

HARAKEVET

הרכבת

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41:1: (Picture 1.)

Caption: Brand new Israel Railways Bo-Bo diesel loco 733 (Type JT42BW, works no. 2022) at Haifa sheds early in the morning of 25/5/98.

41:2: Editorial.

This is the last issue being put together in Aruba, and comprises to some extent a "using up" of some material that has been on file for too long - my apologies to a few contributors who have had to wait this long to see their stuff in print. There is still, thank goodness, a lot on file, and a continuing stream of new contributions, but now is yet another time to pack up..... Since the previous issue was so long delayed, there is a little less "News" this time round, whether from Israel or elsewhere - though there are some major new plans to report - and more emphasis on some historical matter.

41:4.

NEWS FROM THE LINE

a). Jerusalem Area Light Railway Plans. The Jerusalem Weekly paper "Kol Ha'Ir" had an article on a scheme in its issue of 10/4/98. Translation by Sybil Ehrlich: "Light Railway Plan to Beit Shemesh and Tzur Hadassah. The Jerusalem Municipality and the Israel Lands Administration have recently examined separately the possibility of a light rapid transit line to run from Jerusalem to Beit Shemesh and the planned town of Tzur Hadassah. [Currently a village 10 km. southwest of Jerusalem: S.E.] A joint team of the Transport Ministry and the Jerusalem Municipality involved in planning mass transit in the city is examining the possibility of light rail to Beit Shemesh. The light railway would use the track now used by the "heavy railway" [rakevet kevedah], for which a new



Heliopolis Metro near Ghamra Station, Cairo. 11/1/97. (Photo: Andy Wilson).

track would be laid to go via Ben-Gurion Airport and Modi'in. Operation of the Light Railway, which would reach a speed of about 80 km/h., will necessitate electrification of the route. Parallel with the Municipality's investigation two [named] companies have also carried out preliminary investigations for the ILA of various alternatives for mass transit from Tzur Hadassah. According to the Deputy Director-General of the Planning & Development Dept. of the ILA, the new Tzur Hadassah will be built as an urban community, necessitating appropriate transport solutions. The assumption is that the new town will be included in the Jerusalem metropolitan boundaries, and therefore a number of possibilities are being considered to connect it to the Jerusalem light railway with an option to continue to Beit Shemesh. The ILA has looked at a total of six possibilities. It was found that the fastest travel time from Tzur Hadassah to the Jaffa Road / King George junction would be a new track through Hadassah Ein Kerem,. The cost of such a line would be NIS 600 M. The preferred alternative at this stage is to run parallel to Road no. 39 [not yet in existence. S.E.] which will link Beit Shemesh and Tzur Hadassah to Jerusalem. If this plan is adopted the journey will take 27 minutes. This is the cheapest at NIS 427 M. The preliminary recommendations have not yet been presented to the local or regional planning authorities. Beit Shemesh Mayor Daniel Vaknin recently met with the Minister of National Infrastructure [Ariel Sharon] and the Railway's Director-General [Amos Uzani] and asked them to facilitate the construction of a light railway to Beit Shemesh."

By way of comment: Note that the local elections are due to take place later this year, and Jerusalem Mayor Ehud Olmert has his eyes on absorption of the rural areas west of Jerusalem.....

b). Double-Deckers. The "Jerusalem Post" of 8/5/98 had an article by David Harris stating that Amos Uzani, I.R. Director-General, had just returned from a tour of major rolling-stock builders, including CKD-Praha Holdings, Bombardier-Eurail in Belgium, GEC-Alsthom, and ADtranz, and they are all interested in dealing with Israel. So in May international tenders were to be issued for purchase of double-decker coaches and high-speed tilting trains; the tenders will be published with a clause saying the purchases are dependent on funding being available, as I.R. is still involved with discussions with the National Infrastructure Ministry and the Treasury over its budget allocations; however, Uzani said "I am bringing forward the process [of issuing tenders] so that when I have the money, we won't need to wait a further eight months on the tender process; this way we'll be ready. I'll say to the successful bidder: 'You've won the tender, but you're not going to get anything until I've got my budget'. " On Sunday, [3/5/98. Ed.] Finance Minister Yaakov Ne'eman introduced to the Cabinet a proposal to pump a further NIS 120 Million into the railways budget, but not for the purchase of new rolling stock. Within the 1998 state budget Prime Minister Binyamin Netanyahu ensured an additional NIS 100M be spent on the Tel Aviv - Beersheba line to help reduce unemployment in the Negev by improving its links with the centre of the country. However, these two measures will only bring the railways' budget up to NIS 365M, despite Uzani's claim that he needs NIS 500M in each of the next five years to implement the "Railways 2000" programme, including the purchase of these new trains. The tilting trains are intended for the Tel Aviv - Beersheba line and possibly the Tel Aviv - Jerusalem route, with the double-deckers running on suburban routes to Netanya, Kfar Sava, Rosh Ha'ayin and Rehovot. Trials with double-deck coaches were scheduled for May. [The Editor notes: At least, so far, there is no indication that the upper levels on the double-decker coaches will be for the women, with the downstairs reserved for the men !]

c). Tenders. Further to the above, Tenders appeared in "Railway Gazette International" in

which the Ports and Railways Authority (how whimsical that its initials are so close to those of the old Palestine Railways !) announced: Tender PR/MC/03/98 "For the Supply of Tilting Passengers Diesel Powered Multiple Units (TDMU)" - "The supply of about 4 units of TDMU as specified in these Tender documents,... Plus an option for an additional 20 Units over a period of 10 years" Further details indicate that each Unit should have the equivalent of 300 passenger seats. Bids were due on July 16th. 1998. Tender PR/MC/04/98 "For the Supply of about 4 Units of Double-Deck Passenger Multiple Units (DDMU) as specified these Tender documents", each Unit equivalent to 640 passenger seats. Bids were due on July 15th. 1998. In each case the provisions of the Tender form appear quite stringent - bidders must have appropriate financial guarantees, be certified to International Quality Control to ISO 9001 or equivalent, have at least 10 years' experience in manufacture of railway vehicles, and so on. What is particularly interesting is that the Double-Deck coaches are intended to be self-propelled rather than employing a loco. The NS have some double-deck EMU's, and the DB has its new "double-deck railbuses", but apart from that, to the Editor's (dated) knowledge, most other railways have employed separate locos - and I will include in that term sets such as the Swiss Class 460's where the locos are semi-permanently coupled to share exterior design features with such stock.

d). Tel Aviv Area Light Railway Plans. On 8/4/98 Transport Minister Mr. Yahalon participated in a ceremony to mark approval by the National Council for planning and building the TAMAR metro network promoted in Tel Aviv by NTA Ltd. Following a feasibility study by Parsons Brinckerhoff and Systra, NTA hopes to have the first line opened within ten years.

e). Ayalon and Negev Stations. The Government has allocated \$US 53M for the construction of the new stations at Hahaganah and University on the Ayalon rail corridor in Tel Aviv; the money will also cover an extension of the Beer-Sheva line to a bus-rail interchange in the town centre.

f). More Double Vision. Double track between Zikhron Ya'akov and Dor was brought into use from 21/3/98.

g). I.R. Video. In February a Dutch film crew were in Haifa and elsewhere producing a video on Israel Railways. Further details are awaited.....

41:5 ISRAEL RAILWAYS NEW MASTER PLAN.

So significant an item that it deserves its own heading: This is also taken from "Railway Gazette International", May 1998, p. 294 (with thanks to Uwe Pietruck). The Editor has in the past cautioned against easy acceptance of the veracity and viability of extravagant expansion plans, but there does seem to be a "new wind" blowing through I.R., so who knows ?

"Israel Railways, encouraged by the public's enthusiastic response to a steady programme of rolling stock modernisation and service expansion, has drawn up a Master Plan that could see nearly 900 km. of new lines built by 2020 at a total cost of \$US 3.7billion. The present 610 km. route network is being steadily improved and upgraded, but the projects

in the Master Plan would bring dramatic changes, including electrification of key sections. There are 35 individual projects, ranging from short spurs to the proposed new line from Tel Aviv to Jerusalem that may be constructed under a build-operate-transfer deal. If the plans are implemented in full, I.R. will see a huge increase in freight and passenger business. Early indications show that traffic is rising by around 13% this year. Much publicity for I.R. was generated by a programme of trials with a German VT611 tilting diesel set from March 3 to April 6. Prime Minister Benjamin Netanyahu and other politicians rode the train, which demonstrated its ability to run faster through curves on the lines from Tel Aviv to Jerusalem, Haifa and Beer Sheva. Among the fastest runs was a 38 min. dash over the 90 km., between Tel Aviv and Haifa at an average speed of nearly 143 km/h....." The article is accompanied by a photo of the "Regio Swinger" tilting at a platform in Tel Aviv - presumably as a static demonstration - and two maps and a Table of schemes. The table reads: Galilee Region: 1. Nahariyya - Rosh Hanikra. (11km). US\$ 60M. preliminary design complete. 2. Krayot - Nahariyya. (17km.) \$US49M. Double-tracking planned. 3. Akko - Carmiel. (24km.) \$US160M. Preliminary design complete. 4. Nesher - Ahihud. (22.5km.) In national plan.

Haifa Region.

5. Haifa - Bet Sha'an. (62km). US\$200M. Jezreel valley line in national plan. 6. Bet Sha'an - Sheikh Hussein bridge (12km.) US60M. In national plan. 7. Ahituv - Yokneam. (39km.) \$US250M. Proposed for national plan. 8. Afula - Jenin. (11km.) \$US12M. Proposed for national plan. 9. Link to Tirat Hakarmel. (2km). \$US1.5M. In national plan.

Central Region.

10. Lod - Hadera East (64km.) \$US300M. Alignment reserved. 11. Tel Aviv - Petah Tikva - Kfar Sava. (29km.) \$US270M. Upgrading and electrification design complete. 12. Kfar Sava - coast. (7km.) \$US75M. In Public Works Department Plan. 13. Taas line (9km.) \$US100M. Depends on local planning. 14. Rosh Ha'Ain - Ariel. (29km>) \$US75M. Electrified line in preliminary design. 15. Ben Gurion airport link. (9km.) \$US75M. Has government approval. 16. Ramla - Modi'in. (14km.) \$US70M. Awaits national plan approval. 17. New line to Jerusalem. (56 to 87km. depending on route chosen.) Up to \$US500M; may be BOT project put out to tender. Would cut journey time from Tel Aviv to 55 min. 18. Bet Shemesh urban line (16km.) \$US100M. Depends on local planning.

Southern Region.

19. Lod - Rechovot - Ashdod. (23 km). Uncosted. In preliminary design. 20. Tel Aviv South - Rishon leZion (13km.) \$US200M; In preliminary design. 21. Beer Yakov - Gan Veradim (3.5km.) \$US50M. Most of alignment acquired. 22. Rishon leZion West - Rishon leZion South. (3km.) \$US50M. To be finalised. 23. Rishon LeZion - Ashdod. (19km.) US120M. Preliminary design complete. 24. Ramla - Naan (7km.) Uncosted, upgrading proposed. 25. Naan - Beer Sheva (72km.) \$US380M. Preliminary design for possible new line complete. 26. Mavqiiim to Karni - Beer Sheva line. (8km.) \$US8M. Ready to implement. 27. Qiryat Gat - Tarkomia (27km.) \$US65M. Preliminary design complete.

Negev Region.

28. Beer Sheva bypass. (47km.) \$US135M. Partly approved. 29. Beer Sheva - Ramat Hovav chord (21 km.) \$US30M. Detailed design approved. 30. Beer Sheva - Nitsana. (66.5km.) \$US85M. Preliminary design of link to Egypt. 31. Beer Sheva - Gaza.(44km). \$US60M.



ISRAEL	
	Existing lines (double)
	Being upgraded
	Planned
	Projected
	Project (see table)

EGYPT



JORDAN

Preliminary design. 32. Nevatim - Arad. (33km.) \$US45M. Preliminary design. 33. Dimona - Yeruham. (12.5km.) \$US22M. Preliminary design complete. 34. Hatseva -Sdom. (32km.) \$US75M. Preliminary design of mineral line complete. 35. Har Zin - Eilat. (161km.) Uncosted. Preliminary design complete."

Editor's Comments: A quick back-of-an-envelope calculation shows that around 194 km. of the above is really enhancement of existing route mileage, and around 716 is brand-new route - hence the phrase "nearly 900 km. of new lines" is a little misleading. Nevertheless, a complete upgrade is almost equivalent to starting from scratch in some respects.

41:6: ROLLING STOCK NOTES.

a). IC3 Units. In "Railway Gazette International" May 1998, p. 330, is an article on the joint construction of the IC3 sets for IR.: "Using clear-cut management and detailed follow-up, Adtranz Denmark has transferred one-third of the production of an order for Israel to a local sub-contractor. "No-one in Israel thought it would be possible to control production and quality without any delays over such a long distance", says Henrik K. Mortensen at Adtranz Denmark. It quickly became clear that the task could be accomplished by a Danish-Israeli project organisation. "Our Israeli business partner, IAI RAMTA, came to Denmark several times to follow production at the train plant and visit sub-suppliers", production manager Anders Hansen explains. The Israelis received more than 4,000 drawings and special training in train production. The main part of the IC3 trains for Israel State Railways is built at the plant in Randers in Denmark. The Israelis produce the electrical modules, do the final assembly, work on the undercarriages and fit the seats, flooring materials and other interior fittings. Cultural Differences: The production of the first trains was followed meticulously by a Danish inspector. Even so, the differences in Danish and Israeli culture caused a number of changes. The Israelis accepted the Adtranz philosophy of purchasing components from sub-suppliers. The Danes for their part have adapted to the Israeli culture which is influenced to a very high degree by the Jewish religion. No one - not even the Danes - works on the Sabbath. The first order from Israel State Railways was produced in Denmark. In the future, some 35 per cent will be produced in Israel. "A political requirement imposed by the customer, but it could also have been an offer from us", Anders Hansen continues. "It's an advantage to have a partner who acts as an extension of our company on an export market which is difficult to penetrate." Before the contracts were signed, Adtranz chose to collaborate with IAI RAMTA, who build patrol boats for the Israeli army, among other things. "First of all, we got our future partner to 'take examinations' in planning, purchasing, logistics, communication, quality, and economics", Henrik K. Mortensen explains. The Israeli partner has undertaken to maintain and extend its organisation for train production. In February 1994, the first contract was signed. Just over two years later, seven IC3 trains had been delivered in time and the teething trouble had been sorted out."

b). New Locos.

The first three of the 18 GEC G42 diesel locos on order (also classified as "JT42BW") were unloaded at Ashdod Port on Thursday 21/5/98. They had arrived from Barcelona aboard M.V. "Orion Star" that morning. Numbered 731, 732 and 734, they were later presented to the public at Tel Aviv station, having also visited the "Ramta" works at Beer Sheva and then travelling under their own power to Haifa, arriving ca. 19.30 on 24/5/98. They have a massive appearance, but more "European" than previous IR locos, with a full-width

733

body and cab at each end, whereas the classic American diesel locos of the last thirty years have had a single cab placed between long and short "hoods". Livery is basically red with a large white bodyside stripe bearing the IR logo, and a white flash with logo on the front - the numbers are painted on the ends.

41:7. NOTES AND COMMENTS.

a). Yavne Station. Sybil writes: "I was expecting to see something like the new Kiryat Haim etc., but in fact it consists at present of nothing else than a platform on the west side of the track, and nothing else, apart from two over-optimistic signs pointing from the road to "Tahanat HaRakevet". The whole area consists of yard-high thistles. The "station" is south of the former Tel Yavne, close to where Road No. 42 crosses the track (grid ref. 1259 1411)".

b). Early - or Late - Warning. From Sybil: "An ancient TV service broadcast against suspicious objects has been revived. It shows shopping bags etc. in various locations including a brief shot in what I identified - with the help of a pause button on the video ! -as Tel Aviv Central, the old station, including a train in brown and cream livery !"

c). On 40: Danish Coaches for Iran. Hans-Hendrik Lansvig informs us that the Danish magazine "Jernbanen" has reported the first batch of former DSB coaches departed Rodby Faerge in five trains of 20 coaches each, two on March 16th., one on March 19th., and two trains on the 23rd. The route taken was via the Great Belt Tunnel, Flensburg, Padborg, Passau, Sopron, Subotica, Dimitrovgrad/Dragoman - Svilograd/Kapikule - Kapiköy - Riza. Two ferry rides were included - over the Bosphorus Sirkeci - Haydarpasa, and over Lake Van from Tatvan - Van. European magazines have noted that DSB has been taken rather by surprise by a boom in traffic following the opening of the Great Belt tunnel, and has been having to restore some hauled stock to service; nevertheless, it appears that these hundred vehicles could still be spared as per contract.

d). On 40:8. Dutch Exports to Egypt. Alan Clothier writes: "Marc need look no further for someone who rode in one of the Allen-built 3-car EMUs for the Egyptian National Railways, as I had the dubious (by then) honour in 1979 and had observed them in use since late in 1977. The 20 sets remaining from the original 25 sets (not 12) were some 24 years into their anticipated life of 30 years and in a very poor condition with doors reduced to manual operation. These sets were designed for a crush load of 600 and judging from the peak-jour loadings which I saw at that period this figure was usually well exceeded by virtue of the "knots" of people hanging on, literally for dear life, around the doors. Too frequently, I'm sorry to say, this situation gave rise to quite horrendous accidents when trains passed and the opposing "knots" came into contact with a predictable outcome which I will leave to the reader's imagination. On 19th. May 1979 I rode with the driver of unit 5518 working the 07.50 Cairo (Bab el-Luq) to Helwan returning with the 09.00. From Maadi in, on that return journey, the driver had with him no less than ten passengers in addition to myself ! The situation in January 1978 was that apart from the five power cars already scrapped in 1975, a further five were recommended for scrapping and of the remaining 15 on active stock only nine were fit for service. None survived the delivery of the Alstom Atlantique sets of class 5701 in 1983. The position was not made any easier by the fact that the Allen sets (Class 5501) could not be worked in multiple with the 25 LEW-built class 5526 3-car units of 1971. At that time to run anything like the

service needed to meet demand, 16 trains were needed on line, each comprising 2 x 3-car units. I can add one other Dutch product to Marc's list. The Tourah Cement Co. in Egypt took delivery in 1929 (I think) of an 0-6-0F for their standard gauge lines connecting with the ESR system. It was built by Spoorijzer of Delft and when seen by me in November 1990, it had been out of use since September 1967, requiring a heavy overhaul for which a quote had been received from the ENR authorities. It bore no works plate but was marked 9717/1929 in painted figures. Perhaps Marc will know whether 9717 was its works number ? The loco carried no visible running number, in company with the other locos found at the same location, both ancient and modern !"

e). 1956 Campaign Queries. Whilst reading "A History of the Israeli Army" by Ze'ev Schiff, (Sidgwick & Jackson, London, 1987) the Editor notes that the only three references to railways are: p.70. Describing the origins of the Fedayeen raids from the Gaza Strip in 1951: "The infiltrators also engaged in acts of outright sabotage, such as burning fields, destroying water installations, uprooting trees, and tearing up railroad tracks." p.78, an account of "Operation Black Arrow" on Feb. 28th. 1955, a retaliation against Fedayeen raids. "Its plan called for a company of paratroopers under Sharon's command to attack a camp of the Egyptian garrison at Gaza. Sharon wanted to broaden the objectives of the action and received permission to blow up Gaza's railroad facilities and the city's water-works..." p.96. On Nov. 1st. 1956. Nasser.. "ordered his forces in Sinai to withdraw. Within a few hours this pullback had turned into a rout..... A train left El Arish carrying Egyptian officers, while the soldiers retreated on foot towards the canal." In other words - hardly any reference at all. Likewise in Dayan's "Diary of the Sinai Campaign" (Schocken paperback, 1967) the only odd reference is to a railway line being crossed. And Yet: It is clear that Israel Railways played a part in transporting troops and supplies, and Israel could hardly have captured and absorbed a quantity of Egyptian locos and rolling stock without some involvement by Railway staff. Has anything been published in the Railways during this period ? There were attacks and sabotage, of course, but what happened with regard to the capture of Egyptian equipment in Sinai at this point ? Are there any photos published of Rafah, or Gaza, or El Arish, or Kantara in the 1950's ? Dror Allon elsewhere in this issue mentions involvement in preliminary transport for what turned out to be a feint move. But anything else ? The Editor would welcome any materials.

f). On 38:6. Hans Kohut writes: "The "VIP Special" was actually the inaugural train marking the founding of the Society of Friends of the Railways, and the "highest VIP" was the Railway Press Officer, Mr. Gabrieli. In 1963 there was no Ashdod Port yet - it opened for business only in 1965. The railway was very instrumental for the speedy construction of the harbour. This photo was also published in the August 1964 issue of "Trains" in the USA."

g). Re. 39:9 - Etung. Paul writes that he has been informed that "Etung" should more properly be transliterated as "Ytung". But as the name is only ever printed in Hebrew, there is little firm evidence for this.

h). Re: 40:9, 'Jaffa-Jerusalem Railway'. Paul "begs to differ with the editorial claim that it clarifies the link between the engineer and the purchase of Baldwin locomotives left over from abortive projects in Panama...", since the article, though "particularly valuable for its contemporary viewpoint", makes no such direct connection. Says Paul: "The only reference to Panama concerned the engineer-in-chief of the J & J, Gerold Eberhard, who was

described as having "eight years' practical experience with railroading in Panama" - whereas the Panama Canal itself was nowhere mentioned. Therefore, any reference to the Baldwin 2-6-0's having come second-hand from the Panama Canal; project must remain in the realm of hearsay until such time as hard evidence may be presented."

i). Re. Ex-BR/Apropo Coaches. From Paul: These were first noted in 7:12, since when there have been scattered references, most recently in 40:6(g). Two of the Mk. 1's have recently been 'rediscovered' by Geoffrey Phillips at Bnei Tzion about 4 kms. north of Ra'anana North Junction on Highway 4. He could not be certain if they were being used as a sort of family squat or as part of facilities for a children's playground. Their numbers are E 7645 and NDV 84438. They retained the old BR blue and grey livery on one side, but had been painted in bright blue and a sulphurous green on the other. Sybil's sightings of the other three in use as roadside refreshment stops at Moshav Argaman on the Jericho - Bet She'an road, means that all five of these former BR coaches can be accounted for once more.

j). Holocaust Relics. Not directly relevant to Israel Railways, but maybe of interest to some readers: in "Harakevet Monograph 1" the former Deutsche Reichsbahn covered van now on display at Yad Vashem in Jerusalem was described. It is a former Prussian-design standard G10 van numbered "München 11689 G". A recent visit to the Holocaust Memorial Museum in Washington D.C. gave the Editor the chance to note that the wagon on display there is "Karlsruhe 31599 G". (The "G" just means a covered goods van). It is understood that a van is on display in Drancy, in Paris. Does anyone have details? And are other railway relics on display at other museums? This is a rather macabre branch of railway enthusiasm, but it would be interesting to compile a full list in due course. At Westerbork in Holland a short section of track forms a memorial, at its end twisting skywards.

k). From an American magazine it is noted that demolition of the Lima Locomotive Works at Lima, Ohio, has just been completed. Some of the USATC 2-8-2's originated here.

41:8. PRESERVED LOCOMOTIVES.

Evyatar Reiter and Steve Tish have put together information from various sources to create this list of all Preserved Locomotives in Israel. (Standard-gauge unless otherwise shown).

a). HR Krauss 0-6-0T (4723 / 1902) No. 10. I.R. Museum. Haifa East. 105 cm. gauge. b). Palestine Electric Corporation 60cm. gauge Hunslet 4-6-0T 1265/1917, War Department Light Railway No. 353, PEC No. H7. (Undergoing renovation at Kibbutz Ein Shemer). c). Deutz 0-4-0D 57063, I.R. No. 203 but restored as 201. I.R. museum, Haifa East. d). Deutz 0-4-0D 57062, I.R. No. 202. Ha'aretz Museum, Tel Aviv. (Restored in blue livery). e). Ruston/Hornsby Type 88DS 4wD, formerly of Neshar Cement Factory, Hartuv. Ha'aretz Museum, Tel Aviv. (Restored in blue livery). f). Ruston/Hornsby 60cm. gauge Type LBT 4wD 432656 / 1959, preserved in the Agricultural Tools Yard at "Kibbutz Ein Harod United." g). Ruston/Hornsby 60cm. gauge Type LBT 4wD 432660 / 1959, operating on the "Rakevet Ha'Alonim" ("Oaks Railway") at Kibbutz Ein Shemer. h). "Camel" 4wD built by Gebus, Austria, 1957. Preserved at the "Neshar" Cement Factory at Ramle. i). Plymouth 4wD formerly operated by "Yuval Gad" Co., preserved at Ostrich Farm, Eilat. j). Esslingen 0-6-0D 5144, I.R. No. 212. I.R. Museum, Haifa East. k). Esslingen 0-6-0D 5145, I.R. No. 213, preserved (as No. 211) close to National Transport Institute of the Ministry of Transport at 10, Rehov Ha'Zerem Yafo, Jaffa. l). Esslingen 0-6-0D 5232, I.R. No. 223, preserved in public gardens at Rehov Ha'Galil, Kfar Saba, together with other railway-related items.

In addition a "mock-up" of an American-style 4-4-0 was created for the film on "Rakevet Ha'Emek", (The Valley Railway), and this is "preserved" at Kiryat Haroshet.

41:9. PUBLISHED REFERENCES.

a). Just for the record - a full and, seemingly, full and excellent illustrated article on Israel Railways (or "Izraelské zeleznice") appeared in the Czech railway magazine "Dráha" for February 1998, pages 25-28. The article was written by Petr Pokorny with help and information from Michala Málka, and acknowledges help also from "Railway Gazette". Photos (all by Petr Pokorny) show G12 122 leaving Tel Aviv southbound on a 7-coach train on 25/5/97, 604 standing at Tel Aviv on 9/3/97, 122 and 113 shunting e.c.s. at Jerusalem on 23/4/97, the same locos double-heading a long train just arrived at Jerusalem (same day), an IC3 set approaching Tel Aviv from the south, 610 entering Tel Aviv on a Rehovot - Haifa train on 9/3/97, and IC3 188-7005 at the primitive shack forming Kfar Habbad station on 23/4/97.

b). A photo of the "Regio-Swinger" VT611-527/027 en route to Israel at Rotterdam port on 12/2/98 appeared in the Dutch enthusiast magazine "Op de Rails" for March 1998. - Note - it is hoped to make this a regular feature, building up into a sort of Bibliography eventually of published references in magazines etc. anywhere they appear, and listed even if not required and used as references for "News from the Line" and other columns. The Editor will appreciate notification from readers.

c). The "Jewish Chronicle" has a "Back Issues" feature. In its issue of Nov. 12th. 1965: "Train Saboteurs Foiled in Israel", "An Israeli Army patrol saved a Haifa-Jerusalem train on Monday when it discovered a 10lb. explosive charge on the railway line three miles from Jerusalem, a few minutes before the train was due. The charge was dismantled in the presence of United Nations observers, and the wire leading to the detonator switch was followed 200 yards to the Jordanian border and 40 yards beyond. The charge was almost certainly laid by El Fatah saboteurs, bringing the total of sabotage actions inside Israel by the Arab terrorist organisation to 31, of which 27 were carried out from Jordanian territory."

41:10. ISRAEL RAILWAY ENTHUSIASTS SOCIETY.

A new group is being formed for railway enthusiasts in Israel; Zvi Rechnitz informs that an inaugural meeting was being planned to be held at Tel Aviv University at 17.00 on 18/6/98. More information will hopefully follow soon about future events and contacts.

41:11. OTHER MIDDLE EAST RAILWAYS.

a). TURKEY.

(i) Electrification in Asiatic Turkey. According to "Railway Gazette International" May 1998, p. 283: Turkish State Railways was due to call tenders in April for the electrification of 79 route-km. of double-track lines radiating from the port of Izmir, at a cost of around \$US35M. Bids are expected to be opened in July or August. TCDD is looking to award a "turnkey contract for wiring of the Basmane - Menemen - Aliaga and Asançak - Cumaovasi suburban routes, including project design, construction, tunnelling and passages. Two substations will be required. Five consortia submitted bids by March 12 for signalling and telecommunications work on the two routes, which is being managed by TCDD's Izmir Project Commission. Bids were required for ATS or ATP alternatives [Automatic Train Protection. Ed.] and range from 26M to 47M lire. The five groups are: Marubeni and Nippon Signal with Siemens Turkey (Simko); Dimetronic and Pakbas; Adtranz Signal with Alsim Alarko; Eliop and Cobra; and Sasib Railway of Italy. (ii). Upgradings. Transport & Communications Minister Necdet Menzir confirmed in mid-March that bids would be invited shortly for the planned upgrading of TCDD's Ankara - Istanbul line (R.G.I. 3/98 p. 138); tenders are also planned by the end of this year for a feasibility study into completing the Ankara - Istanbul high-speed line, including the Arifiye - Sincan cut-off."

b). IRAN.

(i). New Double-Deck Coaches. Also in R.G.I. May 1998., p. 285, is a photo of new double-deck coaches in a livery of white with dark blue strip between the windows and blue ends, and yellow plug doors. The caption states: "Tehran Urban and Suburban Railway Co. is due to take delivery this month of the first 24 air-conditioned double-deck coaches being manufactured by the Changchun Car Co. in China (see R.G.I. 7/97, p. 465). The vehicles were due to be shipped from Shanghai during April, and will be followed by another 24; they are destined for TUSR's outer-suburban feeder route from Karaj, which will connect with metro line 2 at Ayatollah Kashami."

(ii). The Train From Spain..... R.G.I. 5/98, p. 280 has a photo of a bogie coach being removed from its bogies at a port; caption states: "The first 28 of a fleet of refurbished coaches being sold to Islamic Iranian Republic Railways by Spanish National Railways were shipped from Malaga on March 12th. The 170M Pesetas deal covers 10 inter-city trainsets, each comprising 12 couchette cars, a restaurant car and a generator van, modified and fitted with air-conditioning by RENFE's Malaga works." Presumably they are or were fitted with standard-gauge bogies. "Today's Railways" No. 30, p.51, mentions a total of 135 coaches at a cost of £6.7M., the remainder to be delivered in 1999. Combined with the Danish order for second-hand coaches, (See 41:5(c) above) it appears that IIRR is undergoing some pretty massive restocking with refurbished second-hand European stock.

(iii). Tehran metro. A note in the "ADtranz On Track" newsletter incorporated in R.G.I. 5/98, p.330, mentions that the Tehran underground railway is one of the first two systems (the

other is Pusan in South Korea) to install Tigris, the "compact and cost-effective computer platform for Automatic Train Control."

c). SYRIA.

(i). Loco Engines. From R.G.I. 5/98, p. 349: "GEC Alstom Regulateurs Europa of Great Britain is to supply Viking traction controls and actuators for Ruston 12RK215 engines in the 30 AD33C locomotives ordered by Syrian Railways." (ii). TEFS Detours. As has been noted before, the modern 1.05m. gauge branch line from near Cadem sheds in Damascus to Qatana, having been disused for some time (reports said the tracks were severed at Caem and squatters were living on the trackbed) has been re-opened with a twice-daily service by Ganz railcar. TEFS have decided to try to run the first-ever steam train on this ca. 12 km. branch line on Thursday July 30th., using SLM 0-6-2T No. 805 and 4-wheel coaches of similar vintage. The intention is to leave Cadem around 10.30 and return by 13.30.

d). EGYPT.

(i): The Sinai Line Reborn. From R.G.I. 5/98, p. 275. "Speaking at the inauguration of ENR's 680km. Safaga - El Kharga line, Director of Operations Ahmad Al Sheikh confirmed that track had been laid on 35 km. of ENR's 225 km. cross-Sinai line to Rafah. This is to be finished by the end of 1998 at a cost of E£ 975M." (ii): New Trams. Alexandria Passenger Transport Authority has called tenders for 15 LRVs with asynchronous drives and IGBT inverters. Each 65 to 70% low-floor vehicle with three sections must accommodate 60 seated and 140 standing passengers." (R.G.I. 5/98, p. 349).

41:12. MEMOIRS OF DROR ALLON.

(As communicated to the Editor, by letter and in an Interview on 2/9/1996.)

"I was born on the Railways, on 22nd. August 1922. Until I was 18 I knew the Palestine Railways like the back of my hand. We actually lived on Haifa East Station, along with another Jewish family - that of Brumer, a Loco Inspector. I spent my childhood there, along with my sister - who was born in 1928, but died in an accident in 1944. My father, Moshe Paicovitch, was a most unusual person. He was from a family that came to Eretz Yisrael in 1886 from the Rumanian-Russian border area, and settled at Kfar Tabor. He was born in 1896 left there in 1908, as he didn't like being a farmer, and went to live in Haifa, to finish his studies in an English school (possibly one run by nuns; He may have learned some of his English mannerisms there.) In 1913 he went to an Officers' Course in Constantinople. In 1914 he was called into the Turkish Army; because he could read and write, he became involved in technical matters, and was appointed to Lieutenant and ordered to build a section of the Afula-Jenin-Tulkarm railway. (There were some Jews in the Turkish Army, mostly of German origin - a couple had important posts.) So - he was involved in the railways almost from the beginning. In 1916 the Army sent him to the Front, as conditions had deteriorated and every able-bodied man was drafted in to active service. He fought a little on the Suez Canal and, in his own words, "succeeded in retreating to Jerusalem"; he was taken P.O.W., and held for a while (around 18 months) at the British "Sidi Bisher" camp between Alexandria and the Western Desert. He was released around the end of 1919/ beginning of 1920. By this time he had begun to think of himself as much more a railwayman than a farmer, so he returned to Haifa. He went to the Railway's Office and said that he

wanted to work on the Railways, told them what he had done, and showed off a bit. (He was good at this - although he had grown up as a Galilee farmer, he was always able to put on the best "English" behaviour and mannerisms; one of his nicknames was "The Lord of Messha" (this being the old Arabic name for Kfar Tabor).) They asked him if he could read and write Arabic; he couldn't, but didn't admit this - instead sat down and wrote a few lines in Turkish; the characters looked the same, and the person interviewing him couldn't tell the difference, so he was immediately employed as a Junior Traffic Controller ! The Chief Controller was an Arab, who came to him later and said, "Paicovitch - I'm going to like you - because I noticed that you bluffed your way through with Turkish !" They actually became good friends, for many years. The post involved working shifts - the famous "12 hours on, 24 off" system, and by 1930 or so he was appointed Chief Controller. He continued to rise in the railways, being promoted every couple of years or so, as the railways developed and grew, the position being renamed from time to time - as "Assistant Superintendent of the Line", "Deputy Superintendent of the Line", and so forth - but effectively he continued to act as Chief Controller. His superior was S. L. Baker - a real gentleman, exceptionally nice and knowledgeable, who knew everything there was to know about railways. He had married a German woman; they had no children, but his German mother-in-law came to live with them. After 1948 he stayed on as a Consultant to Paicovitch, and his remarks were highly valued. (In contrast, Campigli was seen as a "difficult" man.) Moshe suffered from poor eyesight, but his memory - perhaps in compensation - was exceptional. He used to be able to quote individual wagon numbers on trains and, even if woken up in the middle of the night by some urgent call, would be able to recall which wagons should be detached where ! The family were quite used to the telephones ringing day and night, all the 24 hours. Moshe's younger brother - there was

a twenty-two year gap, so that he was only three years older than Dror ! - was Yigal Allon, who became Commander of the Palmach. (Incidentally, the name-change dated back to 1948 when Ben-Gurion summoned all his ten "Alufim" ("Generals") and told them: "From tomorrow I want only Hebrew names". Yigal telephoned that night. The family had been tight and old-fashioned, ruled with an iron fist by Grandfather - but when Grandfather died, Moshe became the head. Yigal said, "Moshe - I have to change my name tonight - how about "Allon" ?" The reason this was chosen was because there had been an Allon [i.e. an oak tree] growing at Kfar Tabor ! Moshe Paicovitch also officially had to change his name, but never took to his name and always signed himself "Paicovitch". Another uncle, who became Station Master at Haifa East with Israel Railways, also retained the name Paicovitch till the end of his days.)

About 1941 it was Yigal who began to think ahead and plan for a Jewish State, and the necessity to use the opportunities then current to steal arms and equipment. Moshe would arrange for trains to stop, mostly at Athlit. Moshe Izaak, the Station Master of Athlit, a very modest man who has since died (though his son works on the railway) was "in" on the story. The Haganah men would jump on the train and throw things out as required in the Jewish area around Athlit, Zikhron, Binyamina and Hadera - though Aubrey Milstein may have it wrong in recalling that wagons were actually uncoupled.

Early & Military Career. I served in the Palestine Railways for about a year (Sept. 1940 to Aug. 1941), as a Telephone Exchange Operator, doing 12-hour shifts, sharing with an Arab with whom I have remained friends to this day. Indeed, he asked after our son, who was a fighter pilot, in the 1973 war, and during "Desert Storm" when missiles were falling on Israel, he invited us, our two sons, daughters-in-law and eight grandchildren to

his village, Kfar Yasif in the Galilee. I worked with him for a year, and then mostly as a Controller on the Narrow-Gauge Line. (Only the Senior Controllers worked on the Standard Gauge.) I then resigned in 1941 in order to join the Palmach and rose to the rank of Squad Commander (a Squad was a "Makhleka" of about 30 people.) In 1940 a friend and I had tried to volunteer for the Greek Army, anticipating some action. We volunteered to the Greek Ambassador to Palestine, through the Greek Consul in Haifa, and spent a few weeks badgering him, but the Greeks kicked us out because they didn't want Jews ! This probably saved my life, as I avoided the Greek debacle. So I decided to join the British Army, and volunteered as a Despatch Rider - but they wouldn't have me, because of my Railways experience. So I ended up on the Railways after all ! As a Junior Controller on the Haifa-Samakh line I also worked the 12-on-24-off shifts, working initially from an office in Haifa East Station, then from Khoury House on Hadar HaCarmel, where the Operating Office was established. Nissan had been with the railways ten years already by this time. In Nov. 1942 I joined the British Army as a Palestinian in the Royal Engineers, in 21st. Movement Control Group (R.E.) served in Palestine, Egypt, Italy and Austria. There was a 200-strong Company of Palestinian R.E.'s in this unit. In Italy we were put into the Naples Docks from Dec. 1944 till a couple of weeks before the Armistice, around April 1945. The only fighting we experienced was when we were heavily bombed on the docks. The Palestinian unit was then dispersed within the various Railway Operating Units. I was the only Jew at Villach, on the Austrian-Italian border; my mate as R.T.O. was Ray Lucas, who was a Catholic priest ! I had risen to the dizzy heights of Lance-Corporal (paid); our officer told the Station Master there to find us rooms to work from, though our rations came from the British. I worked there for a year and ten months. On the Italian side of the border, at Tarvisio and Udine, members of the 2nd. Bn. Jewish Brigade were sta-

tioned. Chaim Laskov (who became Israeli Chief of Staff in the 1970's) was then a young Major, who stayed at Tarvisio and helped organising "Aliyah Bet". I played only a very small part in this at Villach, though I helped arrange for people to get across the border in railway wagons (most of them went by road transport), and some wagon-loads of ammunition. Lazkov had been very pleased to find an isolated Jew serving in Movement Control at such a place ! Motke Matlev was also involved - funnily enough, he also became Chief of Army Staff.

Released by my father's pulling some strings, I joined the Railways about April 1946 as a Traffic Apprentice; that is when I met Aubrey - as a colleague. The idea was to train us in all aspects of Railways - as sort of Cadets. The Railways made a very good job of it. I admire the old British system - they knew how to train people, you ended up crawling over locos and learning all sorts of things, not just theories and desk jobs.

End of the Mandate: When the British announced that they would leave Palestine, the Jewish Agency started getting ready in all aspects, having begun thinking in such terms in 1946, and appointed "Take-over Committees" to start preparations for the eventual Ministries. Appointed in charge of Transport was Bar Kokhva Meirovitch and Arie (Liova) Eliav. They appointed my father Moshe Paicovitch to run the I.R. Until then he was the Assistant Superintendent of the Line and Chief Traffic Controller. Naturally my wife Hemda and I joined in. Hemda was the Secretary of the committee, and I was in charge of Manpower. In November 1947 Arthur Kirby (the General Manager) took my father with him to the Middle East Railways Conference in Istanbul. They travelled in the P.R. Saloon No. 98, from Haifa to Beirut and on to Istanbul ! At this period the H.B.T. line was still in operation, though for military trains only, until early 1948, using for Army trains and conveying only Army equipment. Whilst they were at the conference, on 28th. Nov.

1947, the U.N. voted to approve Partition. The Turkish General Manager took my father aside and said, "Listen - only you and I know who the Arabs really are. Don't worry - you'll win !" The next morning the Arab states declared war, so it was impossible for Kirby and Paicovitch to get back by rail; they had to return to Palestine via Cyprus and a very grotty little passenger boat, much beneath the standard befitting a General Manager ! Somehow No. 98 was eventually returned by rail.

The idea of copying documents was born because the High Commissioner in Palestine effectively operated a separate Government, composed amongst others of the Heads of Services - so that Arthur Kirby, the G.M. of P.R., was effectively acting as some sort of Transport Secretary, and in this capacity he received all secret plans relating to the British Authorities' plans as to how and when to evacuate Palestine. At the end of 1947, Nissan would take home every night all the documents he could from the General Manager's Office, and Hemda typed a copy of each and every document, as we had no photocopy machines ! As a matter of fact, Hemda and I were married in January 1948, and we booked a Honeymoon room in a hotel on Mount Carmel for a week; we carried a heavy typewriter with us to our room and the spying kept on during those seven days and nights !!! The documents were given to Nissan very early in the mornings, and he would put them back in the General Manager's safe before anyone noticed. Of the copies we had, a small number were kept by us for the purely Railway matters whilst the bulk were handed over to the Haganah Intelligence for their use. The Railway HQ, Khoury House, was on the dividing line between Arab and Jewish forces even before the British left Haifa, and I spent many hours with fear climbing up my spine, walking and directing armoured cars crowded with Jewish P.R. employees, backing into the Management entrance.

At the same time Paicovitch, Sokolovitch (the Mechanical Engineer) and I started an evening school for Signalmen and Loco Drivers. The Haganah released quite a few soldiers for this purpose, though I had quite a fight before they released some soldiers - perhaps fifty youngsters - for the Railway School. This was exceptional. Lectures were held in the Haifa Technion and the Blackboard was our main tool. To this date I am still surprised how these students learned almost everything in theory only, and almost directly after that, with very little practical training, took over as signalmen and young drivers. Sokolovitch taught Loco Driving, I taught Railway Operating, and Asher Roth taught Mechanical Signalling. We taught them everything without their having a chance to see a real locomotive, a real signal or point - yet within a day or two of taking up their new positions they were operating the railway as though they had been railwaymen all their lives. Hemda was the school's Secretary; I recall that on 21/4/48, when we operated the first train, Hemda and I were called and came down to the Loco Shed - this will be about ten days after the Course had finished - and we found a 2-8-0 with the name "Hemda" painted all over it !

Israel Railways. As mentioned by Aubrey Milstein, a group of us spent six (not nine) months in the U.S., studying various branches of Railway work. However, Aubrey forgot one of our number, Hanan Ophir, a Foundry man. Whilst in the US we heard that my father Moshe Paicovitch had resigned. There were lots of rumours but the real story is as follows. The Transport Minister of Israel was not on the best of terms with Paicovitch, who was very straightforward, outspoken and even obstinate. He had served on the railways since 1915 (the Turkish period), and since 1920 on Palestine Railways, and by the time Israel was established there was no subject on the railway he did not know comprehensively, and he could not take political orders easily. It so happened that in 1951 one of the Senior Managers of the Post Of-

office, a Mr. Ben-Dov got suspiciously entangled in some wrongdoing. He came out clean ! However, the Minister of Posts, Telephones and Telegraphs, who was also the Minister of Transport, Dov Joseph, decided to transfer Ben-Dov to Israel Railways as Assistant General Manager. Paicovitch wouldn't have Ben-Dov, and relations with the Minister became very strained. At about that time the General Manager of the Ministry of Transport was a Mr. Kastner, an immigrant from Hungary, who was very strong-willed and rather unfriendly to the other employees - to put it mildly. Some people thought he was downright nasty ! A technician in the Signalling Dept. of I.R., a Mr. Nims, was brought before the above Kastner and reported later that Kastner had behaved abominably; indeed, Nims referred to Kastner as a "Nazi". Nims was accused of leaking all information regarding Paicovitch refusing to accept Ben-Dov to the Press, who were very happy to print all these "Piquanteria" regarding Ministers and General Managers, and consequently Paicovitch was more or less forced into resigning. It was a great loss to him personally, as he was "Mr. Railways", and in such a small country the names "Paicovitch" and "Railways" were almost interchangeable ! However, he joined the Mekorot Water Supply Co. as a Head of Department, and a couple of years later, in 1954, bought a half-interest in the Haifa Marine Ltd. Customs Clearing & International Forwarding company. [It is interesting to note that, a few years later, Kastner was accused of collaborating with the Nazis in Hungary; he was acquitted after lengthy and sensational trials, and was later murdered by Jewish extremists !] When we started running Israel Railways I was Personal Assistant to the General Manager, in charge of recruiting personnel. We were in dire need of railway personnel and I took mostly ex-Railwaymen who immigrated to Israel in 1948-50 (which is when and how I picked up some Yiddish !). I was then transferred as Deputy Superintendent of the Line - Mr. Hardy being the boss. Hardy was English, but married a Jewish wife when

he served here in the First World War, and converted to Judaism. However, he remained an Englishman all his life. I admired his honesty and knowledge. Mr. Hardy's son Aussie worked as Chief Controller of I.R. for a few years, then left and became a farmer in the Galilee; a younger son, Johnny, works in the Stores Dept. of the I.R. to this day. I later became Superintendent of the Line, or as we then called it "Traffic Manager" ("Menahel HaT'nuah") of the I.R., and resigned thirteen years after my father and joined him in Haifa Marine Ltd. and later (in 1972) inherited the company. I sold out my share and retired a year ago.

I have spent some years fighting to get my father's name recalled and applied to some Railway installation. I have been nagging for at least five years, helped a lot by the fact that the last two General Managers, and also Shaul Raziell, Head of the Ports & Railways Authority, were personal friends. My father knew every bolt, every sleeper, every coach and locomotive. The fact that Israel Railways ever came into existence is due solely to a small group of meshugoyim ! The main success was due to my father's having ordered locos and wagons into Palestine in the final weeks this was still possible; cross-border stock exchanges were regulated through written orders, and by the end we had a few E.S.R. locos and hundreds of wagons - maybe a ratio of 1:4, the Egyptians had a quarter as much P.R. stuff on their side at the end.

From 1948 to 1973 I was, as a Reserve officer, in command of the Railway Section at Army HQ., where I went every year for a few days to keep my underground office fresh and clear. In 1967 - the "Six Day War" - I was of course called up, three weeks beforehand, and was in charge of Railway Operating. The railway carried tanks etc. one way and another. The War lasted only the six days, leading to a state of excitement and euphoria - on the sixth night, Hemda called me and said, "If tomorrow morning you

don't take me around the West bank - you can stay there in the Army !" What could I do ? I was on active service ! So the next morning I went to my C.O. and said, "We used to have a railway line from Afule to Jenin and Tulkarm - shall I go and inspect it ?" No-one at HQ seemed even to realise that this railway had ever existed (nor that it had been out of use since well before 1948 !), but I was given permission, and two hours later I had two Jeeps, a driver, soldiers as an escort, drove round to collect Hemda, and we spent a day driving around ostensibly looking for the railways (which I already knew no longer existed !). Some narrow-gauge locos and stock had been left stranded, like the 8F 2-8-0, at Tulkarm, but they also vanished soon after. There was still no thought of preservation of anything to do with the railways - Savidor as G.M. was the first even to think a little of the "heritage" aspects of them." For quite a long period a Mr. Nelken of the Ministry of Defence was in charge of liaison with the Railways. Nelken was an R.S.M. in the British Army during the World War 2, in the same unit in which I had served (i.e. 21st. Movement Control Group R.E.). During Israel's War of Independence and later, he became an Institution, and all Ministry of Defence requirements from I.R. either originated with or were channelled through him. I was called upon to lecture Army officers on Railway Operating, range, possibilities and Timetable Planning (which was my speciality), and some time in the 50's I was appointed Head of Railway Transport Section at G.H.Q. I don't know what may still be classified as an Army secret, but the general idea was that in times of emergency only I was drafted, and operated my Army H.Q. office within Army Transport HQ. When a State of Emergency was declared somebody very high up in the Ministry of Defence issued an Order by which I.R. was sort-of commandeered for defence purposes, and the G.M. of I.R. was ordered to take instructions from me only. Therefore Nelken and myself ran the I.R. during the wars. Luckily I used this authority "only" during the Sinai Campaign

of 1956, the Six Day War of 1967, and the Yom Kippur War of 1973. Our operation was quite successful. In the early fifties Nelken came to us with the idea of manufacturing a "ramp wagon" to enable tanks to be loaded onto railway flat wagons in locations where no fixed ramps existed. The I.R. Mechanical Engineering Dept. used old 15T flat wagons. I believe two were built. The flats were strengthened so they could carry about 60 tons, and their wheelsets (they were 4-wheelers) were made detachable so you could detach one axle and move it away, and then lower that end of the wagon to rail level, thus forming a ramp. These ramp wagons were operated successfully many times during manoeuvres and wars, and Nelken was the proud "Dad" of them. Most if not all flat wagons were built to carry 50-60 tons, so they could carry tanks if necessary. For quite a few years I.R. used almost all the sidings that were extant in the various Army camps (ex-British, of course). I clearly remember using Sarafand, Kurdani (Haifa Bay area), Kiryat Motzkin, Tireh (a few miles south of Haifa). To end with a story: In 1956, during my time as Deputy Traffic Manager, Mr. Nelken (Dept. of Defence) and Army Transport Officers started "manipulating" me with all kinds of heavy movements, especially moving tanks, armoured cars, mobile guns etc. towards Israel's Eastern border. We - and I - worked round the clock, no exaggeration, for a couple of weeks; all kinds of secret meetings were held in my house at midnight or so, resulting in more and more movements of military hardware, all towards the East. My wife Hemda and I would naturally talk about this at home, and we, as well as the rest of the world, concluded that Israel was heading towards a war with Jordan. We were very much surprised to learn early one morning that war had broken out in Sinai instead, and not against Jordan ! All the recent movements we had carried out had been part of a diversion, which had proved successful, whilst the Sinai campaign was prepared together with the French and British.

EXCERPTS FROM THE "PALESTINE POST". JERUSALEM. 1947.

Transport Issues.

Over a period of several years, as time allowed, the Editor has made trips to the National newspaper Library at Colindale, North London, and ploughed through the microfilm copies of the "Palestine Post" for several years. The following are taken from longhand notes or, when it seemed worth the trouble and expense, photocopies ordered and made from these microfilms. Some items are of direct relevance to Palestine Railways, but news items relating to road, air and port traffic have also been included, as also a few items of background political interest to provide a context for these events. In addition the newspapers provided full accounts of court proceedings or political debates which are sometimes relevant to incidents on the line.

Part 1. 1st. January to 23rd. April 1947.

Fri. 3/1/47. p.8. Tel Aviv Transport Problems. 70 new buses are needed urgently, 35 to replace old ones and 35 to increase those in service from 240 to 275. 5 Million passengers a month use the Dan Services, two-thirds of these on urban routes. This is 40% higher than the 1940 figure. "Unable to secure new vehicles, the Company has rebuilt and reconstructed any chassis that could be obtained. Though it is easier to handle a few standard types, the Company now has different models in use. At present 42 British-made Leyland buses have been ordered and delivery is shortly expected. The new vehicles will be 12cm. wider and 35 cm. longer than most of the buses at present in use." Costs:

Pre-war a chassis cost LP650, now LP 1750; cost of tyres and petrol has also increased heavily. Also p.8 - a letter attacking Dan's monopolistic position, high and rising fares, and that "members of the Dan bus company are earning LP100 per month". p.8: PR Tender: For Supply of Ballast for 6 months from 1/1/47; sealed tenders to Chief Accountant's Office, Khoury House, by 10/1/47.

Sun.5/1/47. p.3: Advert. "A new Inter-urban service: The White Star Transport Co. will inaugurate a service between Jerusalem-Jaffa-Haifa. Modern comfortable cars at regular hours. Make use of their parcel delivery service. Book your seats in advance."

Mon. 6/1/47. p.1. "Eleven Injured by Bombs on Cairo Troop Train." Cairo, Sun., Reuters report: "Three bombs were thrown at a train carrying British troops from Cairo to Palestine via Port Said tonight near Kalyub, about 8 miles north of Cairo. 11 soldiers were injured, 3 of them seriously. The three bombs were thrown shortly after the train had left the Cairo area at one of the three carriages carrying the troops. The train immediately halted and the injured were taken to hospital at Benha north of Cairo. The Egyptian premier, Nokrashy Pasha, tonight communicated with the hospital director enquiring about the condition of the injured. The director said he had great hopes of saving the lives of the three most serious cases." (Late Tuesday, Egyptian Police offered reward of £10,000 Sterling for information leading to arrest of those responsible. In 9/1/47, p.1).

p.4: Letter: "Playing with Fire". Sir- May I through your paper express my surprise at seeing, at lunchtime today (Jan.2) as at yesterday, Palestine Railways staff at Haifa Eastern Station playing about with the Bren gun posted at the entrance to their offices. The soldier in charge of the gun even seemed to aid the staff with instructions how to replace the gun's magazine. Are the Military as well as the Civil Authorities aware of the results to the overcrowded abroad below in case of an accident ? Yours etc., 'Ex Serviceman'".

Tues. 7/1/47. p.1. India accepts British plan for Partition; 'Daily Telegraph' reports British Govt. is also considering a Palestine Partition Plan, allocating 40% of the land to the Jews, with Dominion status, their own flag, Foreign Minister and Army.

p.3. "Manslaughter Charge for Careless Driver". A detention order was issued in Jaffa Magistrates Court yesterday against the driver of a WD truck which collided with a train on Friday. 3 men were killed and 8 injured in the

accident. the driver, Sadiq Oukail of Trans-Jordan, will be charged with manslaughter. p.3. From June 30th. all vehicles imported into Palestine must be left-hand drive. On p.4, a "Road Safety Week" with banners, exhibitions etc. "aims at reducing the large number of road accidents in Palestine."

Wed. 8/1/47. p.4. Egypt is refusing transit visas for Jews (even Americans) going to Palestine. Hence new air route New York-Lydd, weekly, 31 1/2 hrs.

Thurs. 16/1/47. "Lebanon to Buy Tripoli Railway". Beirut, A.N.A. p.1. "The Lebanon will probably buy the Nakoura-Tripoli railway, built during the war, from Britain for 5 Million Lebanese pounds to be paid in several annual instalments. After hearing a recommendation from the Foreign Minister, the Finance Sub-Committee of the Chamber approved the agreement to purchase the line. The matter now comes before the Chamber. The Minister explained that the Govt. will not operate the railway itself, but hand it over to a national company." p.3. Last seaplane from Kallia (Dead Sea). Station opened 1942; ca. 25,000 passengers & 1,200 flights have taken off & landed during the air station's existence, Using "C"-Class flying boats, now old. No accidents. The "lonely emergency landing station" at El Lisan, 34 miles away, closed at same time. Last eastbound BOAC plane for Karachi departed Sat. 11/1, and a new flying-boat is being put on the Cairo-Basra run by BOAC.

Fri. 17/1/47. p.3. "Jerusalem Trains to run from Monday". "The passenger train service between Jerusalem and Jaffa is to be resumed on Monday. An official announcement states that the 7.25 am train from Jerusalem to Lydda, Tel Aviv and Jaffa and the 8.25am train in the opposite direction will be reinstated. They will make connections with the Haifa-Cairo service at Lydda."

Mon. 20/1/47. p.3. "Tripoli Line Not Yet Sold."

"Matters relating to the Ras el Nakura-Tripoli Line, the Hedjaz Railway, Haifa Port and the development of Palestine Railways were discussed at a press conference held here by Mr. J.H. Dunn, Publicity Officer of the Ports & Railways," Sun morning at Tel Aviv. "Mr. J.C. Thetford, Acting Public Information Officer, was present. As far as he knew, said Mr. Dunn, negotiations on the ownership of the Ras el Nakura-Tripoli line, built by the military during the war, were still in progress between the British Disposals Mission and the Lebanese Government. The Palestine section of the line was the subject of discussions between the Palestine Govt. and the War Ministry...although the P.R. were already using the Acre-Nahariyya track "under a working arrangement". The accounts of the Trans-Jordan section of the Hedjaz Railways were kept in a suspended account, and the deficit in running that line, administered by the Palestine Railways, would not be borne by the Palestine taxpayer, he stated in reply to a question. P.R. had shown over a quarter of a million profit during the war, he said in reply to another query. These benefits had accrued to the general budget of the Government and not been kept by the railways. A report would be published shortly. Turning to Haifa Port, the Publicity Officer strongly denied that there were "neglected conditions at Haifa Port" and declared that "administrative efficiency at Haifa harbour was as good as that of any other port." As a result of recommendations of the Port Inquiry Committee, newer equipment has been acquired. The recommendations coincided with decisions already adopted. The first meeting of the Advisory Committee constituted under these recommendations is scheduled for tomorrow. [i.e. Mon.] Mr. Dunn denied reports of any contemplated rise in railway tariffs."

Tues. 21/1/47. p.3. Collision. Colliding with a train just after 3am on Sunday morning at the Deir el Seneid railway level crossing, a civilian pick-up was carried along for nearly

half a mile. The driver of the vehicle was seriously injured, but his passengers escaped with slight injuries.

Wed. 29/1/47. p.1. Creech-Jones warns of Martial Law. Plans for evacuation of British wives & dependants - "Operation Polly", by 3/2/47. Thurs. 6/2/47. p.1 Four "Security Zones" set up in Jerusalem - "Area A" begins at Railway Stn. and runs along Umariya, around Lepe Lane, across to the Police Officers Mess, Katamon. and thence to Dajani sports grounds in the German Colony; the perimeter then follows the railway line to the crossing of Baka'a Road, and completes the enclosure by way of the Jerusalem Electric Corporation to St. Andrew's Hospice." p.3. 18 New Buses have been ordered by 'Hever', the country's 3rd.-largest passenger transport Company, which now operates 90 buses in Haifa and in 19 inter-urban routes. In 1946 their buses covered 3,200,000km., and carried 43 M passengers. p.3. "Safety-First for Evacuees" - Operation Polly, The High Commissioner flew yesterday (Wed.) from Jerusalem to Akir (Ekron) to see off some of the British families, then he motored to Sarafand to visit some there, "and then went to Lydda Station to meet the first train carrying evacuees from Haifa to Egypt. On board were 350 women and children. The special 9-coach train had left Haifa at 8.30 in the morning. Three padres and several nursing sisters accompanied the party..."

Fri. 7/2/47. p.3 Mission Accomplished. "The last batch of civilians arrived by air in Egypt yesterday [Thurs.] 119 women and 21 men left Haifa by rail for Egypt yesterday morning, Another group joined them at Lydda. The Palestine Railways have announced that the Cairo-Haifa service will be resumed at 5.30 this afternoon. The Haifa-Cairo service will be resumed at 6.30 on Saturday morning, while the Jerusalem-Jaffa service will also be renewed on Saturday." (N.B. "The last train left Sarafand for Egypt on Friday" Sun. 9/2, p.3.) Tues. 11/2/47. p.3.

"The Government has refused to discuss improvements in Tel Aviv Port as long as Jewish non-participation in the Govt. Advisory Committee persists." Thurs. 13/2/47. p.1. Argentina buys British railways worth £135Million for £141/2M.. p.1. Syria claims Reparations from Germany.

Fri. 14/2/47. p.3. "Hamekasher Buses" - "had to raise fares or stop running". Deficit of about LP100,000, and a 2-mill rise in fares on all lines is necessary to prevent this from growing., Fares are now 10 mills on short runs, as opposed to 5 before the war. The 120 members of the co-operative earn an average of LP44 a month, brought up to LP50 by overtime driving. {During this period, continuous news of car accidents, road fatalities, air crashes..... not all noted.)

Mon.17/2/47. Bevin tells British Labour Party that Britain will "wash its hands of Palestine" and give the issue to the U.N.; An op-ed. article by Lichtheim: "There is a strong impression that he still fails to realise that this is not a wage dispute, to be settled by arbitration, but a matter of life or death."

Thurs. 20/2/47. p.1. The British will leave Cairo by the end of March. p.3. "The railway line near Ras-el-Ein was not cut by mines that exploded in the vicinity." p.3. "A beduin girl, Malaha Masar Abu Ganam, of Irmilie, Isdud, was killed on the railway line near her home on Tuesday morning when she was knocked down by the Haifa-Cairo train."

Mon. 24/2/47. p.3. "Lorry Crushed by Train". Hadera, Sun.- A Syrian truck was shattered when a goods train rammed it on the level crossing near here last night. The driver was unhurt. There is no level crossing barrier at this point, where a number of accidents have occurred."

Tues. 25/2/47. p.3. "Haifa Port will not be Closed." "Reports that Haifa Port would be closed to commercial shipping and

transformed into a naval base were denied by Mr. R. Stubbs, the Public Information Officer, at a Press Conference here this morning (Tel Aviv, Mon.) The Palestine Government has no knowledge of any such intention".

p.3. "Not Identified" Three youths who have been held since the Jerusalem railway station outrage on Oct. 30th. [1946] were not picked out by a witness before whom they were paraded with about 30 other youths yesterday. They are Masrud Beton, Meyer Feinstein and Moshe Hurwitz. A fourth man arrested with them, Daniel Azulai, is still in hospital. The three men were brought to the line-up under heavy guard. The eye-witness to the outrage, who attempted to identify the criminals, was Taleb Abu Mustapha of Hebron. p.4. Egyptians in Palestine. "Gaza; Mon. Large groups of Egyptians are reported to be arriving illegally in Palestine every day in search of employment. Apparently jumping from the train just before it reaches Rafa station, the Egyptians are met at pre-arranged spots by guides who smuggle them past the frontier posts and take them to Gaza." Wed. 26/2/47. p.3. Child Killed by Train. "Three-year old Nijmi Faiz Mohammed, of Affuleh, was knocked down and killed on Monday morning by the Haifa-Samakh train. The accident occurred near Affuleh station."

Sun. 2/3/47. p.1. Martial law to be imposed from 8am today - 20 killed, 30 wounded in ten outrages in Haifa, Jerusalem etc. Mon. 3/3/47. p.1. "Tel Aviv Outlawed". "Operation Hippo", involving 10,000 troops; "The isolated area has been completely cut off from the rest of the world. Communications have ceased. The railway system, with the exception of certain food and through trains, has been dislocated and road transport has been stopped." Fri. 7/3/47. p.3. Hugh Dalton announces Britain has spent £82M over the last two years in Palestine, and £87M in Greece, Sun. 9/3/47. p.3. PR Announcements - Sales of Unclaimed Goods at Jaffa Port on

10/3/47 & Tel Aviv Port 12/3/47. Wed. 12/3/47. p.1 Egypt to ask UN to annul the 1936 Treaty with Britain.

Fri. 14/3/47. p.1. "Stoker Killed in attack on Train." Terrorists attacked the P.R. last night in two places, first near Petah Tiqvah and later on the Jaffa-Jerusalem line at Beit Safafa. A railway stoker was killed and a guard is believed to have been injured in the Beit Safafa attack when a goods train was derailed. The train shot at near Petah Tiqvah was an oil train. Half of it was derailed and the other half careened [sic] down the hill, but did not catch fire. Two hours after the attack began, firing was still going on."

Mon. 17/3/47. p.1. Martial Law to end in "Hippo" and "Elephant" areas today, after 15-days curfew. p.1. "Railways Stop Night Runs". "Haifa, Sun. Arrangements are being made by P.R. to run goods trains during daylight hours only in order to protect train workers, who yesterday asked for safety measures following Thursday night's terrorist attacks on two trains when a stoker was killed. The railway authorities, who state that the train crews are showing remarkable cooperation and willingness to continue uninterrupted service, feel that the workers are entitled to protection. Passenger trains, normally scheduled for daylight hours, are unaffected by the change. Direct train sday, Mohammed Yousef Mohammed, of Nazareth, died of his injuries two hours later in the Haifa Government Hospital." p.8 - an article on a trip on the 'Orient Express' Paris-Vienna-Prague-Danzig. Sun. 23/3/47. p.1. Lydda Airport being reconverted to Civilian Administration. "Established in 1936, the airport is one of the largest and best in the Middle East. At present about 300 civilian liners, and an equal number of RAF planes, are handled here monthly. With the closing down of the Lydda RAF Station, expected on June 1st., the airport will probably continue to be run by the RAF Transport Command until the Palestine Government musters the

necessary staff. Overnight accommodation for passengers presents a problem, for even when the 32-roomed hotel is completely vacated by the RAF, the number of beds will still not be sufficient. However, it is hoped that another building may shortly be put up." Also p. 1: Egypt's Air closed for 'Zionist Goods'. "A new order issued by the Egyptian Ministry of Finance & Economy prohibits the transit of Palestinian goods by air over Egypt. Palestinian fashion and leather goods have been carried by BOAC via Egypt to South Africa, Kenya, Rhodesia, Ethiopia and other countries in the past." p.3. "In Tel Aviv, police were called to investigate a suspicious-looking parcel lying on the railway track yesterday afternoon; on examination, it was found to contain leather goods, apparently lost by a passer-by."

(25/3/47: U.K. news - flood disasters continue, chaos, floods in London, large part of the Underground closed, 60 stations shut.) Wed. 26/3/47. p. 1 - the Palestine issue goes to the UN Trustee Council today. p.3: Trial Opens After Ten Remands. Two Men Plead Not Guilty, Two Silent. "After being remanded ten times, four men who were arrested following the blowing-up of the Jerusalem Railway Station on Oct. 30th. were brought for trial before the Military Court yesterday. They are Moshe Horowitz (23), a diamond cutter; Massoud Bouton (23) an assistant surveyor at the Jerusalem Municipality; Daniel Azulai (20) a mechanic, and Meyer Feinstein, an ex-soldier who, the Prosecution claimed, is 23. His mother appeared in court yesterday and testified that he was 17 years and four months old. Feinstein's left arm was amputated after his arrest. They are charged with discharging firearms at Taleb Mustapha Abed Anfar, Ali Ismail and Fatme Mahmud abu Kar; depositing three bombs; and carrying arms, all at the Jerusalem Railway Station. Refused to Speak: Feinstein stated that he would not take part in the trial, whose legality he did not recognise and would not therefore

answer questions regarding his age and occupation. He then remained silent, and the Court recorded that he was "mute of malice", adding that in view of the grave charges against him and the absence of defending counsel it would look after his interests. Pleas of "Not Guilty" were then entered in answer to all charges. Azulai also refused to answer the charges, stating that as he was seriously injured he had been unable to prepare his defence. He asked for an adjournment for one day in order to enable him to brief another lawyer, as he did not wish to be defended by Mr. E. D. Goitein, with whom he had had one interview. The Military Prosecutor, Maj. W. E. Stubbs, stated that he would not refuse one day's adjournment, but that it was his duty to point out that the prisoner had on one occasion refused to see Mr. Goitein, who had been briefed by him previously. Horowitz and Bouton, represented by Messrs. A. Levitzki and S. T. Cohen respectively, pleaded "Not Guilty". Mr. Cohen asked the Court to hold the trials of Bouton and Horowitz separately from that of Azulai and Feinstein, on the grounds that they had not been arrested together with the others. Testimony admissible against Feinstein and Azulai was, he argued, inadmissible against Horowitz and Bouton, and if admitted at a joint trial, might prejudice the latter's case. Missing Witnesses. Maj. Stubbs appealed to the Hebrew press, in pursuance of the statements in the interests of justice, to publish an appeal to two Prosecution witnesses, Mrs. Alexa Stein and Mr. Joseph Rinda, both of Yemin Moshe quarter, who had left their homes and whom the police were unable to find. It was thought possible that they did not know they were required as witnesses. The Court (Lt. Col. Cooper, President; Major Brebber and Capt. Dewar) visited the Railway Station and the places where the prisoners were arrested. The Military Court was packed to capacity. Only the families of the accused and pressmen were admitted. The trial will be resumed at

9.30am. today." p.3. Oil. "Standard Oil Co. has found some oil in the Sinai, where they have been exploring for ten years."

Thurs. 27/3/47. pp.1/3: Police Forewarned of Railway Plot. Information that terrorists would attempt to blow up the Jerusalem Railway Station was received by the police in the morning of Oct. 30th., British Sergeant Spinnet testified yesterday when the prosecution case opened..... The witness said that as a result of the information a police party lay in ambush on the roof of Spinney's buffet at the station. The complete indifference of Azulai and Feinstein throughout today's session of the case contrasted with the keen interest of Horowitz and Bouton, who have both briefed counsel and denied all connection with the case. The police escorts chatted with the prisoners as they released them from their clanking chains in the courtroom, in the four corners of which stood Arab Legion troopers with tommy-guns at the ready. In the court were about 20 pressmen and 30 relatives of the accused, with whom the prisoners talked until the members of the Bench... entered. The hearing had been adjourned on Tuesday, when Azulai declared that he wanted to brief a lawyer, but yesterday he said that he no longer wished to do so, and would make a declaration later. While the Prosecutor, Major W. E. Stubbs opened his case in a 45-minute address, Feinstein read a book and Azulai a Hebrew newspaper, but Bouton and Horowitz, drumming with fingers on the rail of the dock, listened intently. Girl With Suitcases. Maj. Stubbs said that at 2.20pm. on Oct. 30 a taxi drew up outside the railway station in Jerusalem. A girl got out carrying two cases. Various witnesses described her dress as green, blue and grey. A man in a kumbaz, carrying another suitcase, followed her. They left the luggage in the station covered with a cloth marked "Danger" in Hebrew and bearing a "terrorist sign". The cloth disappeared in the subsequent explosion. It was then that the terrorist plan went wrong, Maj. Stubbs said. The girl fired

several shots, at a porter trying to detain her and an ambush party of police and T.A.C.'s on the station itself then opened fire at the car and hit it a number of times. Maj. Stubbs then went on to tell of the finding of the bombs and the explosion that resulted in the death of Constable Smith and severe damage to the station. The bullet-riddled car was driven away and when the police later found it in the Yemin Moshe quarter, its engine still running, it contained ammunition. Bloodstains in the car were analyzed as to blood groups, and the accused, Maj. Stubbs said, voluntarily gave blood specimens which were also analyzed. Following a trail of blood, the police came upon Feinstein with a shattered and bandaged arm in Mrs. Stein's house in the Yemin Moshe Quarter; six rounds of .45 ammunition were scattered on the floor around him. The police took him outside and were met by an Army officer, Lt. Lamont, now in England. Feinstein then said to Lamont - "Don't strike me - I want to be treated as a prisoner of war. Take me to hospital." Road Accident Claimed. On Nov. 6th. Feinstein was charged and cautioned, and said he had no connection with the affair. he had been walking in the vicinity, he said, and had received his injuries when he was knocked down by a car. Feinstein, the Prosecutor went on, told the police he was 23, but a birth certificate showed that he was born on July 30 1929. Maj. Stubbs said that he had asked a radiologist to give an opinion on the accused's age. After finding Feinstein the police followed the bloodstains till they came to another house in Yemin Moshe, where Azulai was lying wounded. An old woman in the house, partially blind and thoroughly frightened, could not identify him as having been brought there. Azulai was also charged and cautioned on Nov. 6th., and said that he had no connection with the affair. Caught by Crowd. Horowitz and Bouton had been chased by a crowd of Arabs and arrested by Arab Legionnaires and TAC's. A gelignite flash bomb was found in Horowitz's pocket. Both men denied any association with the

whole incident. When Maj. Stubbs suggested that a photostatic copy of a map of the scene be given to Feinstein, Mr. Asher Levitzky, Horowitz's counsel, said, "All I can do is to put it in front of him". The photograph, curled into a cylinder, was still on the rail of the dock when the court adjourned for lunch. Neither Azulai nor Feinstein replied when they were asked if they wished to question the police witness. Lt. Col. Cooper then said to the interpreter: "Tell Azulai that the Court is looking after his interests. If he won't, we are going to." The Court recorded on Tues. that in the absence of defending counsel it would look after Feinstein's interests..... The arrival of the car, the carrying in of the suitcases and the shooting that followed were described by five witnesses during the afternoon. The hearing will be resumed this morning."

p.3. Three Hurt in Train Crash. T.A., Wed. "Directed to the wrong track, a passenger train collided with a stationary goods train here at 3.30 this afternoon; three men were injured, one of them seriously, but little material damage was caused. The goods train was struck while unloading timber, by the Jaffa-bound train from Jerusalem. The 3 injured men were porters who were thrown out of a wagon. They are Kna'an Koury, Shabtai Zucker and Zvi Elenstein. Koury was admitted to the Jaffa Govt. Hospital in a serious condition."

Fri. 28/3/47. p.3. "Accused Still Silent." "Court Urges Questioning of Witnesses. Two appeals were made by the President of the Jerusalem Military Court, Lt. Col. L. R. Cooper, to two of the accused men to change their mind and question witnesses, during the resumed hearing..... yesterday. But Daniel Azulai and Meyer Feinstein, who have refused counsel, maintained their silence. The other accused, Moshe Horowitz and Mass'oud Bouton, are defended by counsel. Continuing the prosecution evidence, a British Sergeant described how he found a bullet-riddled,

blood-bespattered taxi at the entrance to the Yemin Moshe Quarter on the afternoon of Oct. 30 and of his discovery of Feinstein - whom he pointed out in court - lying injured in a house. He arrested Feinstein and all the other people in the house and escorted them out of the Quarter. The sergeant said he found two hand grenades and two rounds of ammunition in the entrance to a synagogue and then came upon another wounded man in a room nearby. He administered first aid, and the man said that he had been passing the railway station and "they shot me". The wounded man gave his name as Daniel Azulai. Asked if he could recognise Azulai in court, the sergeant studied the four accused for some seconds and then, as Azulai kept his head turned away, the police officer left the witness box and walked around the court to point out Azulai. Discourtesy to Court. As this occurred, Major Stubbs said that whatever the two accused - Azulai and Feinstein - might think, the court was trying to administer justice and they were both showing discourtesy to the court and "their own people" by talking together. Complimenting the Sergeant on "placing a clear picture before the court and giving evidence very well", Lt. Col. Cooper, addressing Azulai and Feinstein, said the court considered it very important that they should both question the witness. Both men, who had shown more interest after the court's reproach, remained silent. A British Constable who said that he had been detailed for duty with an ambush party at the station, stated that they had been told there was going to be an attack on the station. A British Constable who was lying in ambush 150 yd. from the station, told how he fired on a dark car, but he could not be sure how many people there had been in it. A Police Inspector told the court that he had charged and cautioned each accused. A woman of the Yemin Moshe Quarter said she had seen Feinstein with an injured arm on the day of the explosion and had helped him into the house of Mrs. Stein. During the trial, Major

Stubbs said that the two prosecution witnesses, Mrs. Alisa Stein and Mr. Joseph Hinda, had not yet appeared. When a witness, A TAC, stepped from the body of the court on being called to give evidence, the President instructed any other witnesses who might be inside to leave the court-room until they were called. Giving evidence of finding that her sheets had been taken to bandage Azlai, aged and half-blind Mrs. Rahel Tawill broke down in the witness box. The President reassured Mrs. Tawill, and Major Stubbs advised her to send a letter to the police, stating her loss, adding that he hoped she would be compensated."

p.3: Child Killed By Goods Train. Four-year-old Dallal Abdul Nebi Shrukani, of Lydda, was knocked down and killed by a goods train on the Lydda-Tel Aviv line on Wed. morning."

Sun. 30/3/47. p.1. Egypt says it will not renew the Suez Canal Concession, due to expire in 1968, but will buy up shares. p.1: US agrees to special UN Assembly session on Palestine. p.1. Attack on Oil Installations in Haifa Port.

p.3. More on Station Bombs Trial. Conflict in Evidence Admitted. "An admission that there would be some "conflict in evidence" by prosecution witnesses was made by Major W. E. Stubbs.... during the fourth day's hearing of the Jerusalem Railway Station trial...on Friday....An Arab TAC testified that about 2.20pm. on Oct. 30 he was with another TAC near Jaffa Gate. He saw two men, whom he pointed out in court as Horowitz and Bouton, running in front of a crowd near the Tannous Building. he claimed that he was sure that they had run away from the railway station. Horowitz was bleeding from a wound in the neck. Cross-examined by Mr. Levitzky.. the witness said that from a distance of 70 to 100 metres he could see that one of the two men was injured. he and the other TAC arrested the two men and searched them on the spot. In Bouton's pockets he found an identity card and other

papers, and his colleague found a wallet, an identity card and a stick of gelignite in Horowitz's pocket, he said. Major Stubbs then said: There is a conflict. Mr. Levitzky will say they were searched inside the Tannous Building. The witnesses said that the two TAC's handed the men over to an Arab Legion sentry at the Tannous Building. In cross-examination, Mr. Levitzky said: 'I put it to you that you never saw the other TAC take that thing out of Horowitz's pocket, and that the whole thing is a piece of concocted evidence'. A. 'No, it is not concocted.' Wrapped in Handkerchief. The TAC stated that his colleague wrapped the gelignite in a handkerchief and handed it over to the C.I.D. where they both made statements at 5pm. the same day. Q. 'I put it to you that the true facts are that a civilian witness brought the bomb and handed it over to you, and it was never found on Mr. Horowitz.' A. ' No. My colleague took it out in my presence.' Q. That is a fortune teller's tale, a lie.' Answering a question by the President, the witness said that "some of the crowd behind the two men were standing, some were walking and some were running". Lt.-Col. Cooper: How can that be ? The second TAC, who identified only Horowitz, said that he found a wallet and a stick of gelignite in the accused's pocket. A British Constable took the gelignite from him when he went to summon a police armoured car. During his cross-examination the witness, through the interpreter, said that he wanted to tell the President something, but Lt. Col. Cooper ordered the cross-examination to continue. Q. 'You never saw that piece of gelignite before you came to the C.I.D. later.' A. 'No, it was in my hand.' The witness was shown a wallet, which he declared was the one he had taken from Horowitz's pocket when he searched him. When Mr. Levitzky put it to him that the story of his having found the gelignite in Horowitz's pocket was no more true than the story of the wallet, he was interrupted by the President saying "that is a trick". Counsel replied that he would prove the wallet was not Horowitz's and the

whole story was "a shameful piece of evidence". A private of the Royal Guards of the Arab Legion said that he was on sentry duty outside the Tannous Building on Oct. 30 when he heard shots from the direction of the railway station. He saw two men running from a crowd, and towards him. He then pointed to Azulai and Bouton in court as being the two men. After one of the men had threatened him with a bomb, he said he covered them with his gun. More Arab Legion soldiers then came out of the Tannous Building and the two men were taken into custody by them. The witness said that he did not see any TAC's on the spot. When the two previous TAC witnesses were brought before him in the Court, he said that he had not seen them on October 30. The hearing will be resumed tomorrow."

Tues. 1/4/47. p. 1: Haifa - Oil Blaze. Eight full tanks had been destroyed, and a pumping station wrecked. The Stern Group claimed responsibility. The Shell tanks had been built in 1930. p.3: Further Report on Feinsein trial: "Two Witnesses Claim Capture: Feinsein Breaks 4 Days' Silence. Meir Feinsein, one of the four men accused of the attack.... surprised the Jerusalem Military Court just after noon yesterday when he broke his four days' silence by suddenly rising to his feet to question a British Constable, one of the prosecution witnesses, though not in any direct connection with the trial. He cross-examined the Constable in Hebrew about an inscription in a book that he, Feinsein, claimed to have left in a police armoured car before he came into Court for Friday's hearing. Earlier, the Court refused a request from Feinsein's brother, Benjamin, that he should be allowed to cross-examine witnesses in order "to arrive at the truth". "The attitude of my brother does not arise from any malice", Benjamin stated. "He told me that the police who found him hit him on his wounded arm and, instead of giving him first aid, took him to Army HQ in the German Colony, thereby losing precious

time. This may have caused the need for amputating his arm and making him a cripple." Refusing the application, the President stated that only Counsel and an unrepresented accused could cross-examine witnesses. A captain of the Arab Legion who had been in command of the detachment at the Tannous building, said that about 2.30pm. on Oct. 30 he saw his soldiers dragging along two men whom he pointed out in Court as Horowitz and Bouton. He took charge of the prisoners and searched them, finding a stick of gelignite with some matches attached in Horowitz's pocket. "I found an identity card on Horowitz and put it in the wallet that I found on Bouton, to make sure it would not get lost", the officer stated, adding that he handed the gelignite and the wallet over to the police when they arrived. The officer stated that he had handed over the two accused to the police against receipt. A British Constable who said he had been in command of an armoured car patrolling near the Jaffa Gate about 2.30 on Oct. 30, stated that he saw some people running near the Tannous building. There were Arab civilians, Arab legion troopers and a T.A.C. The T.A.C. and several of the troopers came to the armoured car, with two of the accused men, whom he recognized in Court as Horowitz and Bouton. The constable noticed that the T.A.C. had a stick of explosives in his hand. He told the two accused to get in the car and took the "bomb" from the T.A.C. and kept it in his possession. As Major W.E. Stubbs, the Prosecutor, concluded examining the British Constable, Feinstein rose to his feet and asked the policeman whether it was possible for anyone to approach an armoured car? The constable said that no one would be allowed in the car except for a specific purpose, such as being conveyed to the police station. Feinstein passed a book to the constable and asked him if he could read what was written and drawn on one of the pages. The policeman read the words "There are no depths" which were written beneath a

pencilled swastika. Feinstein stated that he had left the book behind in the armoured car on Friday, the fourth day of the trial, and as no civilians were allowed in the vehicle, one of the constables must have written it. "Is it possible that the person who wrote it meant to say "They are not dead"?" Feinstein asked witness, who declared to the Court that he was completely ignorant of the whole thing. During the afternoon hearing the same witness, cross-examined by Mr. Levitzky, said that he had asked Horowitz for his name in the armoured car, and accused replied that he "did not know it". The constable claimed that he then asked for an identity card, but Horowitz did not produce one. Mr. Levitzky: "I put it to you that he did give you an identity card?" Witness: "I can't remember - it is possible that he did". The hearing will be resumed today."

Wed. 2/4/47. p.3 "Blood Sample was "Medical". Evidence of Tests Withdrawn." On the submission of defending Counsel and the evidence of one of the accused men that blood samples had been taken for medical and not judicial purposes, the prosecution in the Jerusalem Railway Station trial yesterday - the sixth day of the hearing - withdrew evidence on blood groups. The case against the four men, Meir Feinstein, Daniel Azulai, Moshe Horowitz and Mass'oud Bouton, concluded at 11.45. Before a medical witness was to be examined, Mr. Asher Levitzky, appearing for Horowitz, said that he understood the evidence would concern blood groups taken from the accused for the purpose of comparison with exhibits found in the taxi on Oct. 30. "I submit this evidence is inadmissible inasmuch as the samples of blood were taken without any caution being given to the accused who, as patients in the Government Hospital after their arrest, had every reason to believe that blood samples are taken for medical purposes. None of them had any idea blood was being taken for judicial proceedings", Mr. Levitzky said.

Feinstein's Age. Major W. E. Stubbs... said that he had been instructed that the samples had been given willingly but, in view of what Mr. Levitzky had said about medical purposes, he considered it would be improper for him to make any determined effort to submit the evidence against opposition. Referring to the question of Meir Feinstein's age - the prosecution claim he is 23 - Major Stubbs said that on the first day of the trial a certificate had been produced showing that the accused had been born in July 1929. "That birth was registered for the first time on the previous day", Major Stubbs stated. "Feinstein has been examined by a radiologist who has given a certificate saying he is between 17 1/2 and 18. That radiologist has been summoned to Court but is now ill. R.A.M.C. Evidence. A Lt.-Colonel of the Royal Army Medical Corps, who is Adviser in Surgery to Palestine Command, testified that he and an Army radiologist had examined Feinstein on Sunday last and, as a result, it was his opinion that accused was certainly over 21 and possibly 23 to 25. The R.A.M.C. radiologist agreed with the Lt.-Colonel's observations. While the Lt.-Colonel was being examined, Feinstein's brother, Benjamin, walked towards the bench saying that he wanted to produce a photo of his brother that he had in his hand. Feinstein said to him in Hebrew, "I beg you not to ask anything of these medicals... and do not beg mercy from them....." Record Disappeared. Benjamin was told by the President that there was a proper time and place to submit evidence, and Feinstein was asked to conduct himself properly. A sergeant from the Army Records Office produced an attestation form, completed on February 16, 1944, in which Feinstein's age was given as 20 and the date of birth, October 1923. The Manager of the Misgav Ladach Hospital agreed with Major Stubbs that he had been summoned to produce the register of births for July 1929. Major Stubbs: "Do you produce it?" Witness: "No". Major Stubbs: "Why not?" Witness: "Because the relevant

section has disappeared from the hospital." Major Stubbs then stated that he had ended his case. When the hearing was resumed in the afternoon, the Court rejected the contention of Mr. Levitzky for Horowitz, and Mr. S., T. Cohen, for Bouton, that there was no case against the two men to answer. Both Feinstein and Azulai then read declarations to the Court. Azulai declared that he considered himself a prisoner of war, and demanded to be treated as such. The hearing will continue today."

also p. 3: "Sapper Shot Dead: Naharia, Tuesday. A sapper on duty at a military control box on the railway line near here was shot dead at 3 o'clock this afternoon. According to an official statement. the soldier was approached by two men, aged about 25, and shot. The murderers stole a tommy-gun, two magazines, two rifles and 100 rounds of ammunition."

Thurs. 3/4/47. p.3. "Defence Sole Right of Accused. Cross-Examination in Military Court. Expressing the deepest sympathy with the relatives of the four men accused of the attack on Jerusalem Railway Station on Oct. 30, Lt.-Col. L. R. Cooper, the President of the Jerusalem Military Court, yesterday opened the proceedings by saying that an unsuccessful attempt had been made to pass "evidence to this court when in chambers". "The accused has the sole right to arrange his defence - he conducts himself through counsel. No one else can usurp that right", the President added. Earlier, Benjamin Feinstein... had tried to convey a letter to the President, reiterating his plea to be allowed to cross-examine certain witnesses. Benjamin was told to post the letter to the President. Crowded Court. The four men.... were escorted into the Court before the public was allowed to enter. The court-room was crowded for the seventh day of the hearing, and extra benches had to be brought in. Horowitz, answering his counsel.... said that he went to the Commercial Centre about two

o'clock on the afternoon of Oct. 30 to look at material for a suit. He heard some shots and ran in the direction from which they were coming. He saw a large crowd chasing a man, and he himself started to run back to the Commercial Centre but was stopped by an Arab Legion trooper at the Tannous building. He felt "some heat" and found there was blood on his neck. He was taken into the entrance of the Tannous building but was searched neither there nor outside. When he took off his jacket to be treated later at the Government Hospital for medical attention, he saw a British Constable going through the pockets of the coat. Flash Bomb denied. Mr. Levitzky: "You have heard several people say they found a gelignite flash bomb on you - is that true?" Horowitz: "No". Major W. E. Stubbs, Prosecutor, cross-examining: "Isn't this the truth of what happened - you were standing with a flash or gelignite bomb to assist the get-away of people from the Railway Station and being struck by a bullet, you turned and fled, forgetting that you were still carrying the bomb?" Accused: "That is not correct". Major Stubbs: "And that your accomplice, Bouton, fled with you and that as you passed Yemin Moshe on your get-away route an Arab crowd took up the pursuit of you both?" Accused: "I deny it". A witness who had known Horowitz for many years, testified to having spoken to him between 2.10 and 2.15 on Oct. 30 in the Commercial Centre. Bouton, in the witness box, said in reply to Mr. S. T. Cohen, that he had been at a tailor's at 1.30 on Oct. 30 and then went to the Commercial Centre. He saw a crowd of people running towards him and he ran back towards the Tannous building where he was stopped by an Arab Legion trooper. Cross-examined by Major Stubbs, Bouton denied that on Oct. 30 he had gone out carrying a bomb in order to enable others to place explosives at the station. A tailor gave evidence that Bouton had been with him from 1.30 till after two o'clock that day. The addresses for the defence will be heard this morning."

Fri. 4/4/47. p.1. "Two Condemned, Two Acquitted. Two accused in the Jerusalem Railway Station trial.. were sentenced to death yesterday afternoon, and two others were acquitted on all counts. The two who were condemned are Meyer [sic] Feinstein and Daniel Azulai, both of whom declined to take any part in the trial beyond making a brief statement. Their sentences are subject to confirmation by the General Officer Commanding. Moshe Horowitz and Massud Bouton were acquitted and discharged. On the eighth and last day of the trial, counsel for Horowitz and Bouton... summed up the case for the defence, and in the afternoon Major W. E. Stubbs, the Military Prosecutor, replied. The deliberations of the Court on the verdict lasted for almost an hour. Feinstein and Azulai, who remained silent until the end of their trial, shouted "In blood and flames Judea fell, in blood and flames Judea shall arise" as the death sentences were pronounced by the President of the Court. Relative Addresses Court. After the Court had returned the verdict of guilty on three out of four counts against Feinstein and guilty of all three counts against 20-year old Azulai, the latter's mother rose to address the Court in mitigation of sentence but collapsed and was unable to continue for a little while. Feinstein's elder brother was permitted to address the Court and asked permission to prove that his convicted brother was not of age, namely, that he was 17 years and eight months old. He named a number of witnesses to that effect, but the Court announced that they had come to the conclusion that Feinstein was over 18. After a further recess, the Court passed the death sentences on Feinstein and Azulai. With these two new death sentences, the number is now seven, four of which were confirmed by the former G.O.C., Lieut. General Barker."

Wed. 9/4/47. p.3. 33 New Post Office Vans delivered for letters and parcels, including on the Tel Aviv - Haifa route. Tues 15/4/47.

p.1. Trans-Jordan - Iraq pact signed. Thurs. 17/4/47. p.1. Dov Gruner & three others hanged in Acre Jail. Massive curfews country-wide.

Fri. 18/4/47. p.1. G.O.C. confirms the death sentences on Moshe Barazani and Meyer Feinstein. Daniel Azulai's sentence commuted to Life Imprisonment. p.4: P.R. advert - Tender for Porterage at Jaffa Port (Southern Section). p.5. Ground Radar now in use at Lydda Airport.

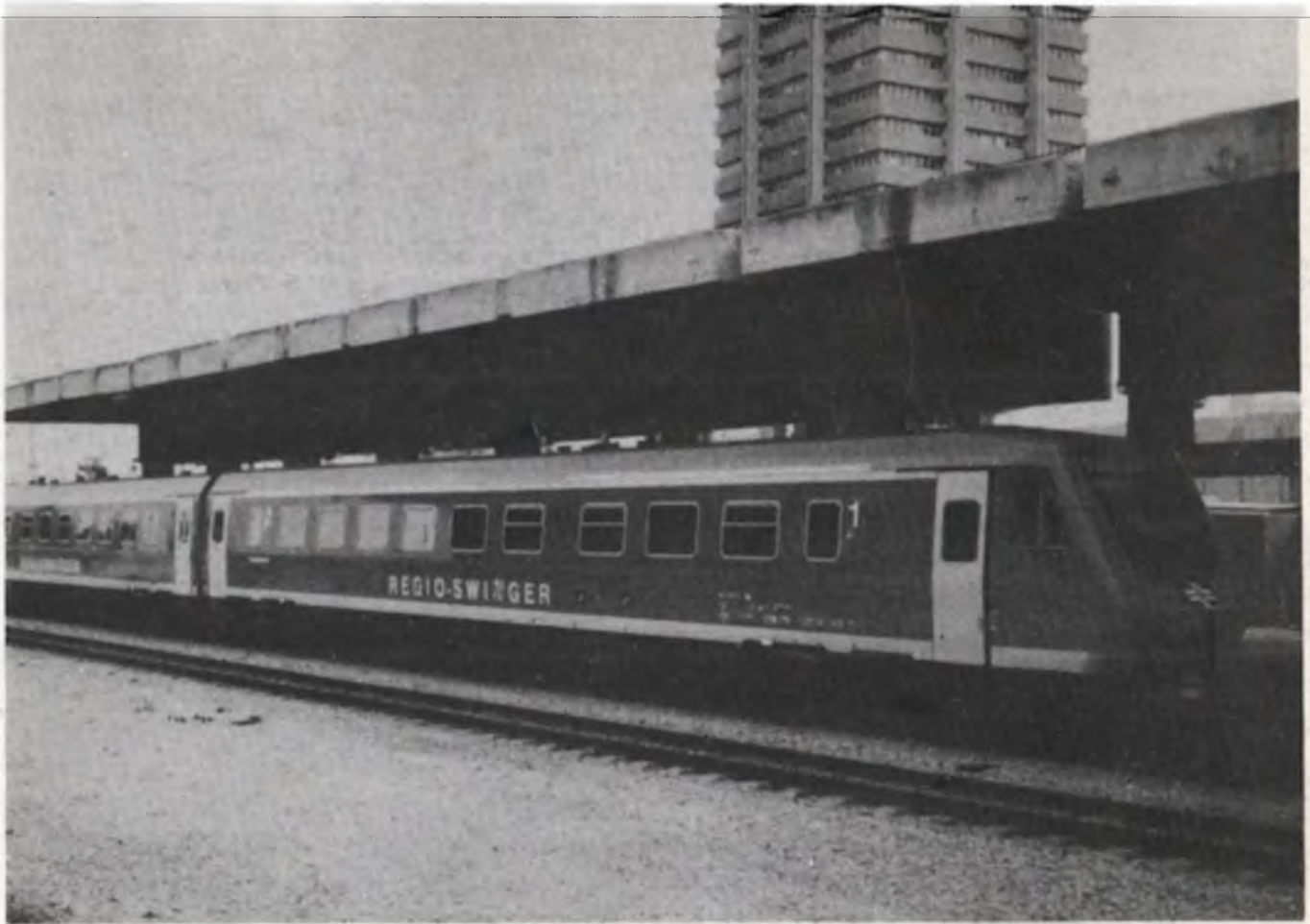
p.8. Feature article - picture of a scheme for elevated shuttle monorails to airports, using aeroplane fuselages ! Also an article from USA on "The Train of Tomorrow" - a 100 mph. super-de-luxe Luxury Train, to contain cars with four floors, train-to-land telephones, greater safety - being built by Pullman Co. for General Motors, and expected to make debut by June. 2000 hp. diesel loco; the train to be tight-coupled, eliminating jerks on starting.

Sun. 20/4/47. p.1. Appeals for commutation of sentences on Barazani and Feinstein. Tues. 22/4/47: p.1. "Condemned Men Commit Suicide - blow themselves up on the eve of hanging." For some reason this page was not photocopied for me, but the Museum behind the Russian Compound in Jerusalem has full and grisly details of the way the two condemned men managed to get a hand grenade smuggled into their cell, stood close together and exploded it between them..... and so at least avoided the hangman's noose.

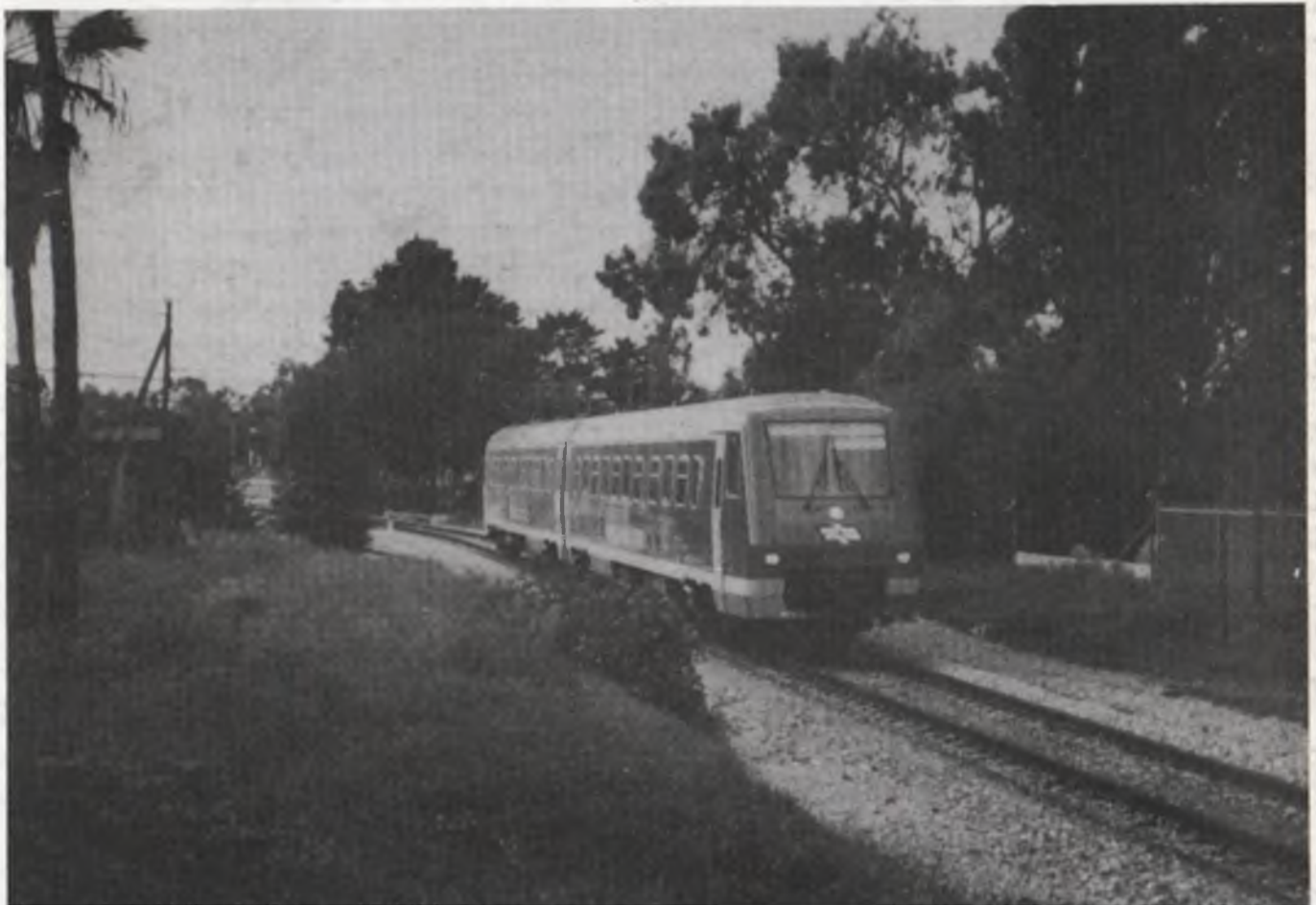
p.3. Haifa. The Egged Bus Station has been requisitioned for security purposes, and must be vacated by Thursday. "The Station will move to the German Colony, where the Egged Co. owns a parcel of land."

Wed. 23/4/47. p.3: "Triple Funeral held in Curfewed City." The triple funeral was held in Jerusalem yesterday of Moshe Barazani and Meir Feinstein, who committed suicide

in the condemned cell at the Jerusalem Central Prison on Monday night shortly before they were to be hanged, and Abdul Mizrahi, who was shot and killed by a military patrol while with his young daughter the same night. A tight military cordon was thrown around the cemetery on the Mount of Olives during the burials. In all, about 35 persons, including relatives, members of the Burial Society and the Press attended. All three were buried in a common grave near the victims of the 1929 and 1936 disorders....." Thursday 24/4/47. p. 3: "Unable to Intervene" "Expressing the High Commissioner's regret that after consideration he was unable to intervene in the death sentences passed on Meir Feinstein and Moshe Barazani, a letter dated April 22 - the day after the two men committed suicide - was received by the Agudath Israel yesterday. The letter was in reply to a petition sent to His Excellency last Friday."



Bat Galim, 27/2/98



Near site of old Carmel Station 27/2/98. Both photos Steve Tish