

HARAKEVET

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הרכבת

**A Quarterly Journal on the Railways
of the Middle East**

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49:1

Ouch ! On Tuesday 15th. Feb. 2000 the 10.21 IC3 from Nahariya hit a truck left by building workers at the site of the new Tel Aviv University station. (See 48:4(n).)

(Photo Courtesy of Israel Sun Ltd., Tel Aviv.)

EDITORIAL.

Further stress for the Editor was in fact reported in newspapers around the world ! A two-line letter received in March stated "Dear Rabbi, You are hereby sacked. With friendly greetings". The resultant legal battle has seen the suspension/dismissal withdrawn as totally ungrounded, and the Editor will continue to be based in Berlin until at least July 2001. But it was a nasty, stressful business involving communal leaders who had their own secret ambitions and agendas...and resorted to unpleasant tactics in the process. Production of this issue was delayed a few weeks as a result.

However - A five-day visit to Israel in March provided me with an opportunity to see and photograph many of the recent and new developments - the extension into Beersheba, the new platforms and shelters under construction at Akko, developments at the museum and archive, etc. It also gave an opportunity to meet with a few readers and get some feedback. So this issue contains fairly lengthy reports and updates, which are - as always - subject to correction as necessary from those with more information. In addition the two

It is clear that we have a very varied readership - several of whom added complimentary remarks to their subscription renewals. There are some for whom historical accounts are irrelevant and dull, and others who feel the same about lists of modern rolling stock. Some are interested only in Israel, others in almost every country except Israel. In the end, all I can do is to provide as much variety as possible in the hope that everyone gets something in each issue that pleases them. And, of course, much depends on the material that people continue to send !

Shalom, and Enjoy.

The Editor

49:4.

ASSUR LETZALEM !!

This is one of those jolly folk-cries that one hears repeated on stations all over Is-

Benny Naor, the IR "Dovver" or "Spokesman/Press Officer") at his office next to Tel Aviv Merkaz will on request prepare a letter which one can flourish at these persons, along with one's passport.) The obsession is strange, bearing in mind that IR is in the middle of a publicity campaign and photos of trains rolling over bridges or through new stations are easily available. But your Editor has got into hot water on several occasions (most recently at Binyamina, but he recalls taking a photo from a train some fifteen years ago, leaning out of the window near Akko, and on arrival at Tel Aviv a delegation was awaiting him on the platform to arrest him...)

Is every train a potential military or terrorist target ? Unfortunately one has to admit that the country is still at risk and still feels threatened, and there have been several attacks on buses, involving bombs, or gunmen, or madmen prepared to grab the steering wheel. In Israel the train's Guard is just that - a Guard. (And armed, at that.) The Conductor checks the tickets, and the Guard checks that everything is in order, that no unclaimed bags are lying around, that no-one's weapons are in the wrong place (the trains are often full of military personnel going to work or home), and that no-one is behaving suspiciously. (On IR trains, that means one may sleep, stare blankly at a newspaper, gaze

idly out of the window while eating, or read a thick academic book; anything else does not match the pattern of regular travellers and therefore makes one conspicuous.) Walking along a platform to look at a locomotive rather than pushing for the nearest coach door is also suspicious. Leaning over a bridge could have fatal consequences - and not due to leaning too far.

It is all very confusing for the average tourist, who sees Israel as a land brimming with ancient and holy sites calling out to be photographed. Often a smile and a shrug can resolve the issue, and I have always found guards to be courteous, even when carrying out their duty with obsessive concern. (Leaving a bag at one end of

the platform while strolling to take a photograph at the other end is NOT recommended !) In the end, one has to rely to a certain extent on human nature. In the meantime, I suspect we shall for many years yet hear the jolly call "Assur Letzalem !"



49:3. (Photo 2.) HR 0-6-0T restored at Zebdanai. 31/10/99. (Photo: Uri Ben-Rehov.)

main matters of note in Israel are the extension of passenger services over a totally-transformed line to Rosh Ha'Ayin (we have reports before and after the opening) and some substantial progress at the Railway Museum at Haifa East. So these also "tilt" the balance of this issue towards modern-day Israel rather than more historic periods.

rael. It means, quite simply, "It is forbidden to photograph !" All you have to do is take a camera out of its case somewhere on the platform at, say, Tel Aviv Central, and within 20 seconds at least two people will come up and demand to know what one is doing, and why, and whether one has an "Ishur" or Permit. (These do not really exist in the accepted sense, but

NEWS FROM THE LINE.

a). **The New Timetable (Old News)** was due to start on 3rd. June, with the opening of the line to Rosh HaAyin, and according to the latest issue of "Rak Rakevet" there will be a much-improved service. The inside cover shows a stylised plan of services, drawn surprisingly badly. In comparison, say, with the London Tube Map or the Berlin S-Bahn map, it suffers from: Thin rather than thick lines; rather than stylised curves or straight lines there are stylised kinks; the lines are separate but parallel, so that the impression is given that there are parallel routes rather than services jointly serving the same tracks - and the gap is so large that separate link lines join the "two stations" at Lod, Binyamina, Tel Aviv Merkaz and Haifa Merkaz, and some station names have to appear twice, on the left and right sides. (Is there really a "Kfar Habbad West" and a "Kfar Habbad East"? Anyone looking at this schematic map would think so). For no obvious reason the stopping service to Binyamina is drawn (dark purple) between the semi-fast Tel Aviv - Haifa service (light purple) and the Tel Aviv - Nahariyya service (red), and then the same light purple is used for the Hof Carmel - Kiryat Motzkin service (which also indicates stops at "Hutzot HaMifratz" and "Lev HaMifratz", two proposed stations of which no sign existed in March). Tel Aviv Hashalom - Rosh HaAyin is shown in green, with stations at "Universita" (also to be served by all trains on the main line), and Tel Aviv Merkaz - Beersheba in a mustard-yellow that does not show well against a white background.

For technical reasons it is not possible to reproduce this map, but one hopes that future versions, in the pocket timetables for instance, will be better and clearer.

New Timetable. New News.

The Editor apologises for this way of sticking items together but, as explained in the Editorial, bits were typed onto discette at different times. But the delay means that (thanks to Paul) an actual copy of the new timetable booklet can be analysed and described.

Firstly: it is larger than previous issues - 150mm. high by 100mm. broad. (for the last few years the booklets have been 115 mm. high by 100mm. broad.) The colour cover shows a side view of a speed-blurred IC3 against a cloudy blue sky. Cover price is NIS 1, and the "Timetable

2000" is "Effective "3.6.2000 & until further notice." There are 40 pages, counting covers.

The extra height is necessary to enable the full north-south and south-north listing of stations still to fit onto a side. As before, the timetables themselves are in Hebrew and English characters, the notes at beginning and end of the booklet (pp. 4-5, 37-38) are only in Hebrew. p. 2 lists important phone numbers and the Internet <www.israrail.org>; p. 3 the contents (Hebrew & English); p. 19 is an advert for Kol Israel with relevant radio frequencies, p. 35 an advert for combined rail-bus ticketing, p. 36 an advert for the Railway Museum, and p. 39 is for Personal Notes. pp. 20-21, in the centrefold, are filled with the system map. This leaves pp. 6-15 for the daily southbound services, 16-17 for the Friday and 18 for the Saturday evening services. pp. 22 - 31 are the daily northbound, 32-33 the Friday and 34 the Saturday services. Just the number of pages indicates how significantly services vary on these "special days".

The format and colour are clever but, to my mind, still a bit confusing. First to colour: Southbound is printed (as heretofore) in red and black, northbound in blue and black. Friday service pages have a grey background to distinguish them. The tables show a total of 30 stopping plocases from Nahariyya to Beer-Sheva Merkaz, although two - Tel Aviv University and Beer-Sheva Merkaz are given a pale yellow background and an asterisk - "to open at a date to be announced during October 2000". Petah Tikva-Segula (see notes below) is indicated as already operational, but is spelt "Sgula". The existing Beer-Sheva is now called Be'er Sheva Tzafon (i.e. "North"). (Incidentally, the Editor notes below problems of inconsistent Orthography - in this timetable "Be'er Sheva Tzafon" does not have a hyphen, whereas "Be'er Sheva Merkaz" does !)

Since one large table is used for the whole country, this means that the parallel columns include trains from Nahariyya to Tel Aviv, Kiryat Motzkin to Hof Ha-Carmel, Haifa Merkaz to Tel Aviv Hashalom, Binyamina - Rehovot, Nahariyya - Beer Sheva, Rosh Ha-Ain (so spelled in the book) - Tel Aviv Merkaz, plus various combinations of these, such as the 05.53 from Akko to Hashalom, Binyamina - Yavneh, Binyamina - Ashdod, Tel Aviv Merkaz - Beer Sheva etc. At Tel Aviv University some trains from Rosh ha-Ayin are given a purple background shading - the footnote tells that this means one should change here for northbound trains to Haifa; the same shading applies to Tel Aviv Merkaz, five minutes further on. A blue background shading tells one that a southbound express has a

halt at University to provide a connection to Rosh Ha'ayin. (In each case, of course, the actual details of the connection have to be made out from the northbound section of the timetable.) The northbound tables have similar format - pink at TA Merkaz or University mean there is a connection from Rosh Ha-Ain, blue at University means a connection from Haifa. A yellow splodge indicates that Kishon is still served by only one train on Sundays - for the rest, this column is a wasted blank space.

The map is, thank goodness, clearer than indicated above. A thick green line indicates, diagrammatically, Nahariyya - Hashalom services; a parallel red one indicates the Haifa suburban trains; blue indicates Binyamina - Ashdod, yellow Tel Aviv - Beer Sheva, and purple the new line which runs parallel from T.A. Merkaz for a very short distance, then branches out horizontally to the right.

And the services themselves? Be'er Sheva (Merkaz) sees (or will see) weekday arrivals at 09.19 from Akko, 09.56 from Nahariyya, 11.12 from Tel Aviv, 12.23 from Nahariyya, 13.56 from Tel Aviv, 15.46 (Thursdays Only) from Akko, 18.22 from Nahariyya, 20.23 from Nahariyya and 21.02 from Haifa Merkaz. In other words, the service now mostly comprises through running from the North. A through train from Nahariyya takes 3 hours and a few minutes; ca. 1 hour and 12 mins. from Tel Aviv. Northbound departures are 05.35 to Nahariyya, 06.35 to Nahariyya, 10.07 to Haifa, 11.19 to Tel Aviv, 13.05 to Haifa, 14.08 to Tel Aviv, 16.04 to Tel Aviv, 17.19 (Thurs. Only) to Akko, 18.54 to Nahariyya. From this, it appears that two IC3 units or whatever stable at Beersheba overnight - it would be a fairly long e.c.s. run of about an hour to Lod - whereas other northbound trains are formed from southbound arrivals. Thursday trains are presumably for the students at Ben Gurion University who would be heading home for the weekend. But it is noticeable that there is no real attempt at a "regular interval" service for the 8 normal trains.

The Rosh Ha'ayin service: 18 each way. Trains leave this terminus at 05.32, 06.26, 07.21, 08.32, 09.32, then hourly at XX.32 till 13.32, 14.00, 14.32, 15.32, 16.32, 17.21, 18.32, 19.32, 20.32, 21.32. From Tel Aviv Merkaz at 05.56 (arr. 06.14 - so we see the first departure has to have arrived e.c.s.), 06.56, 07.56, 08.56, 09.56, 10.56, 11.56, 12.56, 14.03, 14.35, 14.56, 15.56, 16.56, 17.56, 18.56, 19.56, 20.56 and 21.56 (arriving 22.14 - presumably departing e.c.s.) So almost an even-interval service eastbound, but not westbound... strange.

b). Busy Buses. From *R.G.I.* 5/2000, p.288. "Dan Bus is running feeder services to Tel Aviv's Central Station using vehicles painted in Israel Railways livery and designated "Dan-Rakevet". If successful, similar services may be introduced at other stations. In another experiment, a quarter-hourly minibus link is now running between Haifa Central station and the Carmelit funicular, while Egged Bus is redrafting its Haifa timetables to provide better interchange with trains at Hof HaCarmel station."

c). Help and Advice. In "*Today's Railways*" No. 54, 6/2000, p.7 : "IR and DB have signed a contract under which DB will advise and support IR on matters of rail privatisation, structural changes, project management and technological issues. In a first project, DB will help IR with quality control and type authorisation procedures for eight rakes of double-deck coaches to be built by Bombardier at Görlitz."

d). Jerusalem Line finance ? The Israel Government Press Office announced on 18/5/2000: "Finance Minister Avraham Shohat recently held a meeting with Finance and Transportation Ministry, Israel Railroad (sic) and Jerusalem development Authority officials to discuss advancing infrastructure work on the Jerusalem- Tel Aviv railroad. The meeting discussed various alternative plans currently under discussion, their varying economic viability and engineering feasibility as well as financing. The Finance Minister stated that a final meeting to review the plans would be held in two months and the best alternative would be selected.

Finance Minister Shohat stated that he considers the development of the Jerusalem - Tel Aviv railroad to be extremely important and that he will speed up the blueprints for the final selected route as much as possible."

The trouble with this report is that it implies the next one never existed....

e). Pendolinos on the Jerusalem Line ? According to *RGI*, 6/2000, p. 334, the mothballed Jerusalem line should be reopened within 18 months, and served by tilting units! "The announcement followed a meeting on April 17th. between IR General Manager Amos Uzani and Prime Minister Ehud Barak, who is currently responsible for Transport. [Consequent upon the downfall of the latest Transport Minister....Ed.] Subject to final clearance by the Ministry of Finance, IR will get US\$70M for upgrading the sinuous alignment between Naan, Beit Shemesh and Jerusalem to permit 160 km/h operation with the tilting trains. The aim is to cut

the Tel Aviv - Jerusalem journey time to 55 min., compared with the 110 min. required before services ceased just over a year ago. Fiat Ferroviaria has been selected to supply the tilting trains, ahead of a rival bid from Talgo. IR has been allocated US\$ 30M, and plans to order an initial batch of four 4-car units. Each will be powered by six underfloor Cummins diesel engines through Voith transmissions. IR eventually hopes to order 25 sets at a total cost of US\$ 100M. The first four would cover the Jerusalem service and selected express trains on the Tel Aviv - Beer Sheva route, where traffic is running 213% ahead of last year, and services are to be stepped up from 4 to 18 per day with the June 3 timetable change. [As noted above - this is not yet the case !! - only 8 each way. Ed.]

f). More Statistics and Orders. Also from *RGI*, p. 334: "The April total was 865,423 passenger journeys, 55% up on April 1999, with the average for the first four months of 2000 no less than 74% up on the same period in 1999. To handle the growth, IR has decided to order a further four double-deck trainsets and exercised a US\$25M option for a further ten MEGA diesel locos from Alstom Transporte."

g). Museum News. Paul writes that the large exhibits were to be moved into the new museum at Haifa East on 5/6/2000, and the new museum will open "unofficially" to visitors on 11/6/2000, although no official opening date has been set - much work is still necessary to bring the site up to a suitable state for such celebrations.

He has also sent some photos - it is hoped to present a fuller illustrated report with these and other items in the next issue.

h). The New Stations at Bnei Berak and Rosh Ha'Ayin. Elsewhere in this issue the Editor's notes from March are reproduced, but here are comments from Sybil Ehrlich based on a visit on Friday May 19th. By the time this issue is published the "new" (i.e. renewed) line and stations will be in operation.

"Bnei Berak has nothing left of the original station. There were still plastic wrappers over some of the name boards, including the main one on the front of the station. The station has one side platform (Plat. 12) and one island platform (Platforms 2 and 3), linked by an underground passageway with lots of stairs. On Plat. 1 there are two cash windows and stationmaster's office, also toilets. There are semi-circular roofs, in the style used at Netanya etc., in turquoise, and matching seats. There were still a few electrical

cables sticking out of the floor in various places. I had an uninterrupted exploration as there was nobody at the station.

Rosh Ha'Ayin has two side platforms, again linked by underground passageway with stairs. The old station building is incorporated into the new, with the same semi-circular styled roofs. There was a security guard on the platform, who wondered how I got there. What I assume is a waiting room was locked. Everything looked completely ready except for plastic wrappers over the ticket-processing machines at the platform entrance. Colour scheme here is turquoise and yellow, with yellow seats. Rosh Ha'Ayin station follows the old Turkish custom of being miles from anywhere. The eastern side of the station is less than five minutes' walk in a straight line (through a field) from the nearest houses of Rosh Ha'Ayin, where I got off a bus from Petah Tikva. However, everything is fenced off, and I had to walk south via the main road.

On leaving I squeezed through the turnstile and then had a long walk in completely the wrong direction (south-west) back to the main road, and thence to a bus stop between the rail tracks and the road going north. There are new bus stops in front of the station on the west side, so obviously there will be a bus service, presumably to meet the trains. However, this seems a daft arrangement when the other side of the station is within walking distance of the town, and all it needs is a paved footpath.

Since I had to change buses in Petah Tikva, I took the opportunity to look at the old station there. The building is still standing, and even has its name board. It looked vaguely used, with laundry hanging outside. It is obviously not in railway use. The tracks and even the remains of the platform are very overgrown.

I understand there will eventually be a platform at Segula, i.e. a Halt and not a proper Station."

Hans Kohut adds that he reckons the platforms in Bnei Berak are the longest in Israel, but might come in handy for traffic to the major sports stadium nearby.

i). Opening. STOP PRESS: From Sybil came a report, dated 5/6/2000 and published in that day's "Jerusalem Post": I am reproducing it in full because, with all the 'vox pop' "human interest", it is also a rare example of a journalist who provides facts and figures and dates that are actually (mostly) correct, and we wish to demonstrate that this is indeed possible and so encourage Sybil (and other journalists) in these endeavours !

"Passenger train services from Tel Aviv to Rosh Ha'ayin was inaugurated yesterday, providing the first direct rail

link between the two. Trains leave hourly from Tel Aviv Central, stopping at Bnei Brak, Segula-Petah Tikva, and Rosh Ha'ayin. The journey takes 17 minutes and costs NIS 10.50 in each direction. Monthly tickets cost NIS 294, for a monthly ticket combined with Dan buses in the Rosh Ha'ayin-Tel Aviv area NIS 471. According to Rosh Ha'ayin stationmaster Itzhik Shitreet, the first day of the new service was a great success. As an example, there were about 80 passengers of the 07.30 train. Passengers also expressed enthusiasm. Tala Ziv, of Rosh Ha'ayin, who works in environmental and ecological projects, said she was thrilled that her hometown now has a train service, something which is far more ecologically friendly than the Trans-Israel Highway. Sheri Baidani, an office worker who also lives in Rosh Ha'ayin, said that to get to work by 8.30 she had to leave home at 6.45 when she went by bus. Lior Ashwal, a soldier who is serving in the North, said that his journey has been cut by an hour and a half. Roni Steiner, of Elkana, said it is a pleasure to drive to Rosh Ha'ayin and then take the train into Tel Aviv.

Rosh Ha'ayin station is far from new. It predates the town by several decades, having been opened as Ras el-Ein on the line from Haifa to Kantara on the Suez Canal in 1920. In more recent years it was a stopping-place on the short-lived and circuitous Jerusalem-.to-Haifa service, but it has had no regular passenger trains since 1991. Bnei Brak is also no stranger to passenger trains. Opened in 1949 as Tel Aviv North, it was the original Tel Aviv terminus for trains from Haifa. It was renamed Bnei Brak when Tel Aviv Central opened in 1953, but like Rosh Ha'ayin it too closed in 1991. The station, next to the Ayalon Mall, was completely rebuilt.

There will eventually be an additional station at Segula, near Petah Tikva. [NB: Sybil adds that a platform with a sign and a Portakabin is already in place.]

At a press conference announcing the opening of the line, Israel Railways director-general Amos Uzani said that a five-year plan for railway development with an investment of NIS 7 billion was recently presented to the Transportation Ministry. According to Uzani, IR is expecting to carry more than 15 million passengers in 2001. Continuing railway development will help achieve important national targets - a reduction in the number of road-traffic casualties, relieving traffic jams, better use of land, dispersal of population, and preservation of quality of life.

The government will soon be asked to invest in lines from Kfar Sava to Rosh Ha'ayin, Modi'in to Tel Aviv, and a line to western Rishon LeZion. The gov-

ernment is also expected to decide soon whether to upgrade the line to Jerusalem or to construct a new line at a cost of \$500 million that will reduce journey time to only 28 minutes.

Uzani said a plan is being formulated for adding a third track on the Ayalon section between Tel Aviv Central and Hahaganah stations to relieve the bottleneck constricting further developments. By October two new stations are scheduled to open at Tel Aviv University and Beersheba Central. Halfway through 2001 Hahaganah station in Tel Aviv is expected to be completed."

[Ed. notes: (i). So we see integrated rail / bus ticketing ! At last !

(ii). It is not clear what stock is being used - in terms of short end-to-end runs the IC3 dmus would make sense, but in the last issue we mentioned the possibility of purchase of second-hand stock to cover these new services for a while.

(iii). A note on Orthography. The new signs show station names transliterated as "BNEY BRAK" and "ROSH HA'AYIN". But Israeli street signs etc. are notorious for their inconsistencies, and we shall continue to use whatever version of certain place-names comes to hand. I have always preferred to use a small letter for the definite article "ha-" and reserve a capital letter for the substantive - e.g. "Ayin". Sometimes a dash, sometimes an apostrophe.....

(iv). On the topic of road casualties - the "Jerusalem Post" in an editorial on 30/5/00 stated that in 1999 476 people were killed on Israel's roads and 3,114 severely injured - and that this was "a relatively good year - for the first time since 1991 the annual death toll dipped below 500."

j). Locos Reinstated ? According to Paul the former ER G16 163-165 Co-Cos that have been stored for some time in the yard at Qishon have indeed recently been shunted into the works area for inspection and probable reinstatement to traffic.

k). More New Station Plans ? According to RGI 6/2000, IR has started construction of four new stations - segula on the Tel Aviv - Rosh ha'ayin line (already noted above); Hahaganah on the Ayalon corridor in Tel Aviv (already noted above); Lev HaMifratz in the northern suburbs of Haifa (mentioned in earlier issues); and..... Kesarya between Hadera West and Binyamina. (! A new one on me !)

49:6.

NOTES AND COMMENTS.

a). Printer Changes. Steve Waldenberg, who has arranged printing of all Harakevets since - oh, I think around Issue 8 - and has always found us a good price, and more recently arranged for despatch and posting as well - has now left Butterworth & Pilkington in Morley and set up on his own, trading as "Club Print Services - Airedale". He can be contacted by any others eager to give him work at: 39, Winding Way, Leeds LS17 7RG, tel. 0113-226-7497. We wish him well in his new venture. "Harakevet" will continue with him....

We have also taken this opportunity to up the page size to A4 in order to better reproduce the many photos we receive.

b). Numbering in the Duplicate List. Sorry - two articles were each numbered "48:11". Symptomatic of the Editor's state of mind at present..... 48:16 was also numbered 48:15.

c). Re: 48:11. GWR Wagons on the Hedjaz lines. Rick Tourret has a few more details on GWR wagons in general - i.e. that open trucks 88181 and 88624 were from Lot 696, Nos. 88001.89000 to Diagram O11 made by Metropolitan Amalgamated between October 1911 and August 1912. [They were therefore comparatively new when sent overseas for military service !] Further details on this design of 5-plank Opens are to be found in the book on "GWR Goods Wagons" he publishes.

In Plate 36 of his book, Paul Cotterell gave a photo of a 4wh. flat wagon 87273. This was actually the remains of a GWR Open wagon from Lot 697 Nos. 87001-88000, also to Diagram O11, between October 1911 and December 1912.

Alas, Rick has also no idea how these wagons came to be fitted (if, indeed they were) with narrow-gauge wheelsets !

The "story" mentions that there were four English goods wagons marshalled somehow in that narrow-gauge train; the question is therefore - What were the others ?

d). Traveller's Tale. Richard Bowen attended the DGEG trip (See 44:12 & 45:15) but returned via sea to Cyprus (despite the comment on p.35 of issue 45 !). His journey from Tel Aviv to Haifa merits some mention, if only for his persistence and the light it sheds on the reasons why IR's public image somehow still remains weak:

"There was a taxi in the taxi rank outside my lodgings in the north of the city

not far from the Luna Park. When asked to take me to the Merkaz station, the reply was 'No'. In amplification he said that he could take me to Lod airport instead. This I certainly did not want and said so, whereupon he asked where it was I finally wanted to get to. On being told Haifa he expressed a willingness to take me there. So I walked instead the 200 metres to the bus, with all the baggage, to the bus stop, squeezed onto a bus and carried the cases over to the station.

There two soldiers stopped me and asked why I wanted to enter the station. 'To catch a train', said I. 'Why?' said they. 'To go to Haifa'. 'There are buses, or you could get a taxi', they said, and quickly realised that that was probably not what I wanted to hear, so they changed to the normal questions about what was in my baggage and had I packed it myself. As I really did not know what was in the gift packet from the Haifa transport authorities, I said so, and of course had to unpack the baggage. When we got to the envelope with IR symbols all over it the searching stopped immediately and one said 'Do you work for the railways?'. I thought of explaining about the DGEG and its tour and chickened out and remained silent. That worked. They even helped me repack the suitcase and camera bags, before I joined the queue for tickets.

At the Haifa port entrance I was met by a girl who wanted to know why I wanted to come in. When being told to get the ship she said that it was too late, and then relented to ask when it was that my agent had said to be there. They had not given me any time, but I had taken the 2 hours at Lod as being indicative, added 50% to that, and come on the train before that, so that it was still over three hours before sailing time. Much phoning around to see if the Customs and Police could cope and then the start of another baggage check, till I said that I had just had one in Tel Aviv, before catching the train. Surprise at the train bit, but no more baggage check. She or a colleague then steered me through the system, phoned back to the family I had been to see twice just outside Tel Aviv (the elder daughter got her Doctorate between the two visits) and then finally chivvied the Customs and Police to come back to their stations and pass me onto the ship!"

Richard is an expert on railways of Cyprus, and has sent a report - I am not sure how far Cyprus fits into Harakevet's "area" (comments welcome !) but if anyone would like a copy, please contact the editor.

e). Re: 48:12. The Italian O&K Loco. at Ain Harod. Richard Bowen has also shared an answer regarding the mysteri-

ous O&K works plates, from an Italian friend - Edoardo Tonarelli of Milano.

"In the O&K diesel list there is no reference to any MD 1 type locos being supplied complete, or for assembly, to their Sesto works in 1938. The earliest appears to be a batch - works nos. 9604 - 9608 - supplied complete on 16.02.1939, some, if not all of which would have been completed in Germany towards the end of 1938 and may have carried plates to that effect. Obviously there is no connection with 938AD.

The "Macchina no. 804" would be a reference number will all types of machinery and parts listed together. "Peso 024", it is still usual to measure weights in units of 100 kg = 1 quintale. Speed: strongly suspect decimal point has been omitted.

"SOSTGIOV" simply stands for SESTO SAN GIOVANNI, the Milan suburb where O&K had their works and depot. Locos were supplied from Germany complete or in kit form for assembly at the Sesto works. Apart from the locos assembled at Sesto, most, if not all of the locos supplied complete from Germany, when sold by Sesto to Italian customers were also fitted with O&K Italian plates, which sometimes gave the German works numbers. This was also the case with the Sesto assembled locos.

f). Bagdad Railway Tank Locos. On 48:10. Bert Dyke writes that "There were six British-built 0-6-0 tank locos sent out from Bombay in 1917. A really good photo of Hudswell-Clarke "Elephanta" is in Railway Magazine, April 1928, p. 257, complete with R.E. driver and fireman. Shortage of power was caused by the completion of the Basra - Baghdad line via Ur of the Chaldees, Hillah and so on. ((Metre gauge) Exactly as in our war, India supplied standard-gauge locos.

He adds, on **Iraq Motive Power in general:**

Iraq was unlucky in that most major railway development took place in wartimes when locos were hard to come by. The Eastern Bengal Railway supplied some double-cabbed Vulcan 4-6-0's - and our lot got similar engines for Iran - they even left the "E.B." on the tenders, with a large V for Victory superimposed. I have the original print and photo from our M.E. magazine. But these of course were standard-gauge.

Robert Stephenson finished four new Pacifics when the Baghdad Railway finished their main line Mosul - Baiji on 17th. July 1940, and shipped them out separately - not a bad idea in wartime. We never loaded full consignments in one ship, spread them all over a convoy so that every ship had a mixed cargo of everything - as some were always torpedoed. So it was

with the four Pacifics - one was sunk ! The other three got to Iraq but were stored at Baghdad until after the hostilities. Then, the famous "Taurus Express" Hayderpasha (Istanbul) to Baghdad was restored throughout, and the streamliners took over Mosul - Baghdad on day and night services. They were 2-cyl. 21" x 26", 5'9" driving wheels, 31,000 lb. Tractive Effort, and had fully-enclosed cabs - metal doors to the tenders and oil valves, of course. There is an excellent photos of these working in the 1950's - and all concerned wondered at streamlining 50mph. Locos ! In wartime 1941 Iraq was using German-built 2-6-0's (like 625) for general purposes, also "Z" Class 2-8-2's built by Esslingen 1936/7. Iraq also had Crewe-built LMS/WD 2-8-0's 1421-32, GCR/ROD 2-8-0's 1401-6, USA 0-6-0T's 1211 etc., and Krupp 2-8-0's 1441-47. And those ex-LSWR 0-6-0's from WW1 lasted for years, here and there. They also had the ubiquitous Yank MacArthur 2-8-2's - they lasted to the end of steam and beyond. There was a strange 2-6-0 from the Kowloon-Canton Railway in China - it lasted into the 1950's !" (NB See Hughes "Middle East Railways" p. 93ff and Appendix for further Details.)

g). The "Peter Maersk". Hans-Henrik Landsvig has further, sad information about this vessel, mentioned in Bert Dyke's memoirs with its crew involved in fights with hostile Norwegians at Port Sudan. The ship was of 5476 tons gross registered tonnage, 8805 tons deadweight, and was built at Odense Stålskibværft in Denmark in 1932 for the A. P. Møller shipping line as part of a series of fast motor vessels for use between the USA and the Far East. It was in Shanghai when the Germans occupied Denmark on the 9th. April 1940 but later came under the British flag, being managed by Moss Hutchinson Ltd. of Liverpool. It was a part of several convoys in the Mediterranean, and was en route from Britain to North Africa when it was torpedoed in a heavy storm in the Atlantic on 8th. Dec. 1942. The ship sank immediately, with the loss of the entire crew - including 31 Danes.

(Sources - H. C. Røder: "De sejlede bare...", Copenhagen 1957; Frank A. Rasmussen, Bent Vedsted Rønne, and Hans Chr. Johansen: "Dansk søfarts historie (6)", Copenhagen., 2000.

h). On 48:14. Wagner in Israel. Paul Cotterell picked up the reference by Arthur Ruppin to the Wagner Engineering Works of Jaffa producing a motor car in 1914 (Ruppin's memoirs - see p. 16). He adds: "Gebr. Wagner, Jaffa" also manufactured the station canopy supports at Haifa East.

(Incidentally, the "Palestine Exploration Quarterly" for Jan.-June 2000,

p.61, mentions one Stephan Illes, a Hungarian carpenter who made a model of Jerusalem from zinc, displayed at the Ottoman pavilion at the Vienna "Weltausstellung" of 1873. Ille's name also crops up occasionally in terms of early developments and construction in Jerusalem.)

i). On 48:15 - Jaffa Station. Paul notes: "Before his death I talked with Max Seidenberg about signalling arrangements at Jaffa station. He told me that there was just the one semaphore signal in the whole place. This was a home signal sited on the approach to the station; actually on the Tel Aviv side of the Chelouche Street bridge over the railway, just outside the station limits. Someone was despatched to operate the signal whenever a train was expected and the station points had been pre-set to receive it."

j). Holocaust Memorial Wagons. To pursue further this topic which, as has been admitted, is more of "Jewish" than of "Middle East" railway concern: The Imperial War Museum (London) Summer 2000 "Report" has information on plans for the new Holocaust exhibition there. It includes an end-on photo captioned "a 1940's freight wagon in Belgium en route to London for incorporation in the ...Exhibition". From the profile of the roof of the wood-plank wagon it could indeed be an SNCB van.

From Dr. Reinhard Dietrich I have received a copy of an article by Alfred Gottwaldt of Berlin, a well-known German railway historian and author, and railway curator at the Berlin Technical and Transport Museum. He lists the following examples of "memorial goods wagons", some of which have already been mentioned in Harakevet:

1. Washington Holocaust Museum. (Donated by the Polish "Commission for the Research into National Socialist War Crimes" in July 1989 as a "Treblinka Car"; with a brake cabin. It had been recently repainted, and Herr Gottwaldt's assistance was called upon - eight coats of paint down, an original layer from the 1940's was revealed, and its original identity as "Karlsruhe 31 599", built by Esslingen in 1920.)

2. Berlin Technical Museum. (Wagon placed on exhibition in 1988; it was acquired from the DR in a poor state of preservation and has been left deliberately unrestored and anonymous.)

3. Kassel, next to "Documenta 7", placed there 1982. This is a memorial at the original Henschel works, an exhibition developed by E. R. Nele.

4. Dallas Memorial Center for Holocaust Studies, Texas - (donated 1983

by the SNCB. Dismantled and rebuilt as a doorway portal to the exhibition room.)

5. Deutsche Bundesbahn, as part of its 1985 150-Year anniversary - (an original wagon, which was then however restored into 1917 Prussian livery.)

6. In Nov. 1988 a wagon was placed as an exhibition object at the site of the former synagogue at Levetzowstrasse 7-8, Tiergarten, Berlin. (This wagon is no longer present.)

7. Neuengamme, near Hamburg - (wagon acquired early 1992, put on display August 1994.)

8. During the DDR period the steelwork of a similar wagon was brought to the concentration camp memorial site at Sachsenhausen, but has not yet been rebuilt.

9. Les Milles, internment camp near Aix-en-Provence, southern France - (a wagon of unknown origin and date.)

10. Yad Vashem, Jerusalem - (wagon placed on display 1995, exhibition conceived by Moshe Safdie. See Harakevet Monograph 1.)

11. "Mittelbau-Dora" concentration camp site near Nordhausen, Thüringen - (a wagon placed at the entrance to the memorial.)

The article goes on to explain that one of the proposals for a Holocaust Memorial at Berlin-Grünwald (one of the deportation points) was by Meinhard von Gerkan, whose idea was for a rake of ten such wagons alongside the platform, with the name of a destination burned into the sides of each. This proposal was not realised, instead in 1998 a different concept entitled "Gleis 17" by Nicolaus Hirsch, Wolfgang Lorch and Andrea Wandel comprising almost 200 iron plates set into the platform edge, with destinations and dates and numbers of transports, was opened. In summer 1997 the Canadian War Memorial in Ottawa was considering acquiring such a van as a central "icon" for its exhibition, and Gottwaldt states that the DB Museum in Nürnberg intends to acquire one too. In the meantime, there are still many such wagons lying in sidings in Central Europe, waiting to be 'discovered' by museums.

Many other wagons are also of course preserved simply as railway rather than political/historical/Holocaust artefacts, and Reinhard adds that the Rheinische Industriebahnmuseum in Köln has one which has also had a small memorial attached in front of it. The Editor has seen at the site of the former Jasenovac concentration camp in Croatia a former Serbian 2-6-0 attached to a rake of four former Yugoslav four-wheel vans also. Gottwaldt's list also omits the van at Drancy, in northern Paris. There may be yet others.

k). Palestine Potash Co. Evyatar Reiter has prepared an article on the railway operations of this company, and I hope to reproduce it fully in a future issue. Meanwhile, anyone interested is invited to contact him direct at P.O.B. 18002, 91180 Jerusalem.

Apparently the railway system was last used on Tuesday 28/8/1956; at its peak there were 22-23 locos and 311 wagons, all 60cm. gauge.

l). Egyptian tenders behind. Paul has been delving into a file 4-7024 in the IR archives - which apparently details the ER rolling-stock captured in the Six Day War of 1967. A letter dated 17/2/1971 noted that representatives of the IR Mechanical and Traffic Departments visited Rafiah and El Arish. They listed numerous Egyptian wagons, along with "loco tenders" nos. 15326 and 15488 at El Arish. Can anyone identify these two tenders and their (former) locos? (Editor adds - why did this visit take place 3½ years after that war?)

49:7. PASIM NEWS. The Israel Club for Railway Enthusiasts made a trip to Kishon Works on Friday April 28th, the group arranging to meet at Tel Aviv Arlosoroff for the 08.00 fast train, and planned to get to Kishon at 09.27; (a special stop). The return was due to leave Kishon at 11.34 and arrive back at TA 12.37. (This must indicate a special stop for the 11.09 FO from Nahariyya.) Oren Kipnis organised the trip - anyone else interested in future events is asked to contact him direct at : <orensaab@hotmail.com>, or the website <http://get.to/pasim. >

49:8.

MIDDLE EAST RAILWAYS.

a). HEDJAZ.

The DGE Nachrichten Nr. 154 März/April 2000 has a three-page photo report on the trip to Syria and Lebanon, with b/w photos of locos 261 at Muzeirib, 91 at Cadem, HJR 51 at Amman, 91 and 755 at Serghaya, an interior shot of Cadem Works forge, a rusting Schienenbus as Beirut, and a couple of action shots of 160 *en route* to Bosra and 82 near Suaka.

From C.R.J. 122, p. 680: "Further to CRJ 121, p. 634, the "International" train in fact runs three days a week, with departures from Damascus and Amman on the same days. The trains, both composed of Ganz-Mavag Syrian coaches, cross at Dera'a, where Jordanian and Syrian locos are exchanged."

b). SYRIA.

The Czech magazine "Draha" 2/2000 has an illustrated article on pp. 21-26 by Peter Hoffman, translated by Martin Czerny, of current events on the narrow-gauge lines in Syria. Colour photos include No. 755 on a train near Zebadani, interior of a coach, a Ganz railcar R-10, derelict Hartmann locos at Cadem; 260 taking water at Cadem, diesel 401 on a mixed Damascus - Deraa and the yellow Landrover on rail wheels. Monochrome photos show the rail-truck at Fije, 2-8-0 91 on a train at Kanawat, Jung 66 at Deraa, Hartmann 260 on a train in the Yarmuk gorge. 0-6-2T 805 departing Damascus.

The cover shows 755 taking water at Serghaya, and on p.2 is a colour shot of diesel 401 on a Fije train. There is a sketch map on p.35.

c). LEBANON. (i). In "Lok Magazin" 4/2000 is a three-page article (pp. 78-80) from Johannes Glöckner on the current situation in Lebanon, with colour photos (taken during Oct. 1999) of 0-8-0 CEL 107, former DR G8 "Stettin 4814", in the loco shed at Tripoli; derelict Uerdingen railbus A-10450 (ex-DB 798-672) at Beirut and overgrown narrow-gauge locos at Beirut St. Michel. The first page of the article forms a (rather tendentious) political summary of recent history, the second concentrates on the railways as a target during the civil war.

For the record, the G8's in Tripoli are listed (with the Lebanese, DHP, French and Prussian numbers) as:

CEL 102, DHP 827, Nord 4583, KPEV Mainz 4818,	Henschel 11449/1912.
CEL 107, DHP 845, Est 4814, Stettin 4814,	Vulcan 2626/1910.
CEL 108, DHP 840, Nord 4587, Breslau 4810,	Schichau 1555/1907.
CEL 110, DHP 819, Nord 4580, Halle 4826,	Henschel 10924/1912.

Tripoli station is still filled with burned-out and derelict wagons, some vans being used as emergency accommodation. There are three two-road sheds and a turntable built by Joseph Vögele of Mannheim. Also present are two French-built Cail 0-8-0's of 1906, and a German Diema 4wD 3544 of 1974. [see below.]

The railbuses at Beirut are listed as CEL A, B & C-10450; A & B-10451; A, B & C-10452, and A, B & C- 10453. i.e. C-10451 is missing, and apparently stands at Jounie.

The steam locos at St. Michel are 0-6-2T's 8B, 10B, 0-8-2T's 36A, 27A and 0-10-0T S303. All built SLM.

(ii). From *C.R.J.* 122, p. 680. "Tripoli: The 4wD is Diema 3544/1974 (not Schöma); it is a track gang car. The unidentified Cail 0-8-0 has the tender of 34 and a boiler which appears to be stamped 336. However, 34 is one of the locos at Rayak (CRJ 116, p. 336), and it is suggested the Tripoli loco may be 36.

Beirut: It is reported that no trains were running."

d). IRAQ.

(i). Diesel Locos - old news. From David Notarius of Motor Books, London, I have received a copy of the Czech railway magazine "Draha", No. 12/99. On the cover is a fine colour picture of two ISR Czech-built Co-Co diesels, and an extensive article within (pp.22-26) covers the construction and history of a class designated DEM 2000 - based on the CSR "T 678.0" class - built by CKD for export to Iraq in 1963. They were CKD 5657-5666 & 5802-11 of 1963 (i.e. two batches of ten in the same year). Although the Editor's Czech is pretty non-existent, a brief Summary on p.34 reads (with the English tidied up): "The Iraq Railways decided in the fifties to make modernisation plans based on the reconstruction of some lines and the replacement of steam locomotives. The Soviet Union as chief supplier recommended to Iraq the CKD Co-Co diesel locos, analogous to the T 678.0 (later 775) CSD Series. Twenty such locomotives numbered DEM 2001-2020 ('Diesel Electric Main Line') were produced in 1963 and transported to Iraq. In spite of some defects the Iraqi railwaymen were quite satisfied with them. They stayed in use probably until the beginning of the 1980's."

The article has some fine colour illustrations of the locos in use in Iraq, on an Iraqi 25 *Fils* postage stamp issued to mark the 15th. Taurus Conference in Baghdad in 1975, and also a shot of French-built contemporary locos of the DEM 2200 class double-headed hauling a train with a DEM 2000 in the consist.

p.35 also has a sketch map of the ISR system, undated.

e). TURKEY.

From *C.R.J.* 122, p. 686: "Active Steam: There are now only four sheds which can offer serviceable locos for steam specials. Usak remains the principal steam centre, with 0-8-0 44071, 2-8-2 46105, 0-10-0 55043, 2-10-0's 56516 & 56548, and 2-10-2 57009 either serviceable or waiting for repair. At Izmir, Halkapinar shed has 2-10-0 56517 serviceable, as are 2-8-2 46052 and 2-10-0 56009 at Konya, but any heavy repairs needed by these locos have to be performed at Usak. At Cankiri, 'Skyliner' 2-10-0 56359 is serviceable

following overhaul at the shed in 1999 by a group of loco-men. For the future, a major problem is the retirement of older staff with experience of maintaining steam locos.

A photographers' steam charter will operate from Alasehir to Adana from 23rd. September to 3rd. October 2000, using all serviceable locos. Further details are available from:

Dietmar Kramer, Roonstr. 23, D-38102 Braunschweig, Germany."

[Ed. Notes: 46105 & 46052 are, I think, "Middle-East"-type USATC 2-8-2's.]

49:9.

ANOTHER KIBBUTZ ODDITY.

In April 2000 Evyatar Reiter went to Kibbutz Ramat Rahel, now on the southern fringes of Jerusalem, to do some archive research, and came across the odd "model" loco illustrated here. Apparently it was constructed in 1996 to mark the 70th. anniversary celebrations of the Kibbutz, but is now dumped, minus any wheels, in a yard on the west side of the complex. It was never powered.

(see photo on next page)

49:10.

"RABBIS ARE HUMAN".

This is the title of a brief autobiography by my late colleague Rabbi Bernard Hooker z 'l', published in July 1997. From his birth and childhood in humble circumstances in the East End of London he describes his education and training for the ministry, and later career. After the death of his brother, who was serving as a Chaplain in India, he also became a British Army Chaplain for a period. The following three extracts have some relevance for this magazine:

p.22: "In February 1947 I was posted to HQ British Troops in Egypt, with my base at Ismailia along the Suez Canal, but my duties were to act as Jewish Chaplain to the whole of the Middle East Land Forces which included Egypt, Greece,



Tripolitania, Cyrenaica, E. Africa, Malta, Palestine etc. I should point out that Palestine was a special case because, in theory, at that time (when there was serious conflict between the Jewish inhabitants and the British Mandatory Power), Jewish personnel in the British army were not permitted to be posted to Palestine. This was done in order to avoid embarrassing the Jewish troops when active operations were ordered. [*I suspect that Security issues were also involved! Ed.*] However, in my situation, I managed to think of a way in which I could, at least, spend a few days there. As Passover drew near I always made arrangements for the Jewish personnel to observe a Seder service and meal. With the co-operation of NAAFI we were able to supply food, but I suggested that it was necessary for me to go to Palestine personally to discuss with the Chief Rabbi Herzog the smooth despatch of Matzo and Kosher wine which were essential for the festival. I received permission and eventually boarded the train which the army [sic] ran from Egypt to Palestine. I was just getting settled in my seat when a Sergeant rushed into my apartment, threw some papers into my hand, and hurriedly departed with the words, "O.C. train, Sir!"

[i.e. Officer Commanding the Train - senior office in charge. Ed.]

The train set off before I was able to begin my protestations. I should point out that it was normal to take precautions because the tension in Palestine at that time involved blowing up of railway lines, attacks upon army barracks and personnel. etc.. I was left to ponder how the Sergeant, seeing me board the train as an army Chaplain, and not seeing anyone of superior rank on the train, considered that I should be "O.C. train". Little did he know that I was the only Jew on that train, and that I was the only one not carrying a weapon, and that I had not the foggiest idea what to do in the event of an "emergency"! I prayed hard during that journey, and God answered my prayers...."

....."On arrival I followed normal army procedure by reporting to the Town Major who is responsible for providing accommodation. "Out of the question", he replied, "you must stay in army barracks." I agreed, and I was given a room in the Syrian orphanage which had been taken over by the Army Pay Corps and some Infantry units. He also pointed out that I must only walk about in public in the company of three other (armed) officers. I objected that this was impossible because I had appointments with Chief Rabbi, etc., and I could not very well turn up to see him as if with a raiding party. He explained that recently officers had been kidnapped and held as hostages etc., but he understood my problem and would agree if I changed into civilian clothes which would not make me an obvious target.

I agreed, but my next problem was to obtain civilian clothing. I found an outfitter's shop in the Jaffa Road and explained to the owner my problem. I purchased a shirt and a pair of trousers and, in the absence of a changing room, he allowed me to go under the counter and change. As I walked out of the shop, with a parcel (containing my army clothes) tucked under my arm, I thought to myself, "If it is true that the Haganah keep watch on any suspicious army character, what will they make of me as they see a British officer (they did not know I was a Jewish Chaplain) walk into a shop and come out as a civilian with a parcel under his arm?"

That night I returned to the Syrian Orphanage billet to get some sleep, but at about 2 in the morning there was a loud explosion followed by sirens. The Infantry were rushing down the stairs with rifles ready for action.

Next morning I discovered that 'C' Block of our billet had been blown up. Fortunately I was staying in 'A' Block and I was unharmed. After I got over the shock I reflected how 'fortunate' it was that I had not turned down the Town Major's request that I stay at the Syrian orphanage. If I had done so, and it had been blown up, he might well have thought that I had some prior knowledge since many people thought that one Jew was bound to know what other Jews were plotting!

I had become aware of this before I had started my visit to Jerusalem. When I went to the Senior (C. of E.) Chaplain in Egypt for the necessary travel pass, he said he was also thinking of visiting Palestine but, in view of the hostilities there, he was not sure what would be the best time to go. He asked me for my advice. I thought that it would be impertinent of me to tell him that I was not the leader of the Irgun or the Stern Gang, so I said I was as much in the dark as he was, but a good guess would be to go over during the High Holyday period when most Jews would be otherwise engaged. He followed my advice and returned safe and sound., but possibly still wondering whether I had any inside knowledge."

".....In another incident two Jews had been arrested and put on trial by the British Forces for subversion activities. They were sentenced to be executed. While in prison, Rabbi Goldman used to visit them to offer spiritual comfort, and they became very fond of him. He had once been an Army Chaplain, but he had been demobbed and was living in Jerusalem. As the time of the execution drew near, Rabbi Goldman visited them and told them that he would be present at the actual execution. They pleaded with him not to come, but he insisted that he would. That night the prisoners blew themselves up in their cell. Apparently explosive was smuggled in to them with some oranges.

They had originally planned to blow themselves up at the execution together with all the army officials who might be present, but when they realised that Rabbi Goldman would be present they chose the other way. Later, a question was asked in the British House of Commons, whether a Chaplain had been asked to be present at their execution. It occurred to me that, since I was the only serving Jewish army Chaplain in the Middle East at that time, I might have been called, and it is possible that the prisoners, seeing me in army uniform, would not have hesitated to carry out their plans."

[These were the two men, Moshe Barazani and Meyer Feinstein, arrested for the bomb attack on Jerusalem Station. The suicide took place on 21st. April 1947 - see Harakevet 41:13 for the grisly details of the case. Ed.]

MORE FROM BERT DYKE.

First - a Correction - 48:9 (c) p. 18 - the "Luckenbach" that had the murder on the forepeak berthed on 20th. Dec. 1941, not 1942 - they'd just come into the war.

Sudan: Re. 8:9 (a), p. 16 - the Sudan railway stock - the rear vehicle was not a "Mareem" but a "Hareem" coach - for the wives and concubines - we spell it "Harem", but it is pronounced "Hareem" and was so lettered on the coach sides. The richer, better-off, high-ranking Sudanese usually went 2nd. (or even 1st.) Class, but the wives, women and servants would be in 4th. or 'Hareem Class'. '4th. Class' were bogie vehicles, with open slit windows from waist to head height, and a retaining bar along the middle of that too. Hareem coaches were old 6-wheeled vehicles, really vans, with small barred windows high up, making it impossible to look in. (Always, a row of dark eyes looking out), fares were just about 12 miles for a penny (the same as in India at the time, strangely enough), but even so, with three or four wives, perhaps more servants, and the "sofragi" (personal servant of the passenger) it was quite an outlay for long journeys. The minor sheikhs were then typical 2nd. Class travellers, with stacks and bundles of belongings, and all the wives and retinue at the rear of the train.

I went up on No. 2, to Khartoum, during Ramadan 1941; I was chained to a prisoner to escort him to the Black Hole (at Omdurman) as he'd been "working his ticket" (burning his pay, sold his rifle, refusing to co-operate - he wanted out. but you couldn't do that in wartime; he was quiet enough, but a nuisance being cuffed to a man for four days ! Why me ? Ah well, they knew I'd be back on No. 1 on the fifth day, old Major Di trusted me. In our compartment was a real old Nubian gentleman, the Shendi area Sheikh, attended by his sofragi, and he gravely informed me he was Harrayd, and he knew me as a merciful "Nazrani" (Nazarene) who had saved a Sudanese lengthman's life when he was slashed open by a knife-wielding Haderidoa. True, I took him to hospital and got him stitched up, but how did he (Harrayd) know ? Why, the Imam had told him.

So we were getting on well, when I noticed his servant getting dishes of dates, limes, flat loaves, sweetmeats, and finally violent orange stew - laid out on stools - plenty of room in a 2nd. Class Sudan coach. We were on the flat coastal plain, over the Red Sea hills, and nothing, nothing between us and the setting sun. He was watching that like a hawk, and the instant the sun touched the desert rim he filled his mouth with one hand and handed me a fistful with the other. They really do respect Ramadan. Our rail and dock labour there - and in Sinai - had a special dispensation from the local Imams to be able to drink plain water when stevedoring in that sun - and think of that track-laying with hot metal at midday. They would de-hydrate if they didn't drink - hence - two firemen to man the locomotives, "spell and spell about", a half-hour at a time - and they would drink two gallons of water from their square 4-gallon fuel tins at a long gulp ! You could run a finger down a fireman's shoulder after a drink, and it was running out of his pores. A hard life. I hopped out (with my prisoner) at Shendi next morning and my old gentleman picked up three wives and three servants from the Hareem coach, and four others from 4th. Class - quite a fare to pay !

(Regarding the incident the Sheikh had heard about in 1941 - coming out of the Control Office at Port Sudan in Sept. '41, by the railwaymen's rondavels, one of our lengthmen rushed up to me, clutching his belly (and my knees) - he'd been misbehaving with a Hadendoa woman (a 'fuzzy-wuzzy' - what a fool, they'd kill you for temulence.) They wear a leather pouch on the elbow, with their chosen Koran verses stitched in, the other side a small curved knife - mother-of-pearl handle. Only ever pulled to draw blood. He'd slashed our bloke's intestines and he was just begging me for help. 'Come with me' - holding his guts in with both hands - he and I walked slowly to a wooden cabin on posts, the native hospital compound. Hundreds there, waiting for days. I went up the steps, to a weary doctor, pushed in, our SR man crept after me, laid on a zinc table and they stitched him up with just a splash of ether on his stomach. Saved his life alright - he walked back with me, I told him not to come to work, but he did, four days later, and I gave him 50 piastres (ten shillings). This is why I was the "compassionate Nazrani" !

Aden. I didn't get to Aden in the war, but Amy and I got there in 1949 and again in early 1954. There had been a metre-gauge line - 29 miles eventually - Mir Alla - Sheikh Othman - Lahej to Al Khudad; it ran 1916-1929. They had three F1 class 0-6-0's from the old Bengal Baroda and Central India Railway with 3' 7½" wheels for really slow

runs, Nos. 288, 349 and 727 - (Neilson and Dübs, 1880-1896) and one Nasmyth-Wilson 4-6-0 (No. 1) in 1922 at Aden. Eastern Bengal Rly. sent three of their 0-6-0's 561, 563, 584, but security problems made the authorities decide to close down. The demand was there, but not the will. So back to camel carts, these long-shafted, low vehicles - back to the Middle Ages. We had a good scour round when we were there but little remained, only formation and a few walls. The 4-6-0 was sent to the Eastern Bengal Railway - later Bangladesh No. 325, and she may be there yet, they are so bankrupt they would use the replica 'Rocket' if we gave it to them ! You can't get easily to Aden now, but like a lot of other no-go areas, Amy and I got there when it was still possible. (See Hughes p. 83 for more loco details.)

More on Australia - (Yes, I know it's not 'Harakevet' territory, but it's Bert's background, and it's the way he tells 'em ! Ed.) -

In 1950 we were way up "back of beyond" - on the Queensland Railway 3' 6" North Coast line. We had trains every day, - but to stop them was an extra toll of fifteen shillings ! - like the daily Rockhampton Mail from Brisbane - and the twice-weekly Cairns wouldn't deign to call at Yandaran at all. Just once weekly, Friday mornings at 9.10, was a local, known as the "Cocky's Bus". A "Cocky" is a farmer, a sugar-cane or pineapple farmer, and all houses there were timber, so infested with cockroaches - hence "Cocky's". The Local was freight really, flat cars of cane, Colloide coal (opencast), empty oil drums, and way back at the rear a genuine caboosse. Genuine - wooden, half for the Conductor and parcels, the end half an open hut with a bench seat all round for wives and kids to go shopping - it ran from Mackay to Bundaberg. You know how lucky I am - I had railway relatives on QR, also one with a cane- and fruit farm, and he had his own siding at Littabella. Another had a store at Bundy (Bundaberg). So we got the Mail to call at the siding, as Noel had a bit of 'pull', but the time came we needed supplies and went into Yandaran for the 'Cocky' on a Friday morning. The Station Master (also Bank Manager, Trustee Manager, School Governor, Councillor) Hughie was not there. "Gone yabbing" said his wife - catching crayfish ! This looked bad at 8.30am. A few people were lying on the trackside, waiting - you never stood up in Aussie if you could lie down !

We phoned - on the QR phone. The train was at Miriam Vale and wouldn't be down until Saturday morning at least ! It always had a PB15 4-6-0 on - they were Baldwins from 1893-1899 - and there were no spares for miles. We went back to my cousin, and next day the Cocky stumbled in at 12.05pm - 27 hours late. As we said to a recumbent passenger - who had slept in the goods shed - "There's folks on Wimbledon platform grumbling about their train being 3 minutes late (with a service every 8 minutes anyway), and you've waited a day and a half." "Not to worry, she'll be right, no sweat", said the bushman. There was the problem of getting back of course. Solved by another cousin, who 'talked' me onto the footplate of a spanking new Garratt (the first of the first batch) and Amy with the Conductor and adoring railway gangers far, far behind in a caboose. I dropped off at Yandara and thought they were taking her on but the train paused, so I got her back again.

Later on we bought a house further south, and used to go out to Cleveland and Wellington Point on the Pacific Ocean seashore, red soil, apricot trees, pelicans and budgerigars.... We had the PB15 4-6-0's and also new DD17 4-6-4T's just arrived - painted Royal Blue. Surprisingly, built in Ipswich workshops, Queensland, whereas the other new ones that year were Vulcan 4-6-2's, BB18 1/4 class. We often went to Cleveland from our chosen station, Fortitude Valley - a nice name that; Amy said it was because what with cockroaches, millions of Spitfire-sized mosquitoes, venomous snakes and cane-toads, you needed Fortitude. One day we took relative's children behind a PB15 to the sea and had a lovely day - the afternoon train used to wait for us all. The Engineers wore a black homburg and sweat scarf - and there he was, solemn for once - "Bertie boy, we got a bush fire, 2 miles of prickly pear, smouldering between here and Wellington Point - shall we have a go?" "Yes" - we totally agreed, so leave two coaches, couple up to two others (wooden) - and charge through the fire. Fortunately he was "smokebox first" - not always so - so he backed us up to the stub and gunned her away with two bogies, and about 30 of us aboard. Conductor wagged his finger - "Keep the flamin' windows shut, don't let the flamin' kids look flamin' out." The little PB skidded, settled down, and actually got up to 55 mph - no mean feat for 3' 9" wheels on 3' 6" gauge track, her little con-rods were rocking her all angles, we were in the fire.... and Pauline, my 12-year old niece, wild to see it all, dropped a window and looked out - lost her fringe and eyebrows and got a "nigger-minstrel" face before I pulled her back - but O.K., I left her to shock and tell her mum excitedly

about it. We didn't stop until Wellington Point, where we all had a drink at the cafe - on me - and ended up at Fortitude Valley 1/4 hour early ! So unlike England - where serious incidents like a fused light-bulb in a lavatory can close a division down until the police have searched and had a Government enquiry or two....

Western Desert. One other incident I recalled - on the Western Desert line from Mersa Matruh into Cyrenaica, to Tobruk. We had Alco Bo-Bo diesels up there of course (in addition to steam locos) - latterly at least; we had one at Kantara East in fact quite early on in '42 - I told you of the staged "stealing test" on the wye, with this loco and sealed Sulb wagon, opened and dealt with on the move by a Bedouin in 75 yards ! Well, nobody loved Diesels, but they were efficient and easy to use. We had some odd-bods attached to us later in 1943, some of them older men. One was Charley Hosmer, an ex-Tube Guard from the Metropolitan Railway in London ! He was over 40, no teeth (if he removed them) and no hair either. Poor bugger, every time he appeared blokes would howl "Mind the Doors !" - the classic Underground threnody in London ! So he was extra careful - extra addicted to rules - to match us "real railwaymen." You know the rule - if you are "freight" and are "put in the hole" (refuge siding) to let another by, you should walk your train and check every axle-box for heat. Charley always did. We had to safeguard trains from thieving, so a Company of Bechuanaland troops were assigned with rifles but no ammo - they are a little bit impulsive, shall we say ? - mostly they were either asleep or singing hymns (from the Mission Schools) - now that was a lovely sound in the desert at night. Every train seemed to have at least a few wagons of flour, white linen 2 cwt. sacks, and we loaded it in 'Commonwealth'-bogied, 40-ton, 3-plank opens, in such a way it was "coned" - on the plank tops the sacks bulged all round and up to a pyramid. Didn't need tarpaulins, it hardly ever rained ! Bechuanas used to take 2 sacks out of the ridge, place them athwartways and make a nice little nest - to sleep all the way to Tobruk or Similla. That was it - they weren't very alert. One night, in early 1943, old Charlie was Conductor-Guard on a mixed freight - headed by Alco 1213 - and rode in the Bo-Bo until he got stuck "in the hole" right up at Capuzzo, to let thousands of prisoners go by. Dear old Charlie, got his little storm lantern, and walked his train - one hand testing Acme seals, the other clinking the lantern, axle to axle, such a good lad. The Bechuana, 30 feet up, heard the clinks, looked down, saw a head with a forage cap pulled down over the ears (nights were

cold), just like a "clifti-walah" (thief); he dropped his Enfield rifle down like a javelin on Charlie's skull. Well, I went to see him in the Clearing Station tent, nothing but bandages (like Boris Karloff's Mummy). Then, I realised, his teeth were up there at Capuzzo, in the sand ! I roared out "Mind the doors, Charlie !" and he absolutely slavered at me. "I'll bib you mind the pupping doors - pup the pupping trains !" I couldn't stop laughing. The surgeon-colonel rollocked me, as Charlie had awful concussion. He was posted - never saw him again.....

49:12.

ISRAEL RAILWAYS: MISCELLANEOUS OBSERVATIONS & NOTES.

MARCH 2000.

The Editor had the good fortune to be able to spend four days chasing around Israel in March before taking part in an academic conference in Jerusalem. With a grubby notepad and biro, camera and film, blood, sweat (and more sweat), a lot of help from Paul Cotterell and a little outlay and risk-taking now and then, he managed to see and note the following. (The notes are not always complete - one cannot look out of both sides of a train at the same time, not always make out a full number, not scribble fast enough when a train flashes past..... but they provide a vignette that may assist future researchers. It is hoped that most abbreviations are self-explanatory; often I note things on Left or Right in direction of travel - one can later work out which compass point this must indicate. "TA" trains usually start or terminate at Hashalom station.)

See 45:13 for notes on observations in March 1999; these refer essentially to the same period in 2000. Within this period much progress has occurred; for example, Haifa Mizrach station has been transformed by works on the "new" museum and footbridge, with a new Permanent-Way Machine depot behind the old HR three-storey building; bridge work has begun for the new road overbridge at the Hiram Level Crossing between Haifa Mizrach and the diesel depot; extension works have been completed or are under way at the Diesel Depot and Carriage Depot; Hof HaCarmel has opened; the Haifa Merkaz - Bat Galim line is now fully rea-

ligned, rebuilt and doubled; the line from Tel Aviv to Bnei Beraq and Rosh HaAyin has been transformed; the new east side footbridge at Tel Aviv Merkaz has been built; the new line to Beer Sheba Central has taken shape; services to Rehovot and Ashdod have been revised; Lod depot is being rebuilt and the station has been substantially tidied up, etc. All quite remarkable !

a). General: Somehow, at some time in the past year, all the push-pull sets have all been turned, and now have the loco at the south end and the driving trailers facing northbound. It is not clear when and how - there are no turntables any more, the triangle at Haifa East yard does exist but would involve propelling sets across the road Level Crossing by the Paz petrol depot, but from personal observation the tracks do not look to have been used for quite some time - certainly not by half-a-dozen or more sets of coaches. There is a triangle at Peleshet Junc., near Ashdod.

Nor is it clear why this was done - to even flange wear is hardly a factor on the essentially straight IR main line.

b). Snippets of Miscellaneous Information.

Mainly from Chen Melling:

(i). In 1975, ten Fiat railcars were ordered and built for IR - but were then sold to Mexico. They were numbered 3001 - 3010, and at least up to 3008 had been built before the order was cancelled. The official problem was that they did not match specifications. The Museum has a model of a similar railcar built for Cuba.

(ii). At least two of the Yugoslav-built coaches were painted red when they arrived, apparently by order of Shimon Peres, then-Transport Minister ! Pictures exist, by J. Diamond and Hans Kohut, of this short-lived livery.

(iii). In political terms the 'Shas' Party is considered good for the Jerusalem line, since they would want to see the capital remain rail-connected.

(iv): Clearance work has started in Jerusalem for the LRT lines.

(v). 6 more Bo-Bos are on order, with an option for a further four, and ten more IC3's have been ordered.

(vi). 8 Double-Deck sets are on order, and ca. 30 2nd-hand coaches are awaited in a few months - it was not clear whether the order had been signed. Chances are 2nd.-hand coaches will be acquired from FS, not CD.

(vii). In new timetable there will be 15 return trips daily to Rosh HaAyin, and 7 extras to Beer Sheba.

(viii). There has been talk of actually constructing rolling-stock in Israel itself, rather than just assembling and fitting-out



The new Bnei Berak Station under construction, 16/3/2000. View towards the east.

stock - this would be done possibly at Ramta; Transport Minister Itzhak Mordechai called builders together for a conference. This issue relates partly to the IC3 sets, as there are fears the production line in Denmark may be closing down soon due to lack of orders. Ramta /MTR at Beer-Sheba built some railway wagons after the plant at Netzer Sereni went bankrupt.

(ix). The Carmelit in Haifa has 5,000 passengers a day, but needs 15,000 to break even, and is therefore almost bankrupt. There is talk of an LRT line to Kiryat Ata.

(x). The last time rail was used to transport armoured vehicles was during the Lebanon War, i.e. almost 20 years ago.

(xi). At Qishon Works the old coach bodies used as offices are to be cleared away by mid-April 2000; one of the two PR standard types has gone already (as at 12/3/2000), 97 is left, also a Midland Brake/3rd., an LSWR coach and an ESR 6-wheel body.

(xii). The IR trolleys are in fact numbered following a logical system - the first two digits refer to the year of acquisition. Thus 831 and 832 were bought in 1983, Matisas 941 and 942 in 1994. Chen is still working on a "Master project" to document all PR/IR wagons and service vehicles.

There were ca. 4,000 numbers allocated in the old 4-digit system, plus around another 1,000 under the new system, in addition there were Private Owner, War Dept. and ESR vehicles in traffic.

(Shin = Shatuach - a spread load, as opposed to Tet wagons, which can take a concentrated load.)

(xiii). It cost NIS 3,000 to transport the old tractor by road from Bnei Berak - IR were not interested in bringing it to Haifa (not on its own wheels, of course !).

(xiv). At Hadera E. is still a rusty but intact guard tower. Old Pillboxes exist at Hadera E., S. of Kfar Jinnis, near Yibna,

and at km. 57 and 48 on Jerusalem line.

(xv). Coaches out of use at Qishon include all the BR Mk. 2's and O&K's; the only Yugoslav coaches out of use are 615 and 630.

(xvi). A new Co-Co is at Qishon with accident damage.

(xvii). Proper platforms are being built at Akko station.

(xviii). One of the ex-ER G16 Co-Co's is now at Tel Aviv South for training purposes.

c). Jerusalem Museum Scheme. There was a group which wanted a 3-year lease on the Jerusalem station to make a "Transport Park", including a Dakota, old motor transport, and railway material as well. The station would have been refurbished and the area and goods shed used. (The goods shed still contains all original timber inside.) They went around Qishon Works with representatives of the Museum, and made a list of redundant stock - they wanted all the available passenger coaches (apart from ex-BR Mk. II No. 688 which is earmarked for the museum); these would have been gutted and the interiors used for exhibition etc. space. They drew up a list, and negotiations opened with the the Management. To get the stock up to Jerusalem would have involved a special arrangement to run a train up the (technically) closed line, at 5kph. But it now appears the deal may have fallen through.

d). The Haifa Railway Museum - attempts are now being made to organise donations of material and expertise to renovate one of the derelict stone buildings on the museum site. One is to be used part as a clubhouse, part as a model railway layout for museum use, plus a 5" live steam circuit to give train rides to the smaller kids. One is classed officially as an archive and is in fact stuffed almost floor to ceiling with rotting files and pa-



Platform 4 at Tel Aviv Merkaz: The ghostly Advertising Bottles and the new pedestrian footbridge on the east side of the Ayalon.



Rosh Hayin, view North

pers, totally unsorted. A real challenge, along with a similar room on the ground floor of the main Archive building, plus many files still in the pigeon-infested attic..... Compared to this, one gets the feeling the work of Solomon Schechter at the Cairo Synagogue Geniza was a doddle.....

The bridge columns for the new footbridge to the museum have been filled with concrete, to prevent rust or corrosion from within.

The steel gantry on the island platform at Haifa Mizrach was built to assist those checking the roof-mounted air-conditioning units; it cost around 500,000 NIS and has never been used !

e). Travels: Some Traffic and other Observations. (The times noted were taken simply from my watch, and correlated later when necessary with the timetable - in some cases I noted the time a train arrived, the timetable indicates when it should depart; there may be other odd discrepancies, one cannot always tell what is an e.c.s. working.)

Sun. 12/03/00. Bus from Ben Gurion airport - several rakes in Hashalom carriage sidings.

Caught the 17.35 ex-Tel Aviv Merkaz to Haifa.

Passed Netanya n.s. 17.55 - 1 bogie & 1 4wh. ballast wagon in sdgs. (n.s. = non-stop.)

Stopped Atlit 18.25 - Train formed of Inox set passed southbound, IR coach at N. end.

("Inox" refers to the former SNCF "Inoxidable" stainless-steel coaches. They run normally

as a set, attached to a "Karon Koach" or "Power Car" at the north end.)

(This will have been the 17.23 Nahariyya - T.A.)

Monday 13/03/00.

07.42 N-bound at Haifa Bat Galim: (i.e. 06.29 ex-TA to Kishon). 731 on 616 / 618 / 636 / 114Bet / 606 / 613 / 628 (11.. Bet / 78.

(The "11X Bet" coaches are rebuilt former Esslingen railcar centre trailers.)

07.45, Trolley 741 arrived from South, on central track, paused, continued north to the level crossing then reversed into the

bay platform (Plat. 1A).

07.46 southbound formed of GM G12 125 on 336 / 341 / 316 / 304 - Parvarit (i.e. suburban working) to Hof Carmel. (This must have been the 07.30 ex-K.Motzkin.) 07.59 dep. 303 / 313 / 328 / 329 / 322 / 340 / 332 / 321 / loco 735 pushing. (? Maybe the 06.54 ex TA, due off 08.01 to Naharriya, leaving a couple of minutes early.)

Southbound trains now normally use Plat. 2 in Haifa Bat Galim, northbound trains Platform 1, and to confuse matters the bay platform, now hardly used since suburban trains go through to Hof HaCarmel, is Plat. 1a ! There is now a new ticket office in the subway by the entrance turnstiles to Plat. 2. Signs are blue with white lettering and a red bottom stripe.

Hof Carmel, northbound, 08.55 : 737 on 641 / 617 / 111Bet / 627 / 84 / 638 / 71 / 626.

08.12 Hof Carmel - Tel Aviv (07.23 ex-Nahariyya) formed of 734 on 330 / 315 / 326 / 333 / 335 / 342 / 312 / 305. No telephones are yet installed in these trains. I travelled in coach 312 .

Signs of relaying, with track panels stacked at various places, especially at Zikhron Yaakov, crossover south of Habonim/Dor, work taking place on points at Binyamina Quarry.

Binyamina, 08.38, N-bound IC3 train formed of 7024 & one other.

Bogie flats 1851, 1860, 1852, 1863, 50.032 *Shin* and others at Binyamina.

Hadera Maarav: at 08.50, noted bogie flats 70.130 *Shin*, 60.153 *Tet*, 64.017 *Shin* loaded with containers in loop/sdg. Crossed 7217 & 7222. (on 07.45 Rehovot - Binyamina). In south headshunt bogie flat 1859 loaded with rails. Kfar Vitkin cross a G12 with Yugoslav coaches ca. 08.55 northbound. (08.29 ex-TA-Haifa.). Netanya trolley by shed, plus trolley 003 in south headshunt. Northbound line looks recently relaid. New road overbridge being built.

Bet Yehoshua 09.05 crossed 7214 / 7216. (08.16 Rehovot-Binyamina).

09.10, S. of Shefayim, crossed a Bo-Bo on Yugo. coaches. (08.54 TA-Nahariyya.) Nr. km. 80.5, north of Herzliyya, are two wooden PR van bodies on W. side of line. end-on.

At Herzliyya station, the platform edgings are wooden, with tarmac surface; the platforms are lower than the latest ones.

In the westernmost goods loop: bogie hoppers 50 112 *Resh*, 40 036 *Resh*, 40 005 *Resh*,

40 027 *Resh*, 40 006 *Resh*, unloading sand. Tel Aviv arr. 09.20. 7211 and 2 other IC3's dep. northbound. from Plat. 3.



Beer Sheba Central new station under construction. 13/3/2000.



View from the railhead by the road viaduct at entrance to new Beer Sheba Central station, 13/3/2000. The crane at Right marks the new building under construction; the low flat roof in the middle of the picture is the Bus Station

Some loops either being laid or already laid: e.g. Km. 38.6 distant, conc. sleepers have been changed, ca. km. 39.4 loop on L. (i.e. E. side), then bridge, then remains of Turkish n.g. route on R., a curved embankment and cutting. Space for loop and track panels laid alongside line - ca. km. 45. Loop on L. and sigs. relay box on R. ca. Km. 47 ? and space for loop on R. km. 50 ? (Kilometre posts mainly rusty and illegible on this section; also no 100m. posts visible. Km. 53 visible before Devira.) Devira, LC, then loops on R. Old and new signal boxes on L. 2 sdgs. curving in from R. from the grain silo; 2 grain wagons visible; then another loop. Beer Sheba is growing, and urban landscape is reached long before the station.

At **Beersheba** - the former triangle on the north side of the layout has been lifted.

G26 'Jumbo' Co-Co 605 was standing, having arrived from south on freight formed of 66.012 *Taf*, 60.117 *Taf*, 60.025 *Taf*, 60.517 *Taf*, 60.030 *Taf*, 60.508 *Taf*, 60.014 *Taf*, 60.001 *Taf*.

At 11.15, 706 arrived from south on 60.640, 60.423, 60.067, 60.377, 60.748, 40....., 70.116 *Shin*, 70.103 *Shin*, 64.015 *Shin*, 60.049 *Shin*, 60.124 *Shin*, 64.009 *Shin*, 64.029 *Shin*.

Walked into the **M.T.R. Repair Workshops**. ("Mifalei Ta'asiot Rakevet" - "Railway Industrial Workshops".) Found: Remains of 60.070, a tank wagon; 60 247 *Tet*, 60 022 *Daled*, 60.001 *Daled*.

A row of 60 *Tzadi* hopper wagons, included: 60.425 *Tzadi*, 60.427 *Tzadi*, 60.335 *Tzadi*, 60.479 *Tzadi*, 60.400 *Tzadi*, 60.493 *Tzadi*, 60.074 *Tzadi*, 60.1260 *Tzadi*, 60.153 *Tzadi*, a gap, then 60.078 *Chaf*, 60.092 *Chaf*, 60.009 no wheels; 60.008 no wheels. 60.004 dumped to the south side.

Inside the workshops themselves were at least four wagons under repair, including 60.340 *Tzadi* and 60.413 *Tzadi*. Other fabrication work was also being undertaken.

In **Container Depot** on north side of line, from the level crossing at the East end: long row of stored wagons on the "back siding" included:

60.091 marked "*Ashlag*"; 60.140 *Chaf*; 60.148 *Chaf*; 60.016 *Chaf*; 60.132 *Chaf*; 60.068 *Chaf*; 60.001 *Daled* (tank wagon); 60.214 *Tzadi*; 60.138 *Chaf*; 60.165 *Chaf*; 40.201 *Gimmel*; 40.202 *Gimmel*; 60.805 *Chaf*; 60.801 *Chaf*; 60.837 *Chaf*; 60.848 *Chaf*; 60.814 *Chaf*; 60.852 *Chaf*; 60.850 *Chaf*; 60.828 *Chaf*; 60.835 *Chaf*; (not sub. at end.); 60.816 *Chaf*; 60.847 *Chaf*; 60.817 *Chaf*; 60.823 *Chaf*; 60.836 *Chaf*.

(08.45 Rehovot-Binyamina). Also noted 7019 / 7005 in stn.

Noted once more that Tel Aviv Merkaz station is set back from several main roads but not actually ON any of them ! Large plastic soft-drink bottles are now affixed to the canopies, for advertising.... Tel Aviv Merkaz is such a noisy station, sited in the middle of a motorway ! Went to the IR headquarters; received my *Ishur Letzalem* from Benny Naor.

Dep. on 09.20 Tel Aviv - Beer Sheba - Plat. 4, unit 7013.

In sidings at T.A. Darom. 303, 313, 328/ etc. IC3 sets 7204, 7205, 7220, 7215. n.s. through Kfar Habbad. Lod arr. 10.15. Cross 7217 / 7222. (must be e.c.s. ?) Track connections at north junction not totally complete yet. Yo-Yo 262 shunting a ballast train. 60.011 *Shin* and other flats at N. end of trackwork. Bo-Bo 740 & 91 etc. Inox set plus *Koach* 633 in sdg.

Single track beyond Lod. Lod-Ramle provides a grim landscape of dereliction and decay and urban pollution. At Ramle the

spur to the cement works has largely vanished under new wider roads, though a signal stands in the grass by the spur to what is now "Industrial Park Neshet-Ramle" and bears a big sign "For Rental."

Ramle - Naan - The scenery improves to agricultural, with low rolling hills. Naan - changed tokens n.s. 10.28. (Naan - sem. sigs. still there but due for removal imminently - Paul is negotiating to get the semaphore distant bracket for the museum.) Also tablet exchange catcher on loop.

Beyond Naan - pleasant rolling hills, green at this time of year. Very empty. Pass near or through villages of Kiryat Menachem and Menucha - but no stations here.

Qiryat Gat - Trolley 714 in northbound platform, Kessler ballast regulator in track 3. 10.45-7. New island platform, station building on W. side. There are still semaphore sigs. at the north end. After Heletz line junction, (km. 34 on line from Naan, km. 20 on Heletz line) the track becomes rougher.

(The 40 *Gimmels* are bogie high-sided opens, possibly of Indian wartime origin)

There appeared to be two long platforms, with space for tracks on each side, i.e. a four-track terminus, with no bays, spurs

Trolley 743 approached from Dimona line as I walked along.

Near the junction to the Dimona line two tracks leave an anonymous corrugated-steel building (which has space for two further bays) set below the level of the line, and climb up to join it just under the road bridge. Is this "Ramta"?

The former siding which curved southwards at the east end of the station, between factory buildings, is still visible but has been disconnected and looks long-disused and covered with debris in places.

Dep. Beer Sheba 14.15. IC3 sets 7010 / 7007.

At Lod 15.06 crossed 7003 / 7023.

Co-Co 607 was standing in sidings on c.c.s. 621 / 622 / 51 (half the roof painted white); 82 / 73 / 639 / 72 / *Koach* 640 (with ends painted red.)

Ballast train in sidings comprised:

58.010 *Resh*, 58.007 *Resh*, 58.004 *Resh*, 24.007 *Resh*, 25.082 *Resh*, 58.012 *Resh*, 24.036 *Resh*, 58.001 *Resh*, 58.006 *Resh*, 58.005 *Resh*, 24.035 *Resh*, 24.013 *Resh*, 24.024 *Resh*, 24.033 *Resh*, 58.018 *Resh*, 58.017 *Resh*, 24.030 *Resh*, 24.038 *Resh*, 58.013 *Resh*, 58.014 *Resh*, 58.019 *Resh*, 58.009 *Resh*, 58.020 *Resh*. On a separate track were 24.015 *Resh*, 24.006 *Resh*, 24.026 *Resh*, 24.027 *Resh* and several others.

Note the mix of wagon types and the survival of a wooden-bodied 25 *Resh* 4-wheeler.

58.019 bore plates/inscriptions: "Keller Meccanica SpA 1989. Cagliari. 33 RIV 83 FS 699 9 879-8 Faccs."

Lod Loco Yard had been substantially rebuilt, a new track on heavy ballast heading for the rear of the complex and fanning out into several parallel sidings, presumably for IC3 storage. The third bay of the old loco shed was now finished, (un-



View of the container terminal at Beer Sheba Tzafon, looking north towards the passenger station: On the right, stored wagons, in the centre, lorry bringing container for loading, behind the container at left can be seen the MTR workshops building. 13/3/2000.

On the "main siding" i.e. by the loading crane and tarmac surfaced area, were:

70.318 *Shin*. (Plates and inscriptions: "Vagonka Poprad 1994. (011) Statny Podnik. Poprad. 19.74m over buffers. Length between wheels 14.2m. R.75m. Max Brake 61T. Load 70.2T, Tare 19.720kg.")

70.126 *Shin*. (Plate "Tatravagonka a.s. Poprad 1996 (108). Made in Slovakia".)

Grounded by stored containers and mess hut was the body of 40.006 *Taf* (former Indian bogie grain van.)

At 11.50, loco 605 shunted into the container depot "main siding" a rake of empties comprising:

64.029 *Shin*; 64.009 *Shin*, 60.124 *Tet*, 60.049 *Shin*, 64.015 *Shin*, 70.103 *Shin*, 70.116 *Shin*, 48.109 *Shin*, 46.806 *Shin*, and then detached. These empties were loaded by a road-mounted crane from lorries which arrived and drove clockwise through the terminal area. The rake was almost full by mid-afternoon.

A Bus route (24) connects with arriving and departing trains. Instead, I caught Beer Sheba city bus 223 on route 4 dep. 12.56 from the end of the approach road to Tahana Merkazit.

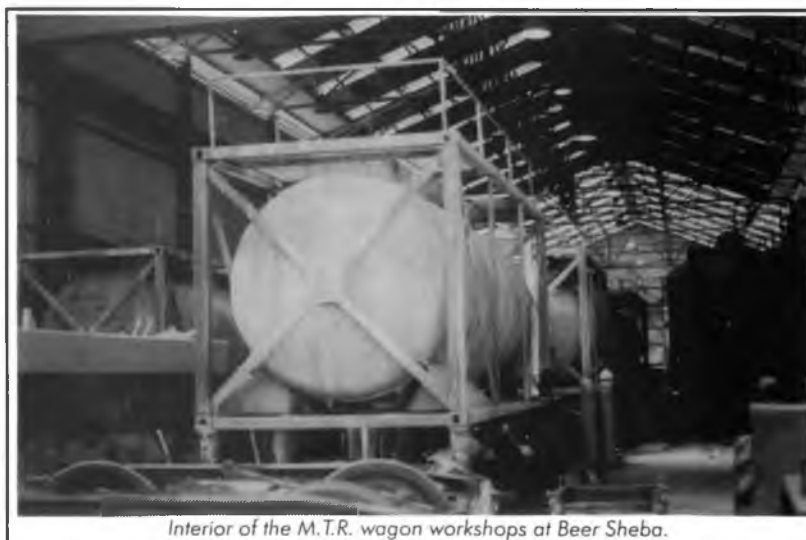
New Beer Sheba Central Station - is adjacent to the main "Tachanah Merkazit" (i.e. Central) Bus Station. (See 44:24) - The new terminus station was under construction on the east side of the bus station.

or sidings. Walked the length back to the "north" station. The tracks head south, then curve immediately eastwards over a concrete viaduct over a road, then wind in a generally easterly direction until eventually curving northwards to join up with the line from Dimona at the road bridge south/east of Beer Sheba station; the two lines then run a few hundred yards in parallel until the level crossing after which pointwork joins them - by this time running between the M.T.R. wagon works on the south and the container depot on the north.

Rail head on 13/3/2000 was the station end of the road viaduct, following which the two tracks converged into one and then diverged into a long back siding, the track of which was mostly unballasted. Pointwork bore the following legends:

"anurr 10. COGIFER 54-260—011 CC-D. Turnout TG 1/9 No. 7232.

Made in France. Order 199 019."



Interior of the M.T.R. wagon workshops at Beer Sheba.

der construction last year) and a new deep-level concrete-faced spur or similar was under construction. The entrance to the P-Way trolley depot was still laid with old rail and guarded by a solitary rusty semaphore.

Caught the 15.36 Lod - Rehovot formed of 7013 / 7219 from Plat.1. A lot got out, and the train was still full ! 6.5 NIS single to Rehovot. The second track southwards from Lod ends with a double crossover and then a buffer before the level crossing, and clearly functions more as a headshunt from the depot.

Beer Yaakov - only the platform on western side in use. Some graffiti already on the east side shelter !

This train then formed the 16.16 from Rehovot, after 7022 / 7017 had pulled into Plat. 2 from the north. (15.06 ex-Binyamina.) Arrived back at Lod 16.30 - the two IC3's formerly in Plat. 3 and 605 with its train had all gone by this time !

Caught 16.36 Lod - Ashdod, formed of 7016 / 7014. At Rehovot (16.48) we had to use Plat. 1 (with the reverse curve at the south end) as the 2 IC3's were still in Plat 2. Work on turning Plat. 2 into an island platform in progress. Yavneh - a Halt only, platform on West side, with bus stop and car parks. Well south of the former PR station. Ashdod Darom (arr. 17.10) consists of two loops off the main line, a platform and shelter on West side, it all looks some distance from the town. Dep. 17.22 back northbound (to Binyamina), 17.33 Yavneh, then we waited at signals at N. end of Peleshet Junc. to let an IC3 train pass as e.c.s. onto the north-west spur, where it halted - presumably the only means of passing on this section. (This will be the 16.06 ex-Binyamina, shown as terminating at Yavneh 17.25.) 17.45, Rehovot Plat. 2, crossed 7001 / 7008 arriving Plat. 1. Beer Yaakov - the platforms have concrete facings, and tarmac surfacing at extremities. Trackwork at North end of Lod is not yet quite complete.

Noted 7 Inox coaches and Generator Car and Bo-Bo plus 2 x IC3 were in sidings at Tel Aviv Darom. Arr. T.A. Merkaz 18.15. 7013 / 7019 on Ashdod train.

Caught 18.35 to Haifa, Plat. 1. This was formed of the stock noted earlier at Darom, viz.: 740 on 633 / 93 / 97 / 96 / 94 / 95 / 92 / 91.

In coaches nos. 91 and 92 some windows wind open, and one can lean out. Seats are unidirectional, facing the centre of the coach; Metal folding-down tables in the seat backs; linoleum floor. Blue curtains. Doors open inwards, and do not seem to be locked during travel. The Inox coaches are apparently "universally un-

popular" but nevertheless see heavy use on the main line.

A Bo-Bo and Yugo coaches arrived from N. at 18.35. (17.14 ex-Kishon). Binyamina 19.05, a Bo-Bo headed a mixed rake south. (18.25 Haifa - TA.) 7020 at Hof Carmel on Parvarit service, 19.33.

Night-time at Bat-Galim. Freight 329 heads southbound through Bat Galim ca. 21.55. A L.E. went southbound at 22.10 - possibly the Binyamina Pilot, which nowadays has much less work to do - just shunting the ballast quarry, to Hadera E. for containers, to Hadera W. in the morning to pick up a few containers, maybe a trip working to Herzliyya if the main-line freight is overloaded and cannot take the ballast. Northbound freight 332 passes at 22.30, with a G12 on containers. Extra freight 307 also at night, and matching 306. (Odd numbers = southbound, even numbers = northbound). Some e.c.s. heads south to Tel Aviv at 04.00.

Tuesday 14/3/2000.

The 06.52 southbound at Bat-Galim (06.48 Haifa Merkaz - TA) formed of 'Jumbo' 607 on Inox set 95 / 98 / 94 / 96 / 97 / plus *Karon Koach* (Power Car). (i.e. the set seemed to have been re-formed since the previous evening.)

The 06.28 southbound (05.58 Akko-TA) formed of 'Jumbo' 610 on a mixed rake. (i.e. Yugoslav, French and rebuilt German trailer coaches).

The 07.03 southbound (06.21 Nahariyya - TA) formed of Bo-Bo 735 on 608 / 625 / 79 / 635 / 113 / 642 / 619 / 117 / 77 / 56.

Northbound at 07.07 (05.54 T.A.-Nahariyya, clearly running 4 mins. late) formed of 305 / 312 / 342 / 335 / 333 / 326 / 315 / 330 and Bo-Bo 733 propelling. 07.16 IC3 7202 on Parvarit. (07.00 ex K. Motzkin.)

Near 'Abu Yosef': (This is the local name for the level crossing north of that just north of Haifa Bat Galim - which is also known as "Dolphin" crossing and bridge. "Abu Yosef" is the name of a restaurant adjacent to this small crossing of a minor side-street.)

07.27 - 736 southbound on ... 639 / 72 / 640. (The 07.25 Haifa - Lod.)

07.35 southbound - 737 on an Alsthom rake. (06.54 Nahariyya - Hof Carmel.)

07.40. 7202 passed back northbound. (07.30 ex-Hof Carmel, running ca. 2 mins. late.)

07.45: 740 on 641 / 617 / 111 / 627 / 84 / 638 / 71 / 626 northbound. (06.29 TA-Kishon.)

07.47 - G12 124 on southbound 4-coach Alsthom rake (Parvarit) incl. 336 / 341 /

316 / 304 to Hof Carmel. (i.e. the 07.30 from K. Motzkin to Hof HaCarmel. This train was also seen on other days formed of a G12 and four Alsthom coaches.)

At Dagon Silo - 'Yo-Yo' 263 shunting the sidings, incl. 60.506 *Taf*, 60.124 *Taf*, 60.018 *Taf* (round tank body) etc. In Dagon several more incl. 60.015 *Taf*, 60.019 *Taf*.

08.07 734 passed northbound to Mizrach on 616 / 618 / 606 / 613 / 628 / 75 / 609 / 78. (06.54 TA-Nahariyya).

08.08 124 returned pushing the 4-coach p/p set.

In the small yard - 66.021 *Taf*, 60.109 *Taf*, 60.124 *Taf* and many others. At Dagon, tracks are numbered 1 & 2 (west of the big silo, east of the main line; 3 & 4 (east of the silo). 5&6 are currently dis-used but still in the tarmac, although lorries use this area. It should be possible with a small amount of work to realign and lengthen the headshunt over the former trackbed of the main line, now by-passed and empty, the current double-track main line being built adjacent to it but on the west side (and crossing some ancient graves by a "ground-level concrete viaduct"; access to these old tombs is by a staircase on the west side. The tombs themselves look empty apart from substantial amounts of litter, but are a protected "holy site".)

ca. 09.00 - the second "batch" of wagons is propelled from the headshunt the few hundred metres across the main line and to Plat. 3 of Haifa Merkaz and left there while a third trip is made - timings vary, but the loco serves Dagon mornings and afternoons, making sometimes 2, sometimes 3 trips propelling to Merkaz before running round through Plat. 2, coupling all up and hauling the wagons to Haifa E. Yard. 20 wagons maximum are allowed - on this trip there were 18.

(The friendly driver: Yaniv. He earns 5,600 NIS a month netto. He is a shunting driver, with 9 years' service. He needs to pass two more exams before he can do main-line work.)

09.07 - northbound - 2 x IC3. (07.54 TA-Nahariyya).

09.08 Southbound - Bo-Bo and Alsthom set. (08.21 Nahariyya-TA.)

At 09.15 a southbound freight train with containers ran into Plat. 2 at Haifa Merkaz, halted five minutes, then departed 09.20 - G12 Bo-Bo 117 on: 70.109 *Shin*, 70.061 *Shin*, 70.319 *Shin*, 70.024 *Shin*, 70.328 *Shin*, 60.130 *Tet*, 58.025 *Tet*, 60.044 *Shin*, 60.152 *Tet*, 50.002 *Shin*, 70.017 *Shin* (?), 70.049 *Shin*, 60.102 *Tet*, 70.343 *Shin*, 70.336 *Shin*.

263 ran round in Plat. 2 after the freight had gone, 740 entered Plat. 1 on a southbound train (8 coach mixed rake ecs from Mizrach - starts from here 09.25, to TA.),

263 set back onto track 3 and coupled up. Dep. 09.25 to the 'Migrash' (i.e. Haifa E. marshalling yard.)

Stored in sidings between Merkaz and Mizrach - two short rakes of stock: 629 / 115 / 610, and 337 / -? / 304. Used for suburban work.

Trolley 64 and a crane was attending trackwork in harbour.

In Haifa Mizrach, coaches 602, 623 (without IR symbol on end), and 53 - very corroded, stand in stn. sidings; The two 40 *Taf* vans still stand there, south of the signal box. No semaphores left.

Noted 'Yo-Yo' 261 shunting the Port lines, on: 70.120 *Shin*, 70.140 *Shin*, 50.012 *Tet*, 70.003 *Shin*, 70.064 *Shin*, 70.030 *Shin*, 70.079 *Shin*, 70.315 *Shin* - (of the first series, bought from a private owner); 70.125 *Shin*, 70.116 *Shin*, 70.013 *Shin*, 70.126 *Shin*, 70.304 *Shin*, 70.150 *Shin*. Rakes of wagons are hauled from the harbour into Haifa Mizrach station before being propelled back again. Jumbo 604 passed on 80 / 83 / 612 / 603 / 634 / 643 / 601. (prob. ecs. for 09.25 Merkaz.TA.)

11.20. G12 122 passed northbound through Mizrach on freight: 50.003 *Shin*, 60.043 *Taf*, 60.507 *Taf*, 60.049 *Taf*, 60.113 *Taf*, 60.028 *Taf*, 60.133 *Taf*, 60.026 *Taf*, 60.130 *Taf*, 60.016 *Taf*, 60.132 *Taf*, 60.048 *Taf*, 60.023 *Taf*, 60.125 *Taf*, 60.017 *Taf*, 60.110 *Taf*, 60.120 *Taf*, 66.013 *Taf*, 60.029 *Taf*.

11.35 - 7205 leading two other IC3's into Mizrach.

12.06 Haifa Merkaz - Nahariyya: 302 / 314 / 318 / 334 / 317 / 338 / 325 propelled by 737.

Noted 731 on 321 / 332 / 340 / 322 / 320 / 328 / 313 / 303 e.c.s. at Mizrach 12.08.

IC3 7009 on jacks outside depot. 705 & 739 on shed, with 125 & 124. 251, 127, 104 etc., still in Qishon Yard.

At Akko crossed green Jumbo 603 southbound on a mixed rake, 12.35. (the 12.21 Nahariyya-TA.)

After visit to Rosh Hanikra, found a southbound freight from Betzet standing in Nahariyya station, comprising G12's 125 and 124 (noted above at Haifa depot at 12.06) on empty flat wagons:

48.008 *Shin*, 60.145 *Shin*, 60.027 *Shin*, 60.030 *Shin*, 70.108 *Shin*, 70.069 *Shin*, 50.017 *Tet*, 60.107 *Tet*, 60.046 *Shin*.

The freight departed after the arrival of Bo-Bo 731 pushing 303 / 313 / 328 / 320 / 322 / 340 / 32 / 321 which arrived at 16.43, (14.54 ex-TA), the point from the loop (which is also the northbound main line) being changed (and locked) by hand by

one of the train crew before and after.

(Apparently this is a daily freight turn ca. 13.00 from the Migrash to Betzet, though it does not always go as far as Betzet.)

We dep. Nahariyya 17.25 with 731, a *mifgash* at Akko at 17.35 with 302 / 314 / 318 / 334 / 317 / 338 / 325 propelled by 737. (15.54 ex-TA.) At K. Motzkin 17.44 crossed 7214 on Parvarit. (No '188.' no. on front.) The Speed Restriction by Lev Mifratz due to subsidence by the rubbish tip has now been lifted. There was no sign of any building work for either of the two new proposed stations. 124/125 were noted heading LE from Migrash back to the depot at 17.54. Cross 7213 at Mizrach yard 17.55, 740 and a mixed rake was in the yard at Mizrach, and Jumbo 604 shunting e.c.s. with 637 / 80 / 83 / 612 / 603 / 634 / 643 / 601. Trolley 741 was parked at the side of the track. Haifa Merkaz arr. 17.59, almost dark. At Bat-Galim cross 734 on 643 / 618 / 606 / 613 / 628 / 75 / 609 / 76 18.05 northbound. (16.54 TA-Nahariyya). 263 was still shunting at Dagon.

At 20.15 a double-headed freight train hauled by G12's passed southbound through Bat Galim.

At 20.45 a northbound train was formed of Inox set, with a G12 or G36. (19.29 TA-Haifa.)

Wed. 15/3/2000.

06.52 Haifa - Tel Aviv formed of green Jumbo 601 and Inox set plus *Koach*.

Hof Carmel. N-bound Kronit at 07.12. 07.10 southbound 731 on a mixed rake. (06.21 Nahariyya-TA.)

07.12 IC3 7208 arr. in bay, and departed again northbound 07.32. (Should have been 07.30).

07.34: 736 dep. northbound (06.29 TA-Kishon) on 641 / 617 / 111 / 627 / 84 / 71 / 626 / 114 (Res. places) - crawled at first due to sigs. delay caused by the IC3 in front of it.

Then 07.38 734 passed southbound on a mixed rake - 601 / 643 / 634 / 603 / 612 / 83 / 80 / 637 *Koach*. (07.25 Haifa-Lod.)

In Plat. 1 (Bay) 735 on 321 / 332 / 340 / 322 / 320 / 328 / 313 / 303.

In Plat. 4 the 07.54 northbound 732 on 616 (*Koach*) and 618 / 606 / 613 / 628 / 75 / 609 / 78. (06.54 TA-Nahariyya).

07.58 . G12 & p/p set pulling in at 07.58 from Haifa.

08.02 southbound - 735 on 330 / 315 / 326 / 333 / 335 / 342 / 312 / 305.

Noted IC3 7008 "Shimon" at Merkaz, 08.15.

At Gesher Paz: 125 on three container wagons headed north 08.50, very smoky acceleration from the curved spur from the Migrash, to the main line.

08.52 739 southbound on Alsthom rake,

with 331 / 301 at N. end. (08.21 Nahariyya-TA.)

263 was shunting Dagon at 08.05, by 08.55 was at E. end of East Yard with its rake from Dagon.

09.20 117 arr. LE from North.

Investigated Kishon and Paz branches. The Kishon branch curves to the road, there is an old LC barrier, then a gate preventing further access to the port area - two long sidings at least noted within. Paz branch looks disused and rusty.

Haifa East & Depot.

In yard - many wagons incl. 50.003 *Shin*, 60.025 *Shin*, 50.056 *Shin* (Timber) & 50.059 *Shin* (timber.) 70.047 *Shin*, 60.165 *Tet*.

09.45 - a rake of e.c.s. was being propelled slowly through the washer - 737 pushing 302 / 314 / 318 / 334 / 317 / 338 / 325. Then hauled back towards the carriage shed. Loco detached and went to diesel depot.

In carriage shed, coach 311 was being given a scrubbing; Also various wagons standing around - 1866 - Dept. bogie flat, 70.102 *Shin*, 60.030 *Taf* and 60.132 *Tet*, also 66.011 *Taf* and 66.014 *Taf* - light maintenance ?

10.00 a Jumbo and rake entered the washing sidings from Mizrach.

188 7205 & 7212 in the IC3 shed; 7209 on jacks/stilts for underfloor maintenance. 10.10 7008 southbound through Mizrach. (10.00 ex-K.Motzkin.)

Trolleys 986 and 62 by trolley shed.

731 on 56 7 77 / 117 7 619 / 642 / 113 / 635 / 79 / 625 / 608 northbound. (08.54 TA-Nahariyya.)

In Mizrach Yard - Trolley 741, Crane 10, trolley 987, Crane 3 *Kuf*, ballast wagons 58.016 *Resh* & 24.022 *Resh*. Coach 602. 4wh. Van 7018 standing by museum.

To the Museum Archive for the day.

17.12: 7016 southbound through Mizrach. (17.00 ex-K. Motzkin.)

17.12 735 northbound propelling 303 / 313 / 328 / 320 / 322 / 340 / 332 / 321. (15.54 TA-Nahariyya)

263 hauled 19 wagons on an ex-Dagon trip to Migrash.

17.22 708 southbound on Inox set. (17.14 Kishon-TA.)

Thursday 16th. March 2000.

Bat Galim:

06.55 (06.48 Merkaz -TA) and 07.05 (06.21 Nahariyya-TA) southbound both formed of rakes of Yugoslav stock.

07.36 a Bo-Bo on a short p/p rake. (06.54 Nahariyya-Hof Carmel.)

07.30 Yugo rake. (07.25 Merkaz - Lod.)

07.49 N-bound IC3. (06.29 TA-Kishon.)

Got 08.30 Bat Galim - Tel Aviv Plat 2. 735 on 325 / 338 / 317 / 334 / 311 / 314 /

HaRakevet Page 17 **הרכבת**

302.

A lady Guard ! Are there any lady engine drivers ? There are now women IAF pilots etc. - is the Main Line less emancipated than the Front Line ?

08.35 Hof Carmel - cross a Bo-Bo and Alstom set northbound. (07.29 ex-TA.) This is a Park & Ride Station, with a lot of traffic. Atlit - new island Platforms 2 & 3, but an infrequent service.

Arr. Binyamina 09.00. IC3's 7007 / 7010 / 7017 on Stopper in Plat. 3.

09.07. Jumbo 607 on Inox set 97 / 96 / 94 / 98 / 95 / 92 / 91 arr. N-bound. (08.29 TA-Haifa.)

09.30. 734 southbound on 330 / 315 / 326 / 333 / 342 / 312 / 305.

09.30 740 northbound. (08.54 TA-Nahariyya.)

09.50 G12 125 arrived from N. with a freight of grain hoppers:

66.004 *Taf*, 66.007 *Taf*, 66.006 *Taf*, 60.062 *Taf*, 66.012 *Taf*, 66.018 *Taf*, 60.048 *Taf*,

60.023 *Taf*, 60.025 *Taf*, 60.117 *Taf*, 60.050 *Taf*, 60.107 *Taf*, 60.008 *Taf*, 60.517 *Taf* plus four

more. Pulled into track 4 and waited. 09.59 7016 / 7013 / 7008 arr. from S. into Track 3. (08.45 ex-Rehovot.)

10.00. 739 Southbound on 75 / 628 / 613 / 606 / 618 / 616. (09.25 Haifa - TA.)

Crossed 10.02 an Alstom set northbound. (09.29 TA-Haifa).

10.05 Hadera - trolley 986 at North end. Lots of containers piled up, but no rail wagons visible in station apart from Departmental bogie flat 1859 by pile of rails at S. end headshunt.

Netanya, ca. 10.15 - green Jumbo and Yugo rake n.s. northbound. (09.54 TA-Nahariyya.)

Herzliyya - 58.009 *Resh* and another at N. end. 4 x 40 *Resh* hoppers and bulldozer at sand depot at south end.

Tel Aviv: 74714 / 7204 / 7223 plus another - i.e. 12-coach train - in Plat. 1.

Took a taxi to explore:

At Bnei Berak. G12 116 standing. Crane 6.3 (now) platform lines and 2 goods loops all relaid, plus older tracks to silos and to rail depot. Trolley 83, crane 0608.

PR Coach 322 still stands on a section of isolated track by signal box. The station under construction - three plats., building on N. side, new shelters and lamp stands.

Segula - could not be found. Petach Tivah (old) station - totally derelict (albeit trackwork etc. intact). Followed part of the trackbed and found the line disconnected at former Olamit Junc., and much of the track totally overgrown. When did the last train traverse this line ? Official closing date ?

At Rosh HaAyin, two plats, and the

third main-line track passes behind the island but does not have a platform face. There is no connection from the two platforms (on the line from Bnei Beraq) and the old main line northwards to Kfar Saba. Why is this ? All trackwork is new, heavy-duty, recently relaid..... The old main line northwards is lifted at one point about 500m. north of Rosh HaAyin, and it appears another new station is being built near/under the two road bridges here. (signs of subway being constructed.)

f. Operational Thoughts.

One wonders why the Haifa suburban service is not extended (this would now be very easy) with trains from either Hof Carmel or, if the two bays there are stretched, even from the bay at Bat Galim, to Merkaz, Haifa Mizrach (this is a "non-station" in passenger terms, although all empty stock from Merkaz passes through it, all the Nahariyya and Kiryat Motzkin suburbs, and many trains stop briefly for staff purposes too ! The station building now bears a plaque dedicating it to Moische Paicovitch, the first IR General Manager 1948-51), then a station near Gesher Paz and over the Neshet line to Checkpost and maybe a little further to some Park-and-Ride terminal, serving the busy roads from the Jezreel Valley. Most of the necessary infrastructure is already in place.

The stations on the new line to Rosh HaAyin appear intended mainly for Park+Ride traffic - especially Segula and Rosh HaAyin, which are well outside the main urban areas after which they are named. A taxi driver and several locals were totally unable to locate the Segula station site !

g. Some Timetable Notes. (This is 7/11/99 timetable booklet then valid.)

Rehovot/Ashdod line: In the morning peak and later, several trains run non-stop through Beer Yaacov towards Rehovot. Three trains from Binyamina terminate at Lod (09.6- 10.04, 10.06-11.04, 19.06 - 20.04. The first southbound train (15.36 ex-Binyamina) reaches Ashdod at 17.10; other arrivals are 18.07 & 19.10. The 05.30 ex-Haifa is the only through train from Haifa to Rehovot, arr. 07.13. All others are at XX.06 or XX.36 from Binyamina, with different stopping patterns (i.e. some at Kfar Habbad, some at Beer Ya'akov), the 16.06 ex-Binyamina officially terminates at Yavneh 17.25 - in fact the e.c.s. continues to Peleshet Junc. to reverse on the North-West spur and allow the 17.22 ex-Ashdod to pass.

The 14.09 north (a Bo-Bo & mixed set) commences at Lod. Presumably this runs e.c.s. earlier from Tel Aviv to avoid congestion in the sidings at HaShalom or

T.-A. Darom.

Nahariyya line. The first two northbound trains are shown as starting at Kiryat Haim (05.37 & 06.18). Presumably these run e.c.s. from the depot at Haifa E.

Chatsrot Yasaf is served northbound only by alternate trains at 2-hourly intervals, 08.37, 10.37, 12.37, 14.37, 16.37, 18.37, 20.37. Southbound likewise at 08.26 and two-hourly till 20.26.

Kishon is served only once southbound, a train commencing there at 17.14 and continuing to Tel Aviv Hashalom arr. 18.39. Northbound, the 06.29 from HaShalom terminates at 07.55, otherwise only the two SuO trains mentioned below.

Sundays only (SuO) - some trains are extended; These are marked with yellow background in the timetable.

08.29 Tel Aviv Merkaz to Haifa Merkaz (09.45) is extended northwards to Kishon, arr. 09.56.

09.29 Tel Aviv Hashalom to Haifa Merkaz (arr. 10.45) likewise, arr. 10.56. The 07.25 Haifa Merkaz - Lod (arr. 09.00) is extended SuO to K. Gat (09.31) & Beer Sheba (arr. 10.05) (the only loco-hauled passenger train of the week there ?) It returns SuO at 13.06, K. Gat 13.39, and forms the usual 14.09 from Lod northwards to Haifa Merkaz.

Thursdays Only (ThuO) This is marked with a green background in the timetable.

The 13.35 from Haifa Merkaz to Tel Aviv Hashalom (arr. 14.33) (This does NOT stop at Binyamina) is extended to Lod (14.46) Kiryat Gat (15.15) and Beer Sheba (15.39). It returns ThuO at 16.53 via K. Gat (17.16), T.A. Hashalom 18.02 then effectively all stations except Atlit to Haifa Merkaz 19.15. (i.e. this is NOT a service which runs daily north from T.A.)

Fridays - No service to Beer Sheba, or Rehovot-Ashdod. No service at Kishon.

FIRST TRAIN FROM HAIFA TO NAHARIA.

Railways' Share in New Development.

(From: 'Palestine Post', Monday July 2nd. 1945.)

(Naharia, Sunday.) Hundreds of settlers and school children turned out to welcome the first train inaugurating the Haifa-Naharia service of the Palestine Railways, which arrived here shortly before noon.

The first civilian train to run on the military H.B.T. (Haifa-Beirut-Tripoli) line, constructed in 1942, left Haifa shortly after 11 a.m. and made the trip in less than 50 minutes. Passengers included the General Manager of the Palestine Railways, Mr. A. F. Kirby, Senior Railway officials and invited guests. The engine pulling the four white coaches which make up the new "seaside express" was bedecked with flowers.

Flags and bunting decorated the road halt at the entrance to the settlement where the crowd had gathered to welcome the train. The Chairman of the Local Council, Dr. O. Meyer-Wolff, declared that this was a memorable day in the history of 10-year old Naharia, and Mr. Kirby replied that it was "but a small beginning of the Palestine Railway's closer identity with the vigorous development of this fair country of Palestine."

Encouraging Tourism.

He stated that in the present job of rehabilitation and reconstruction he was determined that the Palestine Railways and Ports should contribute in as large a measure as possible to the social and economic development of the country. "I hope", Mr. Kirby added, "that this venture will be the forerunner of collaboration between the Railways and public bodies in the development of Palestine's exceptional resources for holiday making. With vigour, goodwill and co-operation, I see no reason why Palestine should not become more than a tourist country to which visitors pay only hurried visits to a few Holy Places and ancient monuments. It will be of far more benefit to the country if we can persuade our visitors to make Palestine the centre of their holiday making."

Later all the schoolchildren, carrying small blue and white flags, were taken for a free ride to nearby Zib and back, while invited guests were entertained to lunch by the Local Council at the "Bellevue" Hotel.

Guests included the Galilee District Commissioner, Mr. C. T. Evans; the Head of the Jewish Agency's Political department, Mr. M. Shertok; The Assistant District Commissioner, Mr. J. M. Montgomery; Brigadier-General A. J. McNeil; the District Officer Dr. A. Bergman; the D.S.P. Mr. G.F. Ring; Mr. and Mrs. A.W.M. Tod, several railway officials and many others.

The daily passenger service provides for two daily trains in both directions, while there will be three trains on Saturdays and Sundays. The train also stops at Shavei Zion, Manahya, Kiryat Motzkin, Kiryat Haim, and Haifa East and Central Stations.

[Editor's Note: Presumably the trip to Zib and back was also necessary for operational reasons - there is no indication that this "roadside station", i.e. a Halt, had a run-round loop! A fuzzy photo seems to show a P-Class hauling a Sentinel railcar unit. The Nahariyya service has now of course improved, but Shavei Zion no longer sees trains, nor Bustan HaGalil - was this the same as Manahya?]

ESR DISINFECTOR LOCOS IN PALESTINE.

By Paul Cotterell.

Fragments of surviving internal correspondence give a few tantalising glimpses into Egyptian engines which remained in Palestine after World War I to find humble employment with the disinfector trains. The following are the pertinent extracts:

On 24/8/1920 the PMR Works Manager at Kantara wrote to the PMR Loco Superintendent at Haifa: "Truck No. 5511 is at Kantara in the A.S.C. sidings with engine No. 894 (E.S.R. Kiosk Engine)... As far as I can remember Engine No. 14 was sent to Ludd in 1918 during the time I was D(istrict) L(oco) S(uperintendent) Kantara."

Two days later he again wrote to the Loco Supt. in Haifa: "I have endeavoured to trace any correspondence regarding Engines No. 14 and 21 in the D.L.S. Office but could find no records and I am unable to say whether these Engines were returned to the E.S.R. or not, so I am unable to give dates returned."

The only truck I have any knowledge of is 5511 standing in the dead-end near the A.S.C. Sidings with Engine No. 894. This Engine and truck have not been used for disinfecting purposes for a long time. Engine No. 894 is an extremely small Broad-Gauge Saddle Tank Engine and would be of no use for any other purpose than disinfecting.

I have ascertained that Wagon No. 5510 is at present being used as a Disinfector Van near Kantara West on the E.S.R., and with this truck there is engine 5150 and both Engine and truck are on a piece of detached track.... presumably it has nothing to do with the P.M.R."

As late as 22/2/22 the PR District Locomotive Superintendent, Haifa, wrote to the Locomotive Superintendent, also at Haifa: "Engines 15 and 21 have been sent to Kantara and put with the L.N.W.R. engines as requested."

Notes: ESR Nos. 14 and 15 were 2-2-2s (Robert Stephenson 2001/2 of 1868.)

ESR No. 21 was probably a 2-2-2 (Kitson 3177 of 1889).

ESR No. 894 - details unknown. What is meant by "Kiosk Engine" ?

ESR No. 5150 - details unknown.

The LNWR locos were 0-6-0 'Coal Engines'. Hugh Hughes ("Middle East Railways") noted them all as "returned to the Army for disposal" by the end of 1921. He also noted ESR 21 as "withdrawn before 1926", so perhaps it (and 15 ?) were rounded up at Kantara for scrapping along with the 'Coal Engines'.

Some Statistics from JANES WORLD RAILWAYS 1971-72. (via John Knowles)

(These are transcribed from some notes John sent me a while ago - the gaps indicate probably no statistics were filed. They do indicate substantial activity at this time on the Lebanese, Syrian and Jordanian systems. N= Narrow, S= Standard gauge. For some reason the Syrian standard gauge is not mentioned !).

	CEL	HJR	CFS	CFH
<u>CDS</u>				
<u>Gauge</u> m.	4'8½" & 1.05m 1.05 m.	1.05 m.	1.05 m.	1.05
<u>Route miles</u> 42	208 & 51	310	337	149
<u>Track Miles</u> 45	300	-	375	158
<u>Locos</u> SL9,SS1	SL14,SS18,DeL6	SL18,SS8	SL39,SS2	SL17,SS8
<u>Railcars</u>	-	-	4	4
<u>Rolling stock:</u>				
<u>Pass.</u> 24	15 std. gauge	192	31	24
<u>Freight</u> 139	881	1764	1092	313
<u>Thousand tons</u> 74.5	659.8	142.7	-	101.5
<u>Average haul</u>	45 miles	104	-	82.4

37* (*= 2756.5 thousand ton/miles)

<u>Average net load</u> 84 (maximum load) 140	350	150	362	165
<u>Passengers (000)</u> 232.3	72.6	26.8	-	311
<u>Average journey</u> 22	71 m.	47	-	30
<u>Max. Speed.</u> 22	34 mph. (55 kph)	31	37 N, 31 S	31
<u>Rails.</u> / 43	75 / 60 55	43 lb.	74 / 60	50
<u>Curves</u> 17.5	8 % std., 17.5%ng. 17.5.	17.5%	4.35 N, 5.8 S	
<u>Grades.</u> 2.4	2% std., 7% ng. 3.4 3% U	1.7%,2%U.	2.5 N 2.0S	
<u>Max. axle.</u> 11.5	16, 13	10.5	16.7N, 15 S	10.5
<u>Max. alt.</u> S 2428	4879 ' 4609	5059'	2024 N, 1726	
<u>Staff</u>	1305	754	1452	865

FROM THEN TILL NOW. Part 10.

By Paul Cotterell.

Noted in reading by Paul Cotterell from Baruch Katinke's book "Me'az v'ad Hena" ("From Then Till Now"); see earlier instalments in 11:22, 13:17, 16:15, 19:19, 20:15, 24:11, 30:21, 38:15 and 46:12. This is the chapter entitled "Air Trolley" on pp. 189-92 of that book.

"A Squadron of the German Air Force was encamped in those days close to Merhaviya, and a special railway line was laid to the air force camp at Merhaviya in order to ease the reception of supplies from Afula station. [See Note 1.]

As a senior railway official I would visit the camp frequently and over time I became friendly with the people there, particularly with a Jewish pilot.

In the middle of 1916 the main headquarters of the Turkish-German forces moved to Nazareth, and Afula station rose to greatness as the local station of the Supreme Command. One day I received an order from the supreme command to prepare within a short time small powered trolleys for use by the German Air Force at Merhaviya and at Beit Lehem near Haifa. I turned to the railway management and requested them to supply me with engines so that I could construct the trolleys. Management replied that they were unable to supply me with these engines and that I would have to look for them by myself.

There was no refusing an order from the supreme command. I went to the German air force at Merhaviya and asked their help in finding the necessary engine. Next day I got a telephone call from the Flight Commander that he had an aeroplane engine. I answered that I wanted to try out the engine and he requested that I send him a flat wagon on which to mount the engine and he would then bring it to me at Afula. I did as he asked and next morning the Station Master informed me that an aeroplane had been received for me and was standing on the tracks.

I went over and saw a plane without wings, its tail and joystick missing, but with its body and propeller complete. The plane was tied by ropes onto the wagon with the propeller projecting outside.

I was amazed at the size of the engine. It was about 160 hp., when for a trolley a tenth or even a twentieth of this

power would suffice. I decided to try out the engine with the propeller thus. I tied down the body of the plane tightly on the wagon and invited the pilots to start the engine. After a short time a pilot came and sat in the cockpit and suggested that I sit in the bomber's seat. We put on pilots' caps and the pilot fired the engine.

The propeller began to whirl rapidly. I released the wagon hand brake and suddenly the vehicle moved forward with a terrible noise, quickly gaining speed. On the way from Afula to Haifa, when I saw the speed was over the limit, I signalled to the pilot to stop. We wanted to return to Afula, but how were we to go back? The propeller could not be turned round. I decided to continue to Haifa, even though trains were not allowed to travel between Afula and Haifa for fear of British bombing. We arrived at Haifa, where there was a turning circuit [See Note 2] for the purpose of reversing the direction of locos. We went on to the circuit and turned the wagon so that the propeller faced Afula.

We flew back to Afula with my hand on the brake to slow, as much as possible, the speed of the wagon. We arrived at Afula without any breakdowns. I thanked the pilot and decided to build air trolleys for the use of the pilots.

In railway service were small flat wagons for transporting long lengths of rail. In order to ease the passage of the wagons around curves the rails were loaded with one end on a small wagon and the other end on another wagon. These wagons were fitted with double floors. The top floor was fixed by a central pin to the bottom floor so that it could swivel freely. A hand-brake was fitted which allowed a large turning angle for the top floor, but not a complete turn.

I cut off the brake lever which projected upwards and rearranged it as a sort of key that allowed for raising and lowering. I mounted the broken plane on to the top floor and attached it with iron straps so that the propeller projected outboard. I added a load of rails to the top floor to increase the weight of the light wagon. I added, also, two benches lengthwise on the wagon with guard rails all round, and painted everything a fine shade of green.

All the work took two days. [!] I told the Flight Commander to come for the maiden voyage of the wagon. The officer, a friend of his, and I, sat aboard this unusual wagon and made our way to Haifa and back. At Haifa there was no reason for us to go onto the circuit in order to turn the railcar. We lowered the brake key, swivelled the floor around and returned the brake to its place - the propeller facing forward and the brake aft. The pilots' happiness knew no bounds. In their hands was a useful vehicle which they were used to. They thanked me with all their heart.

The next day I informed Bet Lehem that if they wanted a railcar they should let me have an engine with propeller, and invited them to Merhaviya to view the vehicle.

About a fortnight later the railway General Manager suddenly appeared at Afula and asked me to arrange a loco and carriage to take him to Haifa. As he talked a pilot stood close by. He suggested to the General Manager that he should take us by railcar to Haifa. He telephoned to Merhaviya, and in a few minutes the railcar arrived at Afula. The Manager looked it over, admonished me for my slothfulness and enquired how a man could be so idle and make a monstrosity such as this. I answered him by saying that I had made an apparatus which served the pilots and that they were happy with it. The pilot standing by me praised the aeroplane railcar, but the Manager was unmoved. He said that from now on the wagon would be known as "Katinke's Idleness" ("Katinke's Faulheit") and, in fact, the name stayed thus in a shortened Turkish version ('Katinka Paula').

Not long passed before many similar railcars were put together by the railway at different places.

The advantage was mine and every time I was in need of a quick and urgent journey I would telephone the pilots who would provide me with a railcar and a pilot driver. Thus I often transported many of my friends from Afula to Haifa and back again."

Notes: There then follows an account of a surreptitious flight by Katinke to carry out "a little bombing raid" against the British, to celebrate the Kaiser's birthday, which goes wrong when his plane is shot up and the pilot has to make an emergency landing. This is omitted as having no railway relevance.

Note 1. Merhaviya is a few kilometres to the east of Afula. Contemporary aerial photos in the book "Looking Twice at the Land of Israel" do not show any signs of the "special railway line" laid towards the air field there, and it is thought that this line was a long siding which headed in the direction of Merhaviya but without actually reaching the air base. Enquiries made locally have failed to confirm or deny this supposition.

[This would make sense, as there are references here to the pilots travelling alone along this line to and from Afula station - which could only be possible if this were allowed because it did not interfere with main line traffic. Ed.]

Note 2: This is a literal translation. The general consensus is that the 'turning circuit' was a triangle and not a turntable, probably the triangle at Beled esh Sheikh, several kilometres east of Haifa, where the HR branch to Akko left the main line.

Note by Editor: In "Eisenbahn Kurier" 11/99 is an article on Franz Kruckenberg, the designer of the famous "Flying Zeppelin" experimental lightweight railcar of the 1920's powered by an aero engine and propeller at the rear. For some years I have been wondering if there was some link between these two vehicles, one a short-wheelbase four-wheel wagon on the narrow gauge and the other a sleek (but also long-wheelbase four-wheel) single-ended railcar on the standard gauge. It seems there was none. Kruckenberg spent the war years working on Zeppelins at Friedrichshafen, and was never stationed in Palestine. It appears that here we have an example of two completely separate (albeit parallel) lines of development. We now learn that on the Hedjaz line the propeller was at the front of the vehicle - on the Rail Zeppelin at the rear.

This account is also very different to the accepted story of this vehicle until now - that it was "unofficial" and built to enable pilots to enjoy the pleasures of Haifa and its beach, rather than being "official" and built more for courier purposes.

NB: Deutsche Bahn has named an Inter-City service (ICE 970) from Stuttgart to Hamburg after Franz Kruckenberg. From Hanover northwards this traverses the long and straight section of line Kruckenberg used for many of his trials.

49:17.

EXPLORING LOST RAILWAYS.

By Paul Cotterell.

Part 3: Two to Tirat Yehuda and one to Wilhelma.

This article concludes our look at lost railways north of Lod with three lines being examined, two of narrow gauge and one of standard gauge.

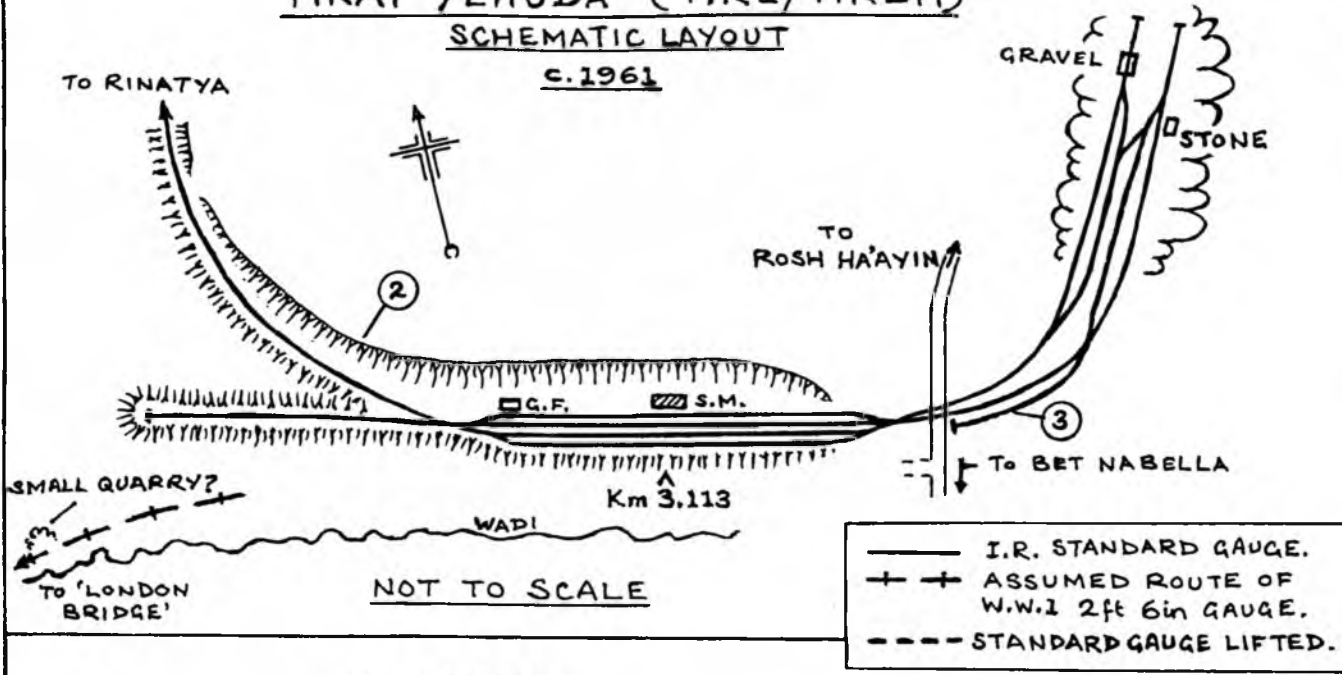
(N.B.: 47:11 covered Kfar Jinnis - Beit Nabella; 48:15 covered Beit Nabella - Lubban.)

a). "London Bridge" to El Tireh. The route of this WW1 2ft. 6in. gauge branch line could only be guessed at, for there was nothing remaining on the ground which provided any clues. The locality is fertile, and farming activity over the years would have obliterated possible lingering traces.

TIRAT YEHUDA (TIRE/TIREH)

SCHEMATIC LAYOUT

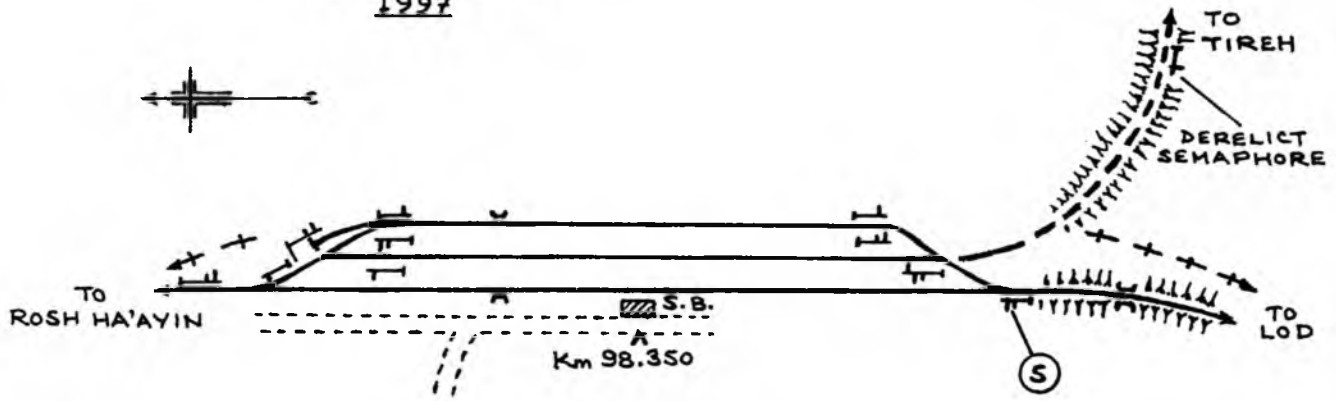
c. 1961



RINATYA

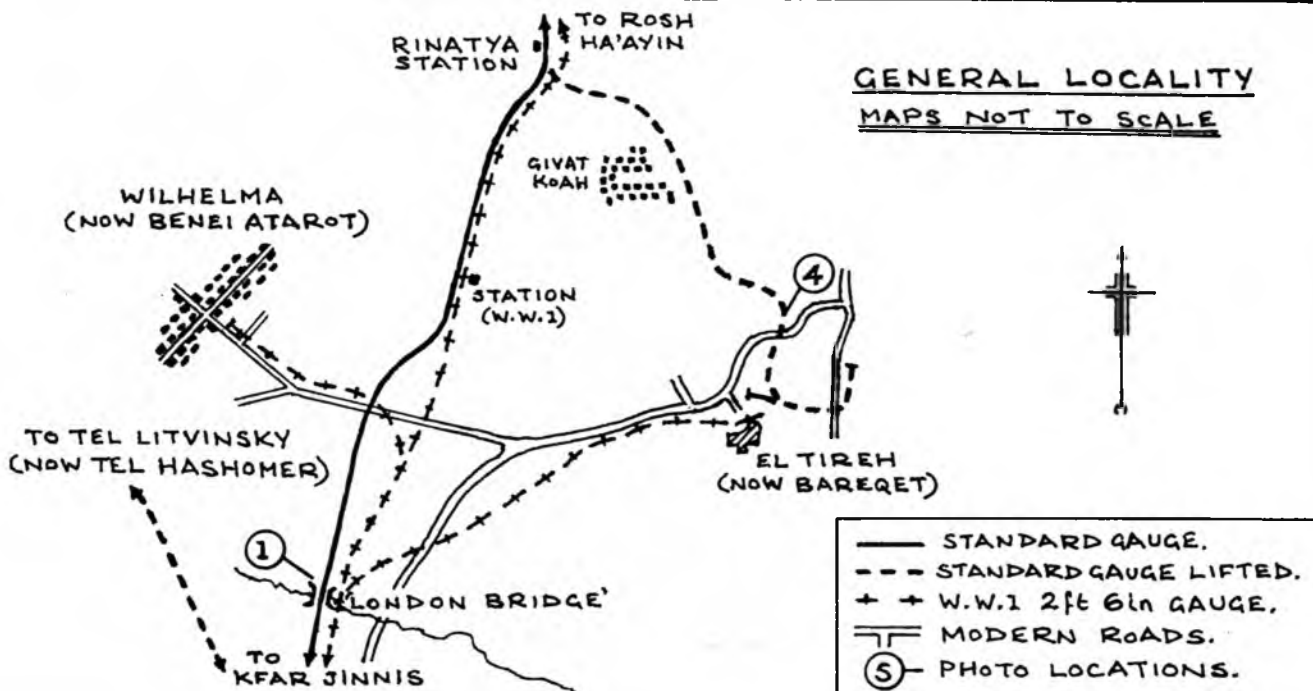
SCHEMATIC LAYOUT

1997



GENERAL LOCALITY

MAPS NOT TO SCALE



Uri Yinon and I began our search at the site of 'London Bridge' over Wadi (Nahal) Bet Arif, a seasonal stream which featured in the two previous articles. The present bridge here (see Photo 1) carries the IR line between Lod and Rosh Ha' Ayin. The stone abutments and central pier could have been of either Turkish or British origin, for there was no sudden change in building styles with the change in regimes. Could this have been the original Turkish WW1 bridge built to carry their military 1.05m. gauge extension (the 'Egyptian branch') on its way south to the Sinai Desert? As can be seen in the photo. There remains the base of what may be a disappeared extra pier, which complicates matters. Perhaps this base indicates a previous bridge, one that was maybe destroyed by the British Army as they advanced northwards at the end of 1917 and then rebuilt to accommodate their own standard gauge tracks. I assume that the 2ft. 6in. gauge line to El Tireh would have crossed the wadi just beyond the bridge seen here (i.e. on its east side) but there was absolutely nothing to be found to support this supposition - no sign of earthworks nor anything else to indicate a possible narrow gauge crossing of the wadi.

It will be seen from the accompanying diagrams that I have drawn the 2ft. 6in. gauge British military lines on the east side of the present-day standard gauge IR line. This accords with the few known WW1 maps and, generally at least, appears more likely from a study of the lie of the land. I must emphasise, however, that nothing was actually discovered to confirm (or deny) this assumption: and we are still left in the dark when contemplating the relationship between the Turkish 1.05 metre gauge line and the British narrow and standard gauge lines. All very confusing. Very frustrating.

The route between 'London Bridge' and El Tireh could only be imagined. Indeed, even the reason for building this narrow gauge branch is not known for sure. The British had an army camp and depot located on a low rocky hilltop just to the north of El Tireh in the First World War, and these may have provided the incentive for laying the line. A second possibility is the quarrying of stone. In a wadi, crossed over by a bridge as the visitor enters what is now the village of Barquet, can be made out what appears to be the remains of a tiny quarry which seems to have been abandoned very soon after quarrying work began. Perhaps this was the original objective of the narrow gauge line from 'London Bridge', with the quarry being quickly abandoned as the war moved northwards. On my sketch I have shown the 2ft. 6in. line extending slightly past this presumed small quarry to an area of



Photo 1: The latter-day 'London Bridge' looking south. Note what may be an old pier base between the central pier and nearest abutment. The WW1 2ft. 6in. line would probably have crossed the Wadi Beit Arif just beyond this bridge. (This and all photos by Paul Cotterell, 1997.)

more open ground where provision might have been made for a siding or run-round facilities: but this is all guesswork. I do not know how far east the narrow gauge line extended, but do not believe that it would have reached to beyond the Bet Nabella - Rosh Ha' Ayin road. The large quarry shown on the east side of this road is probably of much later date, and may well have only been opened up to provide stone for the Ashdod harbour works (see below).

b). The Wilhelma Branch. This very short narrow gauge line was sketched and briefly discussed in 21:15. I have again drawn it here as 2ft. 6in. gauge, but more recent findings by Uri Yinon would seem to indicate that it might have been 60cm. gauge after all as tentatively proposed in

21:15. Uri discovered that the line is credited as being laid before World War 1 by a German called Ille (an engineer?) for the transport of stone used in building his house in the settlement of Wilhelma. If this is the case then the line would almost certainly have been a Decauville (i.e. of 60 cm. gauge). Mind you, there are several points which militate against this scenario. Why, for example, build the line in the first place? There is no stone quarry in the immediate vicinity, just open fields. If stone was brought from further away by horse and cart then why not transport it directly to Wilhelma by this means rather than go to all the trouble and expense of laying a Decauville line for the last kilometre or so with all the added labour of transshipment from cart to railway wagon? I remain far from convinced. Assuming



Photo 2: The headshunt at Tirat Yehuda in 1997, with rails hanging precariously over a gap. The dirt road in the foreground is the old trackbed to Rinatya. Just beyond the headshunt is a low hill where the British encamped in WW1. Part of Barquet (El Tireh) can be seen at left. The 2ft. 6in. gauge line from 'London Bridge' may have terminated at, or passed by, the long low building nearest to the headshunt embankment. Tel Aviv is on the western horizon.



Photo 3: Entrance to the disused Tirat Yehuda quarry in 1997, showing the trackbed now used as a dirt road.



Photo 4: Remains of the Tirat Yehuda branch looking towards Rinatya with rails and concrete sleepers evident in the cutting.

nonetheless that this line did exist - either as 2ft. 6in. or 60cm. gauge - its route is likely to be that taken by the modern and much widened road towards what is now known as Benei Atarot.

c). Tirat Yehuda. There are numerous modern quarries (some of them monstrous in size) located north to south along the foothills of Shomron (Samaria) to provide stone for the Israeli building industry. That at Tirat Yehuda is thought to have been opened up for providing blocks used in the building of Ashdod harbour during the early 1960's. IR laid a short, slightly more than 3 kilometres long, standard gauge branch from Rinatya to Tirat Yehuda to transport this stone out. I have no precise date for the building of this line but it would have been about 1960-61, and it is believed to have closed about 1965 once the harbour had been completed.

The layout shown here is based on



Photo 5: Rinatya Station in 1997, looking north. The short length of rusty rails at right led off to Tirat Yehuda.

field study and, more importantly, by a sketch made for me by Meir Isaacs who is now the Chief Controller of Israel Railways in Haifa. As a young man, he was station master at Tirat Yehuda when the stone traffic was in full swing. I have no hesitation in declaring his sketch of a place as being at least basically accurate - he is renowned throughout IR as having a phenomenal memory. When I queried him about the length of the branch he immediately replied that it was 3.112 kilometres long to the station master's office (this after a lapse of 30 thirty years !). It was only later, after I came across a relevant document, that I found he was out by just one metre !

As can be seen from my sketch, the IR facilities at Tirat Yehuda were carved out of the side of a low hill. These consisted of four lines / loops for the reception, holding and sorting of trains of flat wagons on which were loaded large metal skips for the transport of the stone. A long headshunt was built on a high embankment at the west end of the site. This headshunt (see photo 2) is still largely intact, and still carries a surviving length of track with a buffer stop at its far end to stop trains falling off. At the east end of the station (and beyond the jurisdiction of Meir Isaacs) the track crossed the north-south road to divide and curve round tightly into the quarry (photo 3) where there was a loading plant for the stone and a gravel crusher.

Fixed signalling at Tirat Yehuda was extremely basic: one home signal located round the curve, just beyond the words "To Rinatya" in my top sketch, on the north side of the road which gives access to the village of Bareqet. The base of this signal was still in situ in 1997. It had been operated from a ground frame (G.F.) at the station and, because of the distance involved, needed a good deal of muscle power to

pull off. The signal was necessary to protect any shunting movements in the station which was hidden from the view of approaching train drivers by the curve and the hillside. They had to wait well out beyond the station limits so that the road would not be blocked by the last few wagons of their trains as they stood impatiently while a clear track was set for them.

The remainder of the branch down to Rinatya was clearly visible and easily followed, in shallow cutting or on low embankment for much of the way. Here and there torn-up rails and concrete sleepers had been left abandoned (see photo 4). At Rinatya a short length of branch track was still on the ground to show where the Tirat Yehuda line had joined up with the main line via the first loop (see photo 5), a couple of hundred metres short of the actual junction a derelict lattice-post lower-quadrant semaphore had once provided indication to loaded stone trains as they descended cautiously down the steeply-graded branch from Torat Yehuda.

It is known from photographic evidence that some industrial locomotives were used in building Ashdod port, both at Ashdod and also at the Tirat Yehuda quarry. They were apparently built, at least nominally, by Decauville. There were both large and small types used. No details are known, but it is hoped that a future article in the 'Industrial Railway Record' may lead to more information coming to light. Presumably one locomotive would have been sufficient to shunt the Tirat Yehuda quarry, but a couple of photos indicate that more than one loco saw service here at different times since the shots shows both large and small types in action. They were confined to the quarry lines, with IR G12's hauling the trains between Rinatya and Tirat Yehuda.

49:18.

GANZ RAILCARS FOR THE HEDJAZ RAILWAY.

Most contemporary accounts on the Hedjaz lines in Syria and Jordan feature the use of the quite handsome Hungarian-built railcars and trailers in use as rolling stock. Tourret ("Hedjaz Railway") mentions them on p. 157 ("services were operated by six Hungarian DMU's, R10-12 and R501-3. No. R10 is Ganz Mavag 004/75 and R11 006/75, so probably R12 is 005/75. R501/2 are Ganz Mavag 501/74 and 502/74 so presumably R503 is 503/74.") He does not list them under "Post-war motive power" on p. 181 but there is a photo of R10 at Damascus as Plate 204. There seemed little information on these vehicles, so I wrote to the Ganz works in Budapest.

From György Villányi in Budapest - a well-known railway historian in Hungary - I have now received a copy of an official report on these vehicles, published in English by Vilmos Lőcsei, C. Mech. Eng., Head of Offer Group, Railcar Design Department of Ganz-MÁVAG (as it then was), and a Datasheet produced by Ganz-Hunslet. The report is reprinted from an unnamed technical magazine - no name or date, just page numbers 52-57. The "figs". illustrations cannot unfortunately be reproduced. The transliteration of place names etc., is different to that normally employed in English useage, and the English is idiosyncratic (though much better than my Hungarian!), but I shall reproduce the original here. "Draft gear" must mean "Draw gear", "Meagre" perhaps means "economical", and so forth. m.u. means "multiple unit".

"The 1060 mm [*sic*] Hedshas line interconnecting Syria with the Lebanon, Jordan and Saudi Arabia was built in the early years of the century according to German plans. The section located in Saudia Arabia has been taken up since then. At present, the countries concerned are striving after the reconstruction and modernization of their railways.

In our days, some 93 per cent of railway traffic is freight service, thus passenger service is hardly worth mentioning. In order to render freight service more economical, and step up passenger service which is likely to yield profit, the governments concerned have opened funds for building new railway line sections and purchasing rolling stock. In the framework of that work were established a railway line between Damascus and Kathana, mainly for passenger service, and another one in Jordan, between the phosphorus [*sic*] mines at El Hasha and the sea port of Aqaba, over a length of 140 km. Also a 1303 km. long section has been envisaged for comissioning, after which top speed will be increased from 50 kph. to 100 kph.

Damascus - Kathana Railways invited tenders at the beginning of 1970 for the supply of motor coaches and passenger cars, and Ganz-MÁVAG was the successful tenderer of the contract. Damascus - Kathana Board ordered three motor-coaches and 20 passenger cars from Ganz-MÁVAG.

In the spring of 1972, Hedshas Railway Board placed an order for further three motor-coaches and six passenger cars.

Aspects of Design.

The passenger vehicles were to be capable of a speed of 100 kph. In view of the densely spaced stops on the Damascus - Kathana line, the cars had to ensure fast and unhindered passenger flow at the stops, this being one of the essential conditions of higher travel speed.

The railway line in question rises 300 m. over a length of 39 km., for reaching Kathana at a height of 986 m. above sea level. Although weighted mean gradient of the line is 16.7%, on two subsequent sections of 700 m. length each actual gradients are as high as 22% and 24% respectively, and there are curves with 300 m and 500 m radii as well, right on these sections. The above-mentioned gradients are characteristic of certain sections of the Hedshas line as well.

At the buyer's request, the motor-coaches had to be equipped with a brake system which would partly be "meager" on compressed air, and partly operate automatically on downhill travel, as soon as speed had exceeded a pre-set level. Engine power had to be provided, and the vehicles be tested for minimal sustained speed, also with regard to the relevant gradients.

The Motor-Coach.

Having two driver's cabs, the motor-coach has been designed to allow communication of passengers and crew through both ends.

Internal space of the motor-coach is divided to three sections by enclosed platforms located at about one-quarter of the overall length. (*fig. 1*).

Location of the enclosed platforms has been influenced also by the underfloor power equipment. It was absolutely essential to see that the compartment accommodating the air intake and exhaust equipment of Diesel engine, as well as the electro-pneumatic fittings of the control system, be readily accessible from the enclosed platform. The lavatory has been placed to the opposite side of the enclosed platform for retaining symmetry of layout.

The enclosed platforms are provided with side doors, actuated by remote control from the driver's cab.

The internal finish of the passenger compartments, though simple, is sufficient to provide all comfort for the journey. (*fig. 2*).

The double seats arranged along the side walls of the motor-coach are facing each other by pairs. Upholstery is in plastic foam, covered by leatherette. The continuous headrest running over the seats in their entire width is ending in face-rests on both sides. There is a small fixed table under every window, with an ash-tray and a waste container. In the armrests located towards the central passage there are pull-out ash-trays.

The entire internal surface of the coach is covered with hard plastic panels, the colour of which harmonizes with those of the seat covers and other internal equipment.

There is a luggage rack over both rows of windows.

The passenger compartments and other rooms are illuminated by fluorescent lamp tubes supplied with current by batteries through a central inverter. Ventilation of the passenger compartments is intensified by mixer fans mounted on the ceiling, and statical deflectors. Since external temperature may fall under freezing point in Syria, the motor-coaches had to be provided with heating as well. This is made by engine cooling water circulating in finned tubes in the driver's cabs and passenger compartments.

The driver's cabs located on both ends of the motor-coach are provided with a two-position door each. By closing the door into the partition wall, the compartment located next to the driver's cab can be adjoined to the cab as a service compartment.

Every driver's cab is provided with all instruments and controls necessary for driving two motor-coaches coupled up to form a train. (*fig. 3*).

In compliance with the buyer's specification, the motor-coaches have been equipped with central draft gear Type AAR "E". As is known, that type of draft gear already has a

small longitudinal play in brand new condition, which only tends to grow with use. Since passenger vehicles may not be started jerkily by any means, a flexible member had to be installed parallel to ever draft gear.

A so-called tensioning gear has been designed for this purpose, mounted over the draft gear and comprising two spring-loaded members bearing up on the end of underframe. To the outer ends of the spring-loaded members the buffer plate-like side members of the draft gear are coupled by a bolt each; serving for coupling up two coaches, the side members include two buffer plates and a gangway floor plate as a single assembly. Thus the tensioning gear not only provides communication between the coaches, but also effectively dampens jerking on starting and reduces relative motion of the coaches. Owing to the hinged suspension, the tensioning gear remains effective also in curves.

In order to leave the driver's view unrestricted, the rubber cushions specified for the UIC standard intercommunicating gangway have been disposed of. Between coupled-up coaches there are two safety railings comprising a spring-loaded member on both sides of the gangway floor plate.

The power equipment is located beneath the underframe. The engine installed is a flat-six four-stroke turbo-charged Diesel Type 6HF-A 18.5/19, with air re-cooler, water cooling and direct fuel injection.

In accordance with the operating conditions prevailing in Syria, power of the Diesel engine has been adjusted to 570 HP.

Principal Data of Diesel Engine:

Rated Power:	570 HP.
Speed	1440 rpm
Bore dia.	185 mm
Stroke length	190 mm.
Rated mean piston speed	9.5 m/sec.
Fuel consumption	170 g/HP-hour
Lubricating oil consumption	2 - 3 g/HP-hour
Type of turbo-charger	Napier C-405.

The Diesel engine meets all Recommendations of UIC 623-OR. To the flywheel end of the engine is coupled a transmission Type HM 512 assembled with a reverse gear through a cardan-shaft which includes a flexible section. The first (hydrodynamical) stage of the transmission functions up to 54 per cent of top speed of the motor coach. In the following stages, tractive force is transmitted by gears. The latter are engaged by pneumatically actuated clutches.

Engine torque is transmitted from the output shaft end of the transmission to the two-stage final drive of the driven bogie through a cardan-shaft. The two two driven wheelset of the bogie are also coupled by a cardan-shaft.

Gear-change is fully automatic, controlled by an electronic system Type ASCO-73 as a function of travel speed. All the train driver has to do is to adjust Diesel engine power by means of a control lever to suit the tractive effort required. For maintaining travel speed at a constant level Diesel engine power, thus also tractive effort obtained at the wheel rim of driven wheels, is to overcome all resistance arising during travel (track resistance, gradients, drag.)

The electro-pneumatic control system operates from a rated voltage of 110 V, and is suitable for controlling the motor-coach and another one coupled up to form a train from any of the driver's cabs.

In order to enhance the safety of railway service, all motor-coaches are provided with a forestalling equipment, which includes not only the traditional "dead man" system, but also a control element for maintaining speed within close limits on sustained downhill travel. Also the forestalling equipment is controlled by the ASCO-73 type electronic system. Under a travel speed of 20 kph., this being the speed range of shunting and movement at small stations, the forestalling equipment is switched off. Over a travel speed of 20 kph. the active dead-man system is automatically put into operation. In order to be able to accelerate the train and/or travel over a prolonged period, the train driver is to indicate his watchfulness by stepping on a pedal or pressing on a push-button every 60 seconds. Omission of this precaution triggers off a pilot lamp or buzzer, and if the driver still fails to operate the pedal or button, the system disengages traction and applies the emergency brakes.

On attaining a speed of 40 kph., a pilot lamp comes on indicating that for travelling over 50 kph. a so-called selector push-button is to be pressed in. With the selector button actuated, the vehicle automatically keeps on accelerating.

During prolonged downhill travel, if the driver has failed to press in the selector push-button for facilitating acceleration over 50 kph., traction is automatically disengaged at a travel speed of 50 kph. and the brakes are applied, whereas on reaching the bottom speed limit of 40 kph., the brakes are released, letting the vehicle roll free until the top limit of 50 kph. is reached again, when the entire automatic control process starts all over again. Traction is engaged again only if the driver sets the control lever first to "Neutral", then back into "Traction", but of course only after the automatic speed reduction process has been completed and the brake system released.

During the "automatic speed reduction period" the brake system is "meagre" on compressed air. On receiving a braking order, air starts escaping from the main brake-pipe through an electro-pneumatic valve into the atmosphere, and at the same time compressed air supply of the driver's brake valve is prevented by another EP valve. Air pressure is allowed to drop in the brake pipe only to about 3.8 kp/sq.cm., this being sensed by a pressure switch, when air release EP-valve is closed. In this manner it is ensured that the motor-coach cannot run out of compressed air even under prolonged downhill travel.

The auxiliary units are driven from the vibration damper end of the Diesel engine through an auxiliary distributor gear. Among the auxiliaries driven in this manner are a claw-pole a.c. generator supplying power for all electric consumers of the motor-coach, an air compressor and a hydrostatic pump which, in turn, is driving the fan associated with the engine radiator. All auxiliaries and the distributor gear are mounted in a rigid frame, and the entire assembly is flexibly suspended on the underframe.

Since all underslung units are readily ac-

cessible either from below or from the side, no access doors had to be cut into the floor of the motor-coach as against our former practice, and this feature of the design definitely helped to increase sound-proofing. (Fig. 4).

Surplus heat is extracted from engine cooling water and the first (hydro-dynamical) stage of the transmission in a radiator located on the roof above the trailer bogie. Both the fan delivering air through the radiator and the shutter are hydrostatically operated by a hydrostatic pump mounted beneath the underframe. Since the loading gauge relating to the 1050 mm gauge line in Syria allows the use of only fairly low-built vehicles, the roof-mounted cooler is made up of small radiator blocks positioned at rather small angles. owing to that condition, the cooler lies on the roof over a greater length than usual. The cooler and the hydrostatic system going with it have been supplied by Behr.

Electric power is supplied for the motor coach by an a.c. generator Type AEG DZG mounted on the auxiliary frame. Generator output is controlled by an electronic regulator Type AEG 2 SY 46. The 110V 195 A/h battery of the motor coach is charged by the generator through a rectifier.

Since the motor coach has been designed for operation under dusty climatic conditions, special care had to be paid for the air cleaner through which the Diesel engine receives its intake air; this part is a two-stage air cleaner manufactured by SAB under a licence of FARR in the USA.

Intake air of the Diesel engine enters the coach through the roof, then passes through two parallel-connected Dyna Vane self-cleaning air cleaners. As a result of a sequence of quick changes in the path of the air, contaminations carried by the air flow are forced to leave the current, thus being collected on a tray at the bottom; from there, dirt is removed by fan located beneath the underframe. The quantity of air extracted by the cleaning fan into the atmosphere is about 10 per cent of the highest air intake of the Diesel engine.

Having passed through the Dyna Vane cleaners, intake air flows through three Dyna Cell paper insert-type cleaning bags. Being obvious that the layers of dirt deposited in the cleaning bags increase the latter's resistance and may result in other deleterious effects as well, the degree of filter resistance is constantly indicated by an instrument. On reaching the top limit, the filter bags are to be replaced.

The bogies carrying the motor-coach are of novel design, having no friction components and being provided with a two-stage suspension (Fig. 5). The bogie-frame is made of specially stress-relieved sheet steel welded to form box girders. The wheelsets carried in roller bearings and guided by guide arms are connected to the bogie frames through silent-blocks. In relation to the wheelsets, the bogie-frame is sprung by horizontally located coil-springs.

Flexible connection between bogie-frame and carriage body is ensured by symmetrically arranged coil springs also serving for body support, as well as two rubber springs longitudinally compressed between as vertical bracket mounted on the underframe and the bogie-frame for replacing the pivot.

Function of the multi-layer rubber spring

connection is to ensure the following particulars of operation between carriage body and bogie:

1. Flexible transmission of tractive, retarding and mass forces arising in longitudinal direction of motor-coach.
2. Rocking in lateral directions; the side-sway is limited by rubber buffers of special shape.
3. Secondary suspension in the vertical direction.
4. Alignment with curves.

Co-operation of the spring system is achieved by means of a stabilizer mechanism. Vertical and horizontal swinging is dampened by hydraulic dampers.

Trailer.

Internal layout and finish of trailers are the same as those of the motor-coaches. The lavatory cubicles open into the enclosed platforms (Fig. 6) and behind them the electrical equipment is accommodated in small cabins.

The intercommunicating gangways located on both ends of passenger cars are provided with the rubber cushions specified by UIC standards.

Similarly to the doors provided on the motor-coaches, those of the trailers are also of the sliding design, operated by remote control from the motor-coach (or locomotive) in traction.

Since the passenger cars will not be put into service in regular multiple-unit trains, they had to be equipped with independent power-supply. For this, there is an a.c. claw-pole shaft driven generator each on every car, along with a rectifier unit and the necessary 24 V batteries.

Both the motor-coaches and the trailers are provided with Westinghouse brake systems. On all bogies, there is a brake block Type P60 at every wheel. The blocks include actuating cylinders and brake shoe slack adjuster mechanisms. There is a single composite brake shoe for every wheel.

The passenger cars are heated by Webasto-type air heater systems, mounted beneath the underframe and firing Diesel fuel. Hot air is delivered into the passenger compartment via heating ducts running on both sides of every car, just above the floor. Diesel fuel of the Webasto air heater is stored in a tank mounted beneath the underframe.

In hot weather, the fan of the heating system can be used for delivering fresh air into the passenger compartments and extracting stale air from there.

Of the total of 26 passenger cars ordered for Syria, 13 have been provided with remote control connections at both ends, thus being suitable for coupling-up between motor-coaches."

A separate "Data Sheet" headed "Metre Gauge set for desert operation" (pp. 10f of some A5-size brochure) adds the following:

"These trainsets are in passenger service on the Damas-Qatana line of the Syrian Railways (CFS) and on the Syrian part of the Hedjaz Railway. Each set consists of a railcar and two or three trailer coaches. Two sets can be operated as a multiple unit.

The traction machinery equipment is mounted below the underframe of the railcar, thus the whole floor surface can be utilized as passenger space. The machinery equipment is protected against fire by a Graviner automatic fire extinguishing device.

All the passenger rooms are provided with 2nd. class upholstered quadruple seats facing each other in pairs. There are three passenger saloons on each coach with a vestibule between, in about one third and two thirds of the car length. Double leaf plug type sliding doors on both sides of the vestibules facilitate the exchange of passengers at stations.

Each passenger saloon is provided with luminescent tube lighting fed by static inverters. The trailer coaches are supplied with electric energy autonomous provided by axle mounted claw pole alternators.

Railcar ventilation is ensured by electric fans, in cold weather the passenger rooms are heated by the waste heat of the Diesel engine by circulating the cooling water. The trailer coaches are ventilated and heated by Webasto type automatic oil fuelled heater equipment.

As the trainsets work on long slopes, the railcars are fitted with a speed limiting device and compressed air saving automatic air brake equipment. 6 railcars and 13 trailers were delivered in 1974-1975."

This account introduces some intriguing questions. Firstly, the Damascus - Kathana (i.e. Qatana) line was apparently constructed by a separate Board from the normal CFS; rubber gangway connections originally envisaged were dispensed with on the railcars, but kept on the trailers.

Gyorgy adds: "There were two deliveries of Ganz-MAVAG railcars to Syria, a total of 6 railcars and 26 trailers. These comprised, for the Damas- Qatana branch of CFS, 1974:

3 railcars for m.u. service:	R 501-503.
7 trailers for m.u. service:	T 601-607.
13 coaches for loco-hauled service:	P 701-713.

For the Hedjaz railway, 1975:

3 railcars for m.u. service:	R 10-12.
6 trailers for m.u. service:	T 500-505.

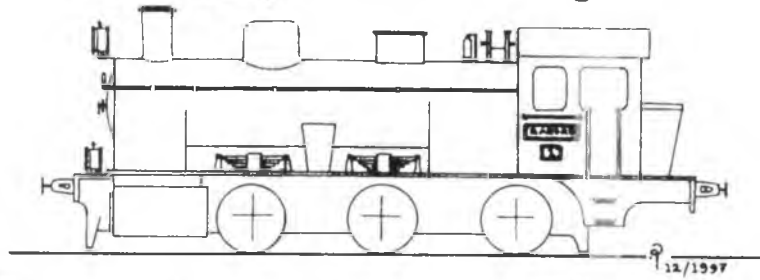
All the vehicles were structurally identical. These were purpose-designed for the Syrian order and were built entirely by Ganz-MAVAG, including the diesel engine and the hydro-mechanical transmission gearbox. The trailer cars of Series T were fitted with m.u. jumpers and sockets, while the ordinary coaches Series P of the same design were without those. The vehicles had no Ganz-MAVAG works numbers.

The payment terms for both orders were on a cash base (!). The last spare parts supply was performed sometime in the 1990's, but according to information available some of the railcars and most of the trailers were in working order in the mid-1990's."

PHOTO : Study in contrasts at Damascus Kanawat Station on 13/9/1980: Ganz railcars adjacent to Mallet 0-4-4-2T No. 962. (Photo: D. Trevor Rowe.)



NR1 Class Locomotives.
Type 0-6-0 (Shunting Tank)
Builders - A. Borsig & Co. Berlin-Tegel, Germany.



NUMBER OF LOCOS - 5 NR1 IS WORKING ON LINE. NOS 2, 3, 4 AND 5 HAVE BEEN SENT TO BOMBAY FOR REPAIRS AND CONVERSION.

WEIGHTS - IN SERVICE 27 TONS (APPROX)

BRAKE - HAND.

NUMBER OF TUBES - 119.

HEATING SURFACE OF TUBES - 598 SQ. FT.

GRATE AREA - 12.9 SQ. FT.

CAPACITY - WATER 890 GALLS. COAL 1 TON.

BOILER PRESSURE - 170 LBS PER SQ. INCH.

CYLINDERS - DIA. 14 1/2" PISTON STROKE 19 5/8"

DIA. OF WHEELS { WITH TYRES - 3' 3 3/8"

{ WITHOUT TYRES - 2' 9 1/2"

WHEEL BASE - ?

49:19.

BAGHDAD RAILWAY CLASS 1 0-6-0WTs.

By Paul Cotterell.

This drawing concludes the series on locos illustrated in the surviving Baghdad Railway diagram book. Numbers 1 - 5 were Borsig works numbers 8476-80 of 1912. It will be noted that the diagram details show four of these well tank locos as being in Bombay for repairs and conversion, though I've no idea what sort of conversion might have been carried out on them. After their return from India the Class 1 locos were renumbered 401 - 405 and became Class SB. I know nothing else about them.

[Editor adds: I have seen a photo of a Baghdad Railway loco having its firebox repaired in India after it had been sabotaged with an explosive device on the German withdrawal/retreat. Bombay would have been the nearest decent-sized and intact railway workshop to Iraq at this time !]

