

# HARAKEVET -----

# הרכבת -----

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A Quarterly Journal on the Railways of the Middle East.  
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*35:1 Newcomer IR Swedish built bo-bo No. T44 passes veteran Esslingen/LHB Driving Trailer No. 3 (for Haifa Railway Museum) at Haifa East Station, 28/4/96. (Photo: Paul Meling)*

**35:2 Editorial.** First - a grovelling apology from your Editor; the strains and demands of running a life from two places at once whilst simultaneously chasing job opportunities in two other continents led me to use the same article twice... as a few readers have kindly pointed out. This is the result of keeping different versions printed off and in the "ready" file... and will hopefully not be repeated. (Daft as it may sound, the facts that the Editor typed out some items on both Amstrad and PC, and is getting to the age where he forgets what he has already published, lead to this sort of event.) However, in this issue is the Part 2 of the Wagons Lits saga that should have been published last time, (and see 35:7(a), as also additional notes from John Lee.

For the rest - we have the last full-length report from Andy Wilson for some time on the Hedjaz (though enough photos and odd notes remain for several further instalments), and to keep this current it has been included at length. More historical notes help to balance the extensive coverage of current events - though the reappearance of the heading "Palestine Railways" in 35:6(d) helps to blur this distinction. It will be interesting to follow developments in this new organisation - a reliable source is eagerly sought. A good point to thank all those who have sent in materials and news items.

Alas, the strains of running around working for a living have led to some other projects taking longer than hoped for - but here at least is another issue. Enjoy !

The Editor.

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**35:3** Former SNCF coach "Inox" [i.e. *inoxidable* = stainless steel] B- Myfi-Gt U-56 , now IR 166-35, at Tel Aviv Central 21/12/95, following installation of air-conditioning. (Photo: Hans Kohut).



### **35:4: News From The Line.**

**a). More Diesel Locos.** According to "*Globes*" (2/7/96) eighteen new main-line diesel locos have been ordered by I.R., at a total cost of \$40Million. The article is illustrated by a photo of RENFE Co-Co (?) 379.319.3, though it is not clear what the significance of this is.

**b). More "Kronoim" ?** From "*Yediot*" of 5/6/96 - an article on the possibility of a further nine IC3 units being purchased.

**c). Track Maintenance Machinery.** A tender appeared in the "*Jerusalem Post*" in June '96 for a "Tamping/Levelling/Lining Machine", a "Ballast Regulator" and five "In-Motion Weighing System" machines, for delivery within 1996.

**d). New Acting General Manager.** From 12/6/96, Nachman Levinger was appointed as Temporary or Acting General Manager of I.R.

**e). Singin' In The Subway.** A new subway section was inserted beneath the tracks at Kiryat Haim - a picture appearing in "*Kol Bo*" of 17/5/96, p. 36.

**f). New Ticket Style.** From Sybil Ehrlich comes a sample of an IR 3-NIS paper ticket of the familiar tear-off style and size, but printed in purple on a pink paper - rather effete in contrast to the black-on-white of the old ones ! What can this softening of tone mean ? It was purchased on 2/8/96.

**g). New Service.** During September a twice-a-day service was due to begin between Rehovot and Ashdod - an extension of the existing suburban service.

**h). Boring News.** In mid-August the Prime Minister inaugurated the first test drillings in connection with the Tel Aviv metro project. Hopefully the Tel Aviv tunnels will not cause the same international furore as the recent opening of an exit to the tunnel in Jerusalem....

**i). From Gaza Central via Hebron Victoria to Samaria High Level.** On 9/9/96 it was announced that Ariel Sharon, Minister of National Infrastructure, who is often referred to as 'The Bulldozer' for his perceived ability to cut through red tape and get things done, had ordered the planning of a railway route to connect Gaza with the town of Hebron and northwards into Shomron (Samaria). It appears that use is to be made of the existing line from Shikma Junction to Qiryat Gat (the 'Heletz' Line) with the relaying of rails south from Shikma to the border with the Palestinian Authority in the Gaza Strip at Erez. Presumably a new curve would be laid at Shikma Junction to allow direct through running without the need for reversal there. A completely new line is envisaged to connect Qiryat Gat with Hebron and the Shomron (no terminal site mentioned.) The political and security aspects of such a line are immediately apparent and uppermost in planners' minds. Such considerations could well prove decisive in getting the line built and giving it a short-term *raison d'etre*, but these same fluctuating and unstable considerations would probably doom the line in the long-term unless there be a viable economic base for it. At the moment, at least, there is none. Construction

work through the hills of Yehuda and Shomron (the 'West Bank') would be expensive, and possible envisioned connections with other planned lines in the area - e.g. to Egypt and Jordan - remain little more than figments of imagination. (though See 35:6(d)).

**j). Money Down the Hole ?** In "City Lights" (a Jerusalem Post" supplement) for 26/7/96 appeared an alarming report that the Carmelit in Haifa lost NIS 36.6M in the first 30 months following its reopening in June 1992; Haifa Treasurer Shimon Roth noted a NIS 14.3M loss by the end of 1993, and a further NIS 17.9M in 1994. The revenues were NIS 3M in 1993 and NIS 2.9M in 1994; the financial liabilities of the municipal corporation operating the line reached NIS 57.7M by the end of 1994. On average, 4,880 people use the Carmelit each month. [*What ? Only 162 per day ? Ed.*]

**k). Another Derailment.** On Thursday 3/10/96 the last two coaches of Train 47 (Nos. 80 & Power Coach 56), the 06.40 Nahariya - Tel Aviv Hashalom, were derailed on the points at Qishon, close to the road crossing adjacent to the air force training base. Fortunately no-one was hurt and the service in this direction was severely disrupted until the late afternoon. I.R. launched an immediate internal enquiry, and although the result has not been made public it is thought human error was the likely cause.

**l). Statistics.** From 'Fahrplancenter News' p. 27 - In July 1996 511,000 passengers used IR trains, a rise of some 17% over the same period in 1995. On the Tel Aviv-Rehovot line the growth was 40%.

**m). More Plans for Jerusalem Line.** The Ministry for Infrastructure has published four alternative routes for a new line linking Tel Aviv and Jerusalem. The new line will be electrified and worked by e.m.u.s. (*Editor notes: I first saw plans like these in the archives way back in 1981...*)

**n). Valley Line Reborn....** IR has apparently decided on routing for the 68km. line from Haifa to Mafraq in Jordan, which will largely follow the old Hedjaz trackbed. Costs are estimated at \$US 200M.

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### **35:5: Rolling Stock Notes. (Courtesy of Steve Tish & Chen Melling).**

*This information is believed current to 28/10/96.*

**a). Repaintings:** G12 108 was repainted in IC3 livery 7/96.

113 is also now in IC3 livery.

This means that almost all the G12's have now been dealt with, apart from:

107, 109, 110 and 127-129.

G26 610 was repainted 10/96 and adapted to work with Spanish coaches.

**b). Kronoim.** The 5th. set arrived at Haifa Sheds 30/5/96.

The 6th. set arrived at Haifa Sheds 26/6/96.

The 7th. (and final) set arrived Haifa Sheds 25/7/96.

It would appear that the two sets to replace those "loaned" to Amtrak will be in the framework of a possible future third purchase of "Mk. 3" (?) units, which is still in the pipeline.

### **c). Coaching Stock.**

**(i). Alsthom Coaches:** Four coaches (assembled by Haargaz) and one Power Coach (which arrived in complete form from Spain) were in the final stages of preparation as at Summer 1996, and were anticipated to leave Haargaz at the end of August. A further three coaches were undergoing assembly.

These first four, Nos. 311, 312, 313, 314, plus Power coach 302, actually left Haargaz during the night 24-25th. September, travelling to Lod diesel depot on bogie flat wagons. After further technical work they went on trial trips during October, mainly in the South, apparently even reaching Qiryat Gat, and north of Tel Aviv. It is not yet known when they will enter service.

The initial orders (20+17) comprised 32 Regular coaches and 5 Power coaches; the anticipated numbering scheme is expected to be:

Power Coaches: 301 - 305.

Regular Coaches: 311 - 343.

This indicates that a gap has been left for possible future Power Coaches.

As of 6/9/96 there were 12 coaches and 2 power coaches at Haargaz (including the above 4+1), out of the initial order.

The illustration below shows a carriage body being unloaded at Ashdod Port onto a bogie flat wagon - apparently 60 245 *Shin*.

**(ii). Remaining Coaching Stock Movements:** As of 2/8/96, and excluding the coaches undergoing refurbishment and present at that time, Haargaz had completed the refurbishment of 33 coaches, and a further 12 remain to be done, under the existing contract (i.e. 30, with an option for a further 20).

Amongst those still awaiting refurbishment are: 612, 613, 620, 624, 625, 626, 627, 629, 636, 639.

Almost all the coaches not yet painted in IC3 livery have had their roofs painted white, albeit to a very low quality standard.

626 to Haargaz 4/9/96.

627 to Haargaz 11/9/96.

628 ex-Haifa 20/6/96, returned from Haargaz 8/9/96.

638 & 642 (ex-Haifa 25/12/95) returned from Haargaz on 9/5/96.

643 returned from Haargaz 7/6/96.

639 (ex-Haifa 27/3/96) returned 30/6/96.

635 returned 5/7/96.

84 went to Haargaz 5/6/96, and was due back in August.

619, 622 and were also currently at Haargaz Works.

**Power Coaches:** At the Ardan Works:

637, ex-Haifa 8/2/96, returned 2/9/96.

616, ex-Haifa 25/6/96. Still undergoing conversion.

633 arrived back from Ardan 13/6/96, entered service 25/7.

56 was also converted to a Power Coach and entered service (*This corrects previous information.*)

*This means that, at the time of writing, 34 coaches have undergone refurbishment at the Haargaz works, and are in IC3 livery; in addition, 3 BR Mk. 2 coaches were repainted at Qishon, and 7 power coaches repainted at Ardan works, making a total of 44 coaches now in IC3 livery (excluding those still under refurbishment.)*



**(iii). Push-Pull?** In "Maariv" 30/7/96 is a picture of a power coach at the Haargaz Works being fitted with a driving cab of striking modern design, the end of the coach being painted red with a light-blue panel bearing the IR logo. No number is visible.

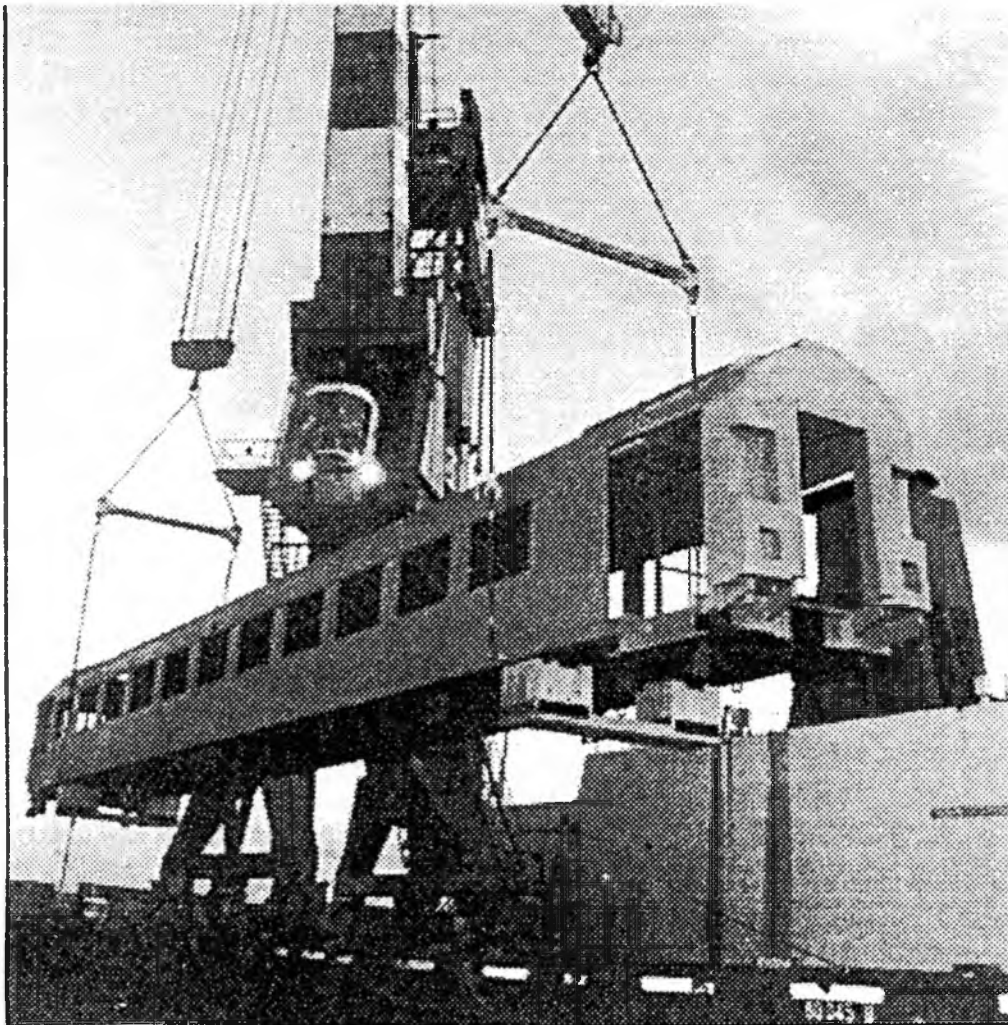
**d). Esslingen Shunters.** It appears that 227 has finally been withdrawn from service, leaving only 221 & 225 still in operational stock.

**e). Freight Stock.** New wagon 70 0017af has been delivered, a bogie hopper.

**f). Information Sought:** Steve and Chen are looking for information from anyone who can help with details of colour schemes on Israel Railways since its inception - the liveries of locos, coaches, dmus, wagons, trolleys etc. Please contact Chen on (972) 04-822 0762, or fax 04-832 4769.

**g). Withdrawal Dates.** On a related topic: From Evyatar Reiter I have received a list of withdrawal dates of IR G12 bo-bos, which are appended here for the record:

- 105. Withdrawn 9/11/64, following an accident with 118 on 26/122/63.
- 106. Withdrawn 6/3/74, following an accident with a truck near Ekron.
- 118. Withdrawn 26/12/63 following the accident with 105.
- 119. Withdrawn 19/9/73 following an accident in 12/72.
- 123. Withdrawn 15/5/75 following sabotage on 11/5/75.
- 130. Withdrawn 14/9/67 following a direct hit by an Egyptian bomb in Sinai, 12/9/67.



### **35:6 Other Middle East Railways.**

a). **HEDJAZ - SYRIA.** Andy Wilson has now left his posting in the Middle East, which will alas reduce drastically the flow of useful railway information from there ! We have been enormously grateful for the photos and comments on obscure corners that have come over the past few years, and whatever remains on file will eventually be used. For now, here are two final reports on the situation in Damascus in early September 1996:

"I arrived in Damascus on the evening of 31st. August, just in time for the arrival of the daily train from Ain el Fije with 755 on five ex-DHP wooden-bodied four-wheelers. This had the same driver as on the TEFS trip in June, so quantities of photographs were gratefully received and I got a footplate trip with the empty stock back to Cadem. This was not exactly ECS, as a number of passengers rode too and were let off at several points on the way. 755 is basically blue, with red dome and sandbox and yellow smokebox door - and in a dirty state. The coaches were all brown and included one of an uncommon type with a central 1st.-Class compartment flanked by two lower-class compartments at each end. These were not identical; apparently having originally been 2nd. and 3rd. Class on respective sides of the central compartment. The other coaches were the common 5-bay all-3rd. variety familiar in various photographs.

On the standard gauge at Cadem stock was lined up for the night departures, but nothing was moving. CEM shunter 104 was lurking in the station.

The big surprise at Qanawat was a list of departures including two trains to **Qatana**, and there was a banner on display celebrating reopening on 11th. August.

On 1st. September I had hoped to catch the first train to Qatana at 05.55, but did not make it. So I hung around and waited to see the Amman train which turned out to be 2-8-2 No. 263, luggage van, three coaches and two Jordanian vans. This is the first time I have seen steam haulage on this train. The daily Ain el Fije train came in before the Amman departure: diesel 301 and four steel coaches. In between all this, the Engineering Department's Land Rover conversion headed out to Ain el Fije.

After breakfast I went out to Ain el Fije by road and passed round various photos before returning to Damascus the same way. The service train was standing in Ain el Fije station and the Land Rover went out while I was there.

The second Qatana departure was formed of railcar R11 by itself, leaving at 14.10. The Qatana branch is laid with twin concrete block sleepers and the track is mostly better than the HIR main line. Stations have high platforms and footbridges, generally with crossing loops equipped with colour light signals (not in use). Towards the end of the line, the railcar filled up with children apparently enjoying the novelty of train riding, and I was very pleased to be invited into the cab for the run back to Damascus. A favourite children's occupation here seems to be placing stones on the rails; fortunately the car is heavy enough to crush these without undue danger, but the driver must keep a sharp lookout for the occasional larger object; this is not unique to this line, just very visible from the cab. All trains were well filled.

A small technical point about the Jordanian vans which work through: these are of two kinds, 15 ton capacity numbered 14xx and 30 ton capacity numbered 40xx and 41xx. The bodies appear to be almost identical except the 30 ton version have a horizontal stiffener welded about one-third of the way up the bodywork. Both have roof hatches for loading cargoes like grain; the 15 ton type are plain trap doors while the 30-tonners have operating handles at the roof edge. Brakesmen's shelters protrude above the roof on the 30-tonners, they match the main roof line on the others. (Tourret

has good comparison pictures.) Bogies are both modern cast steel type with roller bearings but of different types. Headstocks are different. These Jordanian vans have lower roofs than the HR vans. I had earlier thought that they were produced by rebuilding original rolling stock but I now think that they would have been new when Jordan modernised its rolling stock in the late 1950's.

A point which nobody seems ever to have remarked upon is that the HR in Syria has no **freight traffic** except the Jordanian vans, which operate from a transit shed at the side of the Qanawat passenger station. The shiny wheels on Syrian van 1027 in my photo probably result from some Departmental use.

Train times displayed in Qanawat booking office are:

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<u>Departure</u>		<u>Return Arrival</u>	
08.30.	Daily.	Ain el Fije.	17.24.
09.05.	Fridays & Holidays.	Ain el Fije.	16.24.
07.20.	Sundays Only.	Amman.	15.30 Mondays.
07.00.	Fridays & Holidays.	Deraa & Muzeirib.	14.00. <i>[See below]</i>
05.55.		Qatana.	
14.10.		Qatana.	

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Oral information is that the Qatana trains run Daily Except Fridays; they arrive back about 2½ hours after departure."

There is a brief report on Syria in "*Continental Railway Journal*" No. 107, Autumn 1996, p.465, but mainly carrying information that has already appeared in "Harakevet".

Andy adds that the mention in 34:6, p. 13, line 4, to a "railcar trailer" is in fact incorrect; the vehicle in question is a former DHP coach, see Turret Plate 211.

In a final letter from Beirut: "I did a final trip to Syria, going on the evening of 12th. September so that I could ride the Friday train to Muzeirib in the morning. This turned out to be railcar R11 and it took 4½ hours - a very rough ride on the HR main line whose track is obviously much worse than the Qatana branch; loco hauled stock gives a much better ride than the railcar.

At Cadem we passed the ECS for the daily Ain el Fije train: 755 with four ex-DHP 4-wheelers and one HR bogie coach. On the standard gauge, Russian DEL 280 .413 (in red livery) was on an overnight arrival.

The Muzeirib village branch track had been greatly cleaned up and reballasted since my April 17th. trip. A surprise at Muzeirib was to find a "stuffed" train on an isolated bit of track next to the lake, comprising loco 61 and four ex-DHP 4-wheel coaches. This had obviously only just been placed there and the headshunt was still temporarily slewed over heading towards the lakeside, and the three wagons of an engineering train were parked in the loop: Van K822 (plate Haine St. Pierre 1903) and low side opens 2541 and 2584, the latter with American coupler at one end. Loco 61 looked shabby in faded paint but it was 100% complete - all cab gauges and fittings intact. The coaches were in very poor condition; they had been externally repainted brown (rather roughly), obscuring any fleet numbers - the only visible inscriptions were overhaul records painted on the headstocks: 1969 and 1970 dates.

I had quite a long tramp around the village looking for the DHP station but did not find anything likely. The HR terminus is not the DHP station; no buildings, and anyway the DHP would have put up their station on the Damascus side of the village -



they would have had no reason to build through to the other side of the village, which is where the present line terminates.

Departure back was at 4.00pm; the time listed at Cadem was evidently the intended departure, not the arrival time there which was shown for other trains; but wrong anyway. Tamping and lining machines were noted in the loop at Ghazale; their services are clearly needed but there did not appear to be much worthwhile ballast on which they could perform.

It was dark by the time we approached Damascus and movement was quite cautious, with lots of hooting to get people to move off the track. People evidently found the tracks a pleasant place to sit and relax in the evening, which is perhaps a reflection of very poor housing conditions in that area. A standard gauge train was at the grain silos, headed by a modest-sized end-cab diesel; apparently a Czech type but too dark to see any number.

Next day, 14th. September, I did not do much; the daily Ain el Fije train had gone by the time I got to Qanawat station but there was obviously something else due to happen, which turned out to be No. 755 and the same coaches as seen the previous morning, arriving for a special to Ain el Fije chartered by the American Language Center. Suddenly there were Syrians in the station taking photographs - had railway enthusiasm suddenly arrived in Syria? Well, not really. The coaches were 255 (HR), 251, 351, 365 and 358 (all DHP); all brown although the HR car was much lighter, almost orange. No. 251 is the formerly blue coach which so displeased Bill Alborough in June; its seats are not bus seats, they are genuine railway upholstered seats and they are not recent (unlike the rather startling exterior livery).

I had no more rail activity until late afternoon when I went to Qanawat to see if the special was due back. No news but the afternoon railcar (R502) had arrived from Qatana and I was invited to ride to Cadem. On the standard gauge a CEM shunter was skulking behind some coaches but I did not note its number (probably 104 or 110 which are usually at Damascus). Walking back to town, I took the opportunity to investigate Medan DHP station and found that inside the wall, most of the track was still there with a lot of derelict wagons. The loco shed was walled off and apparently used as a store by an adjacent firm. The station building was in use as a house. Surprisingly, part of the yard was still used as a HR engineering depot with stacks of rails, sleepers and so on, even though it has no rail access any more. Shortly after leaving Medan, I met the ECS returning to Cadem from the Ain el Fije daily train, 401 and four steel coaches, and when I was nearly at Qanawat I met the ECS of the American Language Center special.

On Sunday 15th. September I was at Qanawat to see the 07.20 Amman train which was formed of 2-8-2 No. 263 with van 615, coaches 182, 231 and 101, and Jordan vans 4009, 4053, 4088 and 4003. This departed from the west platform face which had recently not been useable for departures - presumably the facing points have been put into good order now. Before this left, the ECS arrived for the daily Ain el Fije train, 755 and the same coaches as yesterday's ALC special.

Jordan vans 4003 & 4009 have makers' plates: "Sincom  
Materiel Ferroviaire  
Bruxelles  
Belgium".

*[Editor's Notes: Andy is a model of the enthusiast who notes everything that is happening, not just the locomotives! We shall miss his detailed reports. In view of the plans outlined below, and what is known of the current situation, it looks as though*

*the days of the narrow-gauge in Syria may well be numbered - unless the Qatana branch continues as a small diesel-operated island, with odd steam trains for tourists. Interestingly, after 1948 the Jordanians invested in many new steam locos but no new passenger stock - whereas the Syrians did the opposite ! Incidentally - "Sincom" does not appear in the Brussels/Bruxelles telephone directory.]*

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**b). SYRIA - CFS.** (i): From the "Railway Gazette" 1996 "Rail Business Report", p.59 (courtesy of Frank Adam): "Syria: Modernisation Programme Under Way": By Ing. Mohammed Ghassan El Kaddour, President and Director-General, Syrian Railways.

"All standard-gauge lines in Syria are administered by Syrian Railways (CFS). The operational network totals 1754 route-km.; a further 633 km. remains out of use for the present. At the head of the organisation structure is a President & Director General, a Vice-President and a five member Board of Administration.

Three operating divisions (North, Central and East) are backed by a headquarters in Halab, where all main departments are based.

The rolling stock fleet of 184 diesel-electric locomotives, 10 diesel railcars, 483 passenger coaches and 4166 freight wagons is soon to be expanded. We are planning to purchase 30 more diesel-electric locomotives and to rehabilitate 32 units from the present fleet.

An expected increase in freight requires us to obtain a considerable number of new freight wagons, and we are planning to purchase 437 cereal hoppers, 360 oil tank wagons and 50 bulk cement wagons.

Some of this traffic is likely to be generated from two new lines now under construction. One runs for 140km. along the Euphrates valley from Deir Ezzor to Abu Kamal. [*South-east from Deir Ezzor to the Iraqi border. Ed.*] The other is a 100 km. link from Damascus to Nassib near Deraa on the frontier with Jordan, which will replace a section of the 1050mm gauge Hedjaz line."

(ii): **CFS Coaches.** Uri Ben-Rehav has sent an excerpt from "Eisenbahn-Kurier" for August 1996, pp. 28-31. This is an article on the "Salonwagen aus dem früheren VEB Waggonbau Bautzen" by Dipl.-Ing. Ralf Wilke - i.e. the special saloon coaches built by the "People's Own" Carriage Works in Bautzen, in the then-DDR. The article covers those built for the regimes of the Czechoslovak Socialist Republic and the Bulgarian government, and then turns to those built for Syria. My translation is:

"Within the contract for a total of 358 passenger coaches for Syria - including 145 built by the Görlitz Carriage Works - in the years 1982/3 - were three Saloon Coaches for the Government. The Bautzen works gained this part of the contract.

The Saloons were constructed according to the UIC-diagram 567, similarly to the series coaches, the Open Saloons, Restaurant, Sleeping and Postal Carriages. All vehicles had a length of 26.4m, like the Type X. The bogies were of the "Görlitz V" type. Swinging doors and vestibule connections together with train and buffing connections were likewise carried out following UIC norms. The contract called for two coaches to be furnished in Oriental style and one in European style. These requirements were met in regards to the inner coverings, roofs and side-walls; also the flooring and carpets were chosen to meet these conditions. The coaches were fitted with air-conditioning equipment from the then-MAB Schkeuditz works. Special security arrangements were not required from sub-contractors during the construction,

nevertheless these three coaches were, for technical reasons, built and finished separately from the main construction batch. The external livery matched that of the coaches already delivered, with the window area cream, the lower side and ends orange, similar to the "StädteExpress" coaches delivered to the DR.

Concerning the operation of these Saloon coaches, nothing is known. No Guarantees or Warranty claims were ever made.

These three Saloon coaches with their craftsmanship marked simultaneously the end of such coach construction by the Waggonbau Bautzen firm. The works can take pride in the fact that they were able to construct not only large series of standard coaches but also such exceptional Saloon and Service vehicles, thanks to the skills and craftsmanship displayed by its workers. Since the Reunification of Germany and the transformation of Bautzen into a works producing solely suburban rolling stock, it is unlikely that such contracts will come its way again....."

Photographs on p.31 (unfortunately impossible to reproduce from the photocopies received) show the interior of the "European" coach, with a conference table surrounded by eight upholstered chairs, a television screen at one end, a large armchair etc.; one of the "Oriental" style coaches with cane/rattan chairs, a small hexagonal coffee-table in "Moorish" style, a similar layout of conference table with eight high-backed wood and cane chairs; an exterior shot showing the 12 windows plus a door at each end, and a close-up of the inscription CFS and Arabic equivalent, the number 51 97 89-69 161-4 in both scripts, "RIC 140" kph markings on the solebar, with "Alep" as the "Heimatbahnhof"; the coaches were nos. 51 97 89-69 160 to 162, all built 1983.

(iii): **BBC Documentary.** In September 1996 the BBC broadcast a programme in the series "Great Train Journeys" showing the comedian Alexei Sayle undertaking a journey from Aleppo via Latakia and Damascus to Aqaba; hopefully more details will appear in a future issue, but there were some interesting shots of the CFS standard-gauge lines. From the comments made on camera by Sayle, especially in relation to the Secret Police, it appears unlikely that he will be returning to Syria for a while ! A companion "spin-off" book of the series has appeared, reviews confirming the Editor's suspicions that the series was conceived as vehicles for celebrities to talk whimsically, rather than to explore the rail lines concerned.

c). **LEBANON.** Also from Andy Wilson: A visit to Jounieh on the HBT on 3/9/96 showed tracks overgrown and half-disappeared in places. Present were several wagons, a former DB railbus and the converted lorry.

On 34:15, the **Beirut Tramway Map**: "The main depot has disappeared and I think it may be the site now occupied by the *Electricité du Liban* main offices. However, the Rue de Damas depot site is a bus depot and the shed may be ex-tramway, although the floors are concrete with no track evident. However, in the street outside the tram rails are still in place and visible as marks in the asphalt, including the spur leading into the depot gate. Gauge measured 1050mm. I am informed that two trams were set up as a restaurant at a site on the west facing coast, opposite the Commodore Hotel, but I cannot find them now. I have seen a photo of an apparently-preserved tram on a lorry, taken, I think, by one of the 'Sofrerail' people who were reporting on the Lebanese railways about two years ago. If this was a real tram, I speculate it was one of the cars from the restaurant. The railways on the tramway map show some lines which do not now exist (as well as ignoring the HBT yard and the continuation beyond the station to the port); the branch running from near

the station to disappear on the right of the plan is the stub of the Tramway Libanais which was retained for access to some industrial sidings after the HBT was built. the branch running near the Rue de Damas tram depot is a mystery to me - can some reader explain ?"

"The "ancient American diesel" mentioned in 34:6, p.13 at Beirut is in fact GM No. 602, which was the Chekka shunter during the last period of rail activity."

**d). PALESTINE.** Well, when I started "Harakevet" a few years ago I never thought I'd be including this heading under "Current News", but from Samuel Rachdi's excellent "Fahrplancenter News" No. 23, p.25 (where does he get all his information from ?) comes the following:

"The Palestine Railways (PR) were re-founded in 1996. This had existed before, before the foundation of the State of Israel. The New PR will take over the railway routes within the Gaza Strip. Its inventory is quickly described: the ca. 50 km. line between Rafah (on the Egyptian border) and Erez (the Israeli border station.) The line is standard-gauge and in poor condition.

Palestine-Israel. On 28th. August 1996 the Israeli and Palestinian authorities agreed that the line from Tel Aviv via Ashkelon and Erez to Gaza should be restored to traffic. To this end, the ca. 18km. section between the Rutenberg Power Station near Ashkelon and Gaza will need to be totally renewed. The reopening of this line is listed as a priority, since the international road link is continuously congested. To this end the Israel Railways first want to extend the suburban services from Tel Aviv to Rehovot further to Ashdod and then Ashkelon. As there is a heavy commuter traffic of workers between Gaza and Tel Aviv, the line should serve passenger traffic immediately it is opened. A regular freight traffic is also expected, as a lot of raw materials for the reconstruction of Gaza, as well as consumer goods, will need to be transported.

Palestine-Egypt. The Egyptian Railways, ER, have begun reconstruction work on the old Sinai line, whereby on the Egyptian side only the section from the Suez Canal to Rafah (on the Border with the Gaza Strip) will be built. No schedule for the reopening has been announced, nevertheless the hope in Cairo is that the line should be in service before 2000.

**e). EGYPT.** Also from "Fahrplancenter News": ER will soon have the largest moving bridge in the world in their network: in conjunction with the plans for the rebuilding of the Sinai Railway and the widening of the Suez Canal, contracts were signed on 27th. July 1996 for the construction of the 600 metre long Swing bridge; The edifice, which will cost 236 M. Egyptian Pounds, will be built by the 'El Ferdan Bridge Consortium', an Egyptian, German and Belgian joint team. Each of the two bridge halves will weigh 5,000 tons, be 10.5 metres wide, and carry a road next to a rail track. The road section is necessary as a nearby road bridge will need to be demolished as part of the widening works for the Canal. The new El Ferdan bridge will be built 20km. north of Ismailia, the rail line will join the existing Bur Sa'id (Port Said) - Ismailia in a southerly direction by the station of El Ferdan, so that through traffic from Sinai to Cairo will not need to reverse. On the eastern side of the Canal the line will curve to the north and join the existing trackbed of the former Sinai line. The construction of the bridge and the road and rail approaches should be completed within 30 months.

The connection of the Egyptian rail network to Libya and Palestine are the most urgent projects of ER at present, according to the Transport Ministry.

**D. IRAN.** The following items come from the Direction of the Iranian Islamic Republic Railways (IRRR), via Fahrplancenter News No.23, p.26: (See map in 32:14):

**i). Turbo trains.** The French Turbo train sets are being completely renovated at present, and are therefore not in service. Some already-restored trailer coaches were used in the Opening Train for the Mashhad-Sarakhs line. Whilst the intermediate trailer cars can be overhauled using local materials, the power cars require the importation of French technology; on cost grounds replacement parts are being bought second-hand from the largely-withdrawn SNCF Turbo train fleet.

*[Editor notes: I last saw SNCF Turbos in service at Gare St. Lazare in Paris, around June '96; conversely, at least one set in good external condition was noted in a scrapyard at Culoz, between Geneva and Bourg en Bresse, in November.]*

**ii). IC3.** The IRR have indeed considered whether the use of Danish IC3 sets would be feasible in Iran; whilst not opposing the purchase of such sets, no decision has yet been made to go ahead with a purchase.

**iii). Double Track.** At present major works are in progress to double the tracks of several main routes. The heavily-overloaded line from Tehran-Mashhad (926 km.) and Tehran-Qom (180 km.) are currently being equipped with a second track and various intermediate stations are being expanded and renovated. At some future time the aim is also to double the Tehran-Tabriz route (736 km.), though no date for this has as yet been fixed.

**iv). Timetable.** The IRR published a new Timetable in Summer 1996 (an English version is obtainable from the Fahrplancenter at Tellstrasse 45, CH-8400 Winterthur, for 6 SFr.) High points are:

- Introduction of a once-daily Passenger service between Mashhad and Sarakhs;
- Introduction of a three-times weekly service between Sirjan and Bandar Abbas on the Persian Gulf;
- Introduction of a new, twice-weekly through express train between Tabriz and Mashhad, without changing in Tehran;
- Reinstatement of passenger services between Tabriz and Salmas, several times weekly;
- Reduction of the service on the Tehran-Gorgan line to only three trains per week, due to shortage of passenger rolling stock, though the section Tehran-Firoozkuh has an additional daily commuter service;
- On the Tehran-Ahwaz line one return trip on the Qom-Ahwaz section has been deleted; some trains now run only on alternate days;
- Under the name "Bonyad East Rail Express" a day and a night train now run on alternate days between Tehran and Mashhad, using completely modernised rakes of stock.

**v). International Traffic.** The IRR has admitted very openly that some international connections are currently broken, only to political differences with neighbouring countries. Specifically:

- Jolfa (Iran) - Djulfa (Azerbaijan): This link is broken, since no through traffic between these countries is possible without traversing Armenian territory. Within Iranian territory there is freight traffic only between Sufian-Marand and Jolfa.



- Razi (Iran) - Kapiköy (Turkey): The link is used for freight traffic, but the very modest passenger traffic will not be restored for the present, due to the religious and political differences between Iran and Turkey. However, the restoration of passenger services is foreseeable should the construction of the Lake Van diversion (see below) make this route more attractive in general for through traffic.

- Mashhad (Iran)-Tedjen (Turkmenistan): Until further notice this link will be used for freight traffic only. The introduction of passenger services is delayed by the shortage of re-gaugable rolling stock on the IRR and a general rolling-stock shortage on the Turkmenistan Railways.

- Zahedan (Iran) - Quetta (Pakistan): This border crossing is traversed by two weekly return trains, whose journey times have even been slightly reduced.

- Tehran (Iran) - Baku (Azerbaijan): The construction of this line along the Caspian Sea has been delayed for yet a further few years, as it is seen as a lower priority (by Iran) than other projects.

**vi). New Construction.** At present a line is under construction from Zad Mahmoud (north of Bandar Abbas) into the oil area of Lar.

The new line from Kerman via Golbat-Bam-Fahreg and Shur Gaz to Zahedan is currently a top priority. This 529 km. long line has been planned already for several years, but construction had continuously been delayed, as the eastern provinces were economically under-developed. However, the growing Indian economy and the closer political co-operation between Iran and Pakistan now mean greater significance for this line. Further, various prestige projects in the region require improved rail access, since the road network is drastically under-developed and incapable of coping with the transport demands. Preparation work on the trackbed has already been under way in several sections and from this year's Budget onwards substantial sums have been committed over several years for this route (though amounts and length of construction are not stated.) Recent experience of Iran with substantial expansions to its rail network imply, though, that Iran is serious about this project.

The 84 km. section from Zahedan to the Pakistan border at Mirgave (also known as Mirjava) is the only Iranian section with the Pakistan gauge of 1675mm. The construction of the new stretch from Kerman will require a regauging and/or a transfer station, so it appears that the line to Mirgave will be regauged and the new layout will be constructed directly on the border. A major incentive for this line are doubtless the transit dues that can be earned from traffic between India and Europe.

**vii). New Locos & Electrification.** IRR has ordered twelve electric locos of the type SS8 from China, for "the routes from Tehran which are about to be electrified" - though which these are, is not stated ! The total value of the contract is about \$23.2M, and the locos need to be delivered in 1997.

**g). TURKEY.** The Turkish Prime Minister Necmettin Erbakan has announced that the old plan to construct a railway around the Lake Van is at last going to be made concrete. Spurred on by the increasing goods traffic between Iran and Central Asia, the need to close this gap between Istanbul and Tehran is now seen as a priority.

When the line to Tehran was first built it was planned to build a line along the shores of Lake Van, but as the terrain is so difficult and inhospitable it was eventually decided to make do with a train ferry link between Tatvan and Van. The ferries have in the meantime become rather aged, and rather than ordering replacements it is now

considered more worthwhile to build the 145 km. line (which will require many tunnels and bridges) around the north side of the Lake. Operationally this will also mean that the Van-Kapiköy section of the TCDD will at last be linked to the main network, and a through rail track will join Turkey and Iran without recourse to the limited capacity of the ferries - so that Europe and Asia will be brought yet closer together.

**h). JORDAN.** 14 offers have apparently been received for the privatisation of the Aqaba line. (See 32:10).

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### **35:7: Notes and Comments.**

**a). On 33:18. & 34:20. Wagons-Lits in Egypt.** First - a repeat apology. The first part of this article was repeated in error, rather than part 2 going in ! Oy vey. But Alan Clothier has sent in some extensive notes on this topic:

i). "The 3'6" gauge line is more correctly described as "from Luxor south to Aswan", as the former town is north of the latter !

ii). In the penultimate paragraph of the article, vehicle numbers 4171-3 are described as Parlour Cars (4174-6 being Kitchen Cars), whereas in the final paragraph, where the renumbering is discussed, it is 4174-6 which are referred to as Parlour Cars, thus concurring with what Behrend gives in his '*Pullman in Europe*'. About the name given for 4172 *Bendera* - I feel that this is certainly an error for *Dendera* which is the name of a famous Ptolemaic temple complex on the west bank of the Nile, opposite Qena, north of Luxor, and hence in keeping with the former names.

iii). Wiener's tome "*L'Egypte et ses chemins de fer*" (1933) also makes references to the following vehicle numbers not mentioned in the article, but as this book contains numerous typographical errors this may be part of the explanation. The sleeping cars in question are:

Nos. 778 (almost certainly an error for 768 which isn't mentioned by Wiener) and 945 which is mentioned in addition to 944 (a Diner).

iv). There are problems with the order of events as given in the article compared with the details given in Behrend's "*Grand European Expresses*" too: in the latter the 1898 services are shown to have begun with cars 592/3/613/4.

v). The only carriage diagrams known to me as issued by the ESR authorities were Nos. 190-195. They were all drawn in Aug.-Sept. 1939 and initially were not numbered. No. 190 showed Kitchen Car 54 and labelled as renumbered 3601 (as the diagram is dated 1939 then this renumbering must have been a later addition to it); No. 191, showed Kitchen Car 58 and labelled as renumbered 3602; No. 192 depicted Sleeping Cars 3570-3577; No. 193, showed Pullman 4088, renumbered 3607; No. 194 showed Pullmans 4171-3 and Diagram No. 195 showed the other three Pullmans 4174-6.

By 1977 there were 10 non-AC 2nd. Class Sleeping Cars (apart from the 50 modern AC vehicles) on the books of ENR that were between 40 and 50 years old; these were Nos. 3411/19/22/39/56/63, 3570/72/74 and 3576. The six cars in the 34XX series are presumed to be the residue of what Behrend gives in his "*Grand European Expresses*" as the "eight other cars [were] sent from Europe between 1951 and 1956 to replace the remaining teak cars still in service." A further vehicle is likely to have been 3457 which I came across in September 1981, at El Minia, as part of the Breakdown train based there, and the eighth 3473 (see below). Of the earlier vehicles, Nos. 3570-77, it will be seen that two had been withdrawn by this time apart from the

two destroyed in the Beni Mazar mishap. Diagram 192 shows Nos. 3573/77 deleted, presumably the cars involved in the accident ? During my time with the ENR these cars were always referred to as the "Belgian sleeping cars" and several were used in the Upper Egypt services (usually not more than one in a train) up to the advent of the MBB stock in 1981.

Those that I noted in use during the period 1977-81 were: 3419 (latest date 4/1980), 3422 & 3473 (at Abu Ghatis carriage depot, Cairo, 30/10/80); 3439 (11/1977), 3572 (10/1980) and 3574 at Sohag for attention to hot box (9/1980).

In December 1981 all remaining cars were placed in Departmental Stock for staff accommodation purposes and renumbered as follows:

<u>Early No.</u>	<u>ENR No.</u>	<u>Early No.</u>	<u>ENR No.</u>
54	3601	58	3602
2914	3603	2915	3604
2916	3605	2917	3606
4088	3607		
4171-3	3608-10	4174-6	3611-13.

Note: I never found 3514-16 in the records - in the main this number series was used for conversions from special vehicles such as former royal saloons etc. The situation is made tricky too by the fact that most of the cars duplicated numbers used by other ESR coaches.

Similarly Nos. 3411/19/22/39/57/63, 3570/72/74/76 were also converted for Departmental accommodation purposes and I used either 3574 or 3576 at Tanta Station several times during 1982 (both were there as well as several other interesting relics). No. 3422 was in use in the breakdown train based at Mersa Matruh, September 1983 (and may be so yet !)

**b). On 32:2 - Egypt. Further also to 34:5(i):** Also from Alan Clothier:

"Andy is quite right to stress the importance of the line which is operated by the ENR authorities on behalf of the Ministry of Industry. As it is a self-contained task for the Steel Corporation it is perhaps surprising that they did not choose to run the line independently as ENR is often blamed for the failure to move the requisite ore tonnage when in fact many of the problems are not of their making. For example, poor design and installation of the iron-ore tippler at Tabien Steelworks resulted in unsatisfactory brake performance and meant the installation of compressors much larger than the design requires as the compressors run almost continuously to overcome brake pipe leakage. Much of this stems from the inability to tipple wagons remaining in consist, and the need each trip to separate the brake hose between each wagon first - which leads to the ingress of unwanted detritus to the system. As it turned out the automatic rotary couplers need never have been fitted and in fact later batches of ore hoppers were not so equipped. It was said when I was there that when a new tippler was installed the installation faults would be corrected, but I heard that the replacement of recent years suffers like problems !

I suspect that operation of the line through the Libyan Desert to the opencast ore deposits in the Bahariya Oasis district must rank amongst the most rugged railway operations in the world. Whilst the tonnages hauled are not the heaviest by any means, the terrain and conditions are extremely hostile, ranging from the strong sand-laden winds to very occasional torrential rainstorms (hence the provision of many large culvert openings in the embankments near *wadis*.) I have seen stretches of line, where

it is carried on a low embankment, surrounded by a sand cornice up to 1 metre in depth. The wind is slowed in its passage when it strikes the embankment and drops its load of fine sand onto the track. Many studies have been made into establishing the best methods of keeping lines clear of sand and of sand clearance but, as far as I am aware, the practice continues of the locos carrying a gang of lads who shovel the sand away when and where necessary. In the planning of the required service to meet the demands for ore it is usually reckoned that there will only be some 250 operating days in each year.

My first sighting of TE114s at work in Egypt was around Km.194, in April 1978, where two of them, Nos. 3485/87 were attempting to haul a loaded train of 55 overloaded hoppers through a shallow cutting where the sand had almost reached rail-top height. Needless to say, the lads had to leap off the locos to the rescue ! The life of the Russian-built locos on this work was short, as by 1977 the decision had been made to replace them with a variation of the standard main-line Henschel AA22T fitted up for multiple working and with dynamic brakes. Like Andy I thought they had different gearing, but a GM Service Engineer who worked on them in Egypt tells me not. These locos, 3271-29 *[sic]*, were delivered in 1979 and diagrammed initially (as were the Russian class 3471-93) to work imported coal trains from Alexandria to Tabien as well as four daily return workings for iron ore. In pairs, they are permitted to haul trains of 65 hoppers (5395 tonnes gross), but are capable of a greater load, the length of passing loops being the limiting feature. (I think by now that this will have been put right, so they may be conveying more.)

Mostly, the Henschel replacements for the Russian TE114s actually went into service between January and August of 1979 (the final five delayed until December owing to problems with shock absorbers) and thereafter the 3471 class worked Tabien Yard-Steelworks and the occasional Alexandria trip for imported coal/coke. Their gross kilometrage in duty was a very low figure. I understand that in the mid-1980's they were sold to the Steel Corporation for internal user purposes. The General Motors G16W locos (i.e. the last batch supplied, 3362-3411) were the customary power for the two breakdown trains allocated to the line (one at Km. 11, the other at the Oasis) and also worked the terminal yards and unscheduled water and service trains. On 29/12/1977 no less than seven were being employed on this range of support, non-revenue duties. 13 of the Class 3471 locos were working ore services compared with but 4 on 7/3/1979.

The working timetables for both 1978 and 1986 give four return services daily - the earlier timings of around 12-13 hours in each direction being increased somewhat by the later date, perhaps acknowledging the fickle nature of the environment which in practice meant journey times considerably in excess of those scheduled. In fact, the timetable was somewhat academic, trains starting when ready and arriving when conditions permitted - for the most part they were grossly overloaded in an effort to convey the required tonnages, and springs were usually on the spring stops when seen in a loaded state.

In my time, special arrangements applied for manning the line, including crews, whereby staff were on duty for two weeks followed by a similar period off-duty (for which they must have been very grateful !). There is a small depot at El-Wahat (the ore-loading terminal) but all Henschel maintenance is undertaken at the combined workshop/running shed at Tabien."

c). On **34:13, 14, 18**: Bert Dyke tells me his photos were in fact taken at Port Said shed, not Cairo, in May 1945.

d). **The Junction near Qishon** is actually to **Haifa Chemicals**, not Israel Chemicals, the line continuing to and terminating at the "*Deshanim*" plant of Fertilisers & Chemicals.

e). On **28:15 & 31:6(e): Naharayim**. Sybil Ehrlich sends an article from the "*Arkia*" In-flight magazine: "How the Gesher Veterans Dragged the Little Locomotive from Naharayim".

"During a guided tour 'across the Jordan' opposite Kibbutz Gesher and close to the Naharayim Power Station, guides Omri Shalman and Nirit Bagron (?), members of the Kibbutz, tell how four years ago they initiated the secret operation of dragging into Israeli territory a small steam locomotive used by the Electric Company workers 70 years ago in "old man" Pinchas Rutenberg's works, now abandoned in Jordanian territory. "We were interested in bringing the little loco to the Kibbutz; we had heard about it from the Kibbutz Ironmonger Yonatan Brandschaft (?), who had once worked at the electric power station", they said, and added that they had previously initiated secret talks with various bodies in Israel and Jordan, until it was eventually decided to drag the loco over. Several kibbutz members, including soldiers in special units, were involved in the work. After agreement was reached that the Jordanian wouldn't reveal the secret, and Israeli security promised assistance, the Kibbutz Gesher group breached the security fence, blew up the mines, and using heavy chains attached to the abandoned and neglected loco at the power station began to pull the "toy" with the help of heavy machinery. The loco was brought to the kibbutz garage where it was refurbished to enable it to work again at the "Old Gesher" site, which has become a tourist attraction. At the site there is also a museum describing the early days and the bloody battles in the area."

Does anyone have any more details ? Presumably this must refer to the old Hunslet 4-6-0T ?

f). "**Esslingen**" **0-6-0D's**. *Eisenbahn-Kurier* in Germany have recently published a book entitled "Die Baureihe V 60" - clearly intended to be "the last word" on these standard DB shunting locos; format is 210x297mm, 320 pages, ca, 300 illustrations, and price is 89 DM or 89 SFr. The book has not yet been inspected, but the publisher's notes states that attention is also paid in the book to the units built for foreign railways - this presumably includes something on those built for Israel.

g). "**Esslingen Railcars**". On **33:4(c)**, Chen Melling writes: No. 3 was actually built by LHB - Linke-Hoffmann-Busch (Not LWB) as subcontractors for Esslingen. The unit was indeed a driving trailer, and this is reflected in the number written on the frames, *3.Num*, short for "Driving 3". The driving trailers were built as "Composites", with two open saloons, one of 2+3 seating, now in a very derelict condition, and one of 2+2 seating with folding armrests, still in good shape. The car is still in the all-over blue livery, though without the yellow body stripes. There is a white band along the edge of the roof. It is unclear what the roof's last colour was - the original colour was light grey, but today it looks as if it is red - maybe from rust ? Hopefully, funds will be found to restore the car to its original state.



**h). On 34:5. Beach Tracks.** From Paul Cotterell: The newspaper photo mentioned by Sidney Fingerhood shows a temporary line of standard, not narrow gauge., laid along the beach for some eight kilometres south of Jaffa for transporting sand and aggregates used in modest developments at Jaffa Port. It was in use for a few years only in the mid-1930's. An article on this, and other lines in Jaffa and Tel Aviv Ports, is due to be published in the "Industrial Railway Record" No. 147 of December 1996.

**i). 34:5 (e) - Cyprus loco.** Alas, the promised photo was omitted !

**j). On 34:5 (k).** Tubby Robins' comments tend to reinforce what I've been told of signalling methods. Max Seidenberg has said that trains leaving stations from the loop lines were flagged out by hand and, if I remember correctly, this cumbersome system was in force even where semaphore signals were provided - in other words, the train was shown an 'off' semaphore plus a hand flag. I am unable to explain this extra precaution. It seems that these arrangements lasted into the IR period and only began to disappear in the early 1950's when electrical colour-light signalling started to replace the semaphores.

**k). On 28:17 and 32:19:** The **Nissan and Milstein Memoirs** and their reactions continue to bring reactions ! Again, the Editor repeats his desire to publish as many such memories as possible without (hopefully) causing offence to anyone. Half a century has gone by, and some memories fade.

From Isaac Nissan in Haifa come the following notes:

(i): "I was not a Former Principal of the Haifa Technion, but Vice-President in charge of Finance & Administration there.

(ii): I was not Personal Assitant to the General Manager, Arthur Kirby; the Principal Assistant to Kirby was J. Norman. I served as the Head of the Financial Section under Norman and Kirby in Railways Headquarters.

(iii): A technicality - Lebanon did not exist as an independent civil State in those years.

(iv): The Haifa Branch of the Emergency Council did not make any decision to establish the Hebrew Railways. This decision was made by Paicovitch, (or Picovitz ?) Efrati and Nissan and the Council only approved the appointment of Paicovitch as the Manager of the Railways.

(v): Arye Gurel was not, in those days, the Mayor of Haifa.

Regarding the accounts in Issue 32, Nissan writes: "Aubrey Milstein, as I know him, was one who exaggerated a lot, and his interview should, in my opinion, be read with reservations.... I cannot comment on what he did in the Army, but will comment on what I know of his work on the Railways:

(vi): Railways HQ was always in Haifa, not in Jerusalem.

(vii): Nissan joined the P.R. in 1936, not 1947.

(viii): To the best of my knowledge, the "salting away" of rolling stock in Jewish areas was done by Paicovitch alone.

(ix): The narrow-gauge line was operated by Israel Railways only as far as Afula and not Samakh.

(x): The new line to Tel Aviv North was built by IR Engineering Brach, and had nothing to do with Aubrey. The first diesels were to be purchased on the recommendation of A.L. Pearlman, who visited Israel, and not the recommendation of the group who visited the USA."

I await further contributions to this exploration of unrecorded history with interest.

D). On 34:7: "Die Hedschas Bahn" Book Review: The DGEG advise that the address for ordering should not be that given on p.17 of the last issue, but:

**DGEG-Schriftenversand, Kleinsorgenring 14, D-59457 Werl, Germany.**

**Fax: (00+49)-2922- 84927.**

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**35:8. Old Turkish remains at Mashavei Sadeh. By Sybil Ehrlich.**

Sybil visited this site in Summer 1996. Parallel to the Beersheba - Mitzpe Ramon road, near the junction for Revivim, can be seen the remains of an embankment and of a culvert, the former trackbed of part of the World-War-1 lines in this area. Opposite the junction for the Kibbutz Mashavei Sadeh is a blue Tourist Information sign bearing the following in Hebrew and English:

"Beer Hatakhana (Bir-el-Makhta) The paving of the new physical feature of the Beer Sheva - Nitzana road has damaged Beer Hatakhana that was at the junction of Mashavei Sadeh.

In winter 1915-1916, during the First World War, the Turks built, according to German design, a railroad that lead from Beer-Sheva to Nitzana, in order to support the Turkish army in its offensive against the British army in the Suez-Canal theatre and afterwards all over Sinai.

Near this well there has been built a railroad station which supplied water for the steam driven locomotives

During the first years in their settling here - on November 20th. 1949, the members of Mashavei-Sade were pumping water for drinking from the well of Beer-Hatakhana".

*(Note: "Ha'Takhana" is of course Hebrew for "The station". See 24:11 for Baruch Katinke's account of how he tried to secure water supplies for the locos operating in this area at this period.)*

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The accompanying photo from Sybil demonstrate the difficulties of distinguishing a yellow-grey embankment inthe foreground from a yellow-grety desert background, but will hopefully indicate some of the remains.



**35:9. An Old Hedjaz Picture:**

Andy Wilson has sent a copy of a photo taken by Jules Gervais-Courtellemont of the opening ceremony of the HR at Medina in 1908. The picture appears in "Travellers in Arabia" by Robin Bidwell, published by Garnet Publishing Ltd. about 1994. It is credited to the Hamlyn Group Picture Library. The buildings and track layout are unfinished but the surroundings clearly correspond to the view at Medina in Turret's book. It is interesting that the coaches in the siding on the right appear to be the same train set photographed further north in Turret's book. I speculate that the Ottoman official photographer was not a Moslem and could not go through to Medina - or maybe officialdom on the spot planned it that way so as to avoid pictures of the unfinished state of the works getting back to Constantinople ?



The accompanying illustration is a photocopy of an original outline diagram which I came across one day when poking through the papers on Ilan Falkov's desk at Haifa East. It should be compared with fig. 22 in 'The Railways of Palestine and Israel' when several notable differences will become apparent.

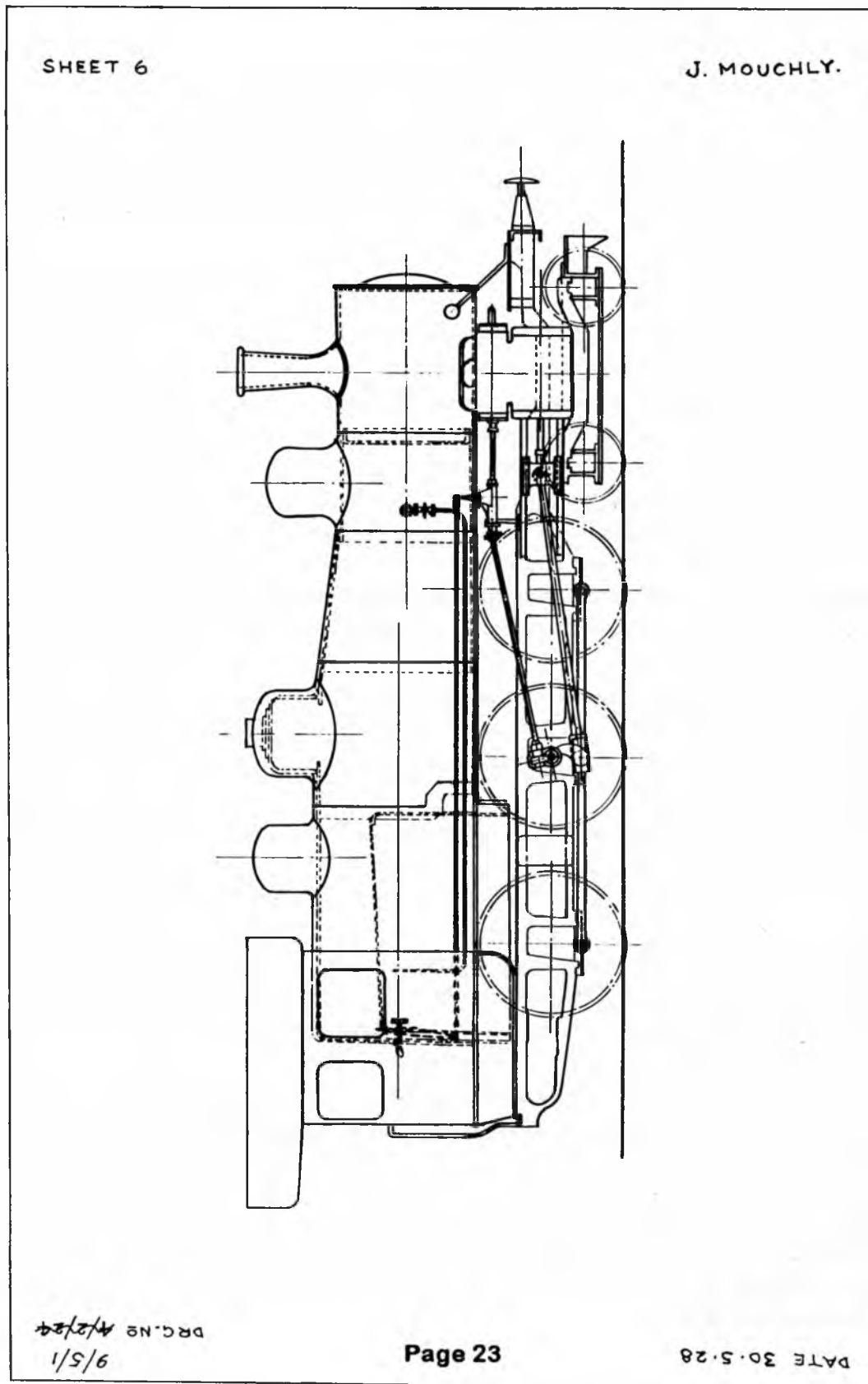
The main one is that our present diagram shows a Baldwin 4-6-0 fitted with Reidinger rotary poppet valve gear, or something closely resembling it. The outside steam pipes on the real 4-6-0 have here been replaced by inside pipes. An additional fitting shown here, but not in the diagram in my book, is the reversing lever in the cab with the long reversing rod itself reaching forward to the valve gear. Alterations have been made to the cab window, and the strengthening extension plate between cabside and cab roof has been dispensed with. Something seems to have been done to the lower half of the tubeplate at the front of the firebox, but I don't know what exactly. There are other noticeable differences (e.g. absence of driving wheel springs in this diagram) but I think these are more to do with the draughtsman's considerations than anything substantive.

It seems that what we are looking at here is a preparatory scheme to upgrade the Baldwin 4-6-0's. It got no further than the drawing board, and I wonder how far beyond a draughtsman's doodle this diagram can be considered. I was immediately reminded of the LMS 2-6-0's, nicknamed 'Crabs', five of which were fitted with Reidinger rotary poppet valve gear. I knew these engines well in my youth and turned to a 1958 Ian Allan ABC to look up some basic details. From this it transpires that these 'Crabs' were only rebuilt with the Reidinger gear in 1953, which is late in comparison with this proposed PR Baldwin rebuild. However, the five 'Crabs' had earlier (1931) been given experimental Lenz rotary cam poppet valves. This is much closer to the date of our drawing. perhaps the valve gear shown here is Lenz rather than Reidinger.

One can only speculate on what prompted the idea behind this proposed rebuild - if, indeed, it actually got as far as a formal proposal. And was there some connection between PR and Derby ? Or maybe some other company or private railway workshop in Britain ? There were several versions of more sophisticated valve gear tried out in Britain, but none ever successfully supplanted the simple and reliable piston valve. And I don't think it's necessary to go any further afield to look for possible inspiration behind this present idea, since PR was basically a British-oriented railway. Any British connection might, though, have been via Cairo, as ESR were dabbling in different types of valve gear at this period.

A few biographical details on J. Mouchly, (whose name appears on the diagram) can be found in 29:18. Presumably it was in his capacity as Works Manager of PR that he appended his name to the drawing.

It may be noted that the original drawing number 4/2/24 has been crossed out in favour of the number 9/5/1. I do not know what, if any, significance this may have.





The following is a list of sabotage and terrorist actions carried out against PR from 1946 to mid-1947, extracted from the book 'Israel and the Arabs: prelude to the Jewish State', eds. A. & I.R. Sinai (Interim History). It is by no means a complete listing, but gives a good idea of the outrages with which PR had to contend. Further examples can readily be added by reference to other contemporary sources.

- 13/1/46: Train derailed and robbed at Hadera.  
 2/4/46: Railway and bridges attacked.  
 23/4/46: Attack on Tel Aviv station.  
 10/5/46: Three trains derailed and blown up between Jaffa and Jerusalem.  
 17/5/46: Railway shops near Haifa [*i.e. Qishon*] blown up and set on fire. Haganah claimed destruction of eleven bridges the previous night. [*NB: According to the Museum of Heroism in Akko the raid on Qishon Workshops took place in June 1946 with eleven Jews being killed in the attack.*]  
 8/9/46: Attack on bridge at Bat Galim and signal box at Haifa where Arab boy killed. [*NB: I can think of no bridge at Bat Galim, unless an underline culvert is meant.*]  
 9/9/46: Railway bridge and signal box in Tel Aviv blown up. Jaffa-Tel Aviv line cut in several places. Failed attempt to destroy level crossing gates on main road in Tel Aviv.  
 20/9/46: Main building of Haifa East station blown up. No injuries. Police immediately sealed off the station. Soon learned that four armed Jews rolled large cylinder of explosives into station. Drum was labelled in three languages 'Danger, Mines'.  
 23/9/46: Loco and two tank wagons of fuel 'destroyed' near Hadera. later same day a squad of uniformed men killed Arab sentry guarding bridge on Lydda-Jaffa line.  
 30/10/46: Attack on Jerusalem station. One Jew condemned to death for his part in this raid. A few hours before his execution in Jerusalem's Central Prison he and another condemned man blew themselves up with grenades smuggled to them in hollowed-out oranges.  
 7/11/46: Leave train for troops derailed by mine near Lydda.  
 10/11/46: Arab policeman killed in explosion at *[or near]* Petah Tiqva station.  
 13/11/46: Mine on track near Jerusalem killed two British and four Arab railway policemen.  
 19/11/46: Railway workers struck in protest against dangerous conditions resulting from mined tracks etc.  
 22/11/46: 'Etsel' suspended attacks on railway as all transport needed for the citrus harvest.  
 12/3/47: Terrorists threw incendiary bombs at oil train on Tel Aviv-Haifa line; Jerusalem-Haifa train derailed on same night.  
 22/4/47: Cairo-Haifa 'express' derailed by explosive charge near Rehovot. Five British soldiers and three civilians killed, 38 others injured.  
 15/5/47: Two British officers killed trying to remove explosive device from Haifa-Akko line; Freight derailed near Rehovot and maintenance train derailed on Tel Aviv-Haifa line.

The mainstream Jewish reaction was voiced by David Ben-Gurion in a strongly-worded warning to the terrorists in which he said that the Jewish people would have to take up arms against those who "only understand the use of force.... we have got to liquidate them and protect ourselves from going down a path the end of which no one can foresee."

In Part 1 of this article almost all the information regarding the Standard-Gauge PR locos was extracted; in Part 2 we cover the Narrow Gauge and some miscellaneous pages from John's book, mostly relevant to both.

### HARTMANN 2-8-0 ENGINES.

Max. Load: 250 tons.

Engine Nos: 99, 100, 103, 108, 120, 122.

Piston Rod: Nominal 65 mm dia. Minimum 54 mm dia.

Tail Rod : Nominal 40 mm dia. Minimum 35 mm dia.

Valve Spindle: Main Spindle: Nominal 50 mm dia. Minimum 42 mm dia.

Tail Rod : Nominal 35 mm dia. Minimum 30 mm dia.

Slide Valve (thickness): Nominal 25 mm.

Slide Bars (thickness): Nominal 85 mm.

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### WINTERTHUR 2-8-0 ENGINES.

Max. Load: 250 tons.

Engine Nos. 152, 153, 154, 155, 156 & 159.

Reversing Screws: Min. Root diam. of thread: 32 mm.

Min. Width of thread : 5 mm.

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### HARTMANN 2-8-2 ENGINES.

Max. Load: 300 tons.

Max. Axle Load: 10.25 tons.

Engine Nos. 254, 255, 256, 257, 258 & 265.

Minimum or Scrapping Sizes:

Piston Rod: Nominal 80 mm dia. Minimum 60 mm. dia.

Tail Rod : Nominal 55 mm dia. Minimum 45 mm. dia.

Valve Spindle: Main Spindle: Nominal 45 mm dia. Minimum 38 mm dia.

Tail Rod : Nominal 45 mm dia. Minimum 35 mm dia.

Steam Chest Liner: Nominal I.D. 200 mm. (7.894"); O.D. 242 mm (9.527");

Minimum I.D. 229 mm (9.016" - 8 5/8" ?)

Slide Bars (thickness) : Nominal 90 mm.

Reversing Screw: Min. Root diam. of thread: 32 mm.

Min. width of thread: 5.5 mm.

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**JUNG 2-8-0 ENGINES.**

Max Load: 250 tons.

Max. Axle Load. 10 tons.

Piston Heads: Steel. To repair a steel Bull Ring is pressed on and welded as per Drg. No. [blank].

Minimum Thickness of Slide Valves - ½".

Nominal - 22 mm = 7/8" approx.

**Nominal & Scrapping Sizes:**

Piston Rod: Nominal 2.756". Minimum 2.126"

Tail Rod : " 1.968". " 1.575"

Valve Rod : " 1.772". " 1.496"

Tail Rod : " 1.576". " 1.260"

Slide Bars: Nominal 2.953" thick.

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**LA MEUSE 0-10-0 ENGINES.**

Max. Load: 300 tons.

Only Engines Nos. 2432 & 2436 now running. These have both been fitted with tenders.

Max. Axle Load: 10.6 tons.

**BORSIG 2-8-0 ENGINES.**

Max. Load : 300 tons.

Max. Axle Load : 10 tons.

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**KRAUSS 0-6-0 ENGINES.**

Max. Load : 200 tons.

Max. Axle Load: 8 tons.

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**KRAUSS 2-8-0 ENGINES.**

Max. Load : 250 tons.

Max. Axle Load: 10 tons.

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**LA MEUSE 2-6-2 ENGINES.**

Max. Load: 200 tons.

Max. Axle Load: 10 tons.

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#### PISTONS OF STD. & 105 cm. GAUGE ENGS.

All pistons are either renewed or new bull rings fitted if cylinders are rebored. When new diameter of pistons should be .002 ins. per inch of diameter smaller than cylinder bore. Piston or Bull Ring should be renewed when diam. is 5/32" or .156" smaller than diam. of cylinder.

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WHITE METAL. The composition of white metal for making Piston Rod packing should be:- 83% Lead ; 17% Antimony.

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ENGINE TRIALS. On completion in the workshops engines are run light to Atlit, a distance of 53.196 kilos for the return trip.

Fitters from the works accompany the engine on this trial.

When the engine is delivered from the shops to the shed, its first trip should be run with a maximum load equal to one half of the full maximum load. Hence an engine rated to take a maximum load of 600 tons, on its first trip after general repair, should not haul a load greater than 300 tons. On this first trip the engine should be accompanied by a fitter from the shops.

Note: As regards trials from 31/7/44, see C.M.E.'s Standing Instruction No. 1.

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#### R.O.D. ENGINES CONVERTED TO PR SYSTEM AT QISHON.

9701; 9711; 9714; 9719; 9724; 9736; 9746; 9763; 9775; 9786; 9791.

9769: Direct from coal to P.R. System.

9771, 9747: Converted to P.R. System at Jaffa.

#### Pattern Nos. of Parts for R.O.D. Engines:

Firepans (2 Plates & Carrier) : Patt. No. L.E. 51.

L.E. 52.

Carriers : L.E. 53.

Burners : A.E. 6.

A.E. 6A.

Kitson: Brass Bushes for Centre Castings: K 63.

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"THE WAGONS-LITS IN EGYPT".

By George Behrend, M.A., F.R.C.S., Assoc. Inst. T.

[Additional material from George Behrend's 1962 "Modern Transport" article, provided by J.H.Price].

"The announcement of the impending establishment of an Arab Sleeping and Dining Car Company, with a capital of three million Egyptian Pounds, seems likely to bring to a close the operations of the Cairo Division of the International Sleeping Car Company after sixty-five years continuous running on the railways of Egypt."

.....

"The sleeping car services were not taken over in 1950, and the eight steel cars (the only Wagons-Lits never to have set foot in Continental Europe) were modernised at Abou-Ghatos Wagons Lits workshop in 1954-6 by conversion to type ST, with twelve two-berth compartments instead of eight singles and four doubles, and with foam-rubber mattresses. The last wooden cars were withdrawn, and eight more steel sleeping cars were sent out from Europe after conversion to ST-type at St. Denis, Nos. 3409 and 3412 in 1951, Nos. 3410 and 3411 in 1953, Nos. 3419 and 3422 in 1954 and Nos. 3421 and 3439 in 1955. During conversion the cars were fitted with vacuum brakes and Egyptian-type screw couplings, the entrances being modified on account of all main-line stations in Egypt having raised platforms. Before the war, when Pullmans ran through to Cairo from the quayside at Alexandria, passengers boarded the boat train by means of portable steps with hand-rails.

In March 1956, the Luxor train was derailed at Beni Mazar (near Beni Suof), three sleeping car passengers being killed and others injured. Cars 3412, 3573 and 3574 had to be scrapped, and to replace them Nos. 3456, 3457 and 3463 arrived from Europe; the last has a slightly different interior arrangement, and is believed to have been prepared for Egypt at the works in Milan. In all the ex-European cars, the heating apparatus has been removed or disconnected as being unnecessary. Nos. 3570 - 77 were never fitted for heating. In the very rare cold spells, the cars are provided with hot water bottles, filled in the diner. The more usual problem is the heat of the sun, and although the cars run at night in relatively cool conditions, they are normally stabled under cover during the day at each terminus, while each compartment is provided with electric fans. The Isothermos roller-bearing axle-boxes are specially-sealed against the dust, and cleaners travel on the trains from Luxor to Shallal and back.

Today, the sixteen Wagons-Lits cars in Egypt are very intensively



worked, and but for the probable non-renewal of the contract, further cars would most likely have been sent out. For most of the year the Luxor train has four sleeping-cars, but in the winter tourist season every car is in almost daily use, mainly for the well-patronised travel agents' parties. When the loading exceeds five sleeping cars, all but one proceed in a special train leaving Cairo for Luxor at 19.30, half an hour ahead of the normal train; haulage is by a General Motors diesel-electric locomotive. Each train has a dining-car with menu in European style; for Premier déjeuner (9 Piastres) you have the choice of French or Egyptian (Turkish) coffee, and Breakfast at 12 Piastres is shown on the menu to consist of tea (with milk), bread and butter, eggs, and jam. Meat breakfast, shown only in the Guide and costing 18 Piastres, can be supplied to prior order complete with bacon-and-eggs, the provision of bacon in a Moslem country being just one of the problems which the International Sleeping Car Company takes in its stride.

In 1956, the Wagons-Lits Company (unlike Cooks) avoided sequestration by pointing out that they were registered in Belgium. However, their turn came in December 1960, when the Egyptian Government announced that all Belgian-owned enterprises would be taken over, and the Wagons-Lits were formally sequestrated on 14th. July 1961; the travel-agency business was later released. The sequestrator does not interfere with the day-to-day running of the services, but the Republic Railways have now ordered fifty air-conditioned sleeping-cars and 27 air-conditioned diners from the Hungarian Wagon and Machine Works at Győr, for delivery in 1963, and the new Egyptian company mentioned at the commencement of this article is likely to be entrusted with their operation.

Under the growth of Arab and African nationalism, cessation of sleeping-cars bearing the word "European" is perhaps inevitable, but with the passing of their Cairo Division the Wagons-Lits will lose something of their Anglo-French glamour; for where else does ginger-beer figure on the menu, among the "eaux gazeuses" ?

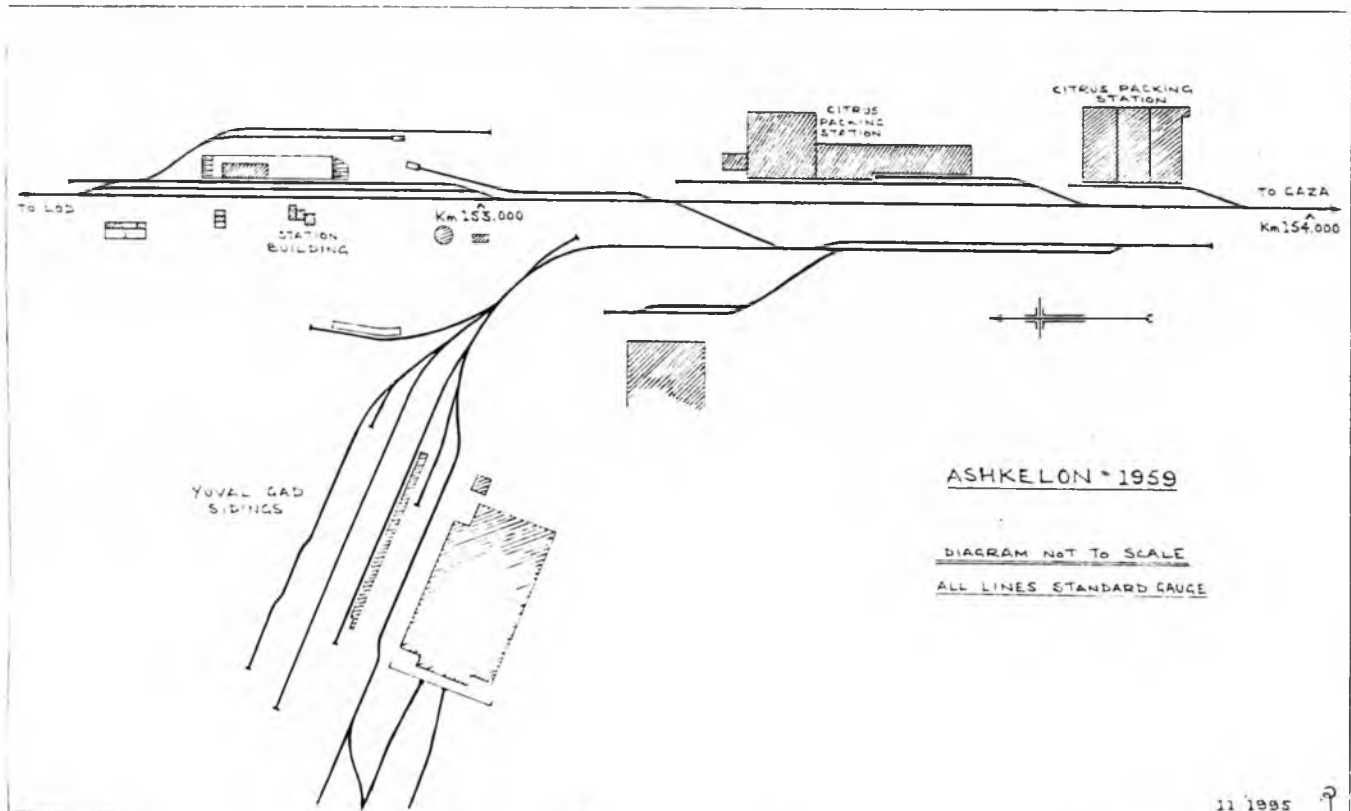
Note: Remember that WL eventually returned to Egypt with new stock.

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An interesting layout and one, I would have thought, to provide inspiration for a modelmaker. The fruit packing stations are more evidence of Israel's much-vaunted contemporary successes, in making the desert bloom. The limits and limitations of this policy have only been realised in recent years, along with a general malaise in Israeli agriculture, an increasing awareness of prescribed water resources, and other ecological considerations. But back in 1959, in what seems now to have been a period of almost idyllic, pre-Fall innocence, the still fresh State of Israel was busy turning sand dunes and stunted scrubs into fruitful orchard. The closure of so many of these citrus packing stations is evidence enough of how much things have changed.

The sidings of Yuval Gad (manufacturers of concrete piping, etc.) were too extensive to be included either in the original diagram or my sketch, and I have no intention of trying to guess what the missing portions look like. As the renowned and much-travelled Charles Small has widely pointed out elsewhere, speculation is poor substitution for historical fact.

Yuval Gad has supplied concrete sleepers to IR in the past, and they used to own a small 4-wheel diesel loco, built by Plymouth in the USA, for shunting their internal sidings. I believe that no rail-borne traffic has left the Yuval Gad factory since sometime before 1990. Certainly their Plymouth diesel was despatched to Eilat at about that time for display on a plinth at the Ostrich Park there.



35:16. **LOCOMOTIVES OF THE ISRAEL SALT COMPANY.** By Paul Cotterell.

I first began investigating the now-closed and lifted 60cm. gauge railway of the Israel Salt Co. at Atlit in 1987 with a visit to the site. Hard information proved then, as since, difficult to obtain. An article in the 'Industrial Railway Record' No. 124 needed subsequent correspondence to amend and enlarge details of the locomotives used by the Israel Salt Co. The following is a list, as complete as may be offered at present, of the locomotive roster. It is presented as a summary of what has been discovered and previously published. All locos mentioned were built by Ruston & Hornsby in England and are 4-wheel diesels.

<u>Type.</u>	<u>Works No.</u>	<u>Date.</u>	<u>Notes.</u>
18/21hp.	175415	1936	Ordered through the agents of Siniaver & Sugarman of Jaffa. In 1987 this loco was slowly disintegrating in the Salt Company's dump at Atlit.
18/21hp.	178991	1936.	Ordered through Siniaver & Sugarman. Possibly to the Palestine Salt Co. at Atlit, but no definite proof for this.
25/30hp.	186325	1937	Ordered through Siniaver & Sugarman. Possibly to Palestine Salt Co.
25/30hp.	191671	1939	Ordered to Siniaver & Sugarman. Possibly to Palestine Salt Co.
LBT	432656	1959	Ordered through A. Siniaver (note change of title) To Israel Salt Co. at Atlit. Later ca. 1971 to Kibbutz Ain Harod (Meuhad). Still there, 'rebuilt' with dummy boiler & chimney.
LBT	432660	1959	Ordered through A. Siniaver. To Israel Salt Co. Later ca. 1971 to Kibbutz Ain Harod (Meuhad). Later ca. 1994 to Kibbutz Ain Shemer. 'Rebuilt' with dummy smokebox and chimney. (See 28:21).

Six locomotives are listed above. Only five have tentatively, by word of mouth, been recorded as working at Atlit, of which three can positively be identified (works nos. 175415, 432656 & 432660). It is possible that, in fact, all six worked at Atlit but confirmation of this is lacking. Nothing is known of the later histories of 178991, 186325 or 191671. Could they be buried under the mound of rubbish at the Israel Salt Company's dump ?

Published References: "*Industrial Railway Record*" Nos. 124, 128, 136, 138.  
 "*Harakevet*" 28:21, 29:25.  
 "*The Narrow Gauge*" No. 145.

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The accompanying photo has been in my collection for several years but, despite enquiries, I have failed to pin down details of the light railway. Nor do I now remember where I took the copy negative ! It might have been at the Central Zionist Archives or from an old album at the Haifa City Archives. Whatever the actual source, there was no explanatory caption to the print.

The location is easy enough to identify. The view is looking south from the western end of Hof Shemen (Oil Beach). Haifa East station is at the extreme right, hidden beyond the wall and row of trees. Slightly to the left can be made out a large white building; this was a flour mill (*Les Grands Moulins de Palestine*), connected to the main line of PR by a siding that crossed over the main road through downtown Haifa. Immediately beyond the flour mill is a cleft in Mount Carmel. This is the Wadi Rushmiyya where, at the time, an incredibly steep Hedjaz Railway branch line climbed to stone quarries past Gesher Hagiborim (Heroes' Bridge); though I don't know if this bridge had been built when the photo was taken. Out of picture at left is the Shemen factory (manufacturers of soap and edible oil products) which was connected to Haifa East by a short branch line, originally of dual gauge. So far, so good. But what was the purpose of the temporary light railway seen here ?

I can offer two suggestions, based on my assumption that the photo dates from the 1930's. The railway may have been used in roadbuilding and/or in connection with the construction of terminal facilities for the Iraq Petroleum Company pipeline. I hold no particular opinion either way. However, at left of the picture, alongside the nearest narrow gauge line, can be seen what appear to be two ventilation outlets. These suggest underground pipes or containers of some sort and might lend weight to the IPC theory.

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**35:18. The 1952 Timetable.**

Extract taken from p.386 of the 1952 Cooks Timetable. (Courtesy - Uri Ben-Rehav).

Noticeable is how timetable publishers cling as long as possible to established routes and tables - they, taking the longer-term view, never give up on a line or service being restored to use after short-term political squabbles.

Four years or less after the establishment of the State of Israel, the daily Cairo-Haifa train still runs - but only as far as Rafah, the new *de facto* border; two train sets are still required, crossing near Ismailia; connections to and from Suez and Port Said are made at Kantara West. Does anyone have details of these trains across the Sinai at this period? Did any former PR stock stay on in use?

The Haifa-Acre, Haifa-Damascus and Damascus-Maan tables are blank, and mostly destined to remain so. The Haifa-Tel Aviv-Jerusalem services introduce - this being the only Jewish railway! - the concept of the timetable altering for Saturdays and the days preceding holidays - reflecting the Jewish calendar, with festivals commencing in the (preceding) evening, and the trains marked C running only in the evenings following a Sabbath or holiday. One daily train runs to Jerusalem, five to Haifa, buffet cars attached to all!

How long till "Harakevet" has the opportunity to publish a modern version of these tables?

TABLES 961-962-963-964-965-966 and 970

ISRAEL, SYRIA and TRANSJORDAN			
<b>Table 961 CAIRO - (PORT SAID and SUEZ) - KANTARA - LYDDA - (JERUSALEM) - HAIFA</b> (Detailed train schedule table)		<b>Tables 962,963 HAIFA - TEL AVIV / JERUSALEM</b> (Detailed train schedule table)	
<b>Table 966 HAIFA - ACRE</b> (Detailed train schedule table)		<b>Table 965 DAMASCUS - (HAIFA) - MAAN</b> (Detailed train schedule table)	
<b>Table 964 HAIFA - DEPAA - DAMASCUS</b> (Detailed train schedule table)		<b>CYPRUS LAMAGUSTA-NICOSIA</b> (Detailed train schedule table)	



## Extracts from *Palestine Weekly*, 1920

August 27

BEERSHEBA – It is reported that an engineer is arriving in Beersheba to consider the continuation of the construction of the Beersheba-Jerusalem railway. It is also reported that the trains from Jaffa and Beersheba will run daily. This will greatly assist the progress of this district.

Lamp posts have been placed in the streets of Beersheba and in a few days this town will be provided with lamps.

### HEBREW IN PUBLIC PLACES

The local authorities are now using three languages in the Post Office, Law Courts, Police Stations, etc. At Ludd station the Hebrew shield "Train for Jaffa" is conspicuously visible. We feel certain that before long the names of the stations all over Palestine will appear in Hebrew as well as Arabic and English.

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September 10

Rehoboth is completing the construction of its station on the Egypt-Ludd railway. The government is contemplating the construction of a Rishon-Le-Zion-Ludd line and also a Rishon-Le-Zion-Petach Tikva line. The colonies, however, are not satisfied with this and are asking for direct Rishon-Jaffa and Petach Tikva-Jaffa lines. (*plus ça change... S.E.*)

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September 24

### RAILWAY TRAVEL

To the Editor, *The Palestine Weekly*, Jerusalem:

Sir, – During the last few months very great improvements have been made in the Railway System of Palestine and many projects, it is stated, are under consideration.

The thanks of the travelling public are due to the Administration and Authorities for what has been accomplished in so short a time.

A day or two ago I travelled from Samekh to Haifa arriving at my destination at eight p.m. For a considerable portion of the journey it was dark, and the scenes at the railway stations en route, and the confusion which prevailed suggested to my mind, that a comparatively small expenditure made now, whilst the larger projects are under review, would add considerably to the comfort of passengers, and aid the officials in their duties.

I would suggest that you advocate in your publication the following:

1. All Railway Stations to be lit during darkness by two or three powerful lights for one hour at least before the departure of the train.
2. Railway officials to wear distinctive uniforms for purposes of identification.
3. An official to be deputed for duty outside each booking office to compel order, and make intending passengers pass in single file before the ticket office.
4. Names of stations to be shown in the three official languages.
5. Reliable time tables to be displayed at railway stations.

There will probably be a large influx into this country during the next few months of immigrants and tourists, and i feel sure if minor improvements of the nature indicated above could be at once carried out, they would be an aid to a smooth and economic system and be very helpful to the travelling public.

Yours faithfully,  
ENGLISHMAN

Grand New Hotel, Jerusalem, 15th September 1920

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October 15

**OPENING OF JAFFA-LUDD RAILWAY CELEBRATED** – The inauguration on October 6th of the new broad gauge line between Jaffa and Ludd may be taken as an augury of the gradual but complete fulfilment of Sir Herbert Samuel's programme. In the course of his Pronouncement on July 7th, the High Commissioner announced that one of the first steps looking to the development of the Palestine railways would be the broadening of the narrow line, thus connecting Jaffa with Jerusalem and Haifa. In less than three months after this promise the opening of the line was celebrated, Sir Herbert himself driving the engine as it puffed its way into the Jaffa station.

The little station formerly known as Saronna, but now called Tel Aviv, was decorated as was all Tel Aviv where flags were flying in anticipation of the High Commissioner's visit. Promptly at eleven o'clock the big train arrived and the High Commissioner, dressed in a white tunic, covered with soot and coal dust, was seen at the wheel. A salvo of seventeen guns was fired as he descended from the platform and a military guard of honour presented arms. The Mayor in greeting the High Commissioner thanked him on behalf of the inhabitants, after which Mr. Dizengoff delivered a speech of welcome in the name of Tel Aviv.

In acknowledging the warm greetings, Sir Herbert said his driving was merely ceremonial and that thanks were really due to the labourers and engineers who worked so diligently for the speedy construction of the line. Continuing, the High Commissioner pointed out that the Government cannot do more than lead: the common tasks must be performed with the cooperation of the public.

"I trust," said the High Commissioner, "that Palestine will soon attain to a high stage of progress. More and greater improvements are in store – improvements which will speed up the development of the country, especially the Port of Jaffa which should become an important Mediterranean port."

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October 22

We are informed that the Palestine Military Railway will now accept the carriage of fish by passenger train between Jaffa and Jerusalem and also the return of empty boxes in the opposite direction by the same service.



**35:20. 2-6-0T No. 61 "preserved" at the lakeside IIR station at Muzeirib.  
14/9/96. (Photo: Andy Wilson.)**