

HARAKEVET

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הרכבת

A Quarterly Journal on the Railways of the Middle East
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50:1. Former times on the Jerusalem line: The afternoon train from Jerusalem to Tel Aviv nearing the former loop at Bar Giyyora in April 1996, behind G12 Bo-Bo No. 116. (Photo: Aharon Gazit.)

50:2:

Editorial.

Well, the sudden reversion to A4 size came almost as much of a surprise to the Editor as, no doubt, it did to many readers. Basically, once everything for issue 49 was safely despatched, Steve Waldenberg called to say that there were some difficulties in getting the photos properly placed in an appropriate size, and he recommended the different format. Since the Editor receives quite a few magazines from various societies in A4 format, and this is after all a standard size for envelopes etc., we agreed to go for it. Hopefully not too many people will now find problems in storage. At least it will be easier for me now to know how many pages on my computer will correspond to the final product, and track plans, maps etc. will not be too severely squashed. I have been gratified by some positive reactions from several readers, though others have been less pleased.

In the meantime, the thought that this magazine, which began as an idea while walking the dog around the block near my then-home in North Leeds, has now reached the majestic figure of fifty issues, leads me to ponder another change for this Jubilee Issue and go for a colour cover. And damn the expense!

Once more, this magazine would not have reached this august status had it not been for the help of so many contributors - it may be individuals, but I shall list just a few: Paul Cotterell, of course, who now has the mammoth task of dredging through buildings full of old PR and IR files and who is the acknowledged expert on the

byways of Israel railways; Andy Wilson, whose studies in Arabic and professional travels in various countries in the Middle East have led to some wonderful contributions from areas no-one else is likely to get to; Samuel Rachdi, whose own single-handed newsletter Fahrplancenter News provides access to snippets from many countries; Sybil Ehrlich, a professional journalist/editor at the Jerusalem Post who has access to many current items as well as an interest in tracking down every station in Israel; Bill Alborough, whose rail tour of Israel never happened but who has been a wonderful source on matters Hedjaz. Many others, too many to name, have provided wonderful items, articles and photos, but perhaps on a less regular basis, and I have managed to interview or correspond with several veterans whose personal memories have enriched our content. (I must confess, I do not get around to answering all letters personally, which does not mean they do not get read, and filed.)

I can only beg, humbly, that we keep this up. Harakevet is already being quoted by other scholars, which means it is fulfilling its purpose not just as a sounding-board but as a means of preserving data and information for others to employ in their own researches, and thus gradually remove at least some of the mystery and obfuscation from at least this part of Middle East History. Alas, I have never yet found time to continue my work on creating a proper Index - when anyone is interested in producing something, I can gladly send them the work done to date (around issue 32), and maybe this can be

offered as an extra at some time in the future.

A major theme this issue, as befits a Jubilee, is a special feature on the new Haifa Railway Museum. (Alas, no picture has yet come to light of the L.M.S.R. 4-6-0 of the Jubilee Class, named Palestine!)

The Editor.

50:4.

NEWS FROM THE LINE.

a). New Station at Pardess Hanna.

From Sybil Ehrlich comes a message that may explain the mystery of Caesarea. The foundation stone for the new station at Pardess Hanna was laid on Thursday evening July 27th., with the GM of IR in attendance. The new station is being referred to as Caesarea, but I do not understand why - according to its kilometerage rating, it will be at km. 44.5, which is more on the outskirts of Pardess Hanna. (Binyamina was at km. 41.275 on the old PR chart.) The railway clearly doesn't go anywhere near Caesarea.

Paul adds it will actually be at km. 45 on the main line, and will be served by trains on the Ashdod-Binyamina suburban service. The Railway Gazette International 9/00 p. 514 notes it will cost US\$1.8M, 50% of which is to be funded by the Kesariya Development Co. The station is due to open within 10 months.

b). Extra Trains on Beersheba Line.

Additional trains will be run to Beersheba on Fridays, starting July 21, till the end of August (to cope with extra demand during the summer vacation period). The 06.10 from Nahariyya (calling Tel Aviv at 08.10) will continue on to Beersheba, and there will be an additional train from Tel Aviv at 13.10. From Beersheba to Tel Aviv trains depart at 9.15,



50:3. (Photo.) Stock awaiting transfer into the new museum stands beneath the new footbridge at Haifa East. 6/6/00. (Photo: Paul Cotterell).

and 12.00, the latter continuing to Nahariyya, calling Tel Aviv 13.17 and then all stations, just 17 minutes behind the existing all-stations service. This means four trains each way on Fridays for this period.

(Incidentally, and a little belatedly - services on the Beersheba and Rehovot lines were suspended for 4 days Thursday March 29th. -Sat. April 1st. inclusive, to allow for installation of a new electronic signalling system costing NIS 150M. that will enable shortened journey times and improved safety and flexibility over the southern lines.)

c). Beersheba Station Opening.

The station at Beersheba Central was due to open on Sept. 20th. with a formal ceremony on Sept. 26th. 2000.

d). Israeli Drivers in Berlin.

The Berlin S-Bahn GmbH and DB Regio produce a little free occasional/fortnightly newspaper in Berlin, covering information on public transport - it is called Punkt 3. Idly glancing through issue 13/2000, 13th. July, p.7, the Editor saw a photo of a new double-deck DB driving trailer, and an article:

Visit from Israel: Three engine drivers from Israel paid a visit to Berlin/Brandenburg. Mosheh, Yosef and Yitzhak introduced themselves to Regio-Driver Hans-Joachim Weber and soon became friends with the colleague from Cottbus. The drivers from Haifa looked over his shoulder, in order to check over their own future work-places - for the Israel Railways will soon place in service double-deck coaches of the same type, and it is naturally interesting to see how the driving cab looks and check on the experience gained by Brandenburgers with these vehicles.

Like Brandenburg, IR is a system undergoing enormous and rapid growth. Growth at rates of double figures every year has led to a problem of shortage of coaches and locos, just like in Berlin/Brandenburg; Vehicles that could be swiftly delivered, extra seating capacity and full use of platform lengths was demanded. A few months ago therefore IR ordered a total of 48 double-deck coaches of the type successfully used in Brandenburg, built by Bombardier (formerly DWA) in Grlitz. With this order the former Rail Vehicle Co-operative (of DDR times) has succeeded in breaking into the world market. Coaches from Grlitz will now be an acknowledged market brand name. The successful operation of the Berlin/Brandenburg local services over the

Berlin Stadtbahn was a major factor in demonstrating the potential for the Grlitz manufacturer.

The drivers from Israel, who included Union and Employee Council representatives, were very positively impressed by the working conditions of their Brandenburg colleagues. A few changes based on the experience gained will, however be made, since there is nothing that one cannot improve!

The photo is captioned with Moshe Am Salem, Yosef Bercovitz, Izhak Aronshtam and Arie Grisaru.

Separately, an article in Stadtverkehr 5/2000 p.46 shows a colour computer-generated photo of one of the new driving trailers, in the DB Regio red colour scheme but with the IR symbol on the front. The basic shape is the same as that the Editor sees every day passing through Berlin, but about two-thirds of the vehicle, behind the cab, has no windows and appears to have two large hatches or doors - implying (in contrast to the vehicles in Germany) that some form of machine-room (possibly for larger air-conditioning units?) - will occupy a large section of each driving trailer. Clearly roof-mounted air-conditioning units would not be feasible.

The Editor was able to visit the Innotrans transport exhibition in Berlin in September and spoke with a Bombardier representative. He seemed to think the units concerned are not just rakes of coaches for push-pull operation behind diesels but would be electric multiple units!

e). More Stock Orders.

The Railway Gazette International (R.G.I.) reports that Amos Uzani, G.M. of I.R., announced on 7/7/2000 that the Government had agreed to fund further investment in rolling stock. IR has therefore ordered eight more IC3 Flexiliners from Adtranz, with an option for 12 more, and another two double-deck train sets from Bombardier, bringing the total to 14. Both fleets will be assembled locally at RAMTA of Beer Sheva. (See 49:5:f.) This means that the item above is already out-of-date, as 56 rather than 48 vehicles will be built.

RGI 9/00 reports that IR awarded in late July a contract worth Euro 22 Million to Alstom, for the supply of a further ten Prima Bo-Bo diesel-electric locos for the Haifa - Tel Aviv main line. This is a follow-on from the previous contract for ten Bo-Bos and eight Co-Cos.

f). New passenger figures.

Background to the above order is that in the first two weeks after P.M. Ehud Barak inaugurated the new passenger service to Rosh HaAyin, the line was used by 30,000 passengers - so in June there were again over a million passengers overall. The July 2000 figures showed an increase of 60% over the same month in 1999, to 1.9 Million !

g). Jerusalem Light Rail Progress.

Also from R.G.I. 8/2000, p. 462: In August the short-listing of between three and five consortia was due to take place - to allocate the Build-Operate-Transfer (BOT) concession to develop the first of eight rail lines in Jerusalem. These firms would then be required to submit final tenders during September.

On 21/6/00 the Municipality announced that six groups had lodged pre-qualification bids;

These are:

- Cityline Jerusalem: Adtranz, Shikun-u-Binuyi, Etnal, PB Investments and Brussels operator STIB.
- Citypass: Alstom Transport, Elco, Poalim Investments and CGEA.
- Adanim Group: Bombardier, Discount Bank, CLAL Insurance and Den Haag operator HTM.
- Ariel Group: CAF, SNC-Lavalin, Delek, Baran Engineering, Dankner Investments and Stuttgart operator SSB.
- Passim Group: Siemens, Africa-Israel, Feuchtwanger Electrical Engineering, DBAG and Hanover operator stra.
- Moriya Group: AnsaldoBreda, Malibo, Uri Dori, Gibor Sport & Holding, Bouyges and Paris operator RATP.

The Chairman of the Tendering Committee, David Gorshonowitz, from the Finance Ministry, said that he was very satisfied by the level of international representation from major suppliers and investment groups.

Total cost of the eight-line network is put at US\$1.1Bn. The initial 14 km. line from Pisgat Zeev to Mount Herzl is costed at around US\$ 400M., including 24 stations and 38 low-floor LRVs. [*Light Rail Vehicles - the modern acronym for Trams! Ed.*] The municipality is investing in preliminary civil engineering and utilities diversion, with the concessionaire expected to contribute around US\$ 370 M. The operating concession would run for 25 years. Fares will be pegged at the level of existing bus fares, but the bus network will be restructured to feed rather than compete with the light rail lines.

[Editor adds: This is indeed an impressive line-up of consortia - each includ-

ing a major rolling-stock builder, a substantial venture capital institution and - significantly - a major European urban public transport operator with experience of running tramways.]

Late news - according to RGI 9/00 p.526, the Moriya group failed to make the shortlist for the 14km. project.

h). Tel Aviv Trams - Progress.

From the Jerusalem Post 24/7/00 - by Heidi J. Gleit: A mass-transit system in Tel Aviv similar to those in most modern cities began to look less like a fantasy yesterday when the Municipality, Transportation Ministry and Finance Ministry signed an agreement to construct a light-rail line from Petah Tikva to Bat Yam via Tel Aviv. Transportation Ministry Director-General Ben-Zion Salman said that he expects it will take about six years to have the line fully operational. A second line, which would run through Tel Aviv and connect it to Rishon LeZion, may also be completed by that time, he added, though an agreement on details of that line has yet to be reached.

Finance Minister Avraham Shochat estimated that the tenders would be issued within a year, and that both lines would be up and running within 10 years. Foreign companies will be eligible to bid for the tenders, he added. Under the agreement, the light rail line will begin in Petah Tikva, go along Rehov Jabotinsky through Bnei Brak and Ramat Gan and into Tel Aviv, where it will run along Rehov Petah Tikva to Hamesila in Neveh Tzedek, Sderot Yerushalayim in Jaffa, and on to Bat Yam.

The main difference between this plan and the Transportation Ministry plan the municipality rejected over a year ago is that the train will not run above ground along Rehov Petah Tikva, but via an underground tunnel. It has not yet been decided whether the rail line will run along Rehov Jabotinsky or be underground. Officials said they have rejected the idea of putting an elevated rail line above the congested street.

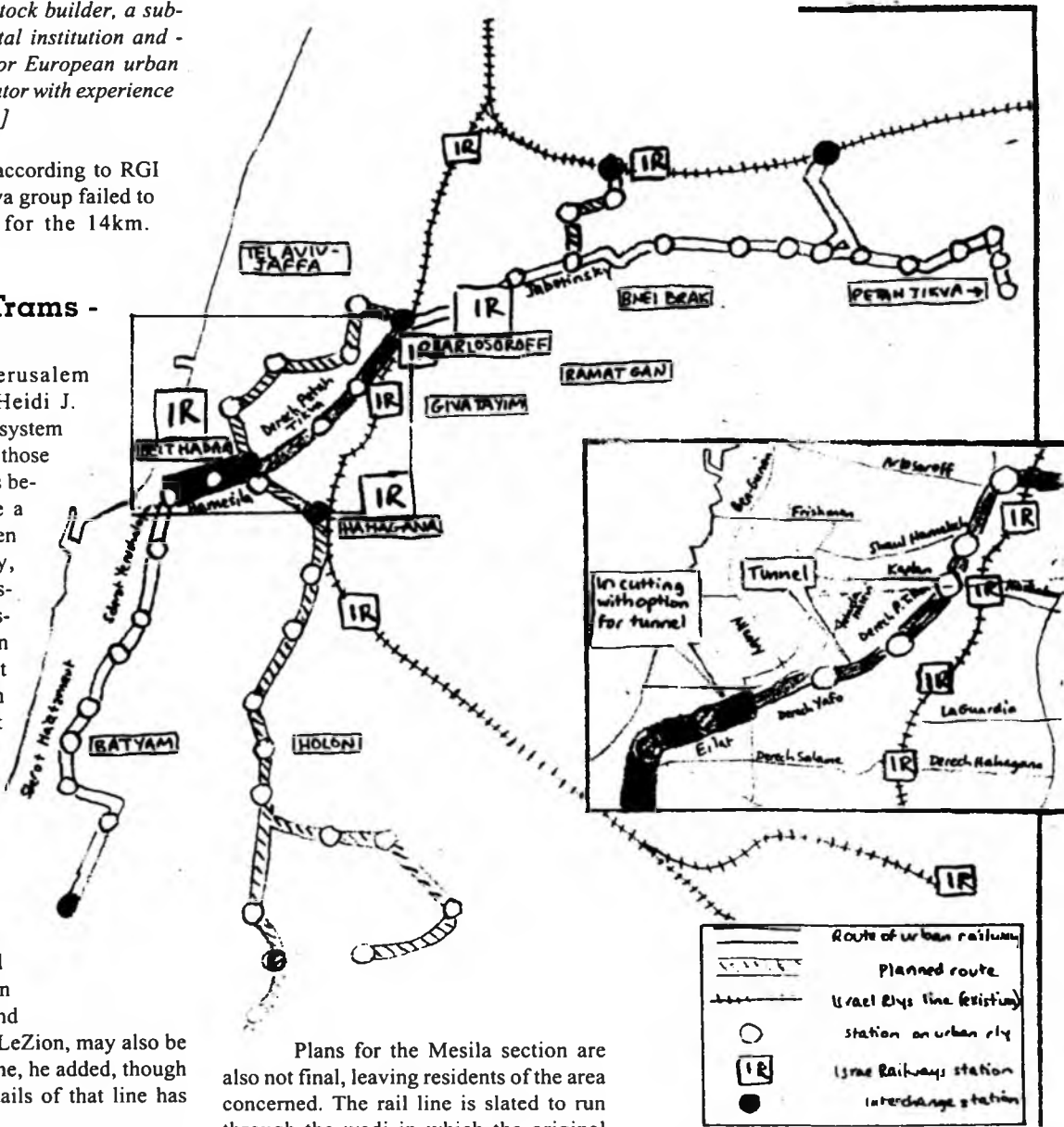
Plans for the Mesila section are also not final, leaving residents of the area concerned. The rail line is slated to run through the wadi in which the original Turkish railroad ran. This would cut through the Neveh Tzedek neighbourhood in half and most likely destroy the park in the middle of the wadi. The line would run below street level, but it has not yet been decided whether the train would be out in the open, covered by a tunnel, or put further underground, with a highway constructed on top of it. Residents, however, want the train underground, and the wadi developed into a park with bike paths and playground facilities.

Tamar Mokady, whose house overlooks the wadi, said she is not opposed to advancing public transportation, but is worried that the city will use the rail line as justification for putting a highway through the centre of one of Tel Aviv's oldest and most picturesque residential sections. In addition to chopping the neighbourhood in half, this would increase air pollution in the area, she said. It also would destroy one of the few open green spaces in the area and the historic Templar build-

ings that border it.

Emily Silverman, head of the Tel Aviv branch of the Society for the Protection of Nature in Israel, also approached the plan cautiously. It is a good start, she said, adding she hopes it is the first step in a comprehensive public transport system for the area. She noted, however, that while the Petah Tikva - Bat Yam line will serve people from those areas that work in Tel Aviv, it will not particularly help people who want to travel within Tel Aviv.

[Editor notes: It is ironic that building a Light Rail line should be perceived as giving the chance to increase pollution; the human interest elements of this reporters story reflect elements of what is referred to as the NIMBY Syndrome - an acronym for Not In My Back Yard. The wadi is in fact the cutting dug to enable to original 1892 line to leave Jaffa station. Apparently there was very little publicity material or information accompanying the Press Conference.]



Attached to this item is a Map, traced and prepared by Sybil from a coloured original that appeared in Yediot Aharonot accompanying a brief story to the effect that The Underground Dream gets on its Way, at a cost of \$1.25 billion, length of line 21 km., length in tunnel 7 km., frequency three minutes, capacity 21,000 passengers an hour in each direction. Will the dream finally be realised in 2007 ?

Just as a further warning on believing maps, Sybil points out that this masterwork shows:

(i): Some IR stations are marked larger than others - for no apparent reason.

(ii): The branch to the airport is shown as existing.

(iii): Both the red and green lines (red being the route of urban railway, and green the planned route, in the original) have an interchange station in their southern reaches, and yet don't interchange with anything obvious. (Maybe buses ?)

(iv): The red line ends at a station but the green line doesn't, fading away into the countryside.

RGI 9/00 p. 516 adds a further perspective and some more facts: Tenders are to be called within three months for construction of the first light rail line in Tel Aviv, following the signing of an agreement between the promoter NTA Metropolitan Mass Transit System Ltd., the Municipality of Tel Aviv, and the Israeli government on July 23rd. The accord was signed by Finance Minister Beiga Shochati, Transport Ministry General Manager Ben-Zion Salman, and Tel Aviv Mayor Ron Haldai.

The first tender will cover the 21 km. Red line from Petah Tikva to Bat Yam via Jabotinsky Road, Hamesila and Jaffa. Around 7km. between Petah Tikva and Jaffa will be in cut-and-cover tunnel. The line is to be built for light rail operation with overhead power supply, but the alignment will be designed for future upgrading to heavy metro standards. As well as the end-to-end operation, a shuttle is planned from Geha to Beit Hadar to provide a more intensive service on the central core. Peak headways would be 3 min., on the main line and 90 sec. in the city centre. Interchange with Israel Railways main line and suburban services will be provided at Savidor.

A second Green Line is still in the planning stage, which would run from Savidor station and west along Arlosoroff St. to connect with the Red Line at Beit Hadar before heading south to Holon and Rishon-le-Zion.

Costed at US\$ 41.25 Bn., the net-

work is to be built under a BOT concession. Following the bidding process, work is to start within two years, with the Red Line to be completed by 2008.

Incidentally, on 22/9/00 Tel Aviv marked for the first time No Car day, an initiative tried in many cities worldwide on the same day (one report says 846 cities joined in this year - certainly Berlin was one.) Tel Aviv has a daily capacity of 450,000 incoming cars, and all main traffic arteries were closed to private cars, allowing only public transport, bicycles etc. to operate in the city. One wonders how this worked....

i). Link to Tel Aviv Bus Station.

From the Jerusalem Post 31/7/00: The Tel Aviv Municipality, in conjunction with the Central Bus Station and Israel Railways, is to conduct a feasibility study on connecting the railway system to the bus station. In the past, the fact that the bus station had been planned with no rail connection had been the source of considerable criticism.

The impetus for the present study is the fact that in October 2001 the railway is to open the new Haganah station, which is just 400 metres from the bus station.

In the short term, the planners hope to erect a pedestrian bridge to link the two sites; in the longer term, it is hoped that one of the branches of the Tel Aviv light railway will reach the bus station.

As Sybil Ehrlich of the JP comments - this is a quantum leap in thinking ! If they are now at least beginning to talk about such an obvious project, that is at least something....

j). Penalty Fares.

Israel Railways has now begun to clamp down on those travelling without tickets. Posters and newspaper adverts announce that such miscreants will in future be compelled to pay three times the fare, if caught. The artist responsible for these masterworks of public relations has however chosen to illustrate the announcements with.... a British HST set! (see next page) It makes one wonder whether they have ever seen a train in Israel.

(This reminds the Editor that the menu in the kosher buffet cars on IR in the 1980s was illustrated with a British Rail Class 84 Bo-Bo electric loco ! Presumably this is all a part of the If its a tree, its a tree, if its a bird, its a bird school of artistic integrity.)

The new policy came into effect on 1/7/2000. Sybil found on one journey that her ticket was clipped on the platform

at Lod (incidentally departing from Plat. 3, which is unusual) and again on crossing the bridge at T.A. Central.

(Insert purple/white leaflet marked 50:4:(j) on back.)

k). Yavne Cut Off.

From Tuesday 15/8/00, and probably until the end of December, no trains will run beyond Rehovot to Yavneh and Ashdod because of development work - presumably rebuilding some of the track and signalling over this 11 km. stretch. It is not clear from the announcement, but probable, that freight using the Heletz line can still access Ashdod from the south via Pleshet Junc. south-to-west spur. It is not clear whether Ashdod station will be upgraded, though Rehovot of course is being given extra platforms as already reported. (And see below, (r).) Incidentally, the leaflet announcing this service cut also bore the HST logo - maybe a simple bit of computer clip-art ?

l). Petach Tikva Station and the Rosh HaAyin line.

Further note from Sybil - I went to find the new Petach-Tikva-Segula station. Unfortunately it isn't possible to get a decent picture of the platform with the name board. There is one very short platform with name board on it, on the single track, situated beneath a road bridge. I tried walking along the top in the hope of being able to get a good picture from the other side, but its impossible, and there is no chance of nipping across the track unseen - there is a ticket office a few yards away from the station. This all appears to be only a temporary arrangement while a real station is under construction.

On the train back from Petach Tikva I took a picture through the train window; the conductor asked what I had photographed, and whether I had a permit. Sure, I said, and showed him. The security guard came to have a look, saying he had always wondered what they looked like ! (cf. 49:4. Ed.) They examined it from every angle. It must have made their day - riding between Tel Aviv and Rosh HaAyin all day can't be very thrilling. The train is normally formed of a single IC3 shuttling back and forth.

(The Editors experience is slightly similar - on being presented with proof that one may indeed take photographs, some guards then want to be photographed themselves, usually cuddling up to some female passenger!).

במסגרת עבודות פיתוח לשיפור התשתית

הפסקה זמנית בשירות הרכבות לאשדוד יבנה

החל מיום ג', 15.8.00, יסגרו תחנות
הרכבת של יבנה ואשדוד עקב
עבודות פיתוח בקטע המסילה
רחובות-פלשת.



העבודות ימשכו כ-4.5
חודשים (עד סוף השנה)
ובפרק זמן זה הרכבות
יתחילו ויסיימו את
מסלולן בתחנת רחובות.

מק רכבת!

m). Betzet closure.

The daily freight train to Betzet in the far north of Israel no longer runs. The line beyond Nahariyya (part of the World War 2 HBT Railway) was closed on 1/7/2000. It had reached an alarming state of disrepair and no money was forthcoming for reconditioning.

(The Editor wonders whether it could perhaps be reconditioned enough for light railcars to serve the Nahariyya - Rosh Hanikra tourist areas? Betzet is only ca. 2 km. short of Rosh Hanikra, and the track bed is still essentially intact.)

(As we went to press an informative response came from Uri Osri of Kibbutz Rosh Hanikra to this idea - more details in next issue. Ed.)

n). The Merry-Go-Round Grinds to a Halt.

A new coal-unloading pier is due to open at the Rutenberg Power Station south of Ashkelon, in or around October 2000. This will provide direct facilities for unloading the imported coal from ship to

power station, and means an end to the dedicated merry-go-round (i.e. slow, not stop, for loading/unloading) coal trains between Ashdod Port and the Rutenberg Power Station and closure of the short branch from Shikma Junction to the power station. Locomotives and rolling stock used on these coal trains will be employed elsewhere on the Southern Division for the movement of minerals from the Negev desert. (i.e. Co-Co No. 701 and other wagons, which will need their special couplings replaced.) (See 45:7 for a photo of one of these 1990-built hoppers on Spanish bogies.)

o). Level Crossing Smash !

On 23/8/00 the 10am. Tel Aviv to Beersheba IC3 had a sudden encounter with a truck on a level crossing near Kfar Menachem. Initial reports were of 32 passengers injured, later figures were 26 passengers and the conductor (seriously); the remainder were

transferred to another train and buses to reach their destination. The truck driver apparently ignored the stop sign on a dirt road near Kibbutz Revadim, the train driver saw the danger and tried to stop, but ran out of rail. TV pictures showed the whole front of the unit smashed in - Sybil remarks it was a miracle there were no fatalities. IR still holds its record of not one passenger fatality. Train services were suspended for a while until damage could be cleared.

p). Jerusalem Line Plans - Again !

On 27/8/00 the (new) Transport Minister Amnon Lipkin-Shahak made a momentous decision regarding the future of the rail link to Jerusalem. He decided against a new high-speed link via Modiin, and for upgrading and realigning of the old (existing) route. I. was reported thus by Anat Cygielman in the Haaretz of 28/8/00:

In a meeting yesterday, Shahak said he was convinced that the proposed high-speed train system would not be practical, thus reversing the Ministry's position, and countering the Treasury, the Railroad Authority and the National Planning Committee. Travel time between Tel Aviv and Jerusalem on Shahak's favoured option would be 54 minutes, instead of 31 on the high-speed alternative.

In the last three months, three alternatives were being reviewed. The first was the high-speed line, going through Ben Gurion Airport and Modiin. It would have cost NIS 3 Billion; the second option, dubbed Option G, was preferred by Jerusalem's Municipality, and would have improved the old tracks via Lod and Bet Shemesh, cutting the line shorter by building bridges and tunnels, and doubling the tracks. This option's cost-estimate was NIS 1.5 Billion. The third option was to maintain the existing alignment, and only restore the tracks to working condition.

The Ministry analysis says Option A is the best of the three. It has the best potential of becoming a mass-transportation medium, thanks to the high service level offered.... Alternative G may be cheaper... but offers lower service level.... Much fewer commuters are expected to choose this alternative compared to alternative A, so that G will have a smaller effect on nationwide commuting.

Despite these compelling arguments, Shahak endorsed those of the Jerusalem Development Authority, led by Uri Wexler. First of all, Shahak explained that the fast trains high cost put the entire plan at risk, in light of the Treasury's plan that 15% would be financed by the private sector. I doubt any investor would choose to put their money down on this plan, he said.

Secondly, Shahak accepted the argument made by Jerusalem's municipality, that the high-speed train terminal, planned next to the capital's central bus station, would aggravate traffic problems at the entrance to the city.

Thirdly, he said, the high-speed route is not suitable for freight, so trucks will continue jamming the roads.

Finally, Shahak explained it was important to have a railroad connecting the south, from Beer Sheva to Bet Shemesh, with Jerusalem.

Environmental organisations are opposed to Shahak's plan, because of the damage it will cause the Judean landscape.

Wexler said yesterday that all necessary statutory approvals will be obtained within 18 months, and that meanwhile those sections of track already in place will be upgraded.

A parallel story in Maariv speaks of the line being upgraded to double track and electrified, at a cost of NIS 1.5 Billion, from the existing government budget; trains would travel Tel Aviv - Lod - Beit Shehesh - Malha Mall - existing Jerusalem station in 44 minutes net, 55 minutes end-to-end journey time; A fare of NIS 9.90 would apply, as compared to the existing NIS 18 by bus; the work should be completed within 5 years, the first stage within 2 years.

[Whew ! An intriguing journalistic mix again - I really find it bizarre, how they always focus on some mythical journey time without taking into account such details as where the end terminals are and how long it would take to get to/from them ! And who knows now what the fares will be (to the Agora) in five years time ? But - I have to say, this decision seems to me as an observer a correct one. Clearly a do-nothing approach, a bit of re-railing and re-ballasting, would have left the existing closed line hopelessly out-of-date; on the other hand, the benefits of a so-called High Speed Line are best felt over long distances - look at the French or German experiences - and not over a matter of 20 kilometres between an airport and a commuter town. The decision seems to portray the line as part of a national network available to anyone who can get to change at Lod, rather than some dedicated link for Modiin commuters into Tel Aviv. Who the environmental protesters are is unclear - their inclusion is bizarre, a brand-new line would involve a much greater change to the landscape than building tunnels through spurs in the Wadi Surar - and would these be the same protesters as those opposed to the vast Trans-Israel Highway, the ones who are promoting a better rail network as an alternative ? Certainly Jerusalem Station would need better bus links (and maybe a better access to the bus routes serving Emek Refaim). But this line will serve Beit Shemesh, a growing town, and the extending southern Jerusalem suburbs, and there is really no reason why, with a short loop and tunnel, it couldn't serve Ben Gurion Airport as well.

Will the Messiah be booked on the

first train ? We shall see.....The political debate continued after this announcement. Ed.]

(Incidentally - Israel Line of 25/8/00 noted that The Ministry of the Environment was due to issue personal subpoenas in the coming week to the heads of the Egged and Dan bus companies in order to force them to decrease the level of pollution emitted from buses. The Ministry says the two companies are not honouring a promise to use City Diesel, a special, low-sulphur diesel fuel.....)

(We have not yet reported that the previous Transport Minister, Yitzhak Mordechai, resigned at the end of May as a result of a totally-unrelated political scandal.)

q). Motive Power Oddities.

Paul Cotterell notes strange things happening on IR as a result of motive power shortages:

- On 24/08/00, G16 No. 163 (only recently returned to freight work) noted at Bat Galim working passenger to Nahariyya.

- On 07/09/00, a suburban train Hof Carmel - Kiryat Motzkin topped and tailed by G12s.

- Alstom Co-Cos 703 and 707 noted on Haifa suburban turns several times in August/September.

r). Doubling to Rehovot - and extension to Ashkelon ?

Sybil made another expedition on 15/9/00. She noted that track south of the level crossing had been removed for rebuilding. The new two-sided platform (for those who do not know the layout, Rehovot has had a platform on a loop on the west side of the main line, which itself had no platform but headed straight past it, over the level crossing and on to Ashdod etc. The new platform has one face complete on the main line, and another on the east side still under construction.) Two big signs outside the station announce the projects Building Rehovot Station and Doubling track Lod-Rehovot. The 13.29 arrival disgorged hordes of passengers, and she travelled on the 13.45 back to Lod. All along the route there are signs of work on the east side - in places the ground is levelled, in places ballast has been laid, in places track has been laid; on occasion there seems to be ground levelled for a third track, unless this indicates the existing line is to be realigned. Doubling appeared complete Rehovot - Beer Yaakov, with work still at different stages thereafter.

According to RGI 9/00 p. 514, the scheme will allow IR to double its Tel Aviv - Ashdod service, which may be extended to Ashkelon in the future. Recently-appointed Transport Minister Amnon Lipkin-Shahak has asked IR GM Amos Uzani to initiate studies for rebuilding and double-tracking the 13km. freight-only section Ashdod - Ashkelon !

s). Train to Plane.

Despite all the confusions surrounding line to or through the Ben Gurion airport, (see above, (p)), RGI 9/00 p. 514 reports that tenders are to be called this month for construction of a 2km. branch into the airport complex, which is costed at US\$ 75 M. The line should be opened by mid-2002, giving a 10-minute journey time from T.A. Hashalom to the airport. Detailed design is now under way for a 12 km. to serve Modiin.

t). New Rails.

IR has awarded Trinecke Zeleznarny of the Czech Republic a US\$ 11 M contract to supply 30,000 tonnes of UIC 60, 54 and 50 rail over the next five years. (RGI 9/00, p.525.)

u). Egged Sees the Light.

An intriguing report by Miriam Shaviv appeared in the Jerusalem Post Int. Ed. 22/9/00:

Egged seeking to invest in trains. Egged intends to seek a strategic partnership with Israel Railways, its chairman, Arik Feldman, told Transportation Minister Amnon Lipkin-Shahak last week. According to Egged spokesman Ron Ratner, the bus cooperative sees itself as a potential investor and service operator in government-owned Israel Railways.

Egged was short on specifics, but Ratner did note that the company is willing to spend a fortune. Egged must be the backbone of any plan to establish a transportation system fit for the 21st. century. Integrating the train system with an enormous, experienced company like Egged can only benefit the customers, he said. The reaction of the Transportation Ministry was lukewarm. Egged can certainly bid on the operation of train routes as soon as competition opens said spokesman Avner Ovadia. But as far as investment in Israel Railways goes, there are no plans to privatise the company right now. Recently, the government decided to privatise 130 Egged routes, 5.5% of the operators 1,400 lines, in order to break Egged's monopoly on intracity, intercity and regional routes. Ratner is not worried that the government might consider an Egged investment in Israel Railways as to be an extension of its monopoly. The question of monopoly.

lies is no longer relevant, he said. The only question is how to provide the best service to the customer.

Well ! Someone seems worried ! The idea of Egged being concerned about customer welfare is already, surely, a sign that the Messiah must be on his way. IR's success on certain routes must be denting Egged profits too - hence their sudden concern for integration, whatever that might mean. And Egged, which the Editor once described as the most uncooperative co-operative in the world, has still never learned a few basic concepts of customer service, such as decent maps and timetables easily available.....

50:5.

NOTES AND COMMENTS.

a). Books.

Books published or written by Rick Tourret are now available through Platform 5 Publishing - which I assume means they are no longer stashed at his home ! From now on you can purchase The Railways of Palestine and Israel for 17.85, Hedjaz Railway at 18.90, and Allied Military Locomotives of the Second World War for 29.85. (The latter also has substantial Middle East relevance.) (Plus of course scores of other titles.)

Since this is a bigger operation, ordering, especially from abroad, should be much easier. There is a 24-hour Hotline at 0114-255-8000, fax. 0114-255-2471. (Code is +44-114- from abroad.) Major credit cards (Visa, Mastercard, Delta) are accepted. Postage & Packing is calculated simply on a percentage of the books price (10% UK, 20% Europe, 30% Rest of World).

These books have been reviewed before - there is no need to do more than recommend them utterly to anyone who does not yet have a copy.

b). Es steht geschrieben....

This is a classic fundamentalist Jewish response to any query - literally: It is written.. (i.e. there is no point in arguing with the text.) The Editor was pleased to find an item of interest in the Allgemeine Jüdische Wochenzeitung in Germany on 22nd. June 2000 (this cannot always be guaranteed). Entitled Im Zug der Zeit - Israel baut sein Schienennetz aus, the anonymous article (by bpi?) is mostly accurate, and presumably based mostly on press releases, but there are some intriguing errors, which make it worth looking a little closer:

It states that rail travel in Israel is

growing ever more popular, with 9M passengers on IR in 1999 - quite a figure for a country with just 6M inhabitants - and the figure is growing. Israel's Central Region is now served by two lines - Tel Aviv (sic. - in German transliteration this is often Awiw)- Herzlija - Bet Jehoschua - Netanja - Hadera - Binamina has 117 trains per day, and the Tel Aviv - Kfar Habad - Lod - Beer Jaacov - Rehovot line by 45 trains. The network will soon be expanded by trains to Kfar Saba, to Rishon LeZion, to Ben-Gurion airport and to Modiin. In the Rail plan 2000 development plan further expansion of the rail network is envisaged, especially in Israel's Central and Northern regions. In the North the railway currently reaches from Hof Hacarmel to Kiryat Motzkin. In the next stage the line will be further built to Carmel Beach and Akko. The main link will then join the cities of Tel Aviv and Haifa, thus joining the Centre with the North.

[Thus - this reporter does not realise that Hof Hacarmel and Carmel Beach are one and the same place, nor that the line to Akko already exists, nor that there already IS a main line linking Tel Aviv and Haifa - from this one could imagine a gap between Binyamina and Hof Carmel.... though see below. Ed.]

The construction of a new link Tel Aviv - Petach Tikva - Hod Hasharon - Rosh Haayin - Kfar Saba has recently begun. It is expected that the 18M Shekel (around 400M DM) project will revolutionise Israeli passenger transport. It will be the first passenger line in Israel to be electrically operated [! Ed.] Three trains per hour in each direction will transport around 5,800 passengers in rush hours - in total around 12M per year are expected to use this line. [Statistics ? Assuming 300 days operation p.a., that works to around 40,000 per day. Ed.] The trip from Tel Aviv to Petah Tikva will last around a quarter hour, and that to Kfar Saba just 30 minutes. Also tourists to Israel are to be attracted to the railway - for them it is attractive that, for example, the travel time from Tel Aviv to Haifa is just one hour, and in a further twenty minutes one gets to Akko. The trip from Tel Aviv to Beersheba lasts 70 minutes. In the coming year a high-speed train should link the cities of Tel Aviv and Jerusalem.

[Tilt is one thing - high speed is another. As is so often the case, one actually needs to know a lot more than the journalist if one is to make any sense from a newspaper report. And as a Reform Rabbi, I encourage people NOT to believe something just because es steht geschrieben. Ed.]

c). A Boer Note.

The British Overseas Railways Journal No. 20 (Spring 2000) has an article by David Rhind on a 2ft. gauge railway used by the British Army in South Africa in 1899 during the Boer War - though it eventually served another purpose to that originally planned. The Bezuidenhout Light Railway was the eventual use for track, locos and stock constructed in a tremendous hurry once it became clear that the Boer War was not going to be a walkover. A ship of urgent supplies had to sail by Dec. 9th., and the link here is with an Egyptian contract:

.... The two locomotives that were supplied were part of an order for five, which had been placed by the Egyptian Government for use on Sir John Airs Nile Barrage contract. The order had been on hand for some time but very little work had been done and would not normally have been completed for five weeks or so. The frame plates were in stock but no work had been done on them. On 15th. November, in anticipation of receiving the order, Kerr Stuart started work on the erection of the two locomotives and they were completed and despatched from the works a week later on 22nd. November, after having been run for two days in the presence of War Office Inspectors. To achieve this feat some of the men worked voluntarily for three days and nights without stopping....

The locomotives were of the Company's standard Sirdar class (Works. Nos. 676 and 677) and were the same as those previously supplied in considerable numbers, not only to the Government of Egypt but also those of the Cape and Russia....

d). You've got to laugh, really.....

Sybil Ehrlich visited Lod station on Friday 11th. August, on a mission to track down any remains of Shalva station, south of Kiryat Gat. (see below.) At Lod I asked for a ticket to Kiryat Gat. There aren't any trains to Kiryat Gat. Oh really ? I said. There are trains to Beersheba, and they stop at Kiryat Gat. Oh, Kiryat GAT !! I overheard another passenger asking about trains to Rosh Haayin. This same dimwit ticket clerk had never heard of trains to Rosh Haayin. (I answered the passenger's question.) Where does IR find these people ?

e). Shalva and Yesodot Stations, and a Warning on Maps.

Steve Tish sent Sybil an old IR distances table - hence her expedition. It lists Yesodot (a few km. south of Naan on the Beersheba branch) and Shalva (about 5km. south of Kiryat Gat), both as freight

stations. She adds: For years I was intrigued by the two stations I saw marked on general maps (not railway maps) up to the 1970s (actually Shalva is shown on the most recent 1:250,000, which is so up-to-date that it shows the Palestinian autonomous areas. Somehow when they do railway stuff they manage to get it completely up the spout. (The latest 1:50,000 Beit Shemesh area map still shows the long-lifted line to the quarries !) This is the first official IR evidence I have seen of these two stations.

With no hopes at all I went to Yesodot (not easy to get to because the only way to cross a river is on the railway bridge and it is of course an active line and those IC3s are horribly quiet...) Luckily, a few minutes before I needed to cross, a northbound train went over, so I knew I was safe for as long as it took. (Safe apart from mile-high thistles, that is !) Anyway, in just about the right place I found a clump of eucalyptus trees - always a good sign (wherever there is human habitation or activity there are trees planted for shade etc.) - but nothing more.

Then the following Friday I took the train down to Kiryat Gat. There was a dirt track all the way alongside the railway line so it was easy. In just about the right position I found a flat area, with two bits of rusty metal sticking up beside the track, and some concrete foundations. So that satisfied my curiosity !

[But not the Editors. What were these stations ? Logic suggests they might have been staging posts during construction of the line in question, from Naan to Beersheba in the 1950s - a couple of loops, hard standing for concrete mixers and for stacking sleepers, fuel and water containers, that sort of thing. Yesodot in any case means the foundations/beginnings. Is this supposition correct, and can any reader add more?]

f). Hannibal's Return.

I have received a query from Mr. Charles R. Butt of 114, Chapelgate, Sutton St. James, Spalding, PE12 0EE, England; he is writing a book on the history of the famous pre-war biplane Handley Page HP42 Hannibal class airliners, some of which operated the Cairo-Karachi route in easy stages. He writes: In November 1932 G-AAGX Hannibal itself (the flagship) suffered severe storm damage whilst on the ground at Samakh, near Tiberias. The airliner was dismantled and taken by rail to Cairo, where it was rebuilt and taken back into service for several more years.

He asks if there are any records of this incident and the transportation. The Editor is not aware of any, but would be very glad if any serendipitous reader could fill in this intriguing gap.

g). Middle East Encounters.

Andy Wilson has sent several responses - here, (g) to (l). First: On 49:6(d). Richards experiences with paranoid officials and passers-by reminds me of similar experiences in Egypt in the earlier 1980s, although later on I was much less bothered by that sort of thing. Probably a combination of a more relaxed public attitude, plus a more cautious approach on my part - like always carrying my camera in a plastic bag when not actually snapping, and also being more conscious of potential military.

h). On 48:11 & 49:6(c): GWR Wagons on the Hedjaz Railway.

From Andy Wilson: I suggest the standard gauge wagons were in transit from the standard gauge railhead at Rayak. The original article said that these were loaded on Palestine narrow-gauge trucks, which does not imply any regauging to me. The Americanism of trucks meaning bogies would hardly be used by a GWR man in the early 1920s, and anyway the British 4-wheel wagon structure could not be placed on bogies without major reconstruction. The standard gauge railways north of Rayak and into Turkey had been seriously damaged or demolished and it seems likely that there was no easier way of transferring standard gauge rolling stock at that time. There was no standard gauge connected port nearer than Mersin, which was probably inaccessible by rail from Syria owing to damage and demolitions along the main line. Various standard gauge branch lines, including those to Tripoli and Iskanderun had been taken up by the Ottomans in a last desperate attempt to obtain track material to continue the Baghdad Railway construction. (Reference - Elefteriades.)

A useful contribution to the debate. Certainly there is no evidence the HR (or PR) ever considered using Rollbcke or Rollwagen??-type mechanisms for conveying standard-gauge wagons on narrow gauge lines - something which would have been pretty easy at least on the Jezreel Valley and Acre lines, where there were no tunnels. The technology for this did of course exist and was in regular use in Germany and on one British line in Staffordshire. Use of steel sleepers on the HR would have made provision of a third rail difficult and complex, though in PR days (and when the Qishon workshops and later the HBT line were built) some sections around Haifa were so converted, on new wooden sleepers. But was British stock used north of Rayak, and is there any other evidence ? Ed.

i). German Air Force Trolleys.

49:6(c) and 49:16. Alfred B.

Gottwaldt, railway curator of the Berlin Technical Museum, was the first to publish the photo of an aircraft-powered trolley, in Heeresfeldbahnen in 1986. (The same picture as appeared in Turret). I recall reading a book, which I cannot now locate, which refers to the German air force at Merhaviya, which says that the kibbutz there was protected by the Germans from unreasonable impositions by the Ottoman soldiery. Nothing about the railway activities but apparently the kibbutz has contemporary records. Has anyone enquired if they have anything about the rail links ?

j). Egyptian Wagons.

The term sulb by which Bert Dyke describes certain wagons is used in Egypt for Steel. (Its strict Arabic root meaning is hard, strong, stiff etc., so this may be a local usage.)

k). On 49:18, Ganz Railcars and coaches on the Hedjaz Railway.

More from Andy: Draft Gear is an American technical term for the element in which the coupler is mounted. The draft gear includes the springing and the damping equipment which enables the coupler to take up compression and tension shock loading without violent spring rebounds.

l). Qatana Line.

Why is the Qatana line not part of Syrian Railways generally ? An interesting point. The Hedjaz Railway itself is legally a Waqf (Islamic charity) which involves quite restrictive obligations on the way the company can perform its business - like not scrapping all those lovely engines ! So there are strong practical reasons why any additions to the HR should have a separate legal identity without Waqf status and this is what has happened with the Qatana and Serghaya lines, even though they are managed by the HR and actually work as a unitary system with it. As to why the Qatana and Serghaya lines separate legal organisations from each other and from the standard gauge - I don't know.

(Ed. adds: The Jordan Railways of course have a similar situation with regard to separating administratively the Maan - Aqaba line and the phosphate branches, from the old HR main line north of Maan which is also used.)

m). Yemen Railway Notes.

Andy Wilson has, as has been previously noted, been working for some time on this topic, and recently presented an academic paper on the subject, leading to

favourable reception - he is now trying to write it up in more specialised terms for Harakevet; We look forward to publishing it in due course.

One loose end remains the disposal of the rolling stock which was just starting to be delivered when the project collapsed, and he thinks this is the origin of the Roulx (Yemen) wagons and coaches delivered to the Hedjaz railway just at that time. It appears that when the HR stock was divided up after WW1, all the Roulx vehicles were allocated to PR - which would make sense if, as noted above, the Waqf rules prevented original HR stock being allocated away as far as possible. But does anyone have any further notes or confirmation of this ?

n). On 49:5(j). Ex- ER G16s.

The G16 Co-Cos are of course numbered 161 - 163, not as shown ! Paul confirms they are being returned to service; 163 began work again at the end of July, and 161 and 162 should return to duty in October. (See above).

o). On 49:6(l) - stock at El Arish, 1967..

Paul adds: On second thoughts, I wonder if the two Egyptian loco tenders (nos. 15326 and 15488) at El Arish may actually have been flat wagons fitted with water tanks to give extra capacity for steam engines in the Sinai Desert. The term loco tenders may be no more than a stab at describing such wagons by people who, at the very least, had not even seen a steam engine in over a decade.

p). On 49:16. From Then till Now.

Paul has further thoughts - I am not so sure that Katinkes turning centre did refer to the Beled Esh Sheikh triangle; after all, his propeller-driven wagon would need to be pushed round, either with a loco brought out especially or by hand (an unlikely scenario). There was certainly a turntable at the Hedjaz Railway loco shed by World War 2 (enough contemporary photos show this feature) and, while no evidence is known to provide absolute proof, I daresay the turntable was there in World War I as well.

(Ed. adds - there was a turntable also at Samach - but what would happen at Merhavia when the vehicle flew back from Haifa ?)

q). Condolences.

We note with regret that Dror Allon, a pioneer of the Israel Railways, lost his wife Hemda recently, and also a grandson in the past year. We wish

Chayim vKoach - Life and Strength.

r). Old Italian Diesels.

In Today's Railways No. 58 (Oct. 2000) p. 29 is a photo of an elderly diesel - a box with two short snouts, the wheel arrangement hidden behind skirts - numbered Ln372.3; the caption states that It was built in 1940 for service in the African desert and is therefore nicknamed a Tobruk loco. Neither Hughes (Ch.4) nor Turret (Allied Military Locomotives Ch. 22) mention such Italian diesel locos in use. This creature still operates on the Ferrovia Padane near Ferrara. Does anyone know more ?

50:6.

DISINFECTOR LOCOS AND EGYPTIAN KIOSKS.

Paul Cotterell's notes on Disinfector Locos in 49:14 seem to have resonated with both Bill Atkin and Andy Wilson. Their respective replies are so extensive I have decided to make this a separate item.

First: Andy. The Cairo Railway Museum includes what is termed Kiosk engine No. 30. This is a small locomotive combined with a passenger saloon, having a 2-2-4 wheel arrangement. The museum catalogue says it was built in 1862 by Robert Stephenson & Co., their No. 1295, for the personal use of Khedive Said. Cylinders 9 x 14. This has a well tank. The word Kiosk should more correctly be transliterated kushk and it appears to be of Turkish origin (Ksk), but used also in Arabic with the same meaning of a little house or cabin. I cannot find any reference to connect the museum engine with the number 894, but there was at least one more kiosk engine on ESR.

Engine No. 5150 is close to the 5153 listed by Hughes for the Egyptian Auxiliary Railways, this engine identified by its Fowler works no. 5153. References to the Fowler works list shows that Fowlers supplied a batch of four locos in November 1885, their works nos. 5150 to 5153, for Allen Alderson and Co., Alexandria, these being 0-4-0 saddle tanks with 8 x 14 cylinders. (Alderson appear to have been agents - they ordered other locomotives for identified customers.) Presumably Mr. Hughes was quoting from an Ancillary Railways list of a later date when only one of these Fowler locomotives was left. I certainly feel that we have a good candidate for the disinfector loco 5150.

Bill Atkin is co-writing with Alan Clothier what will eventually be the definitive work on Egyptian locomotives. He also notes that Robert Stephenson built two Kiosk engines for Said Pashas personal use, with a saloon mounted over the rear bogie:

1. Robert Stephenson 1181 of 1858, 2-2-4WT, Egyptian Railways No. 40. Damaged in a collision in 1879 and not repaired, though allocated No. 259, then 68 in subsequent renumbering.

2. Robert Stephenson 1295 of 1862, 2-2-4WT, ER No. 63. By 1885 was being used for inspection trains and was in good order. In 1885 renumbering became No. 300, later 30. Withdrawn in 1928 and preserved in the new Cairo Railway Museum in 1932, where she apparently still stands. This must be the engine Paul refers to, but 894 must be an ROD number.

In A Century of Locomotive Building by Warren, originally published 1923 and reprinted by David and Charles, 1970, p.104, (copy kindly sent by Andy) is a report on Robert Stephenson's visit to Egypt: On his return... in the spring of 1851 he writes to Edward Pease of a journey full of interest, and mentioned the wish of Abbas Pasha, then Viceroy, that he should undertake the construction of a railway from Alexandria to Cairo. This railway, he adds - I regard as an important instalment of the entire communication between the Mediterranean and Red Seas. From a previous study of the question, and a survey of the country in 1847, with the engineers Talbot and de Negrelli, Robert Stephenson had come to the conclusion that the Suez Canal was impossible. (ref. to Jefferson Life of Robert Stephenson, Vol. II, p.149.) This was one of the few instances in which his professional judgement has proved to be at fault, but his conclusion explains his special interest with which he regarded the proposed railway from Cairo to Alexandria. His visit to Egypt led to a warm friendship with the succeeding Viceroy, Mohammed Said, and to valuable orders for locomotives and bridges.

This point is reinforced on p. 411: When Robert Stephenson died there were many rivals in the field, but the Newcastle firm still had its own preserves, and was reaping the results of its former chiefs labours and friendships. He had told Joseph Pease in 1835 [sic. - this cannot be correct - maybe 1865 is meant ?] that but for his frequent absences abroad the works would have had to close, and a study of the firms order books amply justifies this assertion. The friendships which Robert Stephenson had formed on his tour of the continent, and in Egypt in particular, were to produce a rich harvest for the Newcastle works in later years....

There are two illustrations of different 2-2-4WT locos with this book, reproduced here from photocopies - they can be distinguished by different shapes of canopy and saloon, the 1862 one has outside cylinders and a different dome, and

the decorations are to the designs of Digby Wyatt, the first Slade Professor of Fine Arts at Cambridge. An informative footnote adds: We are informed by Mr. J. Stewart, who was at the time a painter in the service of the firm and is now 91st. year, that the colour scheme was in mauve on a white ground. The dome cover was of bell-metal polished, the hand rails and other fittings were gilded. The interior woodwork and upholstery were most elaborate; into the carpet were worked artificial flowers, which after being crushed underfoot opened again by springs. A door gave access to the footplate for the Viceroy should he desire to drive the engine, which had a spare set of silver handles for the purpose. Two special coaches accompanied the saloon engine, one for the wives, and the other for the body guard of the Viceroy. (The better known title of Khedive was not granted until 1867.).

Wow ! One suspects that little of this finery would have been left on a semi-derelict stationary boiler stuck on a siding in the desert and used for delousing the troops.....

50:7.

PASIM.

The Israel Railway Enthusiasts Society Pasim (Rails) held a visit to the new signalling centre at Lod station on Friday 25th. August, accompanied by the Supervisor Mr. Motti Dadon. The trip was organised by Oren Kipnis.

Information on further activities can be obtained from Oren at <031234566@doar.net> or Beni Haspel at <benihasp@post.tau.ac.il> .

50:8.

MOVES AT THE MUSEUM.

As has been mentioned in several recent issues, the scene at Haifa Mizrach (East) Station has been transformed in recent years - geographically in terms of construction of a major new road bridge/interchange over part of the tracks and the Hiram level crossing, and operationally by the replacement of semaphore by colour-light signalling, and the tripling of the tracks to Haifa Central. (Operationally, traffic is booming, and empty coaching stock (e.c.s.) still works to Mizrach for cleaning and servicing, whilst a shunting loco shuttles all day into and out of the harbour sidings with loads of containers.)

Four photos from Paul Cotterell: All May 2000.

1. The West end of the new museum showing the main entrance and two of four reconstructed archways into what used to be the Hedjaz Railway loco shed. Also visible is the ramp way of the new footbridge across the tracks which links up the main museum building seen here with the existing Small Exhibits building.



2. A closer view of the main entrance to the new museum about a month before its opening, when much, including the building of a ramp for disabled visitors, had yet to be completed. In the background is the footbridge over the tracks, a prominent new landmark for downtown Haifa.

3. The new museum footbridge provides opportunity for many photographic angles not previously available. A Nahariyya - Tel Aviv push-pull express passes the old museum at Haifa East in May 2000. The Small Exhibits building alongside the semaphore signal will remain, but the Large Exhibits building just beyond has already been demolished to make way for new roadworks.





4. Another view showing the bold new footbridge at Haifa East. Yo-Yo 263 shunts port traffic alongside the East signal box.



5.(above) Some of the complex of former HR workshop buildings which are to be converted into proper exhibition facilities and archives.
photo taken by the Editor in March 2000:

6 & 7. Paul Cotterell showing a part of the Genizah. This is a Hebrew technical term for what so many of us do - throwing old papers in a pile, as being far too important or valuable to throw away, with the intention of one day sorting them out and filing them properly. This looks to be the most significant literary/archaeological find since the famous Genizah at the old Cairo Synagogue was discovered in the 19th. century. The photos show a sort of before and after sequence, indicating the amount of work that has been done and that remains to be done, just to sort and stack what papers exist.

In addition, Paul has sent several photos of large exhibits being moved at the Haifa East Railway Museum, not used in this issue. Here are his accompanying notes:

The transfer of locos and vehicles from the old to the new Large Exhibits Building took place during two consecutive night time sessions beginning on 5th. June when occupation of track 1 at Haifa East Station was possible. Transfer was made by the crew and lifting equipment of Manofei Avi (Avis Cranes), using a 350-ton capacity crane to lift stock out of the old building which had been de-nuded of its roof shortly before for easy and direct extraction of the items.

The operation was carried out very professionally by them, even though there were sometimes only a couple of centimetres clearance. In fact, nothing was



damaged - not even a scratch. Standing by on both nights were IR personnel well versed in such manoeuvres. They were only occasionally needed: in particular when one bogie of PR saloon coach No. 98 came adrift as lifting of this vehicle got under way. All standard-gauge stock was shunted on its own wheels across to the north side of the tracks by a G12 which

was standing by specially. The narrow-gauge stock was loaded aboard bogie flats for the short shunt.

Installation of the HR stock in the new building presented quite a problem because of limited clearances. Freight van No. 1006 was easy enough to deal with. After being unloaded onto the mixed gauge track it was simply pushed inside by hand. But 0-6-0T No. 10 was a different kettle of fish as all the wheels and motion had seized up solid several decades before. The rails were heavily greased and No.10 was shoved along by a mechanical shovel, sustaining a gouge to its centre buffer which was later painted over. The standard-gauge equipment was then shunted one-by-one into the renovated building by a hastily-summoned (and entirely unofficial) Permanent-Way trolley, with the job being completed about 11.30 am. on 7/6/00, though not entirely without incident. Esslingen 0-6-0DH No. 212 was shunted into its resting place a bit too heartily, rode up slightly on the platform edge and also took a small chunk out of the central staircase - this particular museum track (it was suddenly discovered) having been laid none too precisely ! After some discussion it was wisely decided to leave 212 as it stood - you'd need to look very carefully to notice anything amiss.

A couple of weeks after this initial installation of stock from the old large exhibits building, ex-BR Mk. IIc coach no. 688 was brought from Qishon Works to complete the collection of vehicles housed in the new building (actually, of course, the old and comprehensively renovated Hedjaz Railway loco shed.) 688 is, by far, in the best condition of the Mk. IIcs stored at Qishon, though it needed a very thorough cleaning upon arrival at the museum and still requires some work with epoxy filler and touching up of paintwork. A subsequent scavenge among the other Mk. IIcs at Qishon means that 688 now has much more presentable seating upholstery, and further interior cleaning has almost got rid of the musty smell !

The old Large Exhibits building on the south side of the tracks was demolished almost immediately after its evacuation and there is now a sizeable hole where it used to stand.

Much work has been done in the museum building over the last two or three months since it opened to the public. Bench seats have been purchased and installed, an exhibition of illuminated photos has been set up, hand-railings along the platforms prevent people falling off the edge, a ticket booth for visitors has been built, the WWI Ambulance Coach now has its complement of wounded soldiers and attendant nurses, much painting and polishing has been done. An awful lot remains to keep everyone occupied for the foreseeable future. And that's just with what is already on site. There will be infinitely more to do once the outside lines, presently empty, begin to fill with ancient rolling stock that is reserved for the museum.

Well, we wish Paul and his (small) band of helpers much success with their work. This must be the first time in history that a road scheme has actually benefited a railway museum to such an extent. There remains so much more to do also on the archive and records, a model railway, etc. etc. - but none of this would have ever seemed possible only five or six years ago.....

50:10.

ARCHIVAL EVIDENCE 5. THE HEDAJAZ ROLLING STOCK OF I.R.

State of Rolling Stock left at Samakh Station.

From File 4-7021, Paul has found an intriguing report on the HR stock left at some points of the HR lines in the new State of Israel. The whole issue of "What Happened on the Narrow Gauge" remains a bit of a mystery - on the one hand, one hears stories that nothing ever ran again, on the other there are newsreel shots of a Hartmann 2-8-2 leaving Haifa on a lengthy excursion train along the Jezreel, and rumours that this occurred on several occasions. Then there was the Editor's surprise find at Kibbutz Ein Gev some twenty years ago, of a former HR box van body with an IR symbol painted on the side. (There were actually two bodies used as huts, with their bogies and wheel sets used on the boat slip.) The implication was that someone had bothered to repaint the stock with the ownership details of the new Israel Railways. But why, why, and where ? Following the demolition of the Yarmuk Bridge by the Haganah, the narrow-gauge in what became Israel became an "island" - comprising the Jezreel Valley line, the line to

50:9.

A MIDNIGHT GOODS TRAIN ATTACK IN 1947:

Paul has found a report on an attack on Goods Train No. 71, hauled by 8F 2-8-0 locomotive 70400. It has been published in Black Eight No. 106, (Summer 2000) p.38f.

The following report was issued by Haifa Control at 09.00 Hrs. on 20.12.47:

At 23.46 hrs. on 19th. instant Goods Train No. 71, composed of 22 wagons and Brake van, 78 axles and 650 tons was stopped and attacked by armed men at Km. 61.500 between Qaqun and Tulkarm. The following wagons were pillaged:

Wagon no. 2800 loaded flour, part of contents pillaged.

Wagon no. 3290 - ditto- -ditto-

Wagon no. 3240 - ditto- -ditto-

Wagon no. 5523, loaded Supplies, - ditto-

No injuries. Train delayed 60 minutes in consequence and on arrival at Tulkarm Driver reported sick and relief crew requested from Haifa to work train to Lydda. The cause of the accident was given as sabotage.

Paul's comment - Such incidents were by no means uncommon at this period, but pre-1948 detailed accident reports have gone missing.

Acre/Akko, the disused and derelict Afule - Sebastiyeh (-Nablus)- Tulkarm branch that had been reactivated during the war, and odd spurs in the Haifa area. Although rusting and derelict rails and sleepers could be found at various points, it is not clear when the narrow gauge and mixed-gauge track work was lifted on, for example, the Haifa - Manshiya Junction section (nor why the narrow-gauge-only spur to the original Acre station was totally abandoned). Odd relics survived in level crossings at Gesher Paz, at Qishon Works etc. until quite recently and in some cases still do, and have been photographed by the Editor. Clearly the HR lines were a lower priority for the new State - but then, the same arguments about being cut off from surrounding systems could be made about the standard gauge lines as well.

The fact that these lists were made at

all indicate that someone, somewhere, wanted the information - IR certainly possessed active and serviceable narrow-gauge locos, coaches and wagons at this period, admittedly mainly elderly and suffering from wartime use - but the new State could have used them had it wanted to. See 47:7(k) for the full list.

Here are comments on vehicles standing around - comments made in February 1949 by Aubrey Milstein and some three years later.

Wagon	As per Milstein Report (10.2.1949).	As at 29.6.1952.
BB 1235	Damaged by shellfire.	Vacuum cylinder missing.
BB 942	Damaged by shellfire.	Parts stolen.
BB 1399	Satisfactory.	Parts stolen.
BB 1771	Slightly damaged by shellfire.	Parts stolen.
BB 1723	Slightly damaged by shellfire.	Parts stolen.
BB 948	Slightly damaged by shellfire.	Parts stolen.
BB 1706	Good condition.	Parts stolen.
BB 1267	Good condition.	In use as wood store.
BB 930	Slightly damaged by shellfire.	Parts stolen.
BB 851	Good condition.	Parts stolen.
HSB 1266	Good condition.	Good condition.
BB 3205	Good condition.	Good condition.
CFH 1208	Good condition.	Parts stolen.
1061	Good condition.	Parts stolen.
BB 1210	Damaged by shellfire.	No change.
BB 1626	Good condition.	Parts stolen.
BB 1619	Good condition.	Good condition.
BB 1600	Good condition.	Parts stolen.
BB 1297	Damaged by shellfire.	No change.
LB 2407	Good condition.	Good condition.
LB 2020	Good condition.	Good condition.
LB 2444	Good condition.	Good condition.
LB 3646	Good condition.	Side door missing.
Brake Van No. 1	Badly damaged by shellfire.	Frames only.
Brake Van No. 21	Badly damaged by shellfire.	Frames only.
SRc 3060	3 tanks on 15-ton bogie wagon frame.	Tanks stolen.
Mc 3031.	Tank wagon, frames only, tanks stolen.	Bogies also missing.
Tender, loco 130	Slightly damaged.	No change.
SRH 2851	25-ton tank wagon, good condition.	Tanks stolen.
Tender, loco 127	Slightly damaged.	No change.
BB 1731	Damaged by shellfire.	No change.
HRP 1525	Tank wagon, frames only, tanks stolen.	No change.
2032	? (nothing recorded).	Appears in good condition.
Loco 264	? (nothing recorded).	Nearly all non-ferrous fittings stolen.
At Arlozorov Halt.		
CFH 4101	Mazout tank wagon.	Appears complete.

Hartmann 2-8-2 264 is described in the file as a 2-8-0. It was also noted that the Samakh turntable was in good condition.

Paul adds: "The apparently haphazard listing of vehicles will be remarked. This probably reflected their location on site, with no attempt being made to list them in numerical order. If this was the case then the inspection was probably begun at the west end of the station, working east towards the engine shed. A search through the whole file failed to turn up any information what became of Hartmann 264. The above list may be compared with other fairly detailed information on HR stock in Israel as set out in 47:7(k). There is much to ponder."

There is indeed. Locos 127 and 130 were Jung 2-8-0's of 1907, listed by Tourret in "Hedjaz Railway" p. 179 as "boiler only" in 1979, and "withdrawn by /44" respectively, and both allocated to Syria. Presumably the tenders were in use as water-carriers. Paul notes that "Those wagons shown here as having "parts stolen" by 1952 were mostly missing planks and piping. This supply of rusting and seemingly-abandoned equipment must have been a Godsend to various local farmers seeking a water- or oil tank, some tubing, and so forth. It is hardly surprising that bits were removed for further use.

LB's are perhaps low-sided wagons, BB are bogie vans. One wonders if the fact that Milstein did not record a 2-8-2 loco and wagon in 1949 means that these made their way to Samach/Tzemach later? Or were they just hidden behind a shed or in undergrowth somewhere..... The end of June is hardly a pleasant time to wander around a place like Tzemach with a pencil and pad (the Editor writes from experience!) and so no-one could be blamed for failing to identify every missing item. But the numbers given here do NOT tally well with the list in issue 47. For example:

There are 19 "BB" types - including 1208 allocated to CFH. Of these, 851, 948, 1208, 1266, 1267, 1399, 1706, 1723, 1771 do appear in the list in issue 47 of items taken into IR stock, whereas 930, 942, 1210, 1235, 1297, 1731 do not appear. They are therefore presumably among those "damaged" in this period, though here there are six "damaged by shellfire" whereas in 47:7(k) only five fall into this category. (1210 was also CFH in 1944).

BB's 1600, 1619, 1626, 3205 appear in 47:7(k) as High-Sided Opens rather than as Vans.

LB's 2407, 2444, 3646 are in the 47:7(k) list, 2020 is not.

1061 (no prefix) was in good condition, but does not appear in the official list. The two Brake Vans are mentioned in 47:7(k) as having been "damaged between 31/3/47 and 15/5/48". In the May 1944 WTT No. 3 (p. xxiv) only one Brake Van is mentioned, unnumbered, with a note "I under conversion in shops". So these were rather late conversions - it is not clear from which vehicles they were converted, nor what form this conversion took.

What else can be deduced from this comparison between the WTT of 5/44 and the list of 1949-51?

1944. "Animal trucks" included 702, 751, 752, 1706 & 1777. Of these, 702, 752 and 1706 must be the three "Cattle Wagons" listed in 47:7(k) that did not survive.

CFH 4101 is actually listed (p. xxiii) as a Water Tank wagon, not for Mazout. SRH 2851 is also listed as a CFH vehicle, an oil tank. None of the DHP vehicles passed in 1944 for running over PR appear, but a few CFH ones; no passenger rolling stock was left behind at Samakh.

I sent the above list and notes to Aubrey Milstein himself, in England (see 32:19 for his original memoir). He has been kind enough to send a brief but informative additional note:

"The list quoted is only part of a complete record of ALL rolling stock, both Broad and Narrow Gauge, which I compiled, at the behest of Moshe Paicovitch, in Feb./March 1949, when I covered the whole system by motorbike, and was thus able to reach many of those parts which others couldn't !

As I remember, it was during one of the "cease-fire" periods, and I visited every station, and even walked the track, in some places on the Jerusalem line which had not yet been inspected by the track staff, equipped only with as notebook, pencil and rifle - and a change of underwear, when I was going to stay at a "friendly" station overnight.

It was, as I recall, a lonely, sweaty, and sometimes frightening inspection, particularly since some of the areas had not been checked by the army for mines, and I think that Moshe chose me because of my British Army Ordnance knowledge in that field. I hope the full report, which as I recall was submitted in Hebrew, may ultimately be found !

You may be aware that we did, at some period, run both a passenger and goods service to Afule, where the Stationmaster Gordon remained, for some years after the service was closed as uneconomic - it couldn't compete with Egged."

50:11.

"RAILWAY CONSTRUCTION AND OPERATION AT W. D. DEPOTS:"

An anonymous article in "Railway Magazine" of Sept./Oct. 1943, pp. 261-263. (RM 547, Vol. 89.)

"In peacetime, work in connection with military railways was confined to two Companies of the Regular Army and eight Companies of the Supplementary Reserves composed mainly of civilian railwaymen. Since the outbreak of war, and especially since the evacuation from Dunkirk, these Companies have been split up to provide trained personnel for new units; and although the need for expansion has been met largely by recruitment of men from civil railways, many have been called up from other occupations as part of normal intakes."

p.262. "The task of a Railway Construction Company, Royal Engineers, is to lay and ballast the track, construct bridges, culverts and drains, and often to make engine pits and coaling stages, and to provide watering points for locos. It is responsible also for maintaining these works. The Company's strength includes, in addition to the usual platelayers and others, such tradesmen as bricklayers and stonemasons; and it is assisted usually by units of the Pioneer Corps. When tracks are being laid in the triage (marshalling yard) it is often possible to bring the materials close to the point at which work is proceeding by means of lines already laid.....

If bridging work on a larger scale than usual is necessitated, advice and help are provided by a specialist unit known as a Railway Bridging Company, R.E.

The function of the Railway Operating Coy. R.E. is to provide the drivers, firemen, brakemen, shunters, signalmen and other personnel to the working of the railway, including running maintenance of locomotives and rolling stock; the latter necessitates the holding on strength of such tradesmen as fitters. Some depots are able to carry out light repairs to wagons, in addition to running maintenance.

All Transportation Units in this country are under direct War Office control. Construction and Operating Companies normally work in separate groups of two or more Companies, and commanded by a Lieut.-Colonel. The Construction Group Commander is known as an RCE (Railway Construction Engineer)".

p. 263: "The installation and maintenance of telephone and adjacent signalling equipment is carried out by Railway Telegraph Companies of the Royal Corps of Signals."

(Editorial note: p. 257: "Triage: from French "trier", " to sort".)

50:12.

RAILWAYS OF THE SUEZ CANAL. By Andy Wilson.

Andy writes: "I have now had an opportunity to study "Le Chantier du Canal de Suez (1859-1869)" by Nathalie Montel which was mentioned in Harakevet 47:5(b), with the following results:

Contract with Frères Dussaud, for piers and breakwaters at Port Said. Contract commenced 20 October 1863 and works completed 31 January 1869.

This company constructed breakwaters of concrete blocks which were made at a yard on the sea shore and taken out by barge to the point of installation. Materials were received by sea at the casting yard and held in stores near the quay. From the stores, materials were taken by rail and hauled by chain up an incline to an elevated platform above the concrete mixers. The mixed concrete was then taken by rail at high level over the casting moulds to the required place. After casting and storage for two months, the blocks, each weighing 20 tons, were picked up by steam cranes and loaded onto railway wagons and hauled by locomotive to the quay where steam cranes transferred the blocks to barges.

Among the illustrations of this work is one of a locomotive next to the gantry transferring a block to a barge; the engine looks to be a small standard gauge machine, with full length side tanks, a tall chimney, a flat-topped dome near the chimney, and no cab. Wheels and running gear are not distinguishable.

Contract with Alphonse Couvreux, for construction of the canal between Seuil and El Guisr. Contract started 1 October 1863. This was for crossing the ridge north of Lake Timsah and it amounted to only about 8km. length. Couvreux made extensive use of railways, using both mule and steam locomotive haulage. In September 1865, Couvreux was using about 36 km. of track on the site. His main depot was at El Guisr and a photograph is reproduced, showing at least seven locomotives, which appear to be of standard gauge. One is attached to a passenger vehicle in the form of a 4-wheeled van with openwork sides. Another photograph shows 0-6-0T No. 13 "L'Isthme", coupled to what appears to be

a tipping wagon of wood construction. This engine has full length tanks, large wheels close together, outside cylinders and Stephenson valve gear, a generous sunshade/cab roof, a longish chimney and a dome near the middle of the boiler barrel. The dome has a flange near the top but above this, the dome has an approximately hemispherical top. It is not possible to make out much detail of the engines in the El Guisr depot picture, but they are not obviously any different from No. 13. It is stated that locomotives used by Couvreur were supplied by Le Creusot and the wagons were from Voisine et Touchard, of Paris.

A small section of the works was undertaken by the Canal Company, by direct labour, near El Ferdan and in May 1865 they had six excavators of the Couvreur pattern. Nothing is said about transport but in view of the use of Couvreur type machinery, the use of railways seems quite likely.

Most of the canal was built by Borel, Lavalley et Cie, under a series of contracts, the first of which was awarded in March 1864. Their earlier work was on the northern part of the canal, crossing marshy areas, and they used floating machinery to form the channel. At a later stage this company built the canal through the Chalouf ridge, south of the Bitter Lakes, and here they did use dry excavation methods, with mule-powered rail transport, the only mechanical part being the use of steam winches to haul the wagons up inclines from the excavation.

'Industrial Railway Record' No. 129 of June 1992 had an article about the Suez Canal Co. and its locomotives, by K. Clingan, and it is interesting to compare the two sources:-

First, it is stated that the Suez Canal Co. was the buyer of various locomotives, and although Couvreur is named as the buyer of one locomotive at the relevant period, there is no evidence that that one was for the Suez Canal work.

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It is stated that Couvreur 'had six large engines' on his contract, but there are seven in the photograph of his depot. Maybe one or more of them was not 'large'? There is also a problem with dates because three of the six-coupled engines ('large?') did not come until Couvreur had nearly finished.

Steam traction is mentioned as being used on the Chalouf section of the works but Montel only refers to steam haulers at the inclines. I would have expected her to mention the use of steam locomotives if she were aware of it because she stresses the high degree of mechanisation generally on the Canal project.

As for more recent rail activities of the Suez Canal Co., in October 1994 I visited Suez and looked at the Jebel Ataka quarry, which was still being operated by the Canal Co. but without any railways. I then went and spoke to one of their engineers at the Port Tewfik office and he recalled the 'Decauville' at the quarry, which had now gone. I also asked him about the Ruston and Hornsby locomotives delivered to the Canal and he said they were for the company's shipyard at Port Fuad, on the east bank opposite Port Said. These were standard gauge 48DS class, and there were four of them. They were on an isolated system with no main line connection. Unfortunately, I did not have a chance to visit this site."

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(ii). Teheran Suburban Services.

From "Fahrplancenter News" No. 32, p. 21: "The first S-Bahn line from Tehran to Karaj was officially opened to service on 20/4/00, following a limited introductory service from 7/3/00. From September the trains will operate every 20 minutes between 05.00 and 23.00."

(iii). Diesels Escaped.

Hans-Henrik Landsvig notes that DSB has recently sold six diesel locos, and speculates that these were the ones Iran Railways was interested recently in purchasing, and which were referred to in previous issues.

(iv). Links with Azerbaijan.

A regular passenger train now links Teheran with the town of Nachitschevan in the province of the same name, which belongs to Azerbaijan but lacks any direct communication route to this country. The train departs Nachitschevan on Mondays, Wednesdays and Saturdays at 07.00; at the border at Julfa passengers must change trains because of the break of gauge (08.20 - 11.00), and from Julfa a train operates daily, arriving in Tabriz 17.30. The return journey departs Tabriz daily at 08.30, arriving Julfa 15.00, departure time after changing is unknown, but the service arrives Nachitschevan Mondays, Wednesdays and Saturdays at 19.15.

(v). New services.

Also from "F.N." 32, p. 20 - a note that there are new daily services, since the end of 1999, from Tehran to Bandar e Abbas and Tehran to Kerman.

b). IRAQ/SYRIA.

(i). Reinstatement of Services over the Bagdadbahn:

Marc Stegeman has sent a note from the Dutch edition of "Metro" 2/8/2000: "According to Iraqi sources, it has been decided that the train service will be reinstated between Iraq and Syria. The last train between these countries ran some eighteen years ago. Last month the Iraqi Minister of Foreign Affairs met Syria's new President Assad; in the early 80's the relationship between the two countries broke up as a result of Syria supporting Iran during the eight-year Iran-Iraq War."

A Reuters picture appeared on the Business page of the "Jerusalem Post" 14/8/00, showing the front of an unidentified diesel loco in a station, watched by an ad-

50:13.

OTHER MIDDLE EAST RAILWAYS.

α). IRAN.

(i). Nodding Donkeys. Some time ago, in the 1970's, British Rail's Research Department began investigating the use of cheaper bus technology on rail under frames. The result - after various single-car prototypes - was a two-car diesel multiple unit, each vehicle formed of Leyland National bus segments or modules fitted to a four-wheel under frame, with under floor engines. 20 were built and used in the Yorkshire areas, where your Editor recalls them, painted initially white and green, and later in West Yorkshire PTE red, with yellow fronts. They were called "Class 141" and were not deeply loved, their rocking and nosing motion leading to the nickname "Nodding Donkeys", and were the precursors to the slightly- (but not much) better Classes 142, 143 and 144. Bus seating, folding doors - these were and are, literally, "rail buses".

Not being standard in terms of their couplings etc., they were the first of the type to be withdrawn, and whilst a couple have gone to museum railways, many were bought by a dealer named "Cotswold Rail". Now it appears that nine of these units have been sold to Iran. Notes appeared in "Rail" 388, p. 65, and also in "Railway Magazine" for August 2000. Units involved include 141-102, 107, 114, 119 & 120.

It is hard to see for what purpose Iran Railways might have bought these vehicles. They have poor acceleration, are not air-conditioned..... But see next item.

miring group of men. In the front windows of the loco are posters of Saddam Hussein and (presumably - it is unclear) Bashar Assad. The loco is decorated with a banner which - according to Sybil Ehrlich's informant - reads something like "Long Live the Arab Peoples". The caption declares this to be Syrians admiring the first train from Iraq to arrive in Aleppo in 19 years, on 13th. Aug.; "the train, which set out from the northern Iraqi city of Mosul with 30 passengers, marked the resumption of rail service between the two countries, which agreed to boost their trade to \$1 Billion annually." There are no further details yet about services, timetables or operations.

However, Uwe Pietruck has sent a cutting from the "Süddeutsche Zeitung" of 22/8/00 which, with some journalistic persiflage from Karin Gothe, translates the banner as "To Improve Arab Brotherhood", and indicates the train will traverse the 683-km. long route once a week. The article describes the break in service in 1981 as being due to Iraq's and Syria's differences of opinion during the Iran-Iraq War; however, both states have now realised that their future economic growth will depend on better transport and neighbourliness, breaking with the isolationist policies that have prevailed; buses have been travelling between Baghdad and Damascus for the past three years (presumably not across the desert, like the Nair buses of old !), and the reactivation of the rail link should aid freight traffic. This is in parallel with Syria's support in the past year of revitalised freight traffic with Jordan over the Hedjaz line. It is reported that Syria is now negotiating with Iran over a rail connection (i.e. via Iraq), and "the idea of a pilgrim line linking the Arab countries could yet become a reality....." Hmm.

c). HEDJAZ.

(i).

An article by Johannes Darmsgard Hansen was published on pp. 54-57 of "LOK-Report" 8/00, entitled "Die Hedschasbahn Heute". The accompanying map is interesting for showing a branch heading westwards from Mafraq. Johannes has kindly sent some original photos and manuscript - A translation will appear in the next issue

(ii).

Another Railtour !

Alas - by the time this is published it will be too late, but such are the vagaries of quarterly publishing. "Enthusiast Holidays" of 146, Forest Hill Road, London SE23 3QR, tel. 020 8699-3654, fax. 020-8291-6496, are running another tour of Jordan and Syria from Sept. 9th. to 17th. 2000. Tour leader will be Hugh Ballantyne and the leaflet quotes a price of £1,390 to

include flights from London, hotels, most internal transport, etc. As is usual in these tours, extra costs for visas, insurance, tips, additional excursions etc. are additional to the basic tour price.

For the sake of historical completeness (on the same basis as we have published TEFS and DGEG itineraries) the planned Itinerary comprises:

9/9/00: dep. London Heathrow 11.15 by Royal Jordanian to Amman, and transfer to Hotel Forum;

10/9 Morning charter freight with 2-8-2 No. 51 to Qasir and return; repeat in afternoon for different sun angles, and 2-8-2 No. 71.

11/9: Photography on Amman station with 2-8-2 No. 23; transfer to Qatrana for special passenger train with 2-8-2 No. 51 to Amman through desert, with "shadowing" bus;

12/9: Local passenger train with 2-6-2T No. 61 south from Amman to big 10-arch viaduct, return to hotel for breakfast, then across Syrian border to Dera'a for shed visit with 2-6-0T+T No. 66 steamed for yard shunting, photos etc. Transfer to Bosra for overnight Cham Palace Hotel.

13/9: Special passenger train with 2-8-0 No. 162 to Mezerib and through tunnel No. 7 and viaduct down as far as possible in Yarmuk Gorge and back - return to include Lakeside branch. In afternoon, a passenger or mixed train north to Damascus, with "shadowing" bus; overnight Cham Palace Hotel.

14/9: Special passenger train with 2-6-0T and old stock to Serghaya and back - a very scenic gorge section.

15/9: To station early to photograph departure of regular Fridays Only excursion (dep. 08.00) to Serghaya. Then our own special passenger train through the streets of Damascus south to Cadem loco works. Return to Damascus by bus. Special afternoon train with old stock and 0-6-2T No. 805 to Tequieh, through gorge section into Anti-Lebanon mountains; transfer by bus to Bosra.

16/9: Special train with 2-8-0 No. 91 to be positioned alongside Citadel for photographs, then to Dera'a with run pasts. Bus transfer across Jordanian border to Mafraq; special passenger train with 4-6-2 No. 82 to Amman.

17/9. Morning free until transfer to airport for RJ flight dep. 13.15 to Heathrow.

Bill Alborough has in the past often referred to the "Buggeration Factor" on all tours in terms of breakdowns, local unfriendliness and uncooperativeness, border guards, weather problems.... so it is hoped a future report will indicate what was actually achieved and enjoyed.

(iii).

Architecture.

Geoffrey Roper of the Islamic Bibliography Unit at Cambridge University has sent information on an article that appeared in a Festschrift published in Istanbul in late 1999:

"FAHMY, Adham M. Between mystical and military: the architecture of the Hedjaz Railway (1900-1918). In: Aptullah Kuran için vazilar: Essays in honour of Aptullah Kuran. Ed. C. Kafescioglu & L. Thys-Senocak. Istanbul: YKY, 1999, pp. 367-377."

"After a brief historical introduction outlining the combination of religious and military motives behind the building of the railway, and how its architecture reflected this, the author attempts to answer three main questions:-

1). How much did foreign intervention affect the decision-making process ?

2). Did the architects operate independently of the ideological orientations of the authorities, or did they to some extent reflect the architectural ideas of the Ottoman Sultan himself, Abdulhamid II ?

3). How did they deal with the conflict between modernism and traditionalism in the railway context, and how were Western architectural trends reinterpreted for the specific conditions of the line ?

He bases his answers on three years of fieldwork and photographic documentation, together with a study of documents and reports in archives and libraries in Istanbul, Damascus, Cairo and Medina. The bulk of the article consists of analytical descriptions of station buildings, and ancillary mosques, railway employees' housing, water towers, tunnel portals, etc., mainly in the Hijaz itself. The only building outside the boundaries of present-day Saudi Arabia to receive detailed consideration is the Qanawat terminal station at Damascus.

His main conclusion is that most of the minor stations and buildings were designed in a somewhat inappropriate Turkish (Anatolian/Rumelian) vernacular style, which has since often been modified by their post-Ottoman owners; but that the grand termini in Damascus and Medina, while conforming in their layout to European railway norms, are in a more Islamic, neo-Mamluk, decorative style reflecting the pan-Islamic pretensions of the Ottoman government.

The article is accompanied by photographs of several of the buildings, some historical (from the archives) and some taken by the author."

(iv).

"Continental Railway Journal" reports:

I Want My Mummy !: In issue 123 (Autumn 2000) p. 41: "Amman: Steam locos available for line-work at the end of April were Jung 2-8-2 51, HStP 2-8-2 71, and Nippon Sharyo Pacific 82. Also usable, but confined to Amman station, were RSH 2-8-2 23 and HStP 2-6-2T No. 61. Dumped locos were as previously reported (CRJ 119 p. 509), but during our reporter's visit a film crew were preparing Amman station for shooting scenes in "Mummy 2", and RSH 2-8-2 21 and HStP 2-6-2T 62 were pulled out of the sidings at the end of the yard and painted up to appear in the film !"

In Syria (notes based on a Railway Touring Co. visit in late April) - "Steam locos working at Damascus were Hartmann 2-8-0 91, Borsig 2-8-0 160 and SLM 2-6-0T 754. The usual pair of 2-6-0T's were on display at Kanawat station. At Cadem Works, Hartmann 2-8-0 90 was being overhauled, and Hartmann 2-8-2 50 and Borsig 0-6-2T 805 were receiving attention. Interestingly, amongst the wrecks at Cadem were Jung 2-6-0T 61 and Hohenzollern 0-6-0T 35, previously displayed at Mezerib and Zebdani respectively. Steam locos working at Dera'a were Jung 2-6-0T+T 66, 2-8-0 91 and Hartmann 2-8-2 262, whilst Borsig 2-8-0 161 was dumped in the shed."

d). LEBANON.

Three photos of rotting and rusting stock and a desolate overgrown Beirut St.-Michel station can be found on p. 25 of "Fahrplancenter News" No. 32; taken by Peter Romen in early 2000. The captions note once more the continued existence of a functionless and workless Railway Headquarters staff still housed in the building (what do they DO all day ?), and that the large eucalyptus trees growing between the tracks were probably little more than weeds when the stock was last moved there - maybe a quarter of a century ago.

On p.12 a report notes that "The Lebanese Transport Ministry has declared its intention of ordering a large amount of rolling stock and material for reconstruction in the Czech Republic; nevertheless, no exact details are known and it appears nothing has been actually ordered as yet. There appears still to be a great shadow lying over the ambitious project of constructing a double-track electrified railway from the south of Lebanon via Beirut to Tripoli (i.e. using but building over the former HBT line.) Unlike other infrastructure projects in Lebanon, the construction of this railway, which in any case was

largely using an existing route, required an Environmental Statement and Approval - and this decision went against the railway ! Eyewitnesses who have visited Lebanon in recent months report that it is doubtful if the railway will ever really have a chance. There is absolutely no traffic any more; nothing is to be seen of the standard gauge diesel locos; the passenger transport is at a total standstill and the former DB rail buses rot away. The long-announced transport of cement and building materials between Tripoli and Beirut never happened. New buildings alongside the line are often built so close to the tracks as to foul the loading gauge hinder any future traffic; in other places the railway line is used as a rubbish dump. In the course of road works, level crossings have been asphalted over. The narrow-gauge line Beirut-Rayak-Serghaya has almost disappeared totally on Lebanese territory, as has the standard-gauge line through the Beka'a Valley from the Syrian Homs to Rayak. The only stretch of line currently active in the whole country comprises the few kilometres of the Syrian Homs - Tartous line in the far north of the country, east and west of Akkari, which is on Lebanese soil. Akkari is also the junction for the former line to Tripoli and Beirut. Since Lebanon is largely dependent on Syria, there seem to be no problems with this "international" traffic across Lebanese territory."

e). TURKEY.

(i). TCDD Passenger Traffic.

The passenger train between Gaziantep and Nusaybin is operating again, albeit only three times a week in each direction - as well as two passenger coaches, a large number of goods wagons is also conveyed. The "Toros-Express" ("Taurus Express") once more travels through from Haydarpara to Gaziantep, following a period when it ended in Adana due to construction works.

(ii). Tramway.

The city of Eskisehir is to get an initial 8km. long tramway line, which will link the district of Osmangazi with the Anadolu University. The issuance of tenders for this US\$ 120M project began in March 2000.

(iii). Steam Loco Correction.

In 49:8(c) the Editor made the ghastly mistake of trying to describe Turkish locos without checking - Bill Alborough called to point out that 46105

is of British build and 46052 German.....Paul Cotterell adds that 46105 was built by Robert Stephenson & Co. in 1929, and 46052 came from Henschel in 1927. He has memories of both of these locos from 1970, when 46052 was on Eskisehir shed and 46105 in use on the suburban services out of Izmir Alsancak station, "where plenty of clag was guaranteed from all departing trains as they hammered up the hill out of town."

(iv). Bosnian Refugees.

"Today's Railways" No. 57 (Sept. 2000) p.58 has a note and colour photo of a Bosnian electric loco at work on TCDD, in red/white/green livery. The information:

"Twenty ZBH 4080KW Class 441 locos (Asea 1970) are on hire to TCDD where they have become Class E 52500 (52501-52520) and are in use on the Haydarpara-Ankara and Istanbul Sirkeci-Kapikule services. Initially ZBH loaned only five locos, but this was later increased as more locos became available due to the difficulty of using electric locos in post-war Bosnia. All were refurbished by KONCAR in Croatia before the hire started.

In Turkey, this hire has allowed some of the powerful Class E 43000 B-B-B Toshiba-built electric locos to be sent to the Divrigi-Iskenderun line for freight use. One Bosnian loco has been involved in a collision, and has a cab covered with a tarpaulin at Haydarpara."

The former Yugoslav railways had quite a few of the Swedish Rc2-type locos, built there or under licence, and the Editor has noted several in Croatia; on his visit to Sarajevo in 1997 the yards were filled with derelict stock and locos, but this was before the major push to refurbish the lines and restore services. Clearly the Railways of Bosnia-Herzegovina (ZBH) still have a surplus of relatively-modern locos and an ability to find a means of raising some revenue from their use elsewhere.

(v). Another TEFS Raitour?

Bill Alborough of TEFS has officially had to retire, on health grounds, and we wish him well in this. However, he is not the retiring sort, and so some slightly-less-exhaustive rail tour ideas are still being planned. I share here some of his ideas and comments, because they indicate the sort of conditions these tours experience, and what is currently considered to be a realistic itinerary.

Anyone interested in joining this tour is urged to contact him direct at 77, Frederick Street, Loughborough, LE11 3TL, England, fax. 01509-263636. It is entitled "Who wants to be a Millionaire"

a reference to the fact that currently One Pound Sterling is about 1 Million Turkish Lire.

This tour is tentatively sketched for late-April 2001, when "the weather is ideal, warm after the Winter without being summer scorching hot. Our train is usually steam-hauled, with a Fourgon (baggage car) for locomotive department use, a Sleeping Car (10 cabins each with two full berths, so total 20 passengers), a Pullman-style day-carriage with reclining seats so we all get a window, and a Restaurant car from which some remarkably tasty meals have emerged on previous trips. The Sleeping Car has a shower (not pressurised, and the water supply is limited of course), and separate European-style toilet, while Asian 'squatters' are at both ends of the day-carriage. We have Attendants, Waiters, and a Chef, plus locomotive crew, all of whom previously have quickly become friends with passengers, and provided outstanding service (and footplate rides) as standard.

The major drawbacks to be recognised are three-fold:

1. The cabins are comfortable, and you will usually sleep with open windows as our train is stationary almost every night (night-time travel does not let you see much of the scenery!). This is a Muslim country and the first call to prayer is at 04.30.

2. Most lines are single-track, and time-keeping is by the day rather than the hour. The Timetable is an anonymous work of fiction, regularly amended to recognise crossing other trains, locomotive failures and whatever else the Will of Allah ordains.

3. Using train toilets overnight is frowned upon. Negotiations include 'bagging' the outflow pipes, which the train crew remove (well, they should...) before moving on each day. This is NOT a nice job, so try to plan your bodily functions accordingly and, for convenience (pun intended) use the station facilities whenever possible.

If you cannot accept the foregoing, do not book!

The Draft Itinerary would apply to either a late-April or an early-October running date: I have omitted most details of hotels, meals, optional excursions to carpet factories, coach trips to tourist sights, etc., as not being relevant to this brief overview. The tour is described as a Non-Endurance Test, leisurely in comparison with some previous trips!

Saturday: Day 1. Meet at hotel at Izmir.

Sunday: Day 2. Free day for exploration. Optional excursions to local tourist sites.

Monday: Day 3. Meet at Alsancak Station at 10.00, join our steam-hauled charter

train to Camlik Railway Museum; photo run pasts hoped for final climb from Selcuk.

Tuesday. Day 4. Take the new Metro line to the railway workshops at Halkapinar for a short visit. Join the steam charter for 1,812 km. to Izmir! - but first travel 124 km. leaving 10.00 to reach Sart 14.00; then 16.00 46 km. on to Alasehir 17.30, where the train will be stabled for the night. Dinner will be served on board.

Wednesday. Day 5. Train breakfast. See the steam, loco being prepared for the day's work. 08.00 from Alasehir, with an initial steep climb to Esme 09.30 (49 Km.), photo run pasts as arranged with the crew. Continue 10.30 to Usak (69 km.) where the steam fleet is currently based, arrival 12.30. After dinner, the only overnight journey commences 20.00, retracing the route to....

Thursday. Day 6. Soma (314 km.) 07.00 (says the programme, I think it will be later!). Free time. 18.00 to Balikesir (83 Km.) 21.00. Dinner served as we roll along, stabled here overnight.

Friday. Day 7. 09.00 climb through the mountains to Tavsanlı (203 km.) 16.00 where the loco is serviced. Dinner as we continue 18.00 to Kutahya (51 km) 20.00 for overnight stay in the stabled train.

Saturday. Day 8. An odd run 09.00 to Seyitomer (27 km) 10.00 - 11.00 on a branch which sees little or no traffic to a ?mine? at the terminus. 27 km. back to Kutahya where the loco is serviced. Then 14.00 to Afyon (105 km.) 17.30.

Sunday. Day 9. Climb up on the central plain, maybe some snow on distant mountains, heading to Isparta (175 km.) 14.00 - 16.00 and eventually over the spectacular viaduct to Egridir (45 km.) 17.30. The Turkish Commandos train here, so say please and thank you to the nice soldiers.... Dinner on the train.

Monday. Day 10. Before or after the Istanbul overnight train arrives, walk up the line for photo-run pasts over the viaduct - we try to get two, so you can get different angles. Late breakfast as we leave 09.00 to Dinar (95 km.) 11.00 - 12.00 and on up the branch (reversal, steep) to Denizli (135 km.) 16.30. Dinner on the train.

Tuesday. Day 11... 12.00 train to Selcuk (186 km.) 18.00 - the station storks roost in the aqueduct..

Wednesday. Day 12. 13.00 train to Izmir Alsancak Station (78 km.) 16.00, then to hotel.

Thursday. Day 13. Free day to relax and explore."

f). EGYPT.

(i). Investment and Extensions.

From "Fahrplancenter News" 32, p. 15: Extra Investment. 446M Euros. are

to be invested in railway construction in Egypt. The single biggest project is the reconstruction of the line across the Sinai, whereby this will also receive an additional branch - at Port Said East, on the Suez Canal bank, a large industrial area and new container terminal is currently being developed, which will be reached by a link from the Sinai line.

On the Western bank of the Gulf of Suez, at the southern end of the Suez Canal, further construction of industrial areas has begun, which are also to receive rail links.

The "South Aswan Project" envisages the extension of the Cairo - Aswan line in the direction of the Sudanese border, although it is not at present planned to cross the border. The line should instead be able to serve the local needs of this deep southern part of Egypt, although in this respect strategic considerations are not wholly absent.

(ii). New High Speed Line?

The Spanish Government has offered assistance in the planning of a new high-speed line from Cairo to Alexandria, and an appropriate contract has been signed between the two states.

(iii). Western Desert Extension Railway....

In contrast, nothing seems to be happening regarding the reconstruction of the line towards Libya. The Libyan Government has indeed announced works on the stretch from El Sollum (Egypt) to Tobruk (Libya), but the planned commencement date of 1/11/99 passed without any sign of activity. The Egyptian Government has now offered the Libyans manpower, machines and the technical know-how, so that this and other rail projects in Libya can finally be made concrete. (But see next item).

g). LIBYA.

The China Civil Engineering Corporation has signed a contract with the Libyan Government for the construction of the first line from Tripoli. The works are due to begin in September 2000 - this would however be the third "Construction Beginning" in 24 years.....

h). PALESTINE.

Well, let's hope no-one gets offended. But this heading may appear more often in the future.

In "La Vie du Rail" of 30th. Aug. 2000, pp. 16-18, is an article "Moyen-Orient: La Paix due rail?" by Didier Rosengard. It's a bit of a mixture - a very

nice side-on shot of a J-J Baldwin 2-6-0 and some historical background to the early railway system in the region; then a bit which makes no sense (unless the Editor's French is letting him down)

50:14.

Stewart Currie recently prepared a review of this book, describing the activities of the Royal Engineers Transportation Units in the Middle East in the immediate post-war years. The author Colonel Hugh Macintosh, unfortunately died before publication, but had already made arrangements for the proceeds to go to the Royal Engineers Museum in Chatham. I reproduce Stewart's Review in full.

The book is available from: E. L. V. Wall, 19, Park Avenue, Camberley, Sur-

"MIDDLE EAST MOVERS" **By HUGH MACINTOSH** A BOOK REVIEW

rey, GU15 2NG, or the Royal Engineers Museum, Prince Arthur Road, Chatham, Kent. ME4 4UG.

Details: 72 pages, 150 x 210mm. soft back, 39 b&w photos & maps. ISBN 0948 30510.

Price - £6.00, incl. U.K. post & packing. (£7 for Europe.) Cheques payable to "E. Wall".

"This book, on military transportation in the Middle East, particularly the Suez Canal Zone in the 1950's, will be of considerable interest to the many National Service Sappers, and others, who served there in the Royal Engineers (Transportation Branch) between 1947 and 1956. The author, Colonel Hugh Macintosh, was stationed in the Canal Zone during 1952-55, and so had personal experience of the work done by the Transportation Branch of the Sappers at that time.

The book, with a Foreword by Major-General J.C. Woolett, C.B.E., M.C., the last Commandant of the R.E. Transportation Centre at Longmoor, provides a clear background to the military situation in Egypt at that time. The early post-war years are described in detail, including the specific units based there, such as 10 Rly. Sqdn., Adabiya Camp, Suez; 169 Rly. Wksp. Sqdn., Suez, with which 199 Rly. Wksp. Sqdn. from Jaffa amalgamated in 1947; (this reviewer served in both of these units, 1946-48). 53 Port Sqdn., Adabiya Docks, and 12097 IWT Sqdn., Ismailia.

Many interesting anecdotes are recalled involving the various units, including mishaps to the Class 8F locomotives operated by 10 Sqdn. (and repaired thereafter by 169 Sqdn.) and a major fire on a Greek freighter unloading jerricans of fuel in Adabiya Docks. (Several Class 8F locomotives have been preserved, and still operate in the U.K., but only one has the distinction of having served with the R.E. in Persia and the Middle East. This is No. 8233 (L.M.S.), later No. 48773 (B.R.) which is owned by the Stanier 8F Locomotive Society and operates on the Severn Valley Railway at Kidderminster.)

During the summer of 1951, violence erupted in the Canal Zone, and details of this period are given. It was followed by a stand-off for the following two years, culminating in the withdrawal of British Forces, and the disbanding or

returning of the Transportation Units to Longmoor or Marchwood in the U.K. by mid-1956.

Two shoulder flashes on the front cover of the book will provoke some nostalgic moments for those who served in the Middle East. One is the well-remembered camel on a red and blue background, and the other is the post-war winged wheel of the Royal Engineers Reserve Army Transportation Units.

Finally, a postscript in the book regrets that a General Service Medal was never awarded to those who served in the Canal Zone despite the fact that many more British servicemen were killed there than in the emergencies in Kenya and Borneo.

Sadly, Colonel Macintosh died suddenly in December 1999, before his manuscript could be printed, but it has now been published and is being sold for the benefit of the R.E. Museum. It is an excellent record of the important but largely unsung work of the Transportation Sappers who, throughout and after the war, provided supplies and transportation, often in difficult situations, for the British Forces in many theatres of war. It provides an important historical insight on a service which has, in the past, been taken for granted."

The Editor has obtained a copy of this book, and will reproduce some excerpts in the next issue.

50:15.

OTHER SNIPPETS OF 'JEWISH' RAILWAY INTEREST.

Continuing the Editor's abuse of his prerogative to publish snippets of no direct Middle East relevance.....

(i). On 49:6(j) - Holocaust Memorial Wagons.

In this item we listed eleven known "memorial wagons" - No. 11 being at the former "Mittelbau-Dora" concentration camp site in Thüringen. Klaus Matzka has sent a photo of this wagon, taken Nov. 1996; it appears to be in original, i.e. faded brown, condition, on a short stretch of track. No identification is visible. (see below)

Mention was also made of the "Rheinische Industriebahnmuseum" in Köln. Jörg Seidel has written:

"We have four wagons of this type in our collection. 'G 10' Wagons of this type were repaired at the then-DB wagon works at Köln-Nippes until 1977; they are



therefore relevant to our museum, situated in the former depot at Köln-Nippes. Wagons of this type reflect the entire German history of the 20th. Century. Built from 1900, in the First World War they carried soldiers to the Front; the injured survivors came back in the same vehicles. In the Versailles Treaty many such wagons had to be given to the Allies; then the re-industrialisation and preparation of the 3rd. Reich was carried out using these vans, also the transports to the Front in the Second World War; during the 'Holocaust' Jews and others were transported to Concentration Camps in these wagons; on their



return journey they brought many Forced Labourers (Zwangsarbeiter) back into the Reich. The evacuation of many Germans from East Prussia and Silesia to escape the Red Army was carried out using these wagons; likewise the traffic after 1945 and the rebuilding of both German States. Truly one can say that the G 10 is "The German Wagon".

The photo, (above) taken inside the depot, is alas a little dark, but one hopes will reproduce. This van is in a faded Departmental green livery, with bits of brown showing through, (no numbers visible), and bears an explanatory plaque on the side.

Incidentally, the van presented in anonymous condition at the Berlin Museum für Verkehr und Technik is former 01 50 112 3512-2 . (Catalogue p. 192).

(ii). Kaifeng narrow gauge railways.

The name "Kaifeng" will ring loud bells in the minds of many Jewish readers, for this was the site of an ancient Jewish community in China of almost mythic significance (though it no longer exists). There is even a kosher Chinese restaurant of that name in London ! (Too expensive for your editor). So it was with mild surprise that, drifting through "Continental Railway Journal" No. 122, Summer 2000, that he came across the following on p.671:

"Hainan Province). Kaifeng is situated 72 km. east of Zhengshou. Previously, there were two narrow gauge railways here, one (since closed) outside the Bei Men (North gate) which was used for carrying stones to or from the Huanghe dikes, and another for carrying coal to a power station east of the town. This later 762mm. gauge line in fact terminates at a village known as

Tubaigang, some 12 km. from the centre of Kaifeng and north of the main railway line. It runs north-northeast from Weishi, where it connects with the Xuchang - Qixian local railway. It is presumed to cross the main line by an under bridge. The terminus at Tubaigang is a coal depot, where the contents of the trains are transhipped by hand for eventual use at a power station half a mile away ! The coal apparently comes from Dengfeng, where there are several mines. Trains are made up of twenty 8T tare, 20T load wagons. Just one diesel loco was seen, 3813, a single-ended boxcab Bo-Bo. The power station (Kaifeng Huodian Chang) is also served directly by its own standard gauge branch from the main line, although this was said (implausibly) to be closed."

50:16.

BINYAMINA MEMORIES.

From Naomi Kaplansky of Jerusalem I have received a charming memoir of her childhood..... She writes:

"I was born in Binyamina in 1929; our house was the nearest to the railway line, so that the sound of the trains was a part of my childhood. The train in those days (as today) was the best means of travelling from Binyamina to Haifa, to visit my maternal Granny, who lived on Mt. Carmel; or to Jerusalem, via Tul-Karem - to visit my paternal grandparents. My first memories of travelling on the train are from 1931, when my mother, who had to go to Germany, brought me to Haifa, and when I was due back to stay with my Dad, my Granny would take me down-town to the Carmel Station, hand me over to Shamoun, the Conductor, from Tul-Karem, who was a friend of my father. Shamoun, who also had daughters my age, seated me on one of the seats, asked one of the passengers to take care of me, and when we came past Zikhron Yaakov station, there is a bend in the line, the engine driver would hoot three times (the distance from the bend is probably 4 km.) which gave time for my father to come out and stand by the railway line. The train would then slow down, and Shamoun would lift me under the arms and hand me over to my father, safe and sound.

(My father was a farmer - Shimon HaCohen - he was later taken prisoner as a British Officer in Greece and spent war years in Oflag VIII in Colditz: He later returned to Binyamina, and passed away in 1978.)

My son and grandchildren now live in Binyamina, and I don't miss any opportunity to walk with them along the line for them to absorb the sound of a train passing by."

Personal service ! It is hard to imagine doing this with an IC3.....

PERFECT REPENTANCE

If the Editor manages it, this issue should appear around September/October 2000, i.e. the period of Repentance in the Jewish religious calendar when the sequence of special Holy Days, the New Year, the Day of Atonement etc. fall. (The Editor should, if truth be told, be concentrating on the preparation of several sermons instead of doing this.) But Paul Cotterell has sent a copy of a letter he came across in the archives, which just begs to be included, because it is a perfect example of what the Jewish concept of Repentance is all about - acknowledging one's fault, apologising for it, offering to make reparation for it, promising not to do it again - and, in accordance with Leviticus 19:17, telling the other party what is wrong rather than keeping any constructive criticism to oneself. By pure coincidence, it is also a beautiful description of how Israel Railways used to present itself to its paying customers. Paul has deleted the name and address of the author, on the grounds that the guy might still be chasing trains, so this is of necessity anonymous.

**To the Railroad Administration, Head Office, Haifa.
July 21 1958.**

Dear Sirs,

This is an apology, to all of you, and especially to the Station Master of Haifa Central. Yesterday morning at 7 A.M., in a wild rage of frustration at missing the Tel-Aviv express, I broke a glass pane in the entrance door and cursed everybody in sight. I am sincerely sorry and hope that my apologies are accepted. I would like to add the following. I am a great believer in the train system, and since coming to Israel have always tried to use trains instead of the uncomfortable Eged [sic] buses and taxis. This goes especially for the new express service. However, the connecting services to the stations are extremely poor everywhere - how many times have I not allowed myself a great deal of time for catching a certain train, spent in waiting and walking part of the way, etc., only to see the train pull out in front of my nose? This was especially so yesterday, when I had a for me very important meeting in Tel-Aviv at 8.30 A.M., based on the express train. I got up early to catch the no. 22 bus from Ashdod at 6.22. Apparently it left early, and I had to wait for the next one at 6.35. Not a single taxi passed in the meantime. I arrived in front of the train station three minutes before 7, and as I came sprinting up the doors were closed in my face. I was desperate, ran around the sides, back again and started pounding on the doors together with some other people. As the train still did not leave, I saw red, seeing my appointment willfully broken to pieces. While shouting and pounding the door my foot went through the glass instead of on the frame.

Afterwards I abused everyone in sight until I had calmed down a bit and realized what had happened. Those who know me know that I am a quiet, easygoing person. If circumstances can drive me into such a mad rage, there must be something wrong somewhere, and therefore I gave you this lengthy explanation.

Nevertheless I feel very bad now, and I implore you to allow me to pay for the damage, and to let the matter rest there.

Thanking you very much, I am, Very truly yours,

(Signature illegible).

HEROISM IN TEL AVIV:

**From the "Palestine Post"
of 26/9/1935:**

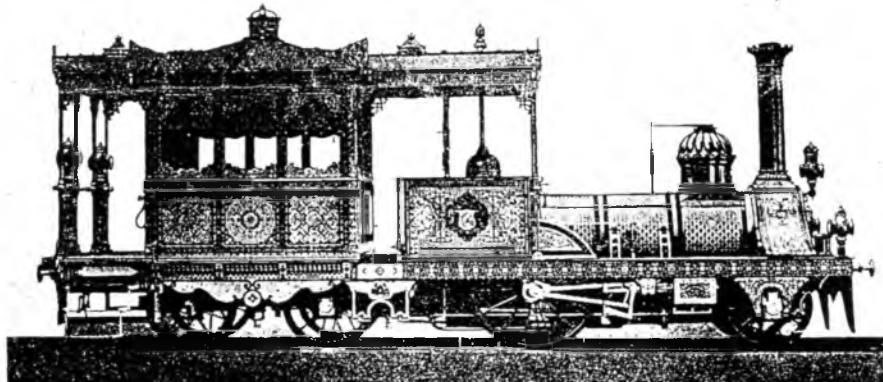
"The heroism and presence of mind of British Constable A. F. Dailey saved the life of Mrs. Deborah Gur Aryeh at the railway station here yesterday. Mrs. Gur Aryeh, who is about 30 years old, was crossing the line with her two small daughters. She caught her foot and fell down on the line just as the afternoon train was leaving the station. The Constable together with the crowd on the platform saw her attempting to rise in the path of the on-coming train and risked his own life by jumping to her side and holding her down as he himself lay at her side until the train passed.

When the engine and six coaches had passed and they both got up uninjured, the children burst into hysterical tears at seeing their mother still alive and the crowd of bystanders congratulated the constable."

הרכבת



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SALOON LOCOMOTIVE FOR THE VICEROY OF EGYPT
built by Robert Stephenson & Co. in 1862 and decorated to the designs of Digby Wyatt

The Special Locomotive mentioned in 50:6

HaRakevet Page 23

הרכבת



Above: Latakia, Syria, February 1986

Below: Zebedani, October 1999.

Photo T Meyer-Eppler

