bat Galim station, blocking the exit lines at the west end of the station. The driver and secondman carried out emergency temporary repairs by lashing a chain between the separated wagons, which enabled them to clear the main line exit. The last wagons were then left on the centre road for later collection, and the front portion of 306 continued to

Haifa East 45 minutes after the initial breakage. There was serious disruption to passenger workings just as the morning rush was getting under way.

In mid-morning train 27 ran over a suicide as it approached Bat Galim station. The police were summoned and the train eventually got away 30 minutes late, with other trains being delayed in the inevitable knock-on effect.

Later that night freight 331 from Haifa to Lod, headed by 'Egyptian Jumbo' 161, failed just after leaving Bat Galim. Two G12s were eventually called out to shove the stalled train to Hof Carmel where they took over train 331 with Co-Co 161 being returned light engine to Haifa. There was a delay of two hours to train 331 and a couple of other freights had to wait impatiently while the section was cleared and locos were switched around. With IR being short of motive power the loco department hastily had to rearrange morning diagrams to cover the passenger workings.

p). Negev Line Projects.

From "Israel Business Today" (via Steve Tish) come several cuttings relating to IR's ambitious development plans 'down south'. They include:

"(Then-) Prime Minister Yitzhak Shamir and (then-) Transportation Ministers Yitzhak Modal and Moshe Katsav have agreed in principle to the proposed rail link between Beersheba and Eilat. (Hasn't anyone told them the line already extends through Dimona and Oron to Har Tzin ? Ed.) The \$200 Million project is expected to be financed by U.S. and Italian companies. (The Ministers also agreed to advance the expansion of the Ayalon Freeway to include four lanes in each direction - an interesting comment on the expansion in road traffic along this brand-new road.)

In a later issue: (Vol. VI No. 281, 12/6/92): "The Transportation Ministry has a proposal from an Italian company offering to finance the project on extremely favourable terms. Feasibility studies indicate the 170-kilometre link (Nahal Tzin - Eilat) is viable with a projected freight capacity of 3.5-4 million tons per annum in addition to passengers. The five year project will cost NIS 250 million. The agreement specifies that the Italian developer will use locally manufactured building materials and equipment in order to support local business. Low interest financing can be paid back to the Italian firm over ten years after the project's completion. Israel's Minister of Transportation (Moshe Katzav) emphasized the project's importance for the development of the port of Eilat, the Negev, and the municipalities in the Arava. Also, Katzav said the railroad will serve as a substitute for Suez Canal cargo and as a land bridge for cargo imports from the Far East. "

[Ed. : One hopes the Israeli election and the arrival of new political interests will not jeopardise this scheme - it is worth recalling that the whole plans, studies, maps etc. were published as long ago as 1963 in "Die Bahn der Drei Meere" (The Three Seas Railway) by Regung & Voss (Kyklos Verlag, Basel).] Incidentally, some press articles have poured scorn on the whole idea of the Eilat line, claiming that the port is too small to make it economic - clearly these misguided heretics have not read Isaiah 40:2 -

"במדבר פנו דרך יי' ישרו בצרבה מסלה לאלהינו"
"Build in the wilderness the way of the Lord, in the Aravah a track."

In Vol. VI, No. 274 (24/4/92) some investment details are given of the NIS 726M development budget for the Israel Ports & Railways Authority for 1992 - NIS 35M allotted to the restoration of passenger services to Beersheba and Dimona, NIS 33.6M for the Ayalon line from "Arlozorov Station in North Tel Aviv to the future Mikveh Israel station in south Tel Aviv", NIS 74M for the doubling of tracks on (parts of ?) the Tel Aviv - Haifa line. "These are all parts of the Ministry of Transportation's master plan for an interurban train line connecting Nahariya, Haifa, Netanya, Tel Aviv, Beersheba and Dimona, and regional rail services in both Tel Aviv and Haifa."

The 15/5 number (Vol. VI No. 277) adds further upbeat news and comment on the new Danish trains, which "reach speeds of 160 kph., and will enable commuters to travel from the northern suburbs of Haifa to the southern outskirts of the city in 17 minutes, and from Rishon LeZion to Tel Aviv in 12 minutes - as opposed to more than an hour in private cars during rush hours in both metropolitan areas." In an optimistic interview with Shaul Raziel, it is envisaged that "as passes will be purchased from automatic ticket machines, the old ticket counters will become obsolete; monthly passes, similar to those issued by the Egged and Dan bus companies fthe "Hofshi Hodshi passes, Ed. i will also be available. Regarding the Ayalon link, "Stations at Tel Baruch, the Tel Aviv Kiryah and the Tel Aviv Central Bus Station are in the planning stages; eventually, a total of eight stations will separate Netanya from south Tel Aviv, with travel time reduced to 20 minutes from Netanya and 8 minutes from Herzliyya. CThere are! plans to run as many as four trains an hour in each direction during peak hours. Also in the planning stages are more frequent suburban trains linking Tel Aviv to Lod, Ramle and Rehovot, with a travel time for each destination not exceeding 12 minutes. On the agenda for 1993 are new railway links to Ben Gurion Airport, Holon and Rishon LeZion.

In order to encourage train travel southward, a new train station will be built alongside the Beersheba central bus station, and an additional four kilometres of track will extend to the city centre. This project will include changing (renewing) 43 km. of track, the construction of three new stations and the renovation of existing stations in Kiryat Gat and Beersheba. "

Wow ! A messianic vision indeed, and at last an acknowledgement that the current station at Beer Sheba is poorly sited - more details of this proposed new route would be welcome.

A word of mild caution - a 15-minute interval service in the peaks is hardly using double track to capacity, and (according to Modern Railways' (Aug. 1992, p. 410) the introduction of seven IC3 units on the Swedish railways (where they are known as Class Y2) has resulted in a tripling of passenger loadings - The IC3's are high-quality intei-city stock (see Paul Cotterell's comments elsewhere in this issue), not really high-capacity suburban vehicles. I hope someone has

put in an advance order for a few more sets, or something more appropriate for a Tel Aviv rush hour !.....

q) • Uncontained Delights.

As has been noted before, the holiday month of August is not recommended for travel on IR. Trains are usually packed and frequently run late. 12/8/92 was a particularly bad day for passengers when several events conspired to produce worse than usual delays. In the small hours of the morning Freight 302 (Lod-Haifa) demolished signals at Zikhron Ya'akov and Dor when a container shifted on a flat wagon and fouled the loading gauge. The rear portion of the train was dumped at Dor, but the offending container was still lying foul of the gauge thereby closing tracks 2 and 3, and eliminating Dor as a crossing point for trains. Delays built up during the morning rush with the first Tel Aviv - Nahariyya train being held for over an hour at Zikhron. The following 'non-stop' express to Haifa suffered a half-hour wait at Zikhron. There were consequent disruptions to later diagrammed workings again, exacerbated by other signalling problems along the main line (eg. at HaHoterim which had been switched out for several days, thus eliminating another crossing place). Later in the day, bomb disposal experts were called out to deal with a suspicious object at Bat Galim station, resulting in further delays to trains.

r). New Transport Minister and Policies.

At a Press Conference on 4/8/92, the new Transport Minister, Yisrael Kessar, declared that measures such as asking car drivers to leave the vehicles at home for one day a week would do nothing to solve the country's transport problems. Instead, the government should focus on encouraging public transport, by means of subsidies and development of the railway infrastructure, to relieve congestion on the roads. Although he had been in the Job only two weeks, and claimed therefore to know very little about the situation (though he is a veteran politician and former head of the Histadrut), he said there had been a suggestion to build a railway line parallel to the Jerusalem-Tel Aviv highway, in addition to the line to Eilat, and "the cabinet has instructed the Ports and Railways Authority to look for overseas investors for these lines".

The Greater Tel Aviv suburban railway should be developed with double tracks, to make maximum use of the trains' potential and to move large numbers of people. He noted that electric trains are considerably more expensive than diesel ones, and admitted "I am not an expert on the subject, but I was told that the new Danish trains are the most modern in Europe and certainly very advanced". (Thanks to Sybil).

s). Further Notes on Station Refurbishment.

Sybil Ehrlich reports on progress as at 14th. August: (See note (b) above):

The new name board is up at Zikhron Ya'akov (sic.)

At Hadera the extensive canopies on the east-side platform are all painted a dark cream.

At Netanya the new platform and canopy are under construction on the east side; the main platform is being paved, men being noted at work on a Friday at 14.07! The

station building is pale pink, with canopies - in the same style as at Hadera - in maroon.

At Bet Yehoshua the new west-side platform is complete, with hanging lamp bowls still covered in polythene.

The works for doubling the track are visible at various points; in some places the earthworks are ready, in others track is in place. At Shefayim there are now three tracks; track is doubled for about 2 km. southwards, where it ends abruptly, though the ground is levelled for a further 2 km.

All stations display three blue-and-white flags - the Ports a Railways Authority, the Israel Railways, and the State flag. Binyamina has three fancy flagpoles, whereas at Tel Yavne there are three sticks stuck onto the water tower !

t). Another Fatality.

On 4/8/92 a 22-year old Jerusalem man was seriously injured when he was struck by a Tel Aviv-Jerusalem train near Moshav Ahiezer, near Lod. The driver saw two men pushing a car on the tracks in his direction in an area where there are no roads, and could not stop in time to avoid hitting them.

u). Media Talk - For the Record.

On Monday July 20th. at 1.15 pm. Paul Cotterell was interviewed on the English programme of Kol Yisrael.

The experimental opening of the Carmelit on July 21st. saw two minutes of coverage on the TV evening news. The Mayor of Haifa, Arye Gurel, stated that the line will save 140 buses and thus contribute to road safety - an intriguing comment on bus safety ! There were nice views of the trains, inside and out, and the computer control room.

There was further coverage of the official opening on 28th. July on the radio news at 7pm., and the new TV advert for the Carmelit was shown for the first time that day at 8.58pm. The Press stressed the cost of S27M for the refurbishment !

v). Carmelit Tickets and Fares.

The new ticket machines give instructions in both Hebrew and English on wall plaques. Tickets are pale green thin card. The English text is:

"Instructions:

- a). To purchase a ticket displayed on the screen - pay and collect ticket.
 - b). To purchase a different ticket or if there is no display on the screen:
 - press buttons to select the type and tariff of ticket requested.
 - pay and collect ticket.
 - c). Entering the Carmelit is by validating the ticket at one of the automatic gates.
 - d). Each validation entitles you to one ride from the entrance station. The passenger must finish the Journey and leave the Carmelit through one of the exit gates within 20 minutes.
- 3). Keep the ticket for inspection until exit from the Carmelit gate. "

Fares are: Single 2.20; 2 rides (round trip) 4.40; Multi-ride (10 trips): Adult 19.80, Child below 18 11.00, Reduced (Pensioner) 14.80; weekly ticket 24.20; monthly ticket 77.00.

Sybil took the new service to Ashdod on 10th. July 92 ', (see note in 17: 4 (r) & in •News From The Line, this issue) and writes:

"At LOP, the station had been refurbished, with a lot of dark blue paintwork. The subway still incorporates anti-blast walls on each staircase, and a stencil on the subway entrance (thinly covered by whitewash) reading "PLATFORMS 3 & 4" in English only - which dates it ! According to station staff "I should have been here yesterday" when the new Danish train was in the station from 11 to 11.30 on an experimental trip to Dimona.

The 12.59 train arrived, two minutes late; three carriages, excessively generous for half a dozen passengers. I had a carriage to myself so was able to take notes undisturbed.

At RAMLE MAARAV the station and name-board were still in place, but the train did not stop.

BEER YA*AKOV (km. 115.6 from Haifa - old route) and REHOVOT (km. 119. 9) have been previously described in 'Harakevet' (7:15).

YAVNE. This station is not the old British-built station of Yibna (km. 124. 8) but is a new one about 2. 5 km. further on. The nameboard, which reads "Tel Yavne Station" (in Hebrew only) is affixed to an old water tower on the left-hand side. There is a sand platform, and a bus-stop type shelter on the right.

B'NEI DAROM. Immediately south of B'nei Darom road junction, named after nearby Moshav B'nei Darom, founded by members of Kfar Darom abandoned in the War of Independence. (The name means "Sons of the South" - "Kfar Darom" means "South Village"; Kfar Darom itself has been re-established in recent years, near the original site of Deir el-Balah station !) The new station consists of a few stone buildings (presumably the former station of Sukreir, 132.9 km.), a shelter as at Tel Yavne and a name board "B'nei Darom Station" (in Hebrew only), all on the right-hand side.

ASHDOD. This is the old Isdud station, (km. 140. 3) completely reconstructed. The old buildings on the left are still there; on the right, a largish new building, made from what appears to be corrugated iron, painted blue, bears the name "Ashdod Ad Halom" in Hebrew and the single word "Ashdod" in English, all in cut-out pink lettering on the north end of the canopy. On the wall is a board describing the history of the station, but I had little time to explore as I didn't want to miss the Egged bus waiting to take passengers into town - a good five miles !"

[The Ashdod service therefore traverses the old line to Gaza and beyond, not the spur from Peleshet June, in the direction of Ashdod Port. Presumably the old loop here (sidings were used for storage of track panels during the construction of the Heletz line) is used for run-round facilities. The kilometrages are from British sources. Ed.]

"History of Ashdod Ad Halom Railway Station".

This is the text of the (Hebrew) plaque on the station, translated by Sybil. It is not known who was responsible for producing it, but it is good that some attempt is being made to publicise railway history !

"The railway in the Ashdod area was established during the First World War. In the wake of two attempts by the Turkish-German Army to conquer the Suez Canal, the British concluded that the canal could not be defended except by a military campaign to move the front eastwards. This objective was greatly assisted by a railway line built simultaneously with the army's advance along the coast. The route between Kantara and Khan Yunis in the Gaza Strip (sic !) was double track to cope with the large volume of traffic. With the collapse of the Turkish defences in the autumn of 1917 the construction of the line was continued as a single track northwards through the Ashdod sand dunes to Lod. By the end of 1918 the line reached Haifa (the double-track Kantara-Khan Yunis section was reduced to single track in the early 1920's).

Until the opening of Haifa port in 1933, Port Said at the entrance to the Suez Canal was the principal gateway for cargo to and from Palestine. Freight was transported by Egyptian Railways between the port and Kantara, and from there on the main Palestine Railways line Kantara-Rafiah-Lod-Haifa (the line in Sinai between Kantara and Rafiah theoretically belonged to the British Crown, but the management and operation of the line were carried out by the Palestine Railways administration). During the Mandate period until winter 1948 (sic !) the prestigious Haifa-Kantara passenger train, with sleeping cars and a dining car, ran on this line, and for part of the period to Cairo as well.

Two stations were built in the Ashdod area. One, named 'Isdud', today Ashdod Ad Halom, was built in the early 1920's, and another, called Sukreir, next to the Junction of the Ashkelon-Yavne and Ashdod-Gedera roads, functioned during the Second World War.

After the establishment of the state the line from Lod was operated as a secondary route to Yad Mordechal for freight only. For a few months after the Sinai Campaign the rail link was extended to the Gaza Strip. During the Six Day War this link was renewed and extended across Sinai. For about a year, until the Yom Kippur War, a passenger train ran from Deii-Balah (sic) and Gaza to Tel Aviv.

On June 16, 1992, the station was reopened for passenger and freight traffic."

A very good and brief summary - the line through Ashdod Ad Halom is of course traversed nowadays by the heavy freights to Ashkelon Power Station and the Negev, but the station itself is unlikely to see originating freight traffic.

Thirty of these compact and useful shunting engines were built in America and sent out to the Middle East and Iraq. They were numbered WD 1267-76 (Vulcan Iron Works, 1942), 1287-1301 (Davenport, 1942), and 1992-96 (Vulcan Iron Works, 1943). Towards the end of 1944 70000 was added to the numbers (except that 1992-96 then became 71302-06).

Eleven of these engines saw service in Palestine. The first two to arrive were 1267 and 1270 which had been unloaded at Suez from the "Thompson Lykes" on the 2nd September 1942 and were on hire to the Palestine Railways from November of that year. Next came 1287 and 1290, allocated to the Haifa-Beirut-Tripoli line in February 1943, followed by 1296 which was the War Dept shunter at Wadi es Sarar from April 1943. In addition, by July 1943 1276 and 1294 were shunting at Rafa, 1295 was at Azzib and 1297-99 were on hire to Palestine Railways.

The Suez arrival dates, first allocations, transfers, and the situation as at June 1946 are tabulated below.

Nos.	Suez	Allocation	Transfers	6/46	Notes
1267	9/42	ER 11/42	AP 6/45	AP	WD 301
1270	9/42	ER 11/42	AP 8/45	AP*	To IR 22 c1957
1276	3/43	AP 6/43	—	AP	WD 304
1287	1/43	HBT 2/43	ER 12/45	ER	To ER 20
1290	1/43	HBT 2/43	AP 11/43. AE 10/44 (Gb)	(AE)	WD 305
1294	3/43	AP 6/43	—	AP	WD 306
1295	3/43	AP 6/43	—	AP	WD 307
1296	3/43	AP 4/43	AE 5/45 (Gb). ESR 3/46	(ESR)	To ESR 1156
1297	4/43	AP 5/43	ER 6/43. AP 4/45	AP	WD 308
1298	4/43	ER 5/43	AP 10/45. ER 2/46	ER	To ER 21
1299	4/43	AP 5/43	ER 6/43. AP 6/45	AP*	Scrapped 1960

ER: On hire to Palestine Railways.

ESR: On hire to Egyptian State Railways.

AP: Army, Palestine.

AE: Army, Egypt.

HBT: Haifa-Beirut-Tripoli line.

IR: Israel Railways.

*: In store at Sarafand.

(Gb): Gilbana. This was an important army ammunition depot in Sinai, 15 km from Kantara East.

The army depots in Palestine using WD locomotives for shunting were at Rafa (Ordnance), El Jiya (Fuel), Wadi es Sarar (Ammunition) and Azzib (Transportation Stores).

WD 301/04-08: These went to Suez and were renumbered thus in 1951-2.

Some of the statements made in the article in Harakevet 17:14 need amending. The revisions are as follows:

a). I do not think that "their arrival alleviated much of the burden resting on the few General Motors diesels then on the system and the SAFB trio", since these locos were being used for line work already. The Esslingen O-6-ODH shunters replaced the USA O-6-OTs and other steam engines then employed on shunting and trip work.

b). I have been told that the Esslingen shunters did see regular passenger work in their earlier years but not, apparently, in the Haifa Bay area, though this possibility cannot be excluded. It seems that, at one time, the Esslingens were rostered to take empty stock from Lod to Beersheba which they returned as a scheduled passenger train. I have no firm details of this working, but seem to recall that it was on one day per week (Sunday?). The speeds required over this route would have been well within the capabilities of the Esslingens. In addition, there seems little doubt that the Esslingens were occasionally called upon to assist main line locos when these had failed with a passenger train.

c). The last official steam working on IR was in February 1959, not in May. Nachman Blum's photo shows this event, with USA O-6-OT 21 at Lod shed in the rain. 21 worked a special last steam passenger train around the Tel Aviv area on 27th. February 1959, though I do not know the precise itinerary.

d). Only No. 221 of the Esslingen shunters has received the latest IR livery, being so turned out in April 1989. All the other O-6-ODH's, whether dumped or working, retain the original grey and maroon paint scheme.

e). While reports of accidents involving the Esslingen shunters may be scarce, such incidents have certainly occurred over the years - some of the latest being recounted in past issues of Harakevet'. I have nothing approaching a complete run-down on accidents involving these locos as shunting mishaps rarely make the news and are often quietly buried when the results are none too horrendous.

f). Dispute over building dates will continue to simmer, no doubt. Steve Tlsh and I made a pretty comprehensive survey of makers plates carried by locos several years ago. Details for these Esslingens are as per my book, with an amendment to the effect that 211-5 were built in 1955, and 216-20 in 1956.

With the exception of those Esslingens still at work and 212 preserved in the Haifa East Museum, the remaining extant O-6-ODH's are dumped at Qishon Works or about the loco depot yard at Haifa East.

18:8 FRIENDLY ARCHIVES. 6.

The U.S. Army Transportation Museum at Fort Eustis, Newport News, Virginia, is one that I have not (yet ?) been able to visit, contact so far being by mail only. However, this museum clearly has a large library, and a very liberal and friendly attitude to postal enquiries. They have a set of drawings of USATC rolling stock and some material on the various USATC units that served in the Middle East. The Research Library is open daily. Carolyn D. Wright is the Museum Technician in charge.

Full details: U. S Army Transportation Museum, Bldg. 300, Besson Hall, Fort Eustis, Va. 23604-5260. tel. (804) 878-1182/1183. Location is 10 miles east of Williamsburg on Interstate 64, admission is free, and opening times are doily 09.00 - 16.30, except Federal holidays and Easter Sunday.

18:9 NEW ISRAELI POSTAL STAMPS.

As part of the commemoration of the centenary of the Jaffa - Jerusalem line the Israeli Postal Authority has produced a set of four very nice stamps on railway themes. These are available separately (in which case they have tabs both above and below the main body of the stamp) or in a package of four, together with a nice explanatory booklet designed to look like a 1926 PR timetable, in which case they lack the tab below the stamp.

The stamps were designed by Adth Vanooijen, a Dutchman who lives on the Golan, with help from Paul Cotterell and many suggestions from the railways. All the stamps involve four narrow strips of pictorial material, making for a rich albeit rather cramped effect - one has to make do with tantalizing glimpses rather than a full picture. In addition there is a mixture of colour and black-and-white material.

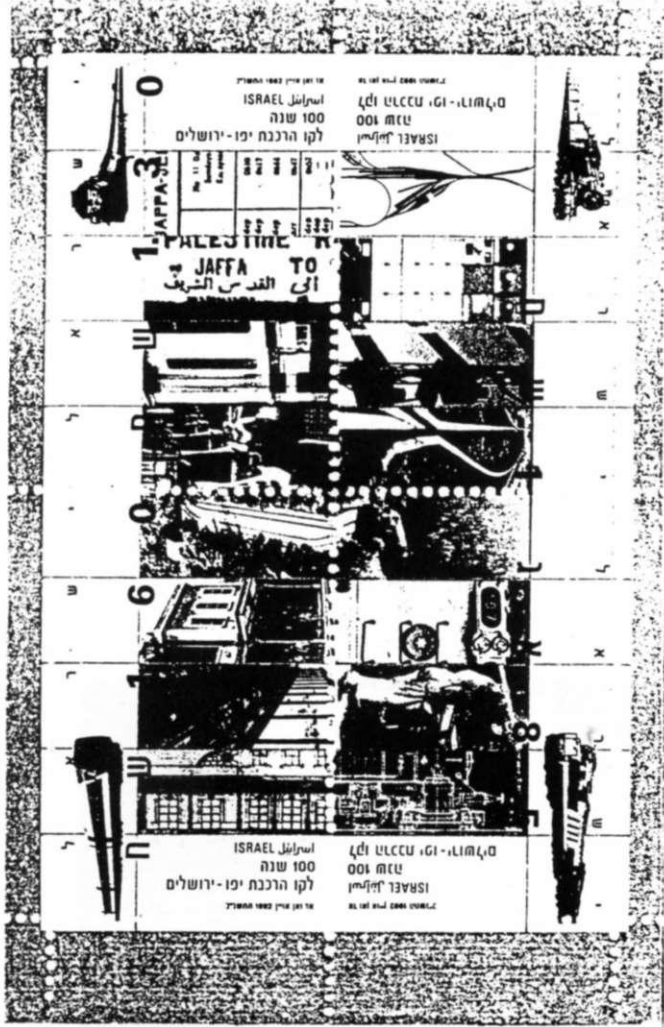
The NIS 0.85 stamp features: Part of a blueprint drawing of the Baldwin 4-6-0 of WWI vintage; an engine-driver greasing the motion of a steam loco; a bit of the front of G12 107; a shot of a train in the Nahal Soreq. On the upper tab is a miniature colour reproduction of a G36 Co-Co on a phosphates train; on the lower tab a b/w shot of an 8F on a freight - to this reviewer it looks suspiciously like a BR rather than an IR scene !

The NIS 1 stamp features: a close-up of part of a point (at Lod, according to the notes); a section of a semaphore signal at Lod; a small segment of an electronic signalling control board at Tel Aviv Merkaz, and part of a track diagram of Lod in 1917. Above is a miniature b/w shot of a P-class on a train, below a similar representation of a J-J Baldwin 2-6-0.

The NIS 1.30 stamp features a tiny section of the 1926 timetable, part of a PR Edmondson card ticket Jaffa - Jerusalem, the door of a refurbished Yugoslav-built coach, and a part of the interior of a refurbished coach. Above is a G36 • Jumbo* on a passenger train, below a b/w shot of an LSWR Adams 0-6-0 on old LSWR coaches.

The NIS 1.60 stamp has a vertical shot from above of Bar-Giyorra loop, part of a picture of Jaffa around the turn of the century, the underside of the platform canopy at Lod and a detail of a drawing of Jerusalem station; above is a picture of the new IC3 dm and below their predecessors, the Esslingen railcars.

All in all a vast amount of detail has been crammed into these stamps, but at the cost of an overall pictorial representation of a station or train; Israeli stamps dealing with flowers or animals tend to show more than four bits of stalk or sections of horns and tails without the rest of the relevant creature!



100 YEARS JAFFA-JERUSALEM RAILWAY LINE
 100 שנה לקו הרכבת יפו-ירושלים



100 Years Jaffa-Jerusalem Railway Line
 Issue: June 1992
 Designer: A. Vanooijenn
 Size: 40 mm x 25.7 mm
 Sheet of 15 stamps
 Tabs: 5
 Plate no: 157-160
 Printers: E. Lewin-Epstein Ltd.
 Method of printing: Offset

Centenaire de la Ligne de Chemin de fer
 Jaffa - Jerusalem
 Emission: Juin 1992
 Dessinateur: A. Vanooijenn
 Format: 40 mm x 25.7 mm
 Feuille de 15 timbres
 Bandelettes: 5
 No. de planche: 157-160
 Imprimerie: E. Lewin-Epstein Ltd.
 Mode d'impression: Offset

100 años de la Línea Ferroviaria Jaffa -
 Jerusalem
 Emission: Junio de 1992
 Dibujante: A. Vanooijenn
 Tamaño: 40 mm x 25.7 mm
 Pliego de 15 sellos
 Bandeletas: 5
 No. de plancha: 157-160
 Imprenta: E. Lewin-Epstein Ltd.
 Sistema de impresión: Offset



15

Paper excess tare tickets are extensively used on Israel Railways, as several stations are unstaffed. These tickets are carried by the travelling conductor/guard and torn out of their booklets for issue to passengers without pre-paid tickets.

The ticket at right was issued to a soldier and is good for a Journey on the Haifa - Nahariyya line. Colour is light green. Soldiers travel free on IR but the railway is compensated by the government and these tickets are used to check the number of such Journeys so that the railway can be reimbursed. Note that the IR and the Ports Authority logos doublehead at the top of the ticket.

At left is a ticket for the Tel Aviv - Gaza line. Colour is white with blue lettering. It was issued on 7 June and the year is either 1960 or 1969. Cost was one Lira. Following the Six Day War of June 1967, IR operated a passenger service between Gaza and Tel Aviv for Arabs who had found work in Israel. This service was halted abruptly by the Yom Kippur War of October 1973 and never resumed. This is the only ticket I have ever found from this service, but perhaps there are residents of the Gaza Strip who still have some as rather rueful reminders of their days in the big city.



This is a verbal (telephonic) report from Bill Alborough over experiences with the last TEFS tour to Jordan and Syria; any mistakes are my responsibility.

"In Jordan, Loco no. 51 did most of the work. The party arrived on the Sunday morning to find No. 71 on front of the first train, coupled to a diesel and two carriages; this was no good for photography so, after some negotiations, the diesel was taken off and 71 tackled the hill unaided; By the top it was clear that tubes were leaking water into the firebox in substantial amounts; the driver was worried, Amman was called, and the train was returned promptly. It was No. 51 therefore that took the group to Mafraq, to Katrana, and hauled the TEFS charter version of the 'International Train'.

The regular 'International' left Amman on the Monday morning as scheduled, formed of a Jordanian diesel, five Hungarian railcar trailers, a bogie flat wagon loaded with rails, and a "Service Coach" (i.e. caboose). The flat wagon was noted at Deraa three and ten days later. Jordan now possesses only four items of usable passenger rolling stock - two short and two long bogie coaches. A fifth bogie coach was drawn out for a "Children's Excursion" on the Friday, taking schoolchildren from Zerka to Jiza; this vehicle has had large numbers of wooden slats hammered in all over the body to hold it together, and is hardly useable! There is a lot of freight rolling stock lying around the system - that at Amman looks as though it is occasionally used, but other vehicles are in varying states of dereliction.

It is clear that the railway is seen as an unwanted nuisance that they would like to dispose of. The locomotive position is: No. 71 now stopped; No. 51 in reasonable condition; No. 82 has a major fracture in the main steam pipe and will not work again; No. 23 was put into steam for photographic purposes but has leaking tubes; it is hoped to put No. 85 back into working order again (after a period of six or seven years out of use) - its boiler is in better shape than the others, though it looks a hulk; there is a fracture in the main steam pipe too, but this is thought to be repairable.

There are no plans for standard-gauging the Jordanian line to the Syrian border; the "Freight train" that the TEFS group were warned to avoid and had to wait at Mafraq to allow to pass turned out to be only the loco and caboose from the International Train, returning empty. TEFS had no problems in mustering a symbolic freight for photographic purposes - 2 flat cars, 3 box vans and coach 66 for the party.

Personnel have become very old - the driver of the TEF3 train was 74 years old, the fireman 79 and the Conductor 72 !

Syria: On arrival the usual bits and pieces were seen on shed; Nos. 161, 66 (the 2-6-OT+T which had not run since October 1984 - but see below), etc. No. 263, two ordinary coaches and the two 'special' coaches (a restaurant car and what is referred to as "General de Gaulle's coach" plus a caboose formed the train. En route to Cadem one participant was severely stoned, his spectacles broken and skull hurt.

At Cadem the situation has changed considerably; the area has been 'tidied up' and the long lines of rolling stock have mostly gone, after a Grand Auction <cf 17:5 & 17:9>; SLM 2-6-OT No. 754 is now inside the works, but will be scrapped; its boiler has fully expired. 751 will be put through the works during the coming winter. No. 755 is currently working - it has had a full overhaul spread over several years. The Works has always claimed it needed six people on hand to carry out full overhauls; over the years the number available declined to four elderly persons, but some younger people have now been recruited and trained.

Only a few bogie and a few four-wheel coaches are left, and the area outside the gate has also been cleared, together with the various bits of locomotives. The current loco situation is:

SLM tanks: 754 out of use; 751 to be scrapped (see above); 755 working.

Hartmann 2-8-2's. 263 in operation (facing Damascus); 260 now working after lengthy overhaul - TEFS had this loco for its first use in traffic ex-works. The loco faces Deraa. "61 is to come into works for an overhaul, but will use the better of the two spare Hartmann boilers on hand - this is off No. 262.

Borsig 2-8-0's: 161 is at Deraa, but will be brought to Cadem for maintenance (a 10 - 18 month Job); 162 will be ready for traffic "in about 6 weeks" (i.e. end of August).

0-6-2T No. 805 is also due to enter works.

The diesel fleet is in utter chaos. None of the Hungarian (Ganz) railcar traction cars is in service. Nos. 10, 11, 12, 501 and 502 are all out of service awaiting spare parts from Hungary; No. 503 awaits crankshaft bearings, and is "in big trouble".

Of the big Rumanian-built diesels, Nos. 301 and 402 are in working order and were seen in use; Nos. 300 and 401 need major maintenance before running again; No. 400 hasn't been touched since it suffered damage running into trees on the Serghaya branch 18 months ago.

Regarding the Serghaya line, there is a remarkable tale to report. On arrival Bill was told there was "a small problem", inasmuch as Saudi Arabia has given Syria several million dollars, much of which is being spent in renovating the Damascus sewage system. This meant that works reportedly blocked access to the main Kanawat station, but they were prepared to try to run a train carefully past the works. On inspection by Bill this turned out to be a 15 metre (50 foot) hole next to the track; the sleepers overhung the chasm, and the outer rail formed the lip of the drop. In addition, the line was built on sand, not rock ! "No thanks", said Bill.

Kanawat station itself remains open and fully staffed, though no trains run. The staff will sell tickets to Serghaya (though no trains run on this line) and to Deraa (though passengers have to make their own way to Cadem station). Attempts had been made to clear the debris from the landslide referred to in 17:5, but these had merely resulted in further falls, so the line was blocked. On investigating this problem by road, a detour was made on the return to follow the track - and it was discovered that at Dummar station (9 km. from Damascus) the trackbed disappeared for half a mile under piles

of rubbish from the sewage scheme - so the line would have been unrepairable in any case, even had the landslip been cleared ! It transpired that neither the Minister of Tourism nor the Minister of Transport knew about these sewage works problems, nor about the holes in the track !

As a trip to Serghaya was clearly out of the question, a consolation was arranged in the form of a trip with 2-6-OT No. 755 and two of the 4-wheel coaches on a special from Cadem to Deir Ali (31 km. towards Oeraa) - the first time this stock had ever been used thus. Since the tank locos can normally manage about 20 km. between water stops, an attempt was made to arrange for the Fire Brigade to be on hand at Kiswe, 19 km. from Cadem. this proved unsuccessful, so two water tanks - the type formed of a bogie flat with two square tanks - had to be conveyed as well. At Kiswe it transpired that there was no electricity, so a lash-up of various bits of wires had to be connected over a wall to someone's private electricity plug to work the pump. When this was switched on, the wires blew up !

Fortunately there was still a third of a tank of water, so the train proceeded on to Deir Ali, where there was power for the pumps. Some nice new wire had been bought, and when connected the pump worked well - for about three minutes, after which blue smoke appeared and the thing blew up. A replacement pump from Cadem couldn't be got to work either....

So - a bucket chain had to be formed, using small milk-churn-type canisters borrowed from local Bedouin; eight men took part - the train crew, the Cadem Works Manager (on one of the tanks), the taxi driver et al. After four hours enough water had been conveyed across and up and poured in to allow the train to proceed straight back home.

To make life yet more complicated, it transpires that a Mr. Aziz is in charge of the 'main' Deraa line and its motive power, whereas another Arab gentleman is in charge of the Serghaya line and its tank locos; in consequence, to get permission to use stock from one line on the hallowed tracks of another took a lot of bargaining.....

However, one consequence of all this was that. in response to a casual remark about tank locos, Mr. Aziz declared he could get No. 66 working "within an hour" ! This challenge was duly given, and a price agreed. As No. 260 took the TEFS group to Deraa and Bosra on the Monday lunchtime, Mr. Aziz and the Works Manager were seen at Deraa filling No. 66's cylinders with oil, as they had rusted solid. A little later it was seen to move under its own steam. On the Tuesday morning No. 66 was discovered smoking in the station. It was promptly coupled onto five freight wagons, and started off; Slowly, faster, faster, it plunged shrieking across the level crossing and disappeared down the line towards Jordan. It now transpired that there were no brakes and the regulator had jammed fully open !!! Eventually it was recovered and, coupled now to two coaches, ran sedately up and down the station for the photographers.....

It would appear that this would have been, sadly, the last chance to run anything like a full Hedjaz railway tour; still, participants voted it an excellent experience !

REVIEW : "EXPRESSZÜGE IM VORDEREN ORIENT." By Werner Solch.

Alba Verlag, Düsseldorf; 1989. ISBN 3-87094-131-6, Hardback; 228 pp., including many black/white photos incorporated in text, Historical Overview of significant dates, sample timetables, train compositions, overview of different railway administrations and their periods, motive power lists, full Bibliography. German text. No price stated.

In this book Werner Solch, a veteran traveller and researcher into the railways of Europe and Asia, has recorded the history of the Long-Distance trains that have at various times connected the North Sea and English Channel coasts to the edge of Asia. He covers a broad canvas with brief, deft strokes - including the rail links between Russia and Turkey, Russia and Iran, Afghanistan, Pakistan and the dreams of through rail links, not from The Cape to Cairo but effectively from Calais to Calcutta.

This book falls into two distinct component parts, though they are intermingled throughout the text; there is an account of a Journey by rail to Baghdad and back, accompanied by many personal photographs of modern trains, interiors, passengers and landscapes, with the accompanying narrative written in the 'continuous present' tense style favoured by many German railway magazines; this is in fact a composite of several trips during the 1970's and 1980's, with a brief excursion also via the USSR. This Journey provides the 'peg' on which to hang brief chapters describing the political background of the different territories traversed, their railway history through war and peace, the strategic manoeuvrings and diplomatic pressures exerted to get lines built through the middle of absolutely nowhere (the photos reveal how barren and empty most of these regions appear - the railways clearly were not built to exploit local traffic) and how shifting loyalties and borders had their consequences on the long-distance through services that at various times and periods plied their way along the tracks of the Middle East.

Here the book is most valuable in presenting in digestible form the historical background to so many lines that snake - or snaked-- their way across deserts and through mountain ranges, often served by a weekly, crowded train (one wonders why no-one ever seemed to think it worthwhile to run additional trains and improve the service !) As a German, with access to the German archives (and a warm welcome seemingly guaranteed throughout Turkey) Werner Solch is also able to present a fabulous array of historical pictures dating from the various conflicts and such items as works photos of impressive locos built for the Baghdadbahn - most of the photos in the book were new to this Reviewer, though it is good to see some of Cotterell's and Cameron's photos used; Solch is also able to add useful details to pictures of German-built rolling stock in use in Turkey, and his expertise clearly extends well beyond normal enthusiast boundaries, to encompass such rarities as the Soviet "Blue Luxury Express",

which ran from 1933 carrying high-ranking Party officials from Moscow to holiday areas, complete with baths, well-stocked resaurant cars, Stalin's mobile offices and two NKVD female agents who were available to travellers..... Since stations were cleared of all citizens before the train ran through, and the Train Chief was eventually shot for Treason, photos are understandably rare - but Werner has one ! Nor had I heard of the narrow-gauge Kabul - Darulaman Railway in Afghanistan, surviving relics of which appear too.

In short, a fascinating book for anyone who can read German - and the multitude of photographs are quite reason enough even for a non-German reader to get this book. Highly recommended.

18: 13 LOST AT SEA. OR LOST IN THE SYSTEM ?

Paul Cotterell points out that, despite the reference in 16:8 to LSWR locos 105, 165, 404 and 406 being amongst those locos lost in transit to the Middle East, in other published references (including Hugh Hughes' article in 12:5) they arrived safely in Palestine, and subsequently moved to Mesopotamia.

18: 14 MORE ON THE NASMYTH WILSON SHUNTING LOCOS.

Following on from 15: 13, Geoffrey Horseman has kindly sent me details of the Locomotive Manufacturers' Association of Great Britain; in 1938 (Just in time for the war !) It was mutually agreed amongst the major locomotive manufacturers to reduce surplus capacity by 'rationalising' some of the builders, and sharing their work and designs (together with patterns, blocks etc.) amongst the survivors. Nasmyth Wilson, Armstrong Whitworth and Kitsons vanished from the scene.....

In 1950 John W. Vaughan, the Director of the IMA organised a survey of surviving Drawings, Patterns and Blocks from these manufacturers; many had, of course, been destroyed during the war. This list was produced together with a list of all locomotives manufactured since 1911.

The Nasmyth Wilson list shows (sheets 16, 17 & 19) the 0-6-0 Tanks, Nos. 1607-9 of 1935, 1623-6 of 1936, 1629-30 also of 1936, and 1651-2 of 1938. The Drawings are shown as being at "Engineers" - which in this case would be the Crown Agents. Since the agents held tracings, the original NW drawings would be destroyed. (It would also of course be normal practice to provide a set of drawings to the client with the locomotives). Patterns were nominally held by Hunslets of Leeds, but at the time they were on loan to North British, and were later destroyed; all blocks had already been destroyed. It can only be presumed that the patterns had been transferred because NBL had been asked to produce some spares.....

Incidentally, Sheet 4 (Armstrong Whitworth) shows that order E 56 of 1925 covered both the reconditioning of six 4-6-0's and the conversion of these six '4-6-0's to 4-6-2 T's. The rest of NW's workload that year consisted of the erection of nine 2-6-4T's for the Southern Railway from parts provided by the SR, construction of a metre-gauge 4-6-0 for the Therezopolis Railway, and 31 5' 6" gauge 2-8-0's for the Bengal Nagpur Railway.

From Martin Allen I have received a part of a privately-published history of a Royal Navy Ship, the cruiser H. M. S. Sussex. It refers to the 1936 riots:

From p. 92: "(Quoting from a Report): "[There was an influx of].... intimidators and agitators into Haifa, with the special object of calling strikes of labour generally, and particularly among the employees of the Railways, the Municipality and the Iraq Petroleum Company. Their efforts had already led to the shooting of Police Inspector Ahmad Naif. In order to combat the activities of these intimidators and agitators, who were tending to shake the morale of the inhabitants of the town by circulation of threatening letters, which referred specifically to the murder of the inspector, and by many other means, a force of Royal Marines under Captain C. F. Phillips, R. M., was landed on August 6th. and for a time worked incessantly, day and night, in co-operation with the Police, carrying out searches in the streets and houses. This small force was shortly afterwards reinforced.... On August 26th. these special dispositions were abandoned, and the Naval and Marine personnel were withdrawn from shore duties in Haifa."

We liked that bit about incessant work, day and night.

During this period we were billeted in railway coaches, in a siding at the Central Railway Station, two men in each compartment. About mid-day the heat was terrific, but the N. A. F. I. came to our rescue, and opened a bar in a neat-by garage. We attended two fires and numerous bomb-throwings, but always after a decent interval had elapsed. Our only casualties were caused by sand-fly fever and Palestinian beer. The last named produced the higher temperature, but only cost 6d a bottle. One of the fires was in a Jewish timber yard on a Friday night, Amami night, or the Moslem Sabbath. Scores of sailors were landed and they sweated blood restricting the fire. It was heard later that the insurance company were suing the Admiralty to recover the cost of wood stolen from a pile that was saved from the fire.

.....
We must have had such a soothing effect on the Arabs that we were again disembarked ten days later and this time we remained ashore until the ship sailed. After the usual organised confusion we occupied new billets at Rutenberg's old Power Station on the Nazareth Road, on the eastern outskirts of Haifa. Following three weeks in a railway carriage, even if it was a first class one, our new billets seemed almost palatial.

From p. 96f. :

"Have you ever heard of 'Rendellising' ? [A reference to a fellow named Rendell in charge of some arrangements. Ed. 1 No other word could so well describe the onslaught of the "Chippies" and E. V. s and O. V. s on those two 15-ton railway trucks at Haifa on the 3rd. and 4th. of August 1936. The

following evening at sundown the resulting armoured train set forth on its maiden voyage to Samakh bristling with guns and a searchlight, the engine - driven by Naval ratings who had already had several weeks of experience in Palestine, wheezing for its old-age pension, and the crew of eight 'Royals' and eight seamen eager to cap the yarns spun by the Cheshire Regiment who had been doing duty during the previous month.

There was little comfort to be had on the "Jordan Queen" rocking and Jolting up the narrow gauge track on dark nights, but the Royal Marines were sorry to leave before the second trip in order to relieve the Loyals in Haifa town. The sailors who replaced them - and also the second crew which was formed a week later to run on alternate nights - welcomed the chance of taking over.

The run up the plain of Jezreel, stand-easy at Affule, creep down the eerie stretch of line from Beisan to Jisi-el-Majami, tea wetted from the boiler of the engine at Samakh, and the return trip in the dawn, began to get a little boring when nearly three weeks had passed without a scrap. However interest was kept alive by small incidents which occurred from time to time. Telegraph wires were cut and a rail loosened on August 15th; fire on the Iraq Petroleum Company's pipe line, which crossed the railway Just before Jisr, was almost a nightly occurrence, and the trolley which ran ahead of the train to safeguard it against derailment, was itself derailed on August 22nd. due to the removal of a section of the line, which was difficult to see in the grey light of dawn.

CRACK ! The night of August 23rd. heralded a new era. A small party of Arabs had set an ambush for the trolley Just beyond Beisan station in hope that it might get a little too far ahead of the train; and it did. However, the "Charge of the Light Brigade" was re-enacted; the trolley sped straight for those Arabs, its crew firing merrily the while, and the enemy turned tail. Two nights later a similar ambush, staged on a larger scale, found the train in close support and at last action was joined for fifteen hectic minutes. It was a somewhat harassed train commander, however, who found he had only two railway "ghaffirs" to show for it in the morning ! They had inadvertently got into the line of fire. Subsequent reports of five casualties and the fact that peace reigned on the line for the next fortnight somewhat brightened the outlook.

During that fortnight the Transjordan Frontier Force appeared to be having all the fun. Snipers frequently fired on the Jewish colony at Jisr and a small party of the T.J.F.F. would come by lorry from their headquarters at Naharalm and drive off the attackers. Jisr was on our railway line and we wanted a share of the scrapping, but the Arab could choose his time, and naturally delivered his attacks either before the arrival of the train or after it had gone through. It was decided therefore to let the train go through but to detach the ~~pom-pom~~ truck and leave it lying about in the dark in the hope that the marauders would stumble into it. This stratagem eventually led to three bright encounters."

The Carmelit, Israel's unique cable-hauled underground railway, re-opened its doors to the general public on the evening of Tuesday 28th. July 1992. It had been idle since Friday 19th. December 1986, having made its final Journey on the same afternoon, close to 3 pm. During the prolonged period of closure traffic congestion in Haifa (and, it must be said, in Israel in general) has increased to quite startling proportions; Not surprisingly, the re-opening was greeted with great relief and excitement by local residents, amidst a great deal of pomp and ceremony.

It would be worthwhile, primarily for the benefit of those who do not have first-hand knowledge, initially to give a brief description of the route and stations served. I have also included some brief geographical and historical references to enable the reader to have a better understanding of the system. In addition this article supplements and corrects certain details published in "Harakevet" No. 17, pp. 24 -26.

1. BACKGROUND.

Haifa, Israel's third-largest city, flanked by the Mediterranean and set upon Mount Carmel, is divided into three distinct levels. The lower city, with the port and business centre; Hadar Hacarmel which is a lively commercial and partly residential area; and Mount Carmel, being mainly residential, with hotel and recreational facilities. When one considers that Mount Carmel is around 270 metres above sea level. It will be appreciated that travelling quickly between the levels, presented a problem that road-building could not adequately cope with. Even as far back as 1919 and through the 1920's plans were put forward for various kinds of "mountain railways", but for one reason or another, none of the proposals ever got off the drawing board to see the light of day. It was not until the 1950's, after rapid growth of the city's population and the 1954 Master Plan for Haifa, that really serious thought was given to the possibility of building means of transport that could convey people under the ground, rather than over it. Subsequently, with the assistance and knowhow of the French (obtained primarily from their exploits with the Paris Metro) building of the Carmelit started in July 1956, and culminated with the opening to the public at 05. 30 on 6th. October 1959. Interestingly the "official" opening did not take place until some two weeks later, on 21st. October, by the then-Prime Minister David Ben-Gurion. The ceremony took place at Kikar Haara (today's Kikar Paris) and the 63 French guests were flown in in a special Caravelle aeroplane !

2. THE ROUTE DESCRIBED.

The combination of an underground-type line with a cable car had been decided upon in view of the very steep gradients involved. As the normal maximum urban gradient is about 4 %, it was not possible to utilise regular traction motors and hence a fixed cable was felt to be most suitable. However, this limits the cars to ascending and descending

The distances between the stations and full gradient details are:

Kikar Paris - Solel Boneh	347 m.	Station Gradient	6.6%.
(plus 50 m. beyond Kikar Paris at 19%.)			
Solel Boneh - HaNevi'im.	350 m.	Station Gradient	1.43-2.5%.
HaNevi'im - Massada.	351 m.	Station Gradient	17.3%.
Massada - Golomb.	350 m.	Station Gradient	30%.
Golomb - Gan Ha'Em.	366 m.	Station Gradient	30%.

Note that the above distances are inclusive of the double track passing loop, which is situated equidistant between Massada and HaNevi'im, 109 metres from each station, and is 133 metres long. To conclude the statistical details in this section, the length of the tunnel, including the short overrun to the workshop area beyond Kikar Paris station is 1803 metres. The steel pulley cable to which the trains are attached is approximately 1830 metres in length.

3. SEATING.

Capacity in each 2-car train can now be confirmed as follows: 100 seated - being 48 permanent and 52 folding seats. Standing capacity is estimated at 300 - 150 in each car, bringing the total train capacity to 400.

4. OPERATING HOURS AND TRAIN SERVICE FREQUENCY.

Sunday - Thursday	- 06.00 - 24.00.
Friday and Holiday Eves.	- 06.00 - 15.00.
Saturday Evenings	- From Termination of Sabbath - 24.00.

Trains run every 8 - 15 minutes, depending on the time of day and prevailing passenger levels.

5. TICKETING ARRANGEMENTS.

Contrary to what was first thought, entry to platforms is not (at least at this stage) to be by way of plastic credit-card type cards. It is only by tickets, which must be purchased from two automatic ticket machines at each station, the machines having operating instructions in both Hebrew and English. It must be said that the machines dispense the tickets rather slowly, at the rate of about 17 seconds per ticket. (Ed.: This would mean, with two machines, taking 56 minutes to dispense 400 tickets for a full trainload!) One then inserts this into the entry barrier at the platform entrance, the ticket is automatically dated and time-stamped, and returned to the passenger for retention during the journey. The machines take coinage of all denominations up to 5 shekels and give the appropriate change. Notes are not accepted, although one can also pay by a recognised credit card. Apart from the regular single and return tickets, both weekly and monthly seasons are available, in addition to a reduced-fare ticket for 10 Journeys, which is a fairly common practice in Israel. There are the normal reductions for pensioners and children. Negotiations are apparently at an advanced stage with the Egged bus company regarding the possibility of a combined Carmelit/bus joint monthly unlimited travel ticket.

simultaneously, and as a result causes difficulty in the siting of the stations, which have to be spaced more or less equally in order to ensure that both trains stop at the correct places. Additionally the two terminal stations At the extremities have to be sited at main population centres, and the intermediate stations at suitable locations.

Since the two trains can only pass each other at the middle of the line, a single-track tunnel was deemed sufficient; accordingly, it comprises of two sections of single track tunnel with a double-track central crossing-section in the middle.

The line runs in a relatively shallow tunnel which reaches depths of up to 35 metres below the ground, the average being about 16 metres in the mid section. The average gradient is 15%. This has two specific consequences: the floor of the car and the ground have to be of parallel inclination/gradient; the interiors of the cars themselves are laid out in a staircase fashion. 8 graduated/stepped platforms at each station meet the door openings. Each station has separate entry and exit platforms, being 3.42 and 2.42 metres wide respectively. The fact that passengers enter from one side and detrain from the other reduces station stopping times and increases the number of Journeys that can be made in the peak times. (One exception is Golomb station; on the original Carmelit, this had both entry and exit platforms, but now the latter is not used; Instead it houses an attractive artistic display and, presumably because of light traffic here, will be kept "in reserve".) Access to five of the six stations is by stairways (the exception being Golomb), with escalators reserved for the departing passengers.

Current maximum passenger operating speed is around 18.56 mph. or 29.86 kph. , though a slightly higher speed can be attained when running empty or for brake test purposes. Journey time is around 6 minutes, but this is subject to the length of station stops, especially at peak times. (This time has not changed from 1959 ! By 1986, though, during the last days of operation prior to closure, when the general condition of the equipment was poor, Journey times were about 10 minutes). The major governing factor, of course, is the emergency braking system which cuts in when speed is excessive.

The six stations which form the route, and their heights, are as follows:-

Kikar Paris, (the Lower City)	: 2 m. below sea level.
Solei Boneh, (Miqdal HaNevi' im)	: 41 m. above sea level.
HaNevi'lm. (Central Hadar HaCarmel)	: 50 m. above " "
Massada. (Upper Hadar HaCarmel)	: 83 m. above " "
Golomb. (Close to Rothschild Hospital)	: 167 m. above
Gan Ha'Em. (Merkaz HaCarmel)	: 268 m. above sea level.

6. GENERAL.

The Carmelit is operated by a staff of 22, and running costs are estimated at about *US 4,000 per day. There is a security guard on each train to ensure order and cleanliness are maintained. In addition there are 6 T.V. monitor screens in the control room, which can constantly supervise the situation at the entrances to each station, the ticket machines, and the platforms. Loudspeaker announcements can be made to any of these locations, in addition to the trains. The controller is aided by a colour v. d. u. , which gives him a constant picture of the position and progress of the trains, their speed and other more technical information. The driver also has two T.V. monitor screens in his cab. One gives him a constant view inside the cars, and the other the tunnel in advance of his train. This is particularly important in the event of vandalism or accident, or persons on the track.

There are electronic information signs at each station, which are operated from the control room, and can give a variety of information to the passengers, in addition, outside each station is a somewhat interesting externally-illuminated pillar, giving the name of the station, and giving an arrowed indication of the positions of both trains along the route. One can then decide whether it is worth scurrying down the stairs to try to connect with the arriving train, or simply take one's time and wait for the next one ! On the deficit side, at the time of writing (mid-August) there are no maps of the line, neither inside the stations nor in the trains. I understand that this situation will be remedied in the near future.

To supplement details given in 17:21 (page 25) concerning the placing and positioning of the cars, Train 2/1 & 2/2 (not as printed) was manually winched up by cable on 21st. April from Kikar Paris to Golomb. The final leg to Gan Ha'Em was completed the following day. The first "operation" of the cars took place at 10.30 on 7th. May, at a (manual) speed of 0.5 metres per second. Subsequent "low speed" trials continued on the 8th. and 9th.

Before going into details of the opening, it is worth updating the reader as to the reason(s) why it was so delayed - almost 3 months, depending on who is viewing the matter. The Haifa Economic Corporation, responsible for the project, puts the blame fairly and squarely on the Swiss manufacturers, for the very late delivery of the cars. This point does seem to be justified. However, it is also reported that when initially trying to run the trains, the cars broke free and collided with each other, causing damage to the bodywork and plastic surrounds and paintwork. This can be confirmed by photographic evidence (Car 1/2, Downtown, would appear to have been involved) although precise details of the incident are not known. Nevertheless, spare parts were airfreighted from Switzerland and the work duly completed by the Swiss Company's staff. After an intense running-in period, the system was given a clean bill of health by the three authorities responsible for its safety: the Swiss Ministry of Transport, an independent French engineering company Veritas, and the Haifa Technion, on behalf of the Israel Transport Ministry. Everything was therefore ready for the "New Carmelit" to be unleashed to the general public.

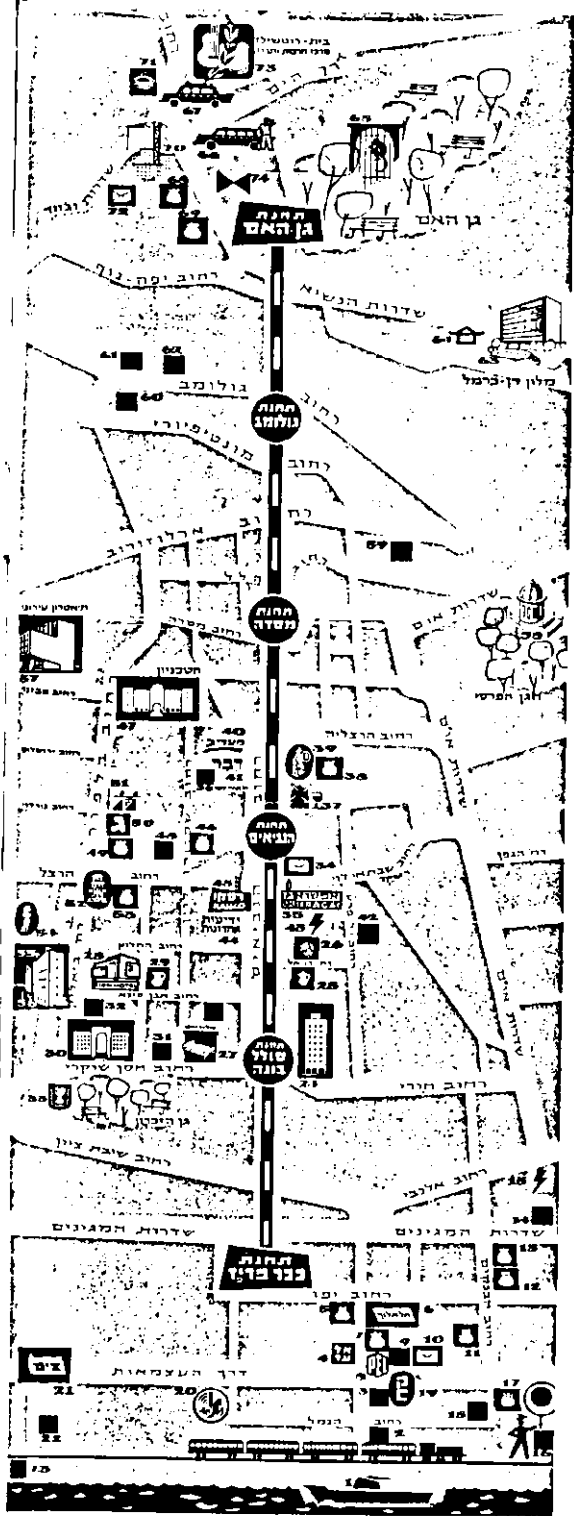
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7. THE OPENING AND CEREMONY ON 28TH JULY 1992.

Having been widely publicised, both in the local and national press, the grand opening ceremony had been set for 16.30 at Gan Ha'Em. Haifa Municipality had allegedly given "thousands" of invitations to the ceremony to Members of the Knesset, press, V. I. P. 's etc. , and it certainly seemed that way. After a delay of Just over 20 minutes the newly-installed Prime Minister, Yitzhak Rabin, arrived and, after the customary speeches by him and Haifa Mayor Arye Gurel, cut the ribbon to the entrance at 17.05. The Prime Minister and his entourage (with Rabin himself at the "controls") then travelled down from Gan Ha'Em, stopping briefly at each station for an explanation. They left the train at Kikar Paris to inspect the station and the impressive exterior building, and then returned to Solel Boneh for cocktails, and subsequently re-emerged at Gan Ha'Em. The Prime Minister received from Gurel, as a gift and memento of the occasion, a framed enlarged Carmelit ticket, entitling him to life-time free travel. (One doesn't expect him to make much use of it !) This ended the official part of the ceremony, although the system remained closed to the public, and at the disposal of the remaining V.I.P. 's and press, who were free to travel up and down at their will.

To the disappointment of those at the ceremony (although it had been previously advertised), opening to the public at large was not scheduled until the same evening at 21.30. Your writer arrived at Gan Ha' Em at about 20.55, and duly Joined the queue. To our surprise the entrance in Gan Ha'Em itself was opened at 21.03. and the excitement was there to be seen, especially on the faces of the children, and those wishing to travel hurried down to platform level. Travel was free, and that was a welcome bonus to those who had waited patiently for so long. There was a short wait for the train that ascended from Kikar Paris, and upon arrival it was filled extremely quickly. It then ran non-stop to Kikar Paris, taking about 5 minutes and 15 seconds, and on the return Journey the intermediate stations were opened to the public. The order of opening was thus as follows: Gan Ha'Em, Kikar Paris, Solel Boneh, HaNevi'lm, Massada and Golomb. This was certainly an improvement over ' 1959' as Massada was still closed then on the first day of operation, being still incomplete.

Pressure on the opening evening was very great indeed. So, too, was the heat inside the cars, despite the air conditioning, and on the stations too. The very hot weather only made the situation much worse, and it was later reported that the humidity in the tunnels had reached about 90%. ! In fact the only circulation of air in the tunnels is caused by the passage of the trains.



מרכז הרמל לאחוזת
 21, 22, 23 ממשד לרוממה
 92 ממשד לרמל אל רמל

Four Carmelit tickets: Left to Right:

- NIS 2. Single ticket valid till 25/10/92
 - NIS 1.70 Single ticket valid till 2/9/92
 - NIS 15. Weekly Season ticket, valid from 5-11/6/92.
- (Free) test ticket for operatives.

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 הרכבת
 חיפה בע"מ

TEST TICKET

₪ 0.00

03.06.92
 №31-000001

הכנסת כרטיס
 הרכבת
 חיפה בע"מ

כרטיס שבועי

₪ 15.00

בתוקף מ: 05.06.92
 עד: 11.06.92
 №61-000019

הכנסת כרטיס
 הרכבת
 חיפה בע"מ

כרטיס לנסיעה בודדת

₪ 1.70

בתוקף עד: 02.09.92
 №62-000052

הכנסת כרטיס
 הרכבת
 חיפה בע"מ

כרטיס לנסיעה בודדת

₪ 2.00

בתוקף עד: 25.10.92
 №63-000016

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8• THE "RUNNING-IN PERIOD".

According to figures apparently released by the Haifa Economic Corporation, and reported in the local press, the following were the passenger statistics for the first week of operation: -

Wednesday 29th. July. - 21,200. (First full day of operation).
Thursday 30th. July. - 20,700.
Friday 31st. July. - 8,000. (Open to 15.00 only).
Saturday 1st. August. - 6,000. (Open from 20,00-24.00 only).
Sunday 2nd. August. - 15,000.
Monday 3rd. August. - 16,000.
Tuesday 4th. August. - 15,000.

It was decided to Install a temporary ticket-selling desk alongside the automatic dispensing machines at Gan Ha'Em, HaNevi'im and Kikar Paris, to help cope with the pressure, and give the public time to accustom themselves to the new machines. On the Wednesday afternoon however, Massada and Golomb stations were reported as being almost empty. Those handling the most traffic were (In order of capacity) Gan Ha'Em, Kikar Paris, HaNevi'im, Solel Boneh, Golomb and Massada.

Your writer was certainly generally impressed with the brightness and design of the stations. Solel Boneh possesses a large aquarium on its entry platform, and the entrance to the platforms at Gan Ha'Em has a couple of cased wildlife displays, courtesy of the adjoining zoo.

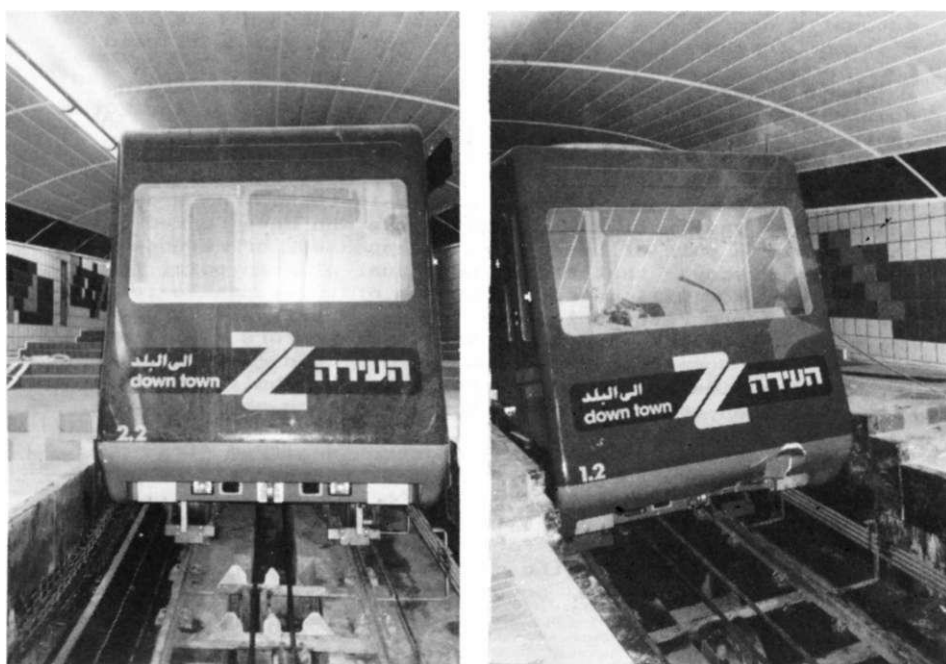
However, on the deficit side water is still leaking or seeping from the tunnel, above HaNevi'im, before the crossover (in the 'Up' direction) - and that is not all. The first ten days of operation were not exactly free of problems. At about 18.00 on 30th. July the central electricity supply from Merkaz HaCarmel to the Carmelit was cut for about 45 minutes. For reasons that are unclear the emergency generator at Kikar Paris did not come into operation. Fortunately the two trains were at the terminal stations, and passengers were able to be detrained in the platforms. It was reported that about 400 passengers were involved.

On Friday afternoon, 7th. August, there was another reported interruption lasting about 15 minutes. Close to Golomb and Solel Boneh, the trains suddenly stopped without any apparent reason. The all-conditioning and electricity supplies were not affected. The cause was apparently the pressing of the emergency button at Kikar Paris station. The person responsible was not found, and after a security check of the system, the service was resumed.

CONCLUSIONS.

In your writer's opinion the Carmelit will certainly prove to be of great benefit to the travelling public of Haifa, especially to the many new immigrants living in Hadar HaCarmel, and those without cars. It does seem that unless adequate parking facilities can be found, especially at Can Ha'Em, HaNevi'im and Kikar Paris, the local car owner will not be persuaded to leave his car at the nearest station and continue his Journey by the Carmelit. This is even after taking into account the great saving in time. However, traffic congestion in Haifa can only get worse, and possibly a well-directed long-term advertising campaign could be a very positive step in the right direction; only time will tell. However, a fair estimate of the passenger levels after the euphoria dies down would be in the region of 5,000 -8,000 per day.

Local residents who have not yet had the opportunity of travelling on it should not wait too long. Towards the end of August it is due to shut down for an extensive final checking and testing of all systems, after which it will be officially handed over from the Swiss Company Von Roll (who have been responsible for its operation up to now) to the Haifa Economic Corporation, who will then have sole responsibility. This shutdown is reported to be for "a few days", but Informed sources say that it could be for at least a week, or longer.



I took my first ride in these units on 10th. August 1992; This was a special trip from Haifa to Tel Aviv and back, mostly to check out the on-board catering arrangements ready for the day the Danish d. m. u. 's enter public service. Rallwaymen and their families were Invited along for the ride, and to partake of the light refreshments service provided from a trolley which makes its way up and down the train accompanied by a waitress.

Initial impressions can be misleading, but they tend to stick. Mine were that the new train was all that it was cracked up to be. The acceleration was electric, but perfectly smooth. The ride was made without any external noise penetrating the coach - it was impossible even to hear the swish and roar of other trains which we crossed along the way. The whole Journey was very smooth; no rocking, no Jolts. IR's main line may not be up to TGV standards (though I've travelled along many worse stretches of so-called main line track in other countries), but there was no adverse reaction to it from the IC3. The interior was comfortably laid out, with plenty of leg room and easy access to the window seats around the well-designed tables. On-board announcements were clear. Stereo headphones were plugged in to the overhead sockets on the luggage racks, and the reception was pronounced good. The air-conditioning was Immaculately adjusted, its slight background hum providing the only extraneous noise to be heard from the equipment. The automatic doors opened and, no less importantly, closed promptly. The toilets (more automatic doors) are vastly spacious, big enough to hold a Bar Mitzvah. In short, IR seems to have got everything it paid for.

These thoughts, though, were tempered with some nagging doubts. Here we are at last, in the final decade of the 20th. Century, with a mobile pile of gleaming, state-of-the-art, high-tech machinery which should do us proud well into the next century. But will It ? Or, rather, will we do it Justice? What will happen when things, even small things, go wrong as. Inevitably, they must ? Will passengers who have forked out 5 shekels for a pair of headphones be appeased, or refunded, when they discover that their Individual plug-In point is on the blink ? How will we cope when one of those handle-less automatic doors refuses to open ? - put a suitcase through the glass panel, perhaps And how - horror of horrors - will we survive on a summer Journey when the all-conditioning packs up in our hermetically-sealed coaches ? For we shall have to deal with all these problems, and a host of others which space forbids me even trying to list.

At one stroke IR has made a quantum leap from mid- to late-20th. century technology; no small incremental steps which would allow us to keep pace with successive improvements. Just one giant leap - or lurch - forward. But have we toolled up properly for the Job ? Not simply with the right hardware, but with the right training also. It is an inexorable law of Nature, or physics or something, that the

more sophisticated the equipment the more sophisticated must be the attention and maintenance it is given. You can still fly a Tiger Moth after making repairs with string and sellotape, but you can't do that with a Concorde. The Concorde demands infinitely more care and attention. So, too, will the IC3 sets. Much of IR's basic infrastructure - and, therefore, its outlook and operating practices - dates back to the fifties and sixties. And that's just along the main line; elsewhere, the operating techniques and philosophy are more antique still. (No, I'm not forgetting the wide-ranging improvements being made to the infrastructure. But these will take several years to complete, may yet be subject to financial and/or political cut-backs, and will still leave numerous areas of the railway in the technological cold.)

Paradoxically, perhaps, the lack of a really high speed race track to suit the capabilities of the IC3's may work to our advantage. Even when the present track upgrading and doubling programme is completed, the IC3s will not be able to reach their top speed. If they are going to spend their time cruising comfortably around the system then it will take longer for them to wear out or for faults to develop.

Even with things running smoothly with the trains there are still problems to be sorted out. No longer can the Israeli public be allowed to treat its trains as mobile dormitories, with people sprawled out asleep on the seats, their shoes and boots dirtying the upholstery. And the IC3s will have to be cleaned with a vacuum cleaner, not with a broom. Public standards will have to be improved, and then kept up. reserved seating only will have to be strictly applied for - as in an aeroplane - standing will apparently not be allowed. But how will passengers at intermediate stations be catered for? Is there a special system for booking people on the IC3s? Will they (as with the TGV and Concorde) have to book their tickets days or even weeks in advance? And, if so, will they bother to take the trouble of booking in advance for a journey time of just an hour? Simply too much of a hassle, surely.

"Well, Paul", I was asked by a friend with a sense of humour after making my first inspection of the IC3, "will the new trains be good for the Jews?"

"Oh yes", I replied, "But will the Jews be good for the new trains?"



Those who have enjoyed J. Mikkel Hansen's recent articles on the modelling possibilities of the railway of Denmark will be interested to know more about the new diesel multiple unit from Melau, which WUJ previewed in our Nürnberg report.

The three-car ICJ articulated sets are employed on passenger services from the capital to regional centres. They can be used in multiple and divided en route to permit them to run on to different destinations. The driver's console is tilted away to allow travellers free passage throughout the train.

The new model from Heljan faithfully reproduces the stylish lines of the prototype. As might be expected of a manufacturer experienced

in plastic technology, the various sections of the vehicles are moulded in appropriate colours and ingeniously clipped together. The underframe is grey, the ends buff, the corrugated body sides and roof white, and the flush glazing units tinted brown, thus concealing the lack of interior fittings. The wide passenger door units are painted red (though the colour is not very dense), and a sheet of transfers is supplied for running numbers and name crests. The only separately applied panels on this realistically stark modern shell are the horns, which are moulded in black plastic. Inspection of prototype photos suggests that the driving compartment doors should have vertical handrails, but these can easily be added

The three coaches are linked with a close coupling mechanism over the shared bogies, which enable them to emulate the continuity of the real units.

The bogie side frames are quite plain, and are carried on the wheelsets' extended axles. The model is driven by a single fenestration 'Spud' motor bogie. The other bogies are unpowered 'Spud' casings, and the wheels will negotiate 75 track. No traction tyres are fitted, but there is a weight over the powered bogie for adhesion. The resulting haulage capacity is perfectly adequate - our sample was tested with no problems on a layout with curves of around 1/4 radius and gradients of about 1 in 30. Performance is smooth, and speed compatible with other com-

mercial units.

There is a coupling mounting hole under each driving end, but no couplings are supplied. DSU modellers will no doubt want to fit a system which allows them to mimic the multiple operation of the prototypes.

This is an innovative venture by Heljan, which combines their own production expertise with the prudent use of a proven power unit. We commend them for their approach, and hope that the model will be successful and encourage them to consider other rolling stock in future.

For: HO.

Available from: H. Sporel, Vestergade 165, DK-1500, København V, Denmark. Prices: D.Kr500 (c.£73.00).

One of the most intriguing vehicles to have traversed the Hedjaz or indeed any Railway was surely the aircraft-engine powered 4-wheel LOT wagon No. M 8 that was 'cobbled together' by German airmen to enable them to travel from their airfield near Afule to the coast and back at Haifa. Thanks to Dr. Nikolaus Mellor of München, who is occupied in restoring a World War 1 airfield, I have received more information on this wagon - forerunner perhaps of the Deutsches Reichsbahn 'Flying Zeppelin') and of its fate.

Intriguingly the Hedjaz Rly. had not possessed four-wheel single-planked wagons, so the vehicle's origins must perhaps lie with the Damascus - Muzeirib line or the Tramway Libanais ? Rick Tourret <'Hedjaz Rly". plate 78, p.68, thinks the same, though he believes the purpose of the wagon was to visit the ladies of the German Colony in Haifa rather than the beach !!).

This text comes from the "Düsseldorfer Nachrichten" of July 1931:

"Das Ende der Schienenlore.

Die letzte Fahrt des phönizisehen Bäderexpresses.

Herr Georg Eiswirth in Ludwigshafen a. Rh. schreibt uns als letzter Führer des ersten "Schienenzeppelins".

Mit lebhaften Interesse werden alle Kenner des ersten "Schienenzeppelins" (ehemals Lore genannt) den Artikel "Phönizischer Bäderexpress" vom 18. d. M. in der "Pfälzischen Rundschau" gelesen haben. Das Ende der Lore dürfte jedoch nur wenigen bekannt sein; da ihre Todesstunde mit der Gefangennahme ihrer meisten ehemaligen Fahrgäste zeitlich zusammenfiel.

Nach lebhafter Tätigkeit an der Front und Manövrieren englischer Kriegsschiffe vor Haifa gelang Mitte September 1918 der Durchbruch und die Landung in Haifa. Der Brand rückwärts begriffener Autokolonnen auf der Serpentine nach Nazareth Hess das Herannahen des Feindes erkennen. Der geistigen Schöpfer der Lore und Abteilungsführer gibt einem Unteroffizier kurz Befehl: Die Lore mit Flugzeugersatzteilen, Instrumenten, einem M.G. zur Betreuung und 4 Mann Besatzung nach Dera in Sicherheit zu bringen. Mit dem Bemerkten, dass er eine Schachtel Streichhölzer mitnehmen solle, war der Unteroffizier entlassen.

Wenige Minuten später verließ der Bäderexpress mit Vollgas den Bahnhof Afule. Die ersten 8 bis 10 Kilometer bis zur nächsten Station waren rasch genommen, die Stationsbeamten gaben freie Fahrt und weiter surrte die Lore, da sahen wir auf etwa 100 Meter vor uns im Morgengrauen einen Lichtschein: ein entgegenkommender Zug auf eingleisiger Strecke, Gas nehmen, Bremse zu und schneller als wie auf das schärfste Kommando war die Besatzung rechts und links herunter.

Gefunden später war die Lore gerammt. Noch einmal war die Lore, wie die Besatzung, mit dem Schrecken davongekommen, der Propeller war tinbeschädigt, der Motor lief einwandfrei. Bremse auf, Vollgas, doch die gute Lore rührt sich nicht von der Stelle. Der türkische Zug, der sich inzwischen zur Rückkehr entschlossen hatte, nahm die unbewegliche Lore ins Schlepptau bis zur nächsten Station. Dort wurde festgestellt, dass die Tragbalken der Lore durch den Zusammenstoss wie Streichhölzer geknickt und in die Räder Zentimeter tief eingekerbt waren. Die Türkischen Eisenbahner wollten das bremsende Anhängsel rasch los werden und hängten die Lore, trotz energischen Vorstellungen der Besatzung an. Ein Feindlicher Fliegerangriff verhinderte die sofortige Ausfahrt des Zuges, was der Besatzung noch Zeit Hess, den Motor auszubauen und die Fracht umzuladen. Das vorhandene Betriebsbenzin und ein Streichholz sorgten dafür, dass auch die letzten Ueberreste des ersten "Schienenzeppelins" der gerade anreisenden englischen Kavallerie nur brennend in die Hände fiel. Betrübt über den Verlust der Lore und hoch befriedigt über ihr ruhmvolles Ende, verliess die Besatzung, verfolgt von feindlicher Kavallerie, mit dem Türkischen Zug den Bahnhof."

My translation of this tale is:

"The End of a Rail Trolley.

The Last Journey of the Phoenician Bathing Express. Herr Georg Eiswlrth in Ludwigshafen on the Rhine writes to us as the last Driver of the first "Rail Zeppelin". (Note: This term refers normally to an experimental bogie vehicle propelled by an aero engine and propeller, which worked trials on the Deutsche Reichsbahn).

All those who knew of the first "Rail Zeppelin" (formerly known as a Trolley) will have read with great interest the article "Phoenician Bathing Express" in the "Pfälzischen Rundschau" of the 18th. of this month. The final fate of this trolley, however, is known to very few, for its death-hour fell closely together with the capture of most of its former passengers.

After great activity at the Front and manoeuvres by English warships off Haifa, the English managed in the middle of September 1918 both to break through the lines and to make landings at Haifa. The burning of retreating motor columns on the winding road to Nazareth made clear the advance of the enemy. The creator of the Trolley and Leader of the unit gave a brief order to a subaltern: to take the trolley with aeroplane spare parts, instruments, an M. G. for motive power and a four-man crew to safety in Dera' a. With the reminder that he should take a box of matches with him, he dismissed the subaltern.

A few minutes later the "Bathing Express" left the station of Afule at full throttle. The first 8 to 10 kilometres to the next station were quickly covered, the station staff gave permission for the next section and the trolley proceeded further - then we saw about 100 metres before us in the grey morning gloom a light signal: a train coming the other way on the single track. Off the gas, brakes hard on and, more quickly than responding to the sharpest command, the crew baled out to right and left.

Later it was found that the trolley had indeed been rammed. Once more the trolley, like the crew, had come off lightly with only a shock. The propeller was undamaged, the motor still ran freely, so off with the brakes, full throttle - but the good old trolley didn't move from the spot. The Turkish train, that had in the meantime decided on reversing, hauled the immovable trolley back to the next station. There it became clear that the carrying-frames of the trolley had been bent like matchsticks and forced centimeters-deep into the wheels by the force of the collision. The Turkish railwaymen wanted to be rid of the dragging trailer and, despite energetic protests from the crew, uncoupled it. An enemy air attack prevented the immediate departure of the train, which gave the crew time to take out the motor, and to unload and transfer the cargo. The remaining fuel and a match ensured that only burning remnants of the first "Rail Zeppelin" fell into the hands of the approaching English cavalry. Saddened by the loss of the trolley, but satisfied at its glorious end, the crew, pursued by the enemy cavalry, left the station in the Turkish train."

The remaining mystery concerns the location of this fiery end. Afule is at km. 36.3 from Haifa; 10 km. further downhill was Ein Harod, but this didn't open till after the war, so Shutta, at km. 51.0, or Beisan at km. 59 seem possible. Tourret (op.cit.) describes the wagon as a 10-tonner, powered by a 160 hp. Daimler-Benz aero-engine; the vehicle clearly had to be taken from the tracks and turned manually for any change in direction.

