

HARAKEVET

הרכבת

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A Quarterly Journal on the Railways of the Middle East
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20:1 The first public appearance of an IC3 diesel set at Haifa Bat Galim on 21/6/92, before leaving for Tel Aviv with a special trip for the then Minister of Transport. This was a pre-election public relations exercise, but failed to save the Likud-led government from defeat two days later! (Photo Paul Cotteril)

With issue 20 another series comes to its close, and enclosed with this issue subscribers should find subscription renewal forms. A few words of explanation might well be in order, as to the hows and whys of 'Harakevel'.

The magazine has grown much bigger than I ever dreamed, and the work is sometimes a bit overwhelming. It remains determinedly amateur. I prepare each issue over a period of months, typing information and articles onto disc on my Amstrad PCW as and when they arrive (or whenever I get the time - usually very late at night). Printed articles are then stored in A4 ring binders until the time when I finally get around to putting the next issue together - when it becomes a matter of balancing material to fit in the News from the Line, 'matters arising' from previous issues and then whatever else seems appropriate - I strive to ensure a reasonable mix of periods and countries so far as possible. Sometimes items are held over for two or even three issues - my apologies to contributors in such circumstances. The end result then has item and page numbers stuck on manually, photos extracted from my storage folders and captioned, and the whole lot handed to Steve Waldenberg who, at his work, reduces the lot to A5, makes photos of varying sizes fit the pages, prints, collates, staples - and returns them to me. Unfortunately some clarity is lost in the reduction from A4 to A5 and the reprinting, though in fairness the photos come out very well, considering, and there is no extra cost per photo. A couple of hundred copies are printed, which allows me plenty of spares to hand out as samples at my own expense, or keep for sale as back numbers. I get the bill a week later, after the envelopes have been made out and the issue despatched !

There are, as I write this, 27 U.K. subscribers, 7 in Europe, 5 in the USA, 3 in Australasia, 9 in Israel; in addition about 55 copies are sent out free of charge to various libraries, archives, magazines and influential individuals. There is no advertising, no subsidy, (though I have asked if IR would provide some sponsorship - no response, alas), and in fact I lose money on each issue - but this is a labour of love, and the reward lies in receiving interesting mail almost every morning, with pen-friends now all over the world. It's not a big operation - it can't be, with the time and money I have to devote to it. To those of you who are brimming with helpful ideas about better printing techniques - yes, I'm sure there are other ways, but this suits my method of working, and I have control over the text as and when it comes. My big regret is the inability as yet to produce the series of specialist monographs to accompany the main magazine.

Uncredited items are usually from my own researches. I am dependent on you, the readers, for more material. Sometimes I find that I cannot resolve a problem - for example, in this issue I have two different dates for the delivery of the last IC3 sets - but I would rather let my correspondents slog this out in the pages of the following issue ! Distance can be a hindrance. However, I enjoy publishing it - I hope you enjoy reading it!

NEWS FROM THE LINE.

1. IC3 Sets. The IC3 sets entered public service on a cold and very wet 23 November 1992 with three daily return workings between Haifa and Tel Aviv. Two of these were extra to the advertised timetable.

From 13/12 the extra workings were cancelled and these sets took over three timetabled express workings.

Through no fault of their own the IC3 sets did not initially prove to be a smash hit with the public. A special all-inclusive fare of NIS 13 one-way between Haifa and Tel Aviv was introduced for them, the regular fare for this journey being NIS 9. In addition the usual discounts for children, students, pensioners etc. were not offered on this special fare. In consequence many potential passengers steered well clear of the IC3 trains, and the executive traveller with a business expense account is non-existent on IR! Following numerous complaints and this customer resistance, the supplementary fare was abolished with effect from the new timetable of Sunday 31/1/93.

The last five IC3 sets were unloaded at Qishon Port on 7/1/93. On the same date an IC3 set was sent down to Dimona for crew training on the Southern Division.

2. New Jerusalem Halt. According to Sybil Ehrlich services on the Jerusalem line were suspended for a few days in late November whilst track was realigned in Emek Refaim near the football stadium. By 27/11 the track had been removed and the trackbed dug up. A new halt is to be constructed for visiting football fans.

3. Ayalon Progress. By the end of November both tracks were down, and the new line opened on Sunday 31st. January 1993. As yet the intermediate stations are incomplete. (See below, item 15). Until full signalling on the new through link is commissioned, all trains are despatched with a single line staff between Lod and Tel Aviv Central, bypassing the Tel Aviv Darom station which, for the present at least, has no passenger services.

4. Sinai Schemes. According to 'Yediot Acharonot' 26/10/92 (p.44), there has been further discussion on the renewal of the Rafah - Kantara (i.e. Tel Aviv to Cairo) rail link. The subject was raised following the visit of Foreign Minister Shimon Peres to President Mitterand in Paris; the intention is to establish an international project group utilising French and German funding and with Israeli and Egyptian co-operation.

5. Deraillments. IR suffered a spate of derailments in early December. In the early hours of 4/12/92 freight 302, returning to Haifa from Lod, was passing through Kfar Vitkin when four phosphate wagons derailed on the facing points leading to track 2. One wagon was flung across the track, being practically cut in half. Considerable damage was caused to trackwork and signalling equipment. The main line was immediately closed to all regular traffic and no passenger trains ran that Friday between Haifa and Tel Aviv. A works

train was despatched to the site, but the mess was only partially cleared in the afternoon of the following day with track 2 being cleared for traffic. Thereafter all trains had to be worked with written Line Clear Orders between Hadera and Netanya. This led to considerable delays to passenger trains. Cause of the derailment is not known for certain but excessive speeding is suspected.

Also on 4/12 there was a derailment at Benei Berak (details unknown). Then on 6/12 the loco (Esslingen 221) working the Haifa Port trip derailed all its wheels in the port area. Neither of these two incidents caused disruption to main line traffic.

Very few freight trains were run in the south of Israel for a week at the end of January, following a derailment south of Qiryat Gat which severely damaged the track over several hundred metres.

6. Strike. On 13/12 the Southern Division of IR went on strike for six hours over a dispute concerning overtime payments. Passenger trains to Jerusalem and Ashdod were cancelled for the duration, and there was some disruption to night time main line freights.

7. Hedjaz Stirrings... On 13/12 the Army Radio (Galei Tzahal) carried a short report, presented in apparent seriousness, that the Jordan Valley Regional Council had voted to relay track and recommence service along a section of the Hedjaz Railway formation. Four "ex Valley railway coaches" are to be refurbished for use "from Tzemach", presumably south thereof. This report raises some intriguing questions. Has the Regional Council come to some cosy arrangement with King Hussein for relaying track over that part of the Hedjaz branch now on the border or in Jordan? And even more startlingly - have the Council members sat down with President Assad and haggled a price for four HR coaches? Possibly the peace process is more advanced than we have been led to believe!

8. Winter Weather. For several months the experts have been predicting and forecasting another severe winter in the Middle East - something to do with the repeated eruptions of Mount Pinatubo in the Philippines having a particular influence on local weather. The month of December has certainly vindicated the experts, with well above average heavy rains and appreciable snowfall on high ground. On 16/12, after two days of continuous rain, the Benei Berak - Lod section was flooded in the early hours of the morning, with the track washed out in a couple of places. Shortly afterwards the River Ayalon burst its banks, inundating Tel Aviv Central station, the new railway formation, and the Netivei Ayalon roads. (This despite work carried out to ensure that such would not happen again following last year's repeated flooding.) Passenger trains were rerouted to Benei Berak until this station, too, was flooded out about 10.30; thereafter main line trains from Nahariyya and Haifa were curtailed at Netanya. Even when the water receded at Tel Aviv in mid-afternoon the station was virtually unusable as all the point motors at the south end of the station were inoperable and needed remedial action or

replacement. One IC3 did make it into Tel Aviv in the late afternoon - this, of course, not needing run-round facilities. With the Benel Berak - Lod section closed, no main line freights were able to run that night either.

The next day a light engine was sent down to be stationed at Tel Aviv Central in order that passenger trains could use the station again. When each train arrived the light engine shunted the stock on to an adjacent track, thereby releasing the train engine which was able to back out at the north end of the station to rejoin its train. This procedure lasted until the south end points were made operable again.

9. Jordan T.V. On 22/12 Jordan T.V. broadcast a programme dealing with the Hedjaz Railway. Reception in Israel was less than perfect and as the viewers who have reported on this were not conversant with Arabic, precise details of the programme's content are unknown. However, it appeared to be an overview of the present situation of the HR in Jordan, with shots of Amman station and interviews with management figures. At least one steam engine (believed to be 2-8-2 No. 51) was seen working, and there was not an enthusiast in sight ! Shots from the cab of a diesel-hauled train as it headed out to the tunnel showed some of the hazards inherent on the HR - a very small child was playing on the track and was in no hurry to make way for the train, while motorists played silly buggers at level crossings.

10. Jumbo Failure. When 'Jumbo' 611 failed at the head of freight 327 on 27/12 it caused a good deal of inconvenience to travellers on the last passenger working (Train 66) from Tel Aviv (departure 20.22). The freight came to a stand on the points into Atlit station, thereby blocking the main line. Train 66 was halted at Dor and its loco despatched to Atlit to take over the stricken freight 327. In the meantime a light engine was sent out from Haifa, but Train 66 was an hour late into Haifa Bat Galim.

11. Resurrection ! IR now has a 'new' coach to add to its rolling stock roster. Amazingly this is one of the old Esslingen railcar intermediate trailers, which has been lying around out of use and derelict at least since 1979 ! It seems to have been refurbished on the orders of the late General Manager, Moshe Bar-Kochba, possibly as a first step to overcome the passenger stock shortage (which has now eased considerably, anyway, with the acquisition of IC3 sets.) Numbered 1111, and carrying a Qishon shopping date of 22/11/92, it entered service in mid-December. The rebuilding has been very well carried out, and air conditioning has been installed. (Presumably also full buffing gear).

12. More Generator Coaches. Coaches 53 and 610 have been rebuilt as generator cars - see 6:3:4, 7:3:4 and 8:3:4 for details of previous such conversions. 53 and 610 re-entered public service in December 1992 following their conversion.

13. Carmelit Schemes. The newspaper "Ma'ariv" reported on 19/1/93 that Haifa Municipality had decided on the building of extensions to the underground Carmelit cableway. These are to reach Ahuza, Neveh Shanan and the bus and railway stations in Bat Galim. Total cost is said to be \$600 million, with work to be in stages spread out over several years. Two firms are still in the running for the contract, these being LRTC of Germany and 'Transrail' of Britain. According to a note in the 'Jerusalem Post' Intl., 30/1/93, these firms had to submit general plans by April 1st.

14. SAFB Re-Numbering. In January 1993 the SAFB Bo-bo No. 101 was noted renumbered as 111.001 on one side of the cab and 101.100 on the other side ! The possible significance of this renumbering is unknown.

15. Railway Revolution. 'Yediot Achronot' of 27/1/93 reported on far-reaching changes apparently in store for IR in the future. Under the headline REVOLUTION ON THE RAILWAY : LINE TO EILAT AND ELECTRIC TRAINS INSTEAD OF DIESEL, the newspaper quoted Shaul Raziell, General Manager of the Ports & Railway Authority, as saying that the first stage of electrification will be on the Haifa - Tel Aviv line. The Ports Authority is to spend some 400 million Shekels (some 150 million US dollars) on planning and development in 1993. An extra 1 billion (!) Shekels are to be invested between 1994-96. The intention is for the railway to carry between 30-40 million passengers per year by 1997 (ten times more than in 1992). Included in this investment is a line to Eilat, a new route to Jerusalem, completion of doubling the line from Tel Aviv to Jerusalem (sic), and electrification of this line. At present an Israeli company is stated to be planning a route to Eilat; at the conclusion of the planning stage the Israeli government is to put the contract out for international tender. Next month (i.e. February) a French company is to present its suggestions for the carrying out of this work and for the electrification of the Haifa - Tel Aviv line. Raziell is reported as saying also that agreement has been reached with Tel Aviv Municipality for intermediate stations on the Ayalon link line to be constructed by private promoters who will then have the rights for building offices and shops as part of the station complexes.

16. New Timetable.

A new timetable came into force on Sunday 31st. January. Its main feature is the through running, for the first time, of passenger trains over the new Ayalon link in Tel Aviv. While most passengers travelling between points north and south of Tel Aviv have to change trains at Tel Aviv Central (Arlosoroff), there is one through service from Haifa to Ashdod. This train (15.30 ex-Bat Galim) is made up of four IC3 sets, the leading three-coach set being detached at Tel Aviv for continuation to Ashdod, the three remaining sets of the train returning to Haifa on an evening working.

Another feature of this new timetable is the running of a passenger train in each direction between Haifa and Tel Aviv

on Saturday evenings, something which has not been attempted for many years.

20:4

MIDDLE EAST NEWS.

Samuel Rachdi of the Fahrplancenter (Timetable Centre), Tellstrasse 45, CH-8400 Winterthur, Switzerland, publishes an excellent A4 quarterly bulletin on railway news from around the world. With his permission here is some relevant to the Middle East: From Issue 1, October 1992:

Iran In early June building work commenced on the 180km. long stretch between Mashhad and Sarakh, on the border of Turkmenistan; it is planned that the line will eventually cross into this country.

The weekly train from Quetta in Pakistan to Zahedan in Iran, known as the "Zahedan Express", has recommenced operation. The journey lasts 25 hours for the 734 km.

Since 1990 there has been a passenger service over the new line from Bafq to Sirjan; from 1994 traffic will use the whole stretch to Bandar Abbas on the Persian Gulf, once the Siemens signalling and safety equipment has been fully installed.

Over 100km of the current system is being modernised; Pakistani firms are undertaking part of the work. 120 diesel locos are being bought from Canada and the Iranian industry is providing 3,930 goods wagons and 1,000 coaches.

Syria. Operation of the stretch from Al Ladhikiyah (also known as Latakia) along the coast to Tartous has commenced this year; apart from freight traffic there are three or four passenger trains in each direction.

Lebanon. As the state of warfare has subsided somewhat, thought is being given to restoration of some rail services. The narrow-gauge line in the direction of Damascus has been almost fully destroyed, as has the Bekaa Valley line from Rayak to Homs, and restoration here is very doubtful. However, the harbour area connections in Beirut are being rebuilt, and work is concentrated on the Tripoli - Beirut - Sidon line.

(*"La Vie du Rail"*, No. 2365, 15-21 October 1992, pp. 27-31, has an illustrated article on the 40 km. restored Beirut - Jbeil passenger service, consisting of one of the three Polish Cegielski diesels of 1977 hauling ex-DB Schienenbusse trailers; photos show the track thoroughly overgrown, and rusting stock at Jbeil including another Polish and a GM diesel and wagons.)

Hedjaz. Current timetable for the International Train is:

Damascus: dep. 10.00, Saturdays.

Amman : arr. 16.40, Saturdays.

Amman : dep. 09.00, Mondays.

Damascus: arr. 15.30, Mondays.

A photo shows a train comprising a Syrian Romanian-built diesel hauling at least three Ganz railcar trailers.

Steve Fish (with help from Harel Even and Paul Cotterell) has sent details of the three-car diesel multiple units. They appear to run in fixed formations, formed MF1, FF & MF2 coaches (Aleph, Bet and Gimel), and bear names. All were manufactured in 1992.

"Name" of unit	MF1 X	MF2 1	MF3 1	Delivered to IR	Entered service	Notes
"Barak"	188-7201-1	188-7401-2	188-7001-3	14/ 6/92#	23/11/92	1, 2
"Ruam"	188-7202-4	188-7402-5	188-7002-6	23/ 7/92#	23/11/92	1, 2
"Sufah"	188-7203-7	188-7403-8	188-7003-9	23/ 7/92#	23/11/92	1, 3
"Carmel"	188-7204-10	188-7404-11	188-7004-12	16/10/92#	23/11/92	2
"Suar"	188-7205-13	188-7405-14	188-7005-15	2/10/92	23/11/92	1, 3
"Hasharon"	188-7206-16	188-7406-17	188-7006-18	6/ 1/93#	21/ 1/93	
"Golan"	188-7207-19	188-7407-20	188-7007-21	7/ 1/93#	21/ 1/93	
"Negev"	188-7208-22	188-7408-23	188-7008-24	10/ 1/93#	31/ 1/93	
"Harel"	188-7209-25	188-7409-26	188-7009-27	10/ 1/93#	31/ 1/93	
"Castel"	188-7210-28	188-7410-29	188-7010-30	12/ 1/93#	31/ 1/93	

Notes:

1: Units 1, 2, 3 & 5 operated for the first time in passenger-carrying service on 21/10/92, conveying staff and invited guests on the special train run from Haifa to Jerusalem for the Centenary celebrations.

2: Units 1 to 4 commenced experimental timetable running (as empty stock) on 15/11/92.

3: Unit 5 was not listed on the official timetable notice as entering service on the date shown, but it is understood the unit has run in passenger service since this date.

- approximate date.

- Understood delivery date; these units all arrived on M. V. "EENA" on 5/1/93, and were unloaded at Kishon Port 6/1/93.

[Ed: One can only hope that some simpler form of set numbering is applied soon! Note that the last cipher (a computer-check code?) follows a numerical sequence. This is the first time in the history of the railways in Israel that locomotives have borne names; Two Tramway Libanais O-6-OT's were named, as were the Pacifics in Iraq, but otherwise naming of locomotives in this entire region seems uncommon.]

EXCHANGE RATES.

Colin Dawson was an RAF radio operator, stationed from 1941 to 1944 in Jerusalem and working 'point to point' radio passing messages on between AFQ Levant and other RAF HQ's at Amman, Cairo, Nicosia, Habbaniyah, Shaibah etc. At the end of summer 1944 he went for a leave break - his first since leaving England - travelling from Haifa to Beirut via the new HBT line. He writes: "The rolling stock was pretty basic; I remember there were many servicemen aboard, but I cannot recall any civilians. I do recall that when we reached the border many small boys climbed aboard trying to tempt us to swap our Palestine pounds for Syrian pounds. The gullible ones realised later that they had been done because whilst the Palestine pound approximated to an English pound the Syrian one was worth only about half-a-crown or so." (For younger or foreign readers - about one-eighth of the value!)

NOTES AND CORRECTIONS.

Additional information or corrections to published items are always welcome - the aim of 'Harakevel' is to add to the store of accurate knowledge and distribute it. From Paul Cotterell and Hugh Hughes come several observations on issue 19.

Re: 19:8. Paul mentioned a grounded HR freight van at Haifa diesel depot; this is in fact a former WD standard gauge van. (NB: There is a HR van body at Ashdod yard, Ed.),

Re: 19:9. This engine would have been No. 1086, and the date of the incident was October 1942.

Re: 19:10 - where is the exact location of Oveidar ? It doesn't appear on any map Paul has, and there is thus no definite proof that the photograph of the O-6-OTm. was actually taken east of the Canal.

Hugh adds: In November 1915 the Army decided to protect the Suez Canal by establishing a defensive line about 12 to 18 km. to the east of the Canal. This raised the question of getting supplies to the troops and this was achieved in three stages:

a). Egyptian State Railways were asked to provide sidings to the west bank of the Canal at eight places between Kantara and Suez, more or less at equal intervals.

b). The ESR were to establish (using contractors) 2' 6" gauge lines from the Canal (opposite the above sidings) eastwards to the second line of trenches, i.e. the supply bases behind the British lines.

c). Light portable 60cm. gauge Decauville lines were then laid forward to the first line of trenches as required; in some cases they were also used for lateral connections (North to South) and also to supplement the 2' 6" lines back to the Canal.

Paul's mystery line is shown on the map in the British "Official History of the War, Military Operations Egypt & Palestine" (HMSO 1928-30), but it does not seem actually to have been built.

Re: 19:12. Paul has never yet come across any other reference to these mysterious locos, and recommends treating the memoir with a degree of caution. Hugh Hughes can only think that these must have been the five 3' 6" gauge Sudan-type 4-6-2's which had been stored at Azzib. Central drawgear rules out standard-gauge (in this region at least), and GHQ stock lists give no other suitable candidates.

Re: 19:13. This caption is wrong. The two narrow-gauge locos are in fact Alco 2' 6" gauge machines used by the British Army; Paul's guess, from their good condition, is that they were still fairly new and on their way to be used on the British lines of this gauge north of Lydda. (See "Railways of Palestine & Israel", p. 129, which refers to locos from a series numbered 1 to 24, works nos. 56636-59, built 1916).

Re. 19:22 (p.32, 3rd. para.), it is clear that the reference by Doug Helsham to a bridge across the Suez Canal at Kantara is in fact the bridge at El Ferdan, some miles south of Kantara. Hugh Hughes adds that the Mann - Naqb Ashtar branch was actually constructed by the Australian Army and completed on 16th. March 1942, being maintained by PR. It was closed to traffic in September 1943.

20: 8

POLICE MEMORIES.

From Mr. M.W. Hatch of Amersham I have received the following memoir:

"I was in the Palestine Police Force from 1940 to 1946, and spent some of those years in Tulkarm. Whilst there I did a lot of work on Food Control and remember that in those days because of the war there was no export market for citrus fruit and grove owners were in a desperate condition. All of these fruits had to have licences to move them and it was one of my jobs to check lorry loads passing through my area and I often had several lorry loads of oranges in the station compound overnight. The fruit was not in boxes but like a load of stones in the back of the lorry.

Another memory is the homecoming of the pilgrims from Mecca after making the 'Haj'. At Tulkarm railway station we saw them arriving - packed like sardines in the carriages and almost as many riding on the roofs of the coaches. As smallpox was nearly always brought back with them we used to get a vaccination there and then.

Whilst working as Contravention Officer at Tulkarm my job was to try to enforce the blackout and I remember how during the early part of the war I watched the petrol tanks blazing at Haifa and Italian bombing.

After Tulkarm I was stationed at Jenin as Traffic Officer and here one of the foods passing through to Jerusalem was fish from the Sea of Galilee in large water tanks on lorries. I was often given fresh fish for the Mess.

So far as rations were concerned we did very well. They were supplied from Haifa by a firm called Spinneys who also ran the canteens. We also had excellent living accommodation in the 'Taggart' forts.

Jenin was beautiful and had lots of pomegranates with their lovely red flowers.

Thinking back to Tulkarm - where it was very hot - afternoons in the summer usually meant a trip to Nathanya to the sea and a respite from the 'Khamsin' wind....

I finished my time in Nablus. Nablus - Jenin - Tulkarm - the triangle of terror."

20: 9

AN ARMoured TRAIN IN IRAQ.

I recently acquired a rather strange book - a calm, strategic analysis of the Second World War, written in 1941! The anonymous author uses the pen-name 'Strategicus', and the volume, entitled "From Tobruk to Smolensk", was published by Faber & Faber of London, December 1941, and The Right Book Club, London, 1942. On p.160, in discussing the abortive Rashid Ali rebellion/coup d'état in Iraq of May 1941, he writes that on Sunday May 4th. RAF bombers managed to bomb an Iraqi armoured train and turn it back, somewhere between Baghdad and Habbaniya. Does anyone know more of this train? Ed.

In 15:14 I enquired as to precise scrapping dates for the last steam engines in Israel. Subsequently, Theo Pelz reminded me of a list he had compiled based on his first-hand sightings which date from the period when he was a fairly regular traveller along the Akko line and was able to see what was happening in Qishon Works yard and at the Qiryat Plada steel works. There are gaps in the list, most notably for those locos which had been dumped since about the end of WWII.

<u>Kitson 2-8-4T.</u>	<u>Sentinel 0-4-0T.</u>	<u>H. 4-6-0.</u>	<u>LMS 2-8-0.</u>
1 - 1/59.	33 - ?	871 - 6/58.	70305 - 8/60.
2 - ?		872 - 12/58?	70308 - 7/60.
3 - ?	<u>NW 0-6-0T.</u>	873 - 7/58.	70335 - 8/60.
4 - 11/58.	40 - 9/60.	874 - 7/58.	70336 - 7/60.
5 - 12/58.	41 - 11/60.	876 - 12/58.	70369 - 11/60.
6 - 11/58.	42 - ?	878 - 8/58.	70374 - 8/60.
	43 - 9/60.	879 - 7/58.	70388 - 8/60.
<u>H2 4-6-2T.</u>	44 - 10/60.	882 - 7/58.	70391 - 9/60.
7 - ?	45 - ?	883 - 11/58.	70397 - 10/60.
8 - 7/58.	46 - 10/60.	884 - 7/58.	70400 - 11/60.
9 - 12/58.	47 - 12/58.	885 - 12/58?	70410 - ?
10 - 7/58.	49 - 10/60.	886 - 11/58.	70412 - 9/60.
11 - ?	50 - 12/58.	887 - 9/60.	70414 - 7/60.
12 - 7/58.		891 - 6/58.	70503 - 8/60.
		892 - 7/58.	70504 - ?
<u>H3 4-6-4T.</u>	<u>P Class 4-6-0.</u>	893 - ?	70510 - 8/60.
13 - ?	60 - 9/60.	894 - 6/58.	70513 - 7/60.
14 - 8/60.	61 - 9/60.	899 - ?	70515 - 10/60.
15 - 7/60.	62 - 10/60.	903 - 8-9/58.	70521 - 10/60.
16 - 10/60.	63 - 10/60.	906 - 12/58.	70541 - 10/60.
17 - 9/60.	64 - 10/60.	907 - 7/60.	70572 - 10/60.
	65 - 9/60.	911 - ?	70586 - 11/60.
<u>USA 0-6-0T.</u>		913 - 8/60.	70596 - 10/60.
20 - ?	<u>ex-ESR 2-6-0.</u>	914 - 12/58.	70605 - 9/60.
21 - ?	546 - 7/60.	916 - 7/58.	
22 - 11/60.	550 - ?	917 - ?	
	577 - 11/60.	919 - 11/58.	
<u>MW 0-6-0T.</u>	607 - 8/60.	920 - 6/58.	
26 - 11/58.	613 - 8/60.		
27 - 11/58.			
28 - 11/58.			
29 - 11/58.			

[Ed.: It is clear there was a spate of scrappings in late 1958 and late 1960 - none (so far as is known) in 1959 apart from the rest of No. 1. The P-class all went together, as did the MW shunters; the 8F's hung on till 1960 - even the celebrity 70414 was not the last to be cut up. Seventeen dates remain unknown, and the final dates of two of the Baldwin 4-6-0's remain uncertain. IR was desperate for the scrap value at the time - what a shame !]

FRIENDLY ARCHIVES: 7. GLOUCESTER.

The Gloucestershire Record Office at Alvin Street, Gloucester GL1 3DW, (0452-425295) is a mere ten minutes walk from Gloucester station. It holds the papers of the defunct Gloucester Railway Carriage and Wagon Co., under the heading D/4791. These include a set of Order Books - small blue-covered notebooks in which are recorded, in a variety of handwriting styles, rough outline details of the work commissioned. This ranges from diesel multiple units to pig-pens ! There are also works photos of stock constructed. For £2 one can obtain a Day Reader's Ticket, and the staff are extremely helpful.

In one two-hour stint I was able to extract the following relevant information on PR (there are many other references to stock for Iraq, Egypt, Sudan etc.), and there is surely more:

D/4791/15/14:

"Order 4611. Palestine Railway. Reqn. No. 91/1. Indent No. 1081 of 5/4/21. 100 12 Ton Covered goods wagons. Date of Order Aug. 8. /21, Date due Dec. 6. /21. Reqn. Book No. 203. Contract Tracings sent March 13 /22. All ordered. SPEC. "WEIGHT 9 TONS 6 CWTS 0 QRS." " "FRY". [This could be the name of the draughtsman. Ed.]

"Order 4797. 1 Steel Side Section for Covered Wagon. Date of Order Oct. 15/22. Date Due: Urgent. Reqn. No. 91/3. Indent No. 1081 of 5/4/21. FRY. No Contract tracings. Delivered Dec. 18th. 1922."

D/4791/15/19. (Order Book covering 29/12/25 - 24/8/26).

"Order 5532. Palestine Rly. Reqn. No. 1320/10. Indent No. 2270. dated 9/1/26.

100 Three link couplings. delivered May 27/26.

50 Screw couplings. delivered Dec. 17/26.)

144 Brake Pins. delivered Dec. 17/26.)

[last two items:] Weight 1 ton, 0 cwt. 0 qr. 24 lb.

Date of Order: March 11/26. Reqn. Book No. 10, Page 14.

Date due: June 3rd. 1926. Drgs. filed in Till No. 967.

No Contract Tracings."

"Order 5543. P. Rlys. 8 Perishables Vans. (BROWNE). Contract Tracings & Photos sent July 23/27.

Drgs. filed in Till No. 177.

Order 5544. 2 Refrigerator Vans. Reqn. No. 913/1.

Indent No. 2350.

Date of Order March 31/26.

Date due Oct. 12/26. Reqn. book No. 299.

6 delivered June 24th. 1927. Weight 20 t. 14 cwt.

2 delivered July 11th. 1927.

Refrig. Vans: 2 delivered July 11th. 1927.

Weight 23t. 19 cwt. 0 qr. Gibbins Bogies. £9440.0.0. "

D/4791/15/32. Order Book No. 32.

"Order 7627. Palestine Railway. Indent No. 5963, dated 2/10/35. 25 four-wheeled flat wagons. 15 Tons capacity. Indent No. R 5963. Dated 2:10:35. 6750. 4' 8 $\frac{1}{2}$ " Gauge. Reqn. No. 5220/1. Date of Order Jan. 6/36. Date due April 24/36. Willans Cradles. Marking Initials P.R. Photo No. 5003. HALE. Contract Tracings sent June 22/36. Delivered May 20/36. Reqn. book No. 447A. Specn. ditto. Weight 7 tons, 6 cwt. 0 qr. without binding chains. Load 15 Tons. 24 sets of Vacuum Brake Gear. Delivered May 29/36."

"Order 7631. Palestine Railway. 2 Bogie Parcel Vans. 10 Tons capacity.

Date of Order Jan 7/36. Date due May 11/36. Reqn. No. 5219/1. Indent No. R 5962 Dated 2/10/36. Photo 5013. BROWNE. Contract Tracings Sent Sept. 30/36. Weight 17 Tons, 5 Cwts. 0 Qr. Delivered July 29th. 1936. Reqn. Book No. 460. Loose Leaf."

"Order 7692. Palestine Rly. 6 Bogie Third Class Carriages. S.K.F. Roller Bearings. 4'-8 $\frac{1}{2}$ " Gauge. Reqn. No. 5216/1.

Indent No. R 5959. Photo No. 5041. Date of Order March 13/36. Date Due Sep. 24/36. EVANS. Contract Tracings sent March 17/37. Delivered Jan. 2/37. Reqn. Book No. 452A.

Weight 34 Tons, 13 Cwt. 2 Qr. 32.229 Kilos."

D/4791/15/33. Order Book No. 33.

"Order 7754. Palestine Rly. Reqn. No. 5692/1. Indent No. R 6446 of Reqn. 91/1. Dated 5/5/36. 25 Safety Hook Brackets. Drg. No. 24197. Date of Order June 22/36. Date due July 31/36. SHAW. No contract tracings. Reqn. Book No. 16. page 92. Drg. filed in Till No. 206. Delivered Sep. 7/36."

"Order 7899. Palestine Rly. Reqn. No. 5959/1. Indent No. R 6703 dated 10/9/36. 24 Pairs Axleguards to Drg. No. 24197/6. SHAW. No Contract Tracings. Date of Order Oct. 19/36. date due Dec. 28/36. Reqn. Book No. 16. Page 173. Drgs. filed in Till No. 279. 24 pairs delivered Jan. 12/37."

"Order 7909. Palestine Rly. Reqn. No. 5979/2. Indent No. R 6724. 14 Items of Spares for Covered Goods Wagons. Date of Order Oct. 24/36. Date due Jan. 14th. 1937. SHAW. No Contract Tracings. Delivered March 2/37. Reqn. Book 16. Drawings filed in Till No. 206. Pages 179, 180, 1, 2, 3, 4, 5."

"Order 7952. Palestine Rly. 2 Bogie 3rd. Class Carriages. Date of Order Nov. 26/36. Date due Feb. 28th 1937. Reqn. No. 6036/1. No Photos of this Order. See 7692. Reqn. Book No. 452A. EVANS. No Contract tracings. Delivered May 30/37."

112 of these War Department Bo-Bo 650 HP diesel-electric locomotives were built, numbered 1200-1251 (1942) and 1537-1596 (1942/3). In 1943 it was decided to add 5000 to these numbers and in November 1944 70000 was added to their original numbers.

The first locomotive arrived at Suez in June 1942 and by the end of that year 23 had been landed. They were put into service at Kantara and run in on the new El Shatt line, the Canal area and the PR line through Sinai. They were particularly suited to desert conditions where water was scarce and as soon as practicable they were transferred to the Western Desert Extension Railway. By the end of March 1943 41 had been erected and of these 36 were on the WDER and 5 at Kantara.

From then on the requirements of the Western Desert lessened considerably and it was decided to operate the Haifa-Beirut-Tripoli line with these diesels instead of the ROD 2-8-0 engines. Four arrived in April and eight more in May (Nos.1201/03/04/14/15/18/20/22/31/35/49/51); they were normally used in pairs. Six more were transferred there in July from Kantara (1205/37/39/40/46/47), an additional one in October (1575) and four more in November (1542/55/71/91) bringing the total to 23. In December new engines 6595/6 arrived on the HBT to replace 6218/22 which went to Italy. From July 1944 onwards the total was consistent at 19 until February 1945 when the diesels were all withdrawn from the HBT line.

Meanwhile in August 1943 trials had taken place with two diesels hauling a 1000 ton load between Kantara and Gaza; the results were found to be satisfactory provided that seven vacuum-fitted wagons were marshalled behind the locomotives to provide adequate braking. Water being a continuing problem on this line eight diesels were transferred there in August and a further eight in October, with four of these going to the HBT in November. The remaining 12 were on hire to the Palestine Railways until June 1944.

Individual allocations from January 1944 onwards are available as follows (AP=Army Palestine; AE=Army Egypt; PR=Hired to Palestine Railways; WDE=Western Desert Extension):-

	<u>1/44</u>	<u>Transfers</u>		<u>1/44</u>	<u>Transfers</u>	
6201	HBT	AP 2/45. AE 4/45.	6251	HBT	AP 2/45.	WDE 9/45.
6203	HBT	AP 2/44. AE 9/45.	6537	PR		WDE 6/44.
6204	HBT	AP 2/44. AE 9/45.	6539	PR	AP 6/44.	WDE 9/45.
6205	HBT	AP 2/44. AE 9/45.	6542	HBT	AP 2/45.	AE 9/45.
6206 (AE)	AP	2/44. AE 9/45.	6546	PR	AP 1/44.	PR 2/44.
6214	HBT	AP 7/44. AE 1/45.			AP 6/44.	WDE 9/45.
6215	HBT	AP 2/45. AE 4/45.	6550	PR		WDE 6/44.
6220	HBT	AP 2/45. AE 9/45.	6555	HBT	AP 2/45.	AE 10/45.
6228	PR	AP 6/44. HBT 7/44.	6557	PR		WDE 6/44.
		AP 2/45. AE 9/45.	6562	PR		WDE 6/44.
6229	PR	AP 6/44. WDE 9/45.	6571	HBT	AP 2/45.	AE 7/45.
6231	HBT	AP 2/45. WDE 9/45.	6575	HBT	AP 2/45.	AE 9/45.
6233	PR	AP 6/44. WDE 9/45.	6584 (AE)	AP	2/44. HBT 3/44.	
6234 (AE)	AP	2/44. AE 10/45.			AP 2/45. AE 9/45.	
6235	HBT	AP 2/45. AE 9/45.	6588 (AE)	AP	2/44. WDE 4/44.	
6237	HBT	AP 3/44. AE 9/45.	6590	PR		WDE 6/44.
6239	HBT	AE 2/45.	6591	HBT	AP 2/45.	AE 10/45.
6240	HBT	AP 5/44. HBT 7/44.	6592	PR	AP 6/44. HBT 11/44.	
		AE 2/45.			AP 2/45. AE 9/45.	
6242	PR	AP 6/44. AE 9/45.	6594 (AE)	AP	2/44. HBT 3/44.	
6246	HBT	AP 2/45. AE 9/45.			AP 2/45. AE 9/45.	
6247	HBT	AP 11/44. AE 10/45.	6595	HBT	AP 3/44. WDE 4/44.	
6249	HBT	AP 3/44. WDE 6/44.	6596	HBT	AP 2/45. AE 7/45.	

20: 13 HEDJAZ RAILWAY TELEGRAPH STATIONS.

The BAPIP BULLETIN, Vol. XI No. 107, for Spring 1984, pp.209-212, includes a lengthy article by Carl R. Catherman on the Telegraphic Facilities at Hedjaz Railway stations. This points out, inter alia, that since the Hedjaz Rly., was unique in the Ottoman Empire in being government-financed, it also had a telegraphic system provided by the Ottoman Government.

Here are excerpts:

"Ottoman records indicate that in 1915 there were telegraph facilities at 67 H.R. stations, including ten on the Haifa - Deraa branch. These facilities were available for general public use although they were installed primarily for the use of the railroad, and probably also for the military guard units which were attached to most stations.

The following chart lists each station of the Haifa - Deraa branch:

Name:	Modern Name/Location.	Country.	Km. from Haifa.	Communication facilities
Caiffa	Haifa	Israel	0	PO., TG.
Shamriye	Near Nesher	Israel	11	---
Tel el Shemam	Near Kefar Barukh	Israel	22	TG.
Afule	'Afula	Israel	36	PO., TG.
Shati	Bet HaShitta	Israel	51	TG.
Bissan	Bet She'an	Israel	59	PO.
Djisar el Majami	Gesher	Israel	76	TG.
Zemah	(Samakh)	Israel	87	PO., TG.
El Hamme	El Hamaa	Israel	95	TG.
Wadi Kilid	Wadi Khalid Station	Jordan	107	TG.
Shedjire	Esh Shejara	Syria	120	TG.
Mekaria	Maqarin Station	Jordan	125	TG.
Ziyyun	Zeizun	Syria	136	TG.
Mezirib	El Muzerib	Syria	149	PO. ?
Deraa	Dera'a	Syria	161	PO.

There follows some detailed exposition of known postmarks or cancellations, and the statement "No information is available regarding the possible existence of telegraph stations on the other railways in the Holy Land."

Post Office Trains on P.R.

The same issue of BAPIP Bulletin mentions (p.217) in an article by David Dorfman on Mandate Period Postmarks, that "the reason for closing the Ber Yacob post office on October 30, 1926, was because the postal needs of that community could be served by the Travelling Post Offices (trains) which stopped twice daily on their trips north and south; but how was the mail service problem solved after June 30, 1938, when the TPOs stopped operations ?"

A FIRST WORLD WAR DIARY.

From Dr. Anthony P. Stone I have received a copy of his father's diary, together with some background details. Ernest Clifford Stone was born 14th. December 1893, at Wellington, Somerset, and educated at Wellington School. He served as a Sergeant in the Royal Engineers in No. 116 Railway Company during the First World War. Before the war he had worked for the G.W.R. in the Chief Engineer's Office, Paddington, and on May 15th. 1941 was awarded a Certificate of Merit which certified "that Mr. E.C. Stone attended a course of Lectures in the Company's Instruction Class held at Paddington Station and passed a satisfactory Examination in the following subjects: Rules and Regulations affecting the safe working of Railways and the appliances used in connection therewith."

After the war had broken out the Railway was asked to form a volunteer Company of Railway Engineers. They imagined they would be going to France, but instead went to Egypt. Basic training was given at Bladon, but Ernest was excused much of the drill because he had been in the Officer Training Corps at school !

He enlisted as a Sapper on 18/6/15, was promoted to L/Cpl. on 19/6/15 (i. e. the next day - O.T.C. background, presumably) and to 2/Corporal on 20/6/15. The rate of promotion slowed down thereafter but only slightly. By 1/8/15 he was a Corporal, and by 13/10/15 a Sergeant.

Whilst in Egypt he picked up a smattering of Arabic, and when the railway was being built he used to go each evening to the Egyptian Captain of the Egyptian Labour Corps (who did the labouring work) and pass on the next day's orders. "Home" remained Wellington, where he died on 27/6/88.

The diary is tiny, written in faded pencil with tiny writing and many abbreviations, but what follows is hopefully correct. Dr. Stone has checked where necessary with a magnifying glass.

As befits a soldier's diary, the main concerns are the weather, friends and being bombed ! Separate sections in the back list significant dates in his service, inoculations, money balances, dates of leave and vital trivia of pay; some are incorporated here, some are of no significance to us now. The main diary is transcribed below. Alas, you will not find here a rail-by-rail account of tracklaying, but nevertheless it forms a vivid account of the conditions under which the railway across the desert was laid, with air raids a constant and dangerous possibility.

"1915.

- 12/12. Left Blaydon.
- 13/12. Arrived Longmoor.
- 14/12. Left Longmoor, 6.40 pm.
- 15/12. Embarked Devonport, early morning, S.S. Minneapolis.
Raining.
- 16/12. Sailed.
- 20/12. Passed Gibraltar at night.
- 23/12. Arrived Malta.
- 24/12. Left Malta.
- 25/12. Xmas Day. At sea.

- 27/12. Arrived Alexandria - very warm.
- 28/12. Left Alexandria - evening.
- 29/12. Arrived Port Said - 8am. Fine morning; evening very close.
- 30/12. Disembarked. Encamped on desert waste - no tents. Very hot during day.

1916.

- 2/1. Sunday. Entrained for El Ferdan on Suez Canal; Bivouacked on West Bank in desert. Night very cold.
- 3/1. Crossed Suez Canal on floating pontoon & pitched tents on East bank. East of 32 Bn. A. I. F. [Prob. Australian Imperial Force]. Sandstorm.
- 4/1. Weather better. Wind dropping.
- 11/1. First mail arrives.
- 15/1. Weather very hot.
- 24/1. Wind very strong.
- 25/1. Wind fierce. Tent collapsed 4am. Later heavy hailstorm.
- 5/2. Proceeded 8km. further Eastwards into desert.
- 10/2. Heat intense.
- 13/2. Returned El Ferdan.
- 17/2. Left El Ferdan by barge. Proceeded up Canal to Kantara. 31st. Div. HQ. Met 115th. Co. Reeve etc.
- 9/3. Camp moves eastwards.
- 24/3. Great heat.
- 25/3. In Port Said.
- 2/4. -do-
- 14/4. Port Said on duty.
- 15/4. -do-. Collect at Governorate. Goods train.
- Easter. Fight at Dueidar.
- 7/5. El Ferdan, Railhead 20 m. E. Heat intense.
- 12/5. 102 degrees in shade.
- 13/5. 112 degrees.
- 15/5. 115 degrees.
- 16/5. 118 degrees. 5 pm 104 deg. Dark 91 deg.!
- 20/5. Cairo. Tom & Reg. Saw Rigg at Tel el Kebir. [Tom was Tom Tregear, a friend.]
- 3/6. Romani and 43 K with O. C. Left camp 4.15 am.
- 4/6. Pelusium.
- 11/6. Taube overhead. (Ed: Rumpler Taube - a German aeroplane). 8 bombs.
- Whit Sunday.
- 22/6. Cairo. Tom, Harry, Reg. Saw Rigg Tel-el-Kebir.
- 18/7. Cholera Inoculation.
- 28/7. -do-
- 22/7. Taube overhead. No bombs.
- 24/7. -do-
- 4/8. Fighting Romani etc. Heavy firing.
- 5/8. Wounded and swarms of prisoners pass.
- 18/8. Quarantine. No one allowed across Canal - Cholera.
- 1/9. Heavy firing early morning.
- 13/9. To Alexandria - 7 Days Sick Leave.
- 18/9. Saw Harry 21st. General Hospital.
- 19/9. Returned to Kantara.
- 14/10. Moved to Bir El Abd - 77K (48 miles) East of Canal. Camp pitched irregularly & tents covered with scrub as protection against aircraft observation. Heat intense -

- mornings very foggy & damp.
- 16/10 Hostile aeroplane approached at 3pm. Driven off by anti-aircraft gun - 54 shots fired. Special permit required to travel westwards - Cholera.
- 19/10 Hostile aircraft approached 0900- Driven off, 42 shots.
- 20/10 Taube over 0900. 30 shots.
- 22/10 -do- Church Parade hurriedly dismissed.
- 23/10. Taube over 0900.
- 26/10. Taube over 1115. Passed directly overhead, heavily peppered and apparently dropped bombs returning - some distance ahead.
- 29/10 Aerial activity.
- 30/10 -do-
- 31/10 4 bombs dropped - morning. Taube returned and again bombed in afternoon.
- 6/11 Taube dropped 4 bombs in morning.
- 9/11 Taube approached but driven off.
- 24/11. Moved to Mazar. 113½K (70m)
- 25/11. Temperature at night 34 degrees.
- 30/11. Taube over and chased.
- 3/12. Taube over in afternoon. One bomb in camp. One on anti-aircraft gun, 2 killed, 7 injured.
- 4/12. 115 Co. train ran into camel transport at 120 Kilo. 2 killed 27 injured.
- 17/12. Taube over.
- 18/12. Taube over. 4 bombs.
- 19/12. Two (one Turkish & one German) aeroplanes over at 7.30am. At least 9 bombs dropped.
- 25/12. Xmas Day. Rain and thunder.
- 28/12. Moved to Bardawil, 140 K. In sight of Mediterranean. Camp on hill. Palestine visible. Wind, thunder & rain.

1917.

- 1/1/17. 2 Taubes over. 8 bombs dropped.
- 2/1. Terrific Wind, rain thunder at night. Sandstorm by day.
- 7/1. Two Taubes over El Arish. 28 killed, 32 wounded (Capt. Boyes EAR) by 1 bomb. 8 dropped. Night raid at 8pm.
- 8/1. Taube over El Arish.
- 9/1. Taube over El Arish.
- 19/1. Two Taubes over - NO bombs.
- 25/1. Moved to EL ARISH. [Capitals in original. Ed.]
- 26/1. Two Taubes over. Left for Ein-el-Shams.
- 2/2/17. Returned. 1 Taube over.
- 11/2. Severe thunderstorm at night.
- 8/3. Taube over.
- 9/3. Two Taubes.
- 11/3. Severe sandstorm.
- 20/3. Taube chased overhead.
- 22/3/17. Moved to Rafa.
- 23/3. Taube over.
- 24/3. Taube over.
- 25/3. Taube over. Left for 10 days leave.
- 25/3 - 5/4. Cairo with Harry, Tom, Reg & Noel.
- 5/4. Returned to Rafa.
- 10/4. Taube over. Inoculated against Cholera. Bell arrives.
- 12/4. Taubes over 0445 very low. 12 bombs. Again 0930, 20

bombs (3 Taubes).

13/4. Taubes over - 4 bombs. Again in afternoon, 4 bombs.

14/4. Taube over.

15/4. Returned to El Arish as a temporary emergency measure.
On beach.

16/4. Taube over.

18/4. Cholera inoculation.

30/4. Returned to Rafa. Taube over afternoon.

1/5. Taube over.

7/5. Taube over.

8/5. Two strong air raids at night. 10 pm. and 2 am.
Several machines flying low dropping various bombs
about 40-50. Machine guns turned on camp. 1 tent
demolished and practically every tent hit.

17/5. Taube over morning.

19/5. Very severe sandstorm. Lasted throughout night.

21/5. Taube over. Several bombs.

22/5. Taube over.

24/5. Moved to Rafa South.

25/5. Taube over. [ditto 26/5, 27/5, 28/5, 29/5, 30/5, 31/5,
1/6, 2/6, 3/6, 4/6, 5/6, 6/6, 7/6, 8/6.]

11/6. Para-typhoid inoculation.

12/6. Taube over.

13/6. Taube over.

19/6. Returned to Abd.

26/6. Para-typhoid 2nd. inoculation.

28/6. Moved to Arish.

3/7. Moved to Shellal Jc.

16/7. Moved to Rasum K194.

29/7. Moved to Kantara.

1/8. Party of 140 left for Shellal.

5/8. Swam Suez Canal. E to W and W to E.

10/8. Shellal party returned.

20/8. Return re. leave. 18 mins.

23/8. Port Said.

25/8. Left for Belah.

29/8. Work at night. Shelling on both sides.

4/9. Moved to Shellal Jcn.

5/9. Met Crook.

8/9. Moved to Kantara.

11/9. To Romani.

2/10. To Abd.

19/10. To Maadar.

21/10. Left at 0030 for Shellal Jc.

22/10. Arrived S.J.: in dugout.

25/10. Met Crook.

26/10. Met Ward.

27/10. Severe thunderstorms at night.

30/10. Returned to Maadar.

4/11. Left for Imara.

6/11. Railhead. Viewed Turkish Rly. & Viaduct - 5 spans
white stone.

15/11. Moved to Belah but spent night at Khan Yunis.

16/11. Reached Bit. 1600. [Billet ? Belah ?]]

28/11. Moved to Gaza.

24/11. Explored district. Wells, sepulchre, Turkish trenches.

7/12. Moved to Mejdel. Very heavy rains.

- 11/12 & 14/12. Met Dearlove.
- 17/12. Moved to Esdud.
- 25/12. Xmas day - cut off by floods. Torrential rains and thunderstorms.

1918.

- 15/1. Taube over very low.
- 19/1. Moved to Bir Salem - Jewish colony of Richon leZion near Ayunkara with English-speaking community.
- 29/1. 1 English v. 2 Gothas overhead. One of latter brought down.
- 16/2. Moved to Ludd (Lydd). 301 K.
- 30/3. Returned to Rafa.
- 19/4. Moved to Karm - 36 K. Shellal - Bsh. [i.e. Beer Shebal].
- 24/4. Moved to Irgeig 49~~M~~K - Country very hilly. About 6 miles west of Beersheba.
- 8/5. Official opening Beersheba SG [i.e. Standard gauge] station. Sports, & address, spoken to by Sheikh.
- 30/5. Moved to Wadi Surar Jcn. amongst hills.
- 10/6. Moved Sheria.
- 24/6 & 29/6: Rifle practice at Buller Segure. [? Ed.] Qualified for each competition & shot in inter-platoon competition. Top score for No. 3. No. 2 won.
- 17/7. Moved to K. 306 - olive trees.
- 23/7. Jerusalem arrived 15.30 at 265 Camp.
- 24/7. Inner City - Mosque of Omar, Via Dolorosa. Afternoon Solomon's Quarries.
- 25/7. Mount of Olives.
- 3/8. Admitted 26 CRS. (Casualty Receiving Station ?) Temperature 104.5.
- 6/8. To duty. Diagnosed Sandfly Fever.
- 7/8. Readmitted 26 CRS. Temp. 105.4. Blood test discloses BT [i.e. Benign Tertiary] malaria.
- 10/8. Evacuated to 69 Gen. Hosp. Belah. This journey in troop truck.
- 16/9. Transferred to 24th. Stat. Hosp. Kantara. Hospital Train No. 40. Midland Rly.
- 17/9. Transferred to No. 19 Gen. Hosp. Alexandria. Hosp. Train ESR - No. 44.
- 22/9. Sent to Command Depot Sidi Bishi. E. Coy.
- 28/9. Met Harry at Sidi Gaber. Picked in Nougha Gardens with Clarksons. Afterwards return their house for evening.
- 29/9. St. Andrews Church.
- 3/10. Dinner at Hotel Bonnard with Harry.
- 6/10. Bulkeley [?] Church with Harry, afterwards to Clarksons.
- 9/10. Cosmograph with Harry and party.
- 10/10. R.E. Details.
- 19/10. Rejoined Coy. at Kalkilieh 333~~M~~.
- 25/10. Moved to Karkon. (354). Mt. Carmel in distance.
- 2/11. Moved to Zerkas.
- 16/11. O/C admitted to Hospital ? Malaria. 104 deg.
- 2/12. Moved to Sheikh Abrak K. 388 - close to sea. [i.e. Atlit].
- 10/12. Martin drowned after saving Sully.

23/12. Moved to Haifa & camped on beach.
25/12. St. Luke's Church.

1919.

2/1. General Allenby arrived.
14/1. Anti-cholera injection.
28/1. Port Said. duty.
29/1. Cairo. - Hotel Bristol.
31/1 & 1/2. Opera House with Tom.
3/2. Returned Kantara & left on No. 65.
16/2. HMS Temeraire.
7/3. Acre in car with O/C. Malarial relapse.
8/3. Reynolds leaves.
11/3. Edge leaves.
12/3. Leave for Demob. camp.
14/3. On draft for S. S. Magdalena.
18/3. Arrived Port Said & embarked on S. S. Magdalena. Left
Port Said at sunset.
20/3. Weather very rough.
23/3. Reached Taranto. Weather much cooler & cloudy.
28/3. Left Taranto by Train 0031. No. 94.
30/3. Arrived Faenza.
31/3. Arrived Turin - marched through city.
2/4. Detained at Le Havre.
5/4. Left Havre for Southampton.
6/4. Arrived Southampton. Left for Fovant.
Arrived Fovant.
7/4. Left Fovant and arrived Home 11.00."

Further Notes: A movements summary at the back of the diary:

1915: Longmoor 18/6; Blaydon 3/11; Longmoor 13/12; Devonport
14/12; Sailed 16/12; Gibraltar (passed) 20/12; Malta 23-24/12;
Alexandria 27/28/12; Port Said 29-30/12; ditto, District Camp
31/12.

1916: El Ferdan 2/1; Railhead (8K) 5/2. El Ferdan 13/2;
Kantara 17/2; Kantara East (1K) 9/3; Alexandria 13/9; Kantara
East (1K) 19/9; Bir el Abd (77K) 14/10; Mazar (113½K) 24/11;
Bardawil (140K) 28/12.

1917: El Arish (155K) 25/1; Cairo (Ein es Shams) 27/1; El
Arish 4/2; Rafa (201K) 22/3; El Arish 15/4; Rafa (30/4); Rafa
South 24/5; Abd 19/6; Arish 28/6; Shellal Jc. (23K)(=224K)
3/7; Rasum 194K 16/7; Kantara 31/7; Belah (221K) 26/8; Shellal
Jc. 4/9.; Kantara 8/9; Romani 11/9; Abd 2/10; Maadan 19/10;
Shellal Jc. 22/10; Maadan 30/10; Imara 5/11; Belah (222K)
16/11; Gaza (236½K) 22/11; Mejdal (261K) 7/12; Esdud (273K)
17/12.

1918: Bir Salem (296K) 19/1. Ludd (301K) 16/2; Rafa (201K)
30/3; Karm (36K, B-Sh. line) 19/4; Irgeig (49½K) 24/4; Wadi
Surar Jc. 30/5; Sheria 10/6; Muray 1/7; K. 306 17/7; 69 Gen.
Hosp. Belah 10/8; 24 Stat. Hosp. Kantara 16/9; 19 Gen. Hosp.
Alex. 17/9; Command Depot Sidi Bishi 22/9; R. E. Details 10/10;
Kalkileh (333½K) 19/10; Kakon (3545) 25/1; (Khudeira); Zerkas
(364½) 2/11; Sheikh Abrak (Athlit) (388K) 2/12; Haifa (412)
23/12.

Noted in reading by Paul Cotterell, from Baruch Katinke's book "Me'Az v'ad Menah" (see 11:22, 13:17, 16:15 and 19:19). This is the chapter entitled "A Galloping Engine and a Striking Fist", on pp. 161-163 of that book.

"As the war drew closer to our area the railway management decided to install intermediate stations in order to reduce the distance from one station to another.

Railway regulations forbid the departure of a train until the preceding train, travelling in the same direction, has reached the next station. The reason for this rule is obvious: because of any sort of fault a train could stop on the main line in the middle of a section, or coaches could break away from a train and remain on the track, and then a train which left in the same direction could become the victim of a serious accident. Therefore it is necessary to wait for the first train to arrive at the station without a breakdown, and then to receive a telephoned or cabled order that everything is alright and the next train can then proceed.

In wartime, when train movements need to be fast and frequent, the army is interested in building intermediate stations, between those already existing, in order to cut down the waiting time of trains queueing for departure.

These intermediate stations were of the simplest; a short side track with buffer stop (בוקס) at the end, and on this track a coach for the telegraph operator.

When the order was received to construct a hundred (sic!) intermediate stations we got out the detailed drawing for the buffer stop, which had been stored in the mechanical office since the days of the Turkish-Balkan-Italian War, and passed it to the railway workshops for production.

The width of the Hedjaz Railway track was small. Only 105 cms. separated one rail from the other, and it was to this gauge that the buffer stops were to be constructed. However, the draughtsman who had drawn the buffer stop had mistakenly shown the gauge of 105cm. not between the rails but from the centre of each railhead. The width between the rails was thereby reduced, according to the diagram, by 4½ centimetres.

Relations between the railway workshops and the mechanical department were always strained. Each tried to prove its superior professionalism at the expense of the other. Without doubt the people at the workshops saw that the drawing was wrong and knew very well that 105cms. should be the gauge between the rails, but with malicious intent to bring failure on the mechanical office they made narrow buffer stops with a width between the rails of 100.5cms. When the permanent way men went to install the stops they discovered the mistake and reported it to top management.

The head of the mechanical department, Kurtz (sic) wasn't in Haifa that day and, as his deputy, I was called to give an explanation.

I sat in front of Dieckmann. He received me icily (בחרפות) because of carelessness on my part and because such a faulty drawing had left my office. I knew the diagram had been drawn before I was appointed deputy head of the mechanical

department, but Dieckmann, who laid all the responsibility on me, made me doubt myself. I wanted to check the drawing before replying. The drawing was brought and I saw that it had been made by an Armenian draughtsman a year previously, and that it had been inspected and passed by the engineer Lorenz and signed by him. I told Dieckmann that the diagram had been prepared before I took over management of the office and was sent to the workshops by the person in charge of drawings without my knowledge. Therefore I was not responsible. But he continued to assert that the mechanical department was to blame and that I was its head, and threatened me with having to pay for the damage caused, and that this would be deducted from my wages for a whole year. I did not continue arguing but asked for his decision in writing, with the amount of damage, so that I could forward it to the military office in Germany and ask them to obtain the necessary amount from Engineer Lorenz who was responsible for it.

Next day Lorenz, manager of the mechanical department, showed me the order of the General Manager which stated that the amount of damage would be deducted from my pay once the total had been worked out.

However, in order not to involve a certain German engineer (Lorenz) who was serving 'over there' in the German forces, the whole affair was forgotten and no steps ever taken.

Seven months later, and a week after I had passed the engine driving examination, I was called to see the General Manager in Damascus.

There I was told that I had passed the examination successfully and I received a certificate for this. I was also informed that I was to leave the Mechanical Department to join the Traffic Department. I was to supervise all the water pumping facilities and workshops of the railway in my area, to check and supervise all the locos, coaches and wagons, and inspect all the drivers, firemen and shop workers as well.

Since my wife and small son were living temporarily in Damascus I asked for and received permission to stay with them for a few days.

A few days later I left Damascus for my work area in Palestine.

At Dera'a station I climbed aboard the engine to continue to Samakh. The loco driver was a manly Arab, and the fireman and his helper were both tall fellows.

Each new appointment of a senior officer in the Traffic Department was made known the same day at all the stations. I had no doubt that the driver with whom I travelled had heard of my appointment, and I was therefore surprised at the coolness with which he received me as I climbed aboard and enquired after his health.

The train continued on its way and the driver took his place, his face toward the track ahead. We arrived at the Yarmuk gradient, a steep, winding, dangerous descent. It was forbidden to descend at more than 40 kph.

I told the driver to slow the train a bit with the air brake, but he looked at me with a blank expression and continued as before. Again I told him to slow down. Again he looked at me blankly and mumbled something in his moustache.

I knew the Arabs. If I did not assert my authority now I knew I could not continue in my work. I did not argue with him but stretched out my hand to the brake and slowed the train to its proper speed. The driver reached out and released the brake while looking disdainfully at me with deliberate provocation. Without much thought, and while he stood looking at the track ahead, I raised my fist and with all my strength struck him full in the face. The judo (!) blow felled the driver on his steel footplate as blood oozed out of his mouth.

I took his place and continued driving the train at regulation speed.

I feared the reactions of the fireman and his helper, and in my left hand I gripped my small revolver which I kept in my jacket pocket. But the two kept on with their work without opening their mouths. After a few moments the driver got up, his face covered with blood, and began mumbling in a shaken voice, begging my forgiveness for his actions because he didn't know that...

"What didn't you know?!", I asked him loudly. "You really didn't know I'd been appointed Chief Inspector? If so then why did you allow me to get on the engine? One thing for sure you didn't know - that I can hit. If this happens again I'll hit you so hard that you'll never forget it all your days. This time I was merciful!"

When we stopped at the next station, El-Makarem (sic.), the driver got down to sign the Line Clear Order (סוף הדרך) and to wash his face - and, of course, to tell of the incident.

The story spread at lighting speed all along the line (by telegraph). It was told how the new Chief Inspector liked to hit, and that he knew how to.

The tale made of me a hero among heroes, and from then on the Arab workers treated me with great deference.

The Arab not only fears the man who strikes him but also admires and honours him."

20: 16

GUARDING THE BENCH.

Former 1140165 RAF Sergeant James Rush was posted in April 1942 to the Middle East Gas School in Gaza. He writes:-

"I caught the Cairo to Haifa train and got off at Gaza in the middle of the night. There was a NAAFI at the station. I understood that the train had a very long stop there - up to an hour. As it was the middle of the night and the M.E. Gas School was about 8 miles from the station, I had to telephone to tell them I had arrived (I was the only passenger going there) and was told to wait and a truck would come to pick me up. The train pulled out while I was still waiting for my transport. I had seen a man stretched out on a bench just outside the NAAFI, and it then transpired that this man asleep on the bench was the Guard from the train, which had left for Haifa without him! They had to telephone to stop the train at the next station, which I understood was quite some distance away, where it had to wait until the Guard arrived by lorry. At the time I thought this very funny indeed, and wondered what the rest of my time out there was going to be like!"

(He completed the course there, stayed on as an instructor for a year, then was posted to Ismailia and to Aleppo).

Mr. W. E. Webster, of Derby, a railwayman all his life, spent six years in the Army; He writes:

"In April 1942 25 of us were sent out as replacements to Egypt. I went to relieve South Africans working with the R.T.O. at a place called Geneifa, a very large depot near the Sweet Water Canal. We were known as 2 Steam Base Rly Operating Coy. After a few weeks we became a complete Company, the 182 Rly. Optg. Coy.

We worked Kantara Yard and the railway as far as El Arish, where our sister Company 193 took over. Apart from Military traffic we ran civilian trains - The Haifa to Cairo passenger service. We carried the Moslems on their pilgrimage to Mecca and sometimes Queen Farida and the two children to Jerusalem. To help with the provision of water we kept old engine tenders full at Muzar.

After the enemy was driven from North Africa we were moved to Beirut. A few of us including myself were then sent to relieve the South Africans on the line between Beirut and Tripoli in the Lebanon. I was classed as a Traffic Operator, which meant that I did any traffic job. I ended up as Blockman (signalman) at a small village called Jounie.

The Blockpost was at the foot of a mountain on the coast; there was a winding road to the top of the mountain, on the top of which stood a church built to revere the Virgin Mary. What caused myself and my colleagues a little worry was the fact that all around the church was a series of coloured lights which were lit at night and must have been very visible from the sea. We were at Jounieh when the Lebanese started to work for their independence from the French, and we were told not to go to Tripoli.

After some time we were moved back to Beirut to prepare to come home; I can't recall who took over. Some little time later we left via Port Said for England to help prepare for the Second Front....

From Henry Upshon of Devon I have received a copy of "Mashala", the AVIS Car-hire magazine for the Middle East, dated 1986 - Vol. 3 No. 1. Among the glossy adverts for hotels and restaurants in Dubai and Bahrein, and the list of prices for car-hire in Jordan and Kuwait, on pages 22-29 is an article on the Hedjaz Railway by Ruth Winstone. Some of the photos are well-known early ones of the Inspection Train, others are contemporary, showing a Jordanian soldier 'riding shotgun' in van Df622, the interior of a loco cab, a view from the train of a Jung 2-8-2 hauling a passenger train tender-first, (yet propelling a bogie tank wagon auxiliary tender), a telegraph operator squatting on an embankment speaking into what looks like a field-telephone. There is a map which, as one would expect in such a publication, shows a substantial country called 'Palestine' along the Mediterranean coast with a port at Haifa. Most intriguing for 'Harakevet' readers, though, is reference to a scheme by the Saudi Arabian Government - clearly current in 1986 - to establish a museum to the Hedjaz Railway and its history, based at Medain Saleh station. What happened to this scheme? Does anyone know more?

[Ed.]

In the book "A Job Well Done", a history of the Palestine Police Force by Edward Horne (recommended to all interested in the history of the Mandate period) are several references (as one would expect) to the Railways. The Book was published by the Palestine Police Old Comrades Benevolent Association, 19, The Crest, Eastwood, Leigh-on-Sea, Essex, U.K., in 1982. Mr. Horne served in the P.P. at 'the sharp end'; he can by no means be described as a Zionist - indeed in many places he severely criticizes Zionism as an alien ideology, and shows great sympathy for the Arab Palestinian cause. Whatever the reader's politics, this does serve to add interest and a degree of 'neutrality' to his observations on events. It helps sometimes to place the activities of the railways into the context of the country they served. Here are some relevant extracts, where railways are mentioned at least in passing:

First is the following reference (p.59) to an incident at an unspecified date in the period 1920 - 25, involving the activities of marauding gangs:

"...At about this time an Englishman, named Wrigley, who worked for the Palestine Railways, was killed while defending a railway paycar in the course of delivering wages along the line, near Qalqiliya village on the edge of the Sharon plain. A gendarmerie escort put up a stout fight and managed to save most of the money from being stolen. The gang was a large one and suffered one dead in the course of the action. Subsequent investigation was made by a Jewish officer who made enquiries at Nablus as well as Jaljuliya village. He found a cobbler who recognised his handiwork in the dead man's shoes. The attackers were eventually arrested, tried and hanged."

p.201: Relating to the Disturbances of Friday 27th. and Saturday 28th. October 1933, in Haifa: (Friday saw major riots in Jaffa):

"Major Gerald Foley was the District Superintendent in charge, and he warned the crowd to disperse followed by a ritualised charade when he went to great lengths to make sure the crowd could see the police party was armed and that he meant what he said. His party had only four British Constables at that moment and he ordered two to fire one round each. The crowd then ran away but soon returned to bombard the party with huge stones so that more shots were fired. A final baton charge then broke the crowd which dispersed.

The following day.....about 700 angry Arabs arrived and threw stones so that eventually the police were forced to fire several shots....Foley was back at the scene of course and the sheer personality of this officer did much to take the sting out of the situation and the crowd wandered away. But then another party of police, which had returned by train from Jaffa where they had been engaged the previous day, was attacked by a large mob which may have seen in them the instruments of Arab casualties as attested by wild rumour. The party was obliged to open fire in self defence, and a relief party that went to their aid....was also obliged to fire."

p. 213. Relating to the 'Troubles' of May 1936:

"From about the end of May, what had started out as a general strike soon became completely out of hand. There can be no doubt that the rural support and the general deterioration of events astonished the Higher Arab Committee as it did the Government. Gangs resorted to sniping, bombing and mine laying, and one of the favourite targets was the Palestine Railway system. In 2nd. June an attempt was made to derail a train bringing the 2nd. Battalion, Bedfordshire and Hertfordshire Regiment up from Egypt. This was discovered in time to prevent a terrible accident. From that moment the railways had to be placed under constant guard, and this drained men from other important tasks. In the end, to keep the railways running, an intolerable strain was placed upon the security forces. Then on 4th. June the government reacted to this situation by arresting a large number of Arab leaders and dispatching them to a special detention camp at Auja el Hafr on a particularly unattractive section of the Egyptian border in the Neqeb (sic) desert. On 12th. June more Emergency Regulations were published which provided for the death sentence, or life imprisonment, for shooting at a member of His Majesty's forces or police force, and for bomb throwing with intent to cause the death of anyone. It also strengthened the use of the Collective Fines Ordinance, by providing for the demolition of houses from which shootings or bombings occurred. On 17th. July, Mr. Ormesby-Gore, the Secretary of State for the Colonies, was obliged to state in a written answer to a question in the House of Commons that in the previous three months 86 Moslems, 4 Christians, 38 Jews, 3 police officers and 4 soldiers had been killed in Palestine."

pp.225f: In 1938, large Arab gangs took over sections of the country:

"...as the gangs moved across the hills, attacking Jewish settlements, or blocking roadways, the pressure upon the army and police was so great that many police posts had to be evacuated. When this happened the buildings were burned by the rebels who made big demonstrations of victory. In some evacuated areas, so-called provisional Arab governments claimed control and these imposed their own taxes and even issued their own stamps. In Samaria the real government lost the initiative for several months, although all the major towns and police stations were held. On 8th. October 1938 Jenin was attacked and the tiny police garrison held out until relieved by the army, who needed the town as a base. On 22nd. September Jericho was so exposed that police held on long enough to evacuate government officials, prior to retiring themselves, whereupon the police station was burned to the ground and the oldest city in the world was ruled by a local gang. Ramallah police station was retained within the domains of His Majesty King George VI, but the immediate surrounding area was entirely dominated by gang rule, and patrols were only just effective in keeping the road open to Jerusalem. Beersheba and Gaza were under gang rule, but Nablus was held, as were Acre and Nazareth, and it shows the strength of the Arab effort to remember that there were two divisions of the British Army in Palestine at the height of the Arab revolt....."

From a moment in the late autumn of 1937 and right through 1938, terrorist bombing increased so that every day explosions killed and maimed Arabs and Jews indiscriminately. Railways were attacked by wrecking the track, blowing bridges and culverts, and then sniping the survivors. The Iraq Petroleum Company's pipe line, which ran across the desert to Haifa, was blown every week.

p. 240: On Jewish responses to the violence:

"As early as 11th. April 1938, a callow young man named Abraham Stern had arranged for a bomb to explode on a train crowded with Arabs. It was discovered and two British policemen, Sergeant W. Medler and Constable Ward were killed when it exploded while they were trying to get it away from the crowds." More details of this are given on p.275: "On 11th. April 1938 one such explosive package was discovered on a train crowded with Arabs in Haifa. 2nd. British Sergeant Walter Medler and British Constable Michael Ward hastened to clear the train and remove the bomb to a safer area when it exploded and killed them both."

p. 289: "On 1st. November 1945, the Haganna (sic) put nearly 1,000 men into the field so as to demonstrate its power. It struck at the Palestine Railway system in 153 different places, which effectively put the railways out of action for three days. Small bridges and culverts were attacked along the entire length of the line between Gaza and Haifa with small tulip bombs which efficiently destroyed the track, with emphasis upon curved rails which are harder to replace. (N.B. These were T.E. Lawrence's tactics ! Ed.) There was a particularly heavy attack upon Lydda Junction where five valuable locomotives were put out of action. Here two railway staff were killed and a further six wounded and to this must be added the deaths of a British soldier and an Arab policeman. In the exchange of fire one terrorist was killed at Lydda."

The second part of the book consists of Appendices on various aspects of police life and duty, so excerpts here are no longer in chronological order:

p. 384: On Prisons:

"Prisoners sentenced to lesser terms of imprisonment [i.e. from three months to five years. Ed.] were kept in Jail Labour Camps instead, where a useful arrangement with the Public Works Department had been organised so that prisoners could work in labour gangs in either limestone quarries or at roadmaking or other constructional (sic) tasks thus being both useful to themselves as well as to society at large.

p. 389: By 1939 J.L.C. tended to serve the needs of the Palestine Railways, J.L.C. No. 2 was involved with road repairs and J.L.C. No. 3 devoted its efforts to farming."

p. 395, footnote 2: "There were many excellent ladies locally recruited from 1937 onwards, whose primary duty was to assist police with searching women. They were usually called 'Women Searchers', and were used at police stations in the larger cities and at road and rail check points where people and vehicles were stopped and searched as a matter of routine.

They wore uniform and proved to be a useful and necessary complement to the force. The fact remains that they do not appear to have been attested as constables."

p. 403: On Beersheba in the period 1921-26:

"Beersheba, which means Seven Wells, was always a sorry place to those used to life in big cities. The Turks had built a narrow gauge railway from Gaza, which they used for strictly military reasons, and the Australians at one stage had managed to blow most of the culverts and bridges. The British had never seen any point repairing the line and it was the old railway station at Beersheba which the police later used first as the sub-district Headquarters, then as officers' living quarters. The town, if such is the right word to describe the modest collection of buildings, was built in the form of a cross, with streets pointing north, south, east and west, like a Hollywood film set. After the last house, there was nothing.....After a few shops and a coffee house or two, there was a fine mosque and an old Turkish Fort. Yet this place was the administrative centre for a sub-division which was 52% of the size of Palestine."

p. 412: In 1934, during an inspection visit to posts south of Beersheba, the Inspector General got caught in a sudden violent rainstorm, which immobilized his motor transport 7 km. south of the town, so that the party had to continue on foot:

"Even the main track was a torrent where higher ground was on one side. In several places we had stretches of running water over one hundred yards wide to cross and a fairly stiff current in the centre. At the old railway viaduct blown by the Australians in the first World War, an arid wadi in the morning, but now a roaring rushing torrent two hundred yards across; foaming and hurling itself against the viaduct arches. Nobody in the world could have crossed it and last year a camel policeman lost his life in trying to do so."

p. 416. On 10th. September 1938, "the police station at Beersheba was attacked by a large number of fellaheen Arabs who came down from the Hebron hills in search of loot. There were about 150 of them altogether and they arrived in a large convoy of lorries. At the moment of attack, British Sergeant Landers had entered the police station to check stores and except for himself the station was empty.....The officer in charge of the station was British Inspector Connolly who lived with his wife, some seven hundred yards away in the old railway station, now converted into 'Quarters'. The only other British policeman stationed in the town was 'Norker' Hoskins, the wireless operator, who was not present at the time of attack. As soon as he realised what was happening Landers did what he could to defend the place, but the great number of attackers forced themselves inside and eventually seized the officer, who was then dragged alive from the building and murdered in cold blood. The building was then looted and set on fire. Mrs. Connolly had witnessed the attack and had bravely made her way home without attracting attention to herself to warn her husband. When Connolly arrived, virtually alone, he found the building in flames and Landers's dead body outside....."

p. 434. From the 'Port and Marine Section' history.

"At one stage in the war consideration was given to the possibility of the enemy breaking through Turkey to form a gigantic scissors movement in the Middle East and so join with another attack through Libya and Egypt. With due foresight, Lydekker [Captain Guy Lydekker R.N., Senior Naval Officer at Haifa (Ed.)] took the view that such a German thrust would bring German armour down from Damascus toward the eastern shore of the Sea of Galilee. This inland sea, holy to Christians and beautiful to all, is six hundred feet below sea level and access can only be obtained through the stony hills of Galilee.

Lydekker persuaded the Manager of Palestine Railways to construct a special cradle on suitable wheels to fit the narrow gauge railway between Haifa and Samakh which lies just south of the lake. In this fashion the Port and Marine launch 'Hawk' was hauled overland across the northern edge of the Plain of Aramageddon and down the Emek Valley where it was successfully re-launched in the inland sea. Hawk was equipped with two high-velocity anti-tank guns and would have been a useful mobile anti-tank weapon. But while in the Sea of Galilee she did useful work in anti-smuggling roles and fishery protection work and was a worthwhile acquisition to the local police. Her proud Skipper was British Sergeant Walter Bethel. Sometime later she was replaced by the launch 'Eagle'. Lydekker states: 'This was the first, last and only time that the White Ensign has ever flown on the Sea of Galilee'."

p. 449: The Traffic 'Section':

In 1935 Palestine had: "4,682 private motor cars, most of which were in the bigger cities; 1,087 taxi cabs, 1,251 omnibuses, mostly Arab owned inter-village vehicles, using the roughest tracks, 2,957 commercial trucks, half of which used the mountain routes, 1,724 motor cycles.

The following year private motor cars had increased by a further 1,260, taxis a further 107, omnibuses a further 119, commercial vehicles a further 1,013 and motor cycles a further 643. The rate of these increases continued steadily year by year so that by 1947 Palestine had about 40,000 vehicles streaming along its ancient highways, to which must be added military and police vehicles."

In 1936 the road from Jerusalem through Bab-el-Wad to the coast carried 1,071 vehicles per day. .

p. 470: The C. I. D.:

Around 1931: "The department now took control of the immigration and emigration work on the Haifa - Cairo trains, an interesting section to work for since its members travelled the line across the Sinai desert and virtually lived and worked on the trains."

p. 517: The Police Mobile Force:

In Summer 1944: The PMF was formed, and based at a depot in Jenin. "The place straddled a railway station which was part of a narrow-gauge network connected with the old Hedjaz railway that suffered from the attacks of Lawrence of Arabia. A branch ran south from Afule, via Jenin and then through to

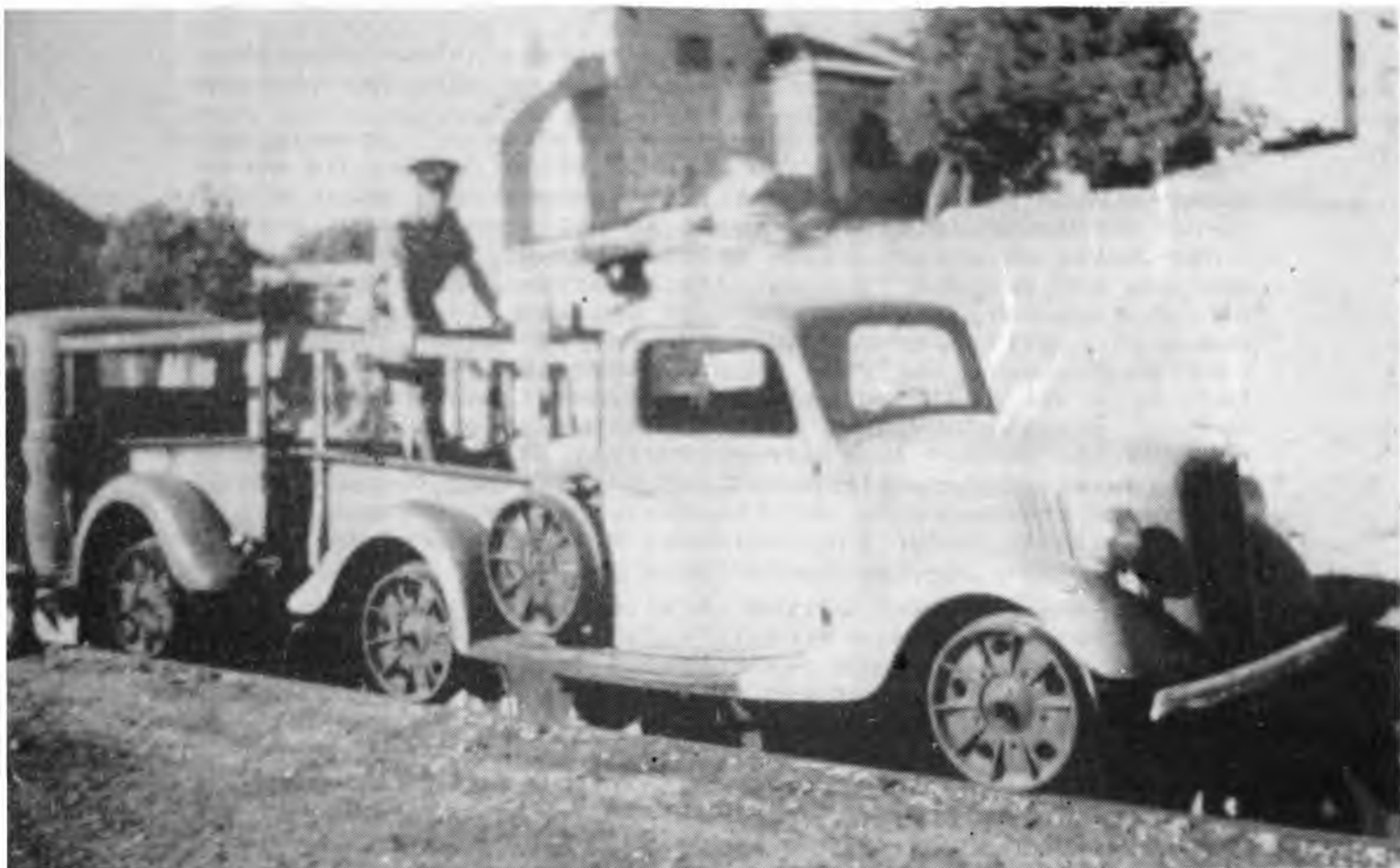
Nablus. It had not been used since the mid 1920's, while the old German army camp next door had also been little used for thirty years."

p. 541: a reference to Artur around 1945: "The attack did develop two nights later, when an Arab gang of enormous size burned down the adjacent railway station and the little garrison took on a Korke's Drift aspect. A platoon of the Black Watch arrived to make a considerable difference to the situation..."

p. 567: During the evacuation of British civilians:

"After a great deal of thought the government came up with Operation Polly. At 2.0pm. on 31st. January 1947, the Palestine Broadcasting Service announced that all non-combatant civilians resident in Palestine were to be evacuated. This put whole families into a state of anxiety until actual orders arrived. It affected 500 civilian women and children. All had first to make for either Peninsular Barracks, Haifa, or Saratand Barracks near Lydda. On 5th. February transportation to Egypt started. This involved considerable logistic details as most of the evacuees moved by rail to Ma'adi in the Nile Valley. Some went by air from Aqir. All trains and aircraft had to be specially protected by troops and the line was searched ahead for signs of Irgun attempts to blow everyone to pieces."

20:20 : Palestine Police 'Tender', said to be at Jerusalem, 1930's. Note over an inspection pit. (Courtesy Ted Horne, P. P. O. C. A. Collection).



Having taken a day off work to go to Tel Aviv, I decided to use the new Ashdod - Tel Aviv service. The only trouble is that I live in Beer Sheba (having in the past travelled from there to Tel Aviv by train!), so the journey entails getting up very early and getting a bus to Bnei Darom station. Despite having been at the Bus Station at 05.55 on 6/1/93, I still managed to miss both the 06.41 and 07.06 Ashdod trains. Having got off the bus at the junction for Ashdod where Moshav Bnei Darom is I went in to the Pardess Packing House yard to look at the two ex-BR coaches (formerly of Apropo).

They are E7645 (CK) built 1956, Wolverton, and NDV 84438 without a maker's plate. [Actually built 1957 - See 7:12. Ed.] Both seemed to have been based at Norwich.

Having finally got to Tel Aviv by bus and done all I had to do I got a taxi (whose driver knew exactly where I wanted) and arrived in time for the 16.00 to Ashdod.

The train consisted of three coaches hauled by Co-Co No. 602. One of the new Danish multiple units was at another platform. When the train started, one minute late, there were 8 passengers on board. Two more got on at Kfar Chabad, and four more at Lod. At Ramle the train stopped but no-one got on or off. Rehovot saw 6 people disembark and again we left about 1 minute late.

At both Yavneh and Bnei Darom two people got off. Both stations consist of bus-type shelters and raised sand platforms. Bnei Darom has (badly-)enlarged copies of the timetable, and that's all. One thing to note is that a Subaru car was parked by the old building, set back from the line, in the morning, and was still there when I returned - maybe the start of 'Park and Ride'! The Railways do claim an increase of 20% in passenger journeys last year."

CHASING RELICS IN TEL AVIV.

Sybil Ehrlich has been tracing the route of the old railway through Tel Aviv while there is still something left to see:

"*Rehov Heyl Hashiryon* (Armoured Corps Street), formerly *Rehov Hamesila* (Route or Formation Street) still has an old street nameplate on a building, partly whitewashed but still visible. *Rehov Harakevet* (Railway Street) is still so called, but I took photos of street signs in case the Street Names Committee pounces and decides to rename it Menachem Begin Boulevard! I discovered a 9-yard long chunk of railway line embedded in the pavement, partly covered in sand. Further along, near the old Customs House, a car park is surrounded by fencing made of railway track, painted pale blue, some of it embossed in several places "GHM 1908". Along Yehuda Halevi Street, across Allenby, to *Henyon Hamesila* - "Railway Track Car Park", one of a series of differently-named car parks along the old line. The large nameboard is unfortunately partly obscured by a traffic light. Under the Chelouche Bridge, and about 50 yards further on the way is blocked by a building."

[Editor: When I first walked this route ten years ago in 1982 there were still rails visible in the level crossings between Tel Aviv and Jaffa, and the cuttings were derelict and overgrown, not tarmaced and in use as car parks. The old Jaffa station building, (together with the Goods Shed and some of the wartime corrugated-iron sheds) is currently derelict, though there are plans to turn it into a restaurant, and the Society for the Protection of Nature in Israel is trying to get it 'preserved'. Access is only on request through the grounds of "Bet HaOsef", the Israel Army Museum on Elifelet Street, Jaffa.]

My memories of the Palestine Railways are of a purely personal nature. Personal because I cannot supply any technical data on rolling-stock, bogies, maintenance of the line or the rates of pay for clerks in 'the Stores' - but I was in Palestine because the Railway was there. So my childhood memories start with the sunshine and the sea, Mt. Carmel and the single line track to Egypt across the Sinai desert....

In 1926 my father, Kenneth Arthur Mansfield (KAM), with his wife and 2-year old son left the suburbs of London and the Great Western Railway to take up the post of Assistant Chief Accountant, Palestine Railways and Ports in Haifa. (It was not his first journey to Palestine. As a member of the 3rd. County of London Yeomanry in "Allenby's Army" he fought his way through Sinai to the North; his younger brother, badly injured, was rescued by him near Gaza. Later, in World War II he would counter complaints from British soldiers on troop trains by saying it was much more uncomfortable on a camel - an observation not always well received !)

I was born two years later, in the (then) Church Missionary Society Hospital at St. Luke's. We lived in a single storey stone house in the middle of the plain below Mt. Carmel, at Zaoura, not far from Bat Galim Railway Junction. It was also close to "the German Cemetery", and the only building to be seen for a considerable distance. There were two "motor cars" in the town. (Now there is no trace of this house, but the Egged Bus Station and the main Haifa Railway Station and blocks of flats stand in its place).

In those days the main railway Station was in the Eastern part of the town past the Suq and vegetable market. After the opening of the 'reclaimed area' in 1932 the "new" Railway Station was built off "Kingsway" parallel to the Jaffa Road. In the 1920's my father worked in the Haifa (East) station and went by train from the Bat Galim junction returning "on the 2.10 train", presumably having started work at about 7 am and returning in the evenings. He would walk through the gardens of the cemetery, a cool spot in the daytime heat, where our nannies would push prams and walk toddlers under the trees on the gravel walks.

Leave in the U.K., was every three years so in 1929 the family journeyed by train to Egypt and embarked on a Mediterranean liner at Port Said. This was the usual route until the Port of Haifa became more sophisticated - the first journey I ever made entirely by sea from home was in March 1939.

When boarding the train at Haifa (East) inevitably a crowd of friends and well wishers gathered to say goodbye, with nostalgic messages for their families at home. Often the most unsuitable gifts were pressed upon the travellers. The remedy was for close friends to drive to Bat Galim Halt and take delivery of jars of olives, pickled vegetables, dessicated fruits and tins of oil passed through the train windows before the locomotive steamed off past Athlit, Lydda and the Egyptian border.

Floods and derailment by bombs were some of the extra hazards encountered in the 1930's by the Superintendent of the Line. Friends of my parents were killed and injured in the 1936-39 rebellion but my clearest memories relate to the delay to the mail brought up the line and where was my "Chick's Own" and later "Girls' Crystal" ? "I expect Abu..... is reading it in his cave near Lydda" was usually the paternal answer.

There was competition for employment in the Railways. In the 20's and 30's administrative and executive posts were mostly filled by Colonial office staff - civil servants like my father. In the very early days clerical posts were mostly held by Arabs, Christian and Moslem, and I have a photograph of my father with his staff in the 1930's, on this occasion with the "Stores Staff", presumably when the Stores Superintendent (Bridgen ?) was on leave.

This photograph includes an Arab girl, certainly a Christian-Arab to be so emancipated and surely one of the very first to be so employed. Later, many educated Christian girls were employed in all Departments as typists, clerks and secretaries, but inevitably had to leave on marriage which was considered by their families to be the only worthwhile future for them.

I was taught shorthand by a charming ex-employee of my father in 1945 who gave lessons at her home near Khoury House, below Hadar HaCarmel.

In the photograph Butros appears in his railway uniform. What was he ? A porter, perhaps. In his spare time he gardened for us at "Habiby's House" (No. 3 in our travelling accommodation) and extra work such as this was much in demand. As was permission to stay from families who had never concerned themselves with immigration procedures and would journey backwards and forwards into South Lebanon by the unofficial routes to visit cousins and grandma as they had always done, despite the supply of ID cards, passports, permits and the frontier post at Ras en Naqura. At house no. 4 the bottom flat was occupied by a senior official in the Immigration and Customs Department. It was not easy to explain away to him the ever-increasing number of our maid's relations appearing from over the border....

Tours of inspection were made regularly and these included the line to Amman in Transjordan on the old Hedjaz Railway. A highlight of my young life was accompanying my parents on one such tour in 1936. "The Saloon" was a great affair. There was a kitchen presided over by two Sudanese suffragis (who slipped me goodies when the grown-ups were having dinner), at least two sleeping compartments, a large salon and dining area and, joy of joys, the observation platform at the rear where we sat and watched the countryside roll by. Primed beforehand I waited eagerly for the kilometre where the locomotive emerged from a U-shaped tunnel whilst we on the 'balcony' had yet to enter it - separated by a deep Wadi.

1939-45, World War II, were the years spent at my English boarding school. In 1941 British women were evacuated to South Africa; my mother spent a year in Natal and returned to Haifa after a leave period with my father. They returned to England in December 1944, my father left again for Palestine in March 1945 and my mother and I rejoined him in July 1945, two months after VE Day but before the end of the war in the Far East.

This time it was on the "C 19 A", code number for a troopship. Not so well-appointed as the Bibby and P & O liners of my earlier life but a welcome change from the grey years of wartime UK. We were scheduled to dock at Port Said and my father had travelled down by, of course, the Palestine Railways to meet us. At the last moment the destination was altered and we arrived at Alexandria. No transport to the Railway Station for civilians, no porters for luggage (and it was cabin trunks and leather suitcases in those days), no welcoming committee. Fortunately one Palestine Policeman had managed to arrive in time to meet his wife and family and he commandeered two open trucks into which we piled as many of our belongings as we could carry and hurtled through the streets of Alexandria just in time to catch an Egyptian State Railway train to Kantara, where my father finally caught up with us. We had no tickets, no Egyptian money, no railway warrants but this did not deter my mother who browbeat the ticket inspector with threats of retaliation from the PR if we were not allowed to travel on the ESR - I think there was a reciprocal agreement.

We arrived next day at the "new" Haifa Station on a boiling hot afternoon; my mother carrying her fur coat. I carried a tennis racquet. Our luggage came up by train a week later, intact.

From 1945-48 the railway experienced further disruption by sabotage and derailments, "Bombs on the Line", hold-ups for money; but the Jewish War of Independence was of greater sophistication than the Arab Rebellion of 1936-39. During the former my father was quietly advised, one day, not to take his usual route across the booking hall. He didn't. There was an armed hold-up. In 1946 the Hall and General Manager's Office was destroyed by a bomb.

I have many memories of the personalities of the Colonial Service community. Some had spent 20 years in Palestine - my father, Mr. Scrivener (who taught me to sail); Mr. Jones the kind eccentric who declined the OBE and quarrelled with everyone on the PR except my parents, Mr. Bridgen, Mr. Campigli, "the Norman Conquest", Mr. Arthur (later Sir Arthur) Kirby, the General Manager. I did return to my place of birth in April 1989. This time it was a flight to Tel Aviv and, for old times' sake, a journey by train to Haifa. And the feeling as one passed Athlit, Kafr Samiur, rounded Mt. Carmel into the old "plain" and "olive groves" was as magical as ever."



20: 24 P.R. Pay Coach at Kantara East, ca. 1929. (Photo: K. A. Mansfield).

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