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הרכבת

A Quarterly Journal on the Railways of the Middle East
Edited and Published by Rabbi Walter Rothschild
Passauer Strasse 4, D-10789 Berlin.
Tel/Fax: +49 30 214 73889
E.mail: Rothschild-Berlin@t-online.de



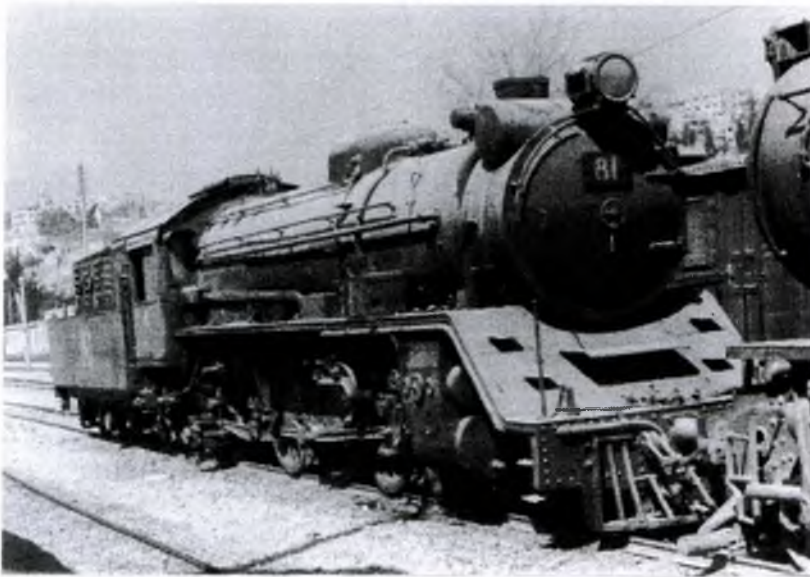
59:1. A shot which is already history, for Damascus Kanawat terminus station has changed quite a bit since Hartmann 2-8-2 No. 263 of 1918 headed a TEFS special train to Dera'a on 12th. May 1991. A Restaurant formed of a train now stands in the left-hand platform. (Photo: R.H. Cort.)

EDITORIAL.

As we write, the world awaits further conflict in the Middle East to join the continuing rumble of unrest and violence that has always marked this region. Will Railways play a role? Unlikely. And yet, strategic transport has always been a major factor in warfare and the preparations for warfare, and its importance should never be underestimated. In the meantime, railway progress in Israel continues at a pace unabated and as yet influenced by political changes. One can only hope that the desire to construct rather than destroy may spread throughout the area. In this issue there is also some looking back to World War 1 - if nothing else, Paul's recent discoveries in the archives should provide some historical context !

Enjoy!

The Editor.



59:3.
Hedjaz Jordan Railway Japanese-built 4-6-2 No.81 at Amman. 7th. Sept. 1980. (Photo: D. Trevor Rowe.) 59:4.

NEWS FROM THE LINE.

(a). POLITICS.

The Government of Israel fell (again) on 30th. October - first the

Labour Party withdrew from the coalition, then Prime Minister Sharon tried to find new Coalition partners, then he accepted that this was fruitless and agreed to form a Caretaker Government until new elections can be held in early 2003. This means that certain portfolios relevant to 'Harakevet' have changed - for the sake of simplicity the news reports will refer to the Ministers as they were at the time, even if they are so no longer.

(b). PRIVATISATION MOVES.

A special inter-ministerial committee, headed by the Finance Ministry and ignoring the objections of the Transport Minister Dr. Ephraim Sneh, and Israel Railways General Manager Mr. Yossi Snir, has decided to change the status of the railways. The first step will be the entire separation of the railways from the Ports Authority; it will be called Israel Railways Ltd., and can therefore be fully priva-

(c). PRIVATISATION AND EMPLOYEE STATUS.

The government has come to an arrangement with the employees of IR regarding their status, due to the changes soon to be made to the status of the Railways themselves. The agreement has been achieved through a discussion held at the Economics Committee of the Knesset regarding the Railways Law. The Chairman of the Committee, MK Avraham Poraz, said that due to this agreement the Railways will be separated from the Ports and Railways Authority (PRA) and will become an independent but government-owned company called Israel Railways Ltd.; this will take place within six months and will enable the railways to raise money and use their lands and assets independently, and this be able to carry out the huge investments in infrastructures so badly needed during the coming years. According to this agreement, employees will continue to belong to the PRA with all their rights secured, but will be 'loaned' or 'seconded' to the new company, which will compensate the PRA for the difference in wages. The PRA is against this agreement and insists that, in its opinion, the new Railway Company should be a subsidiary of the PRA !

(d). MORE POLITICS.

There is a severe disagreement between the Finance Ministry and the GM, Mr. Snir, regarding the financing of the construction of new lines by the private sector. The Ministry wants to do this by the BOT system, whereas the railways prefer a PFI (Private Finance Initiative) system. Snir has said that "the Ministry want to enforce privatisation through the back door - even though it has failed almost everywhere " and added that he will not cooperate with the Ministry regarding the BOT scheme !

(e). TILTING CONTROVERSY.

Continuing the saga of the Tilting Trains: Following the recommendation by IR to the Ministry of Transport, not to buy Alstom Ferroviaria's tilting train units due to the limited possible time-saving of 8 minutes at most over conventional units, the manufacturer's representative in Israel has appealed to the Ports Author-

ity, urging them to reassess the whole subject, claiming that it seems unreasonable to "suddenly discover" that the trains were not needed after the manufacturer had invested so heavily in preparing the tender - and nothing has really changed in the line's alignment, so why was there so much bother in the first place? This claim may even go to Court for a decision. In the meantime Gad Yaakoby, the Port Authority's Chairman, has created, in coordination with Dr. Ephraim Sneh, a committee to investigate the entire matter and publish its conclusions by 31st. Oct. 2002.

(f). MORE TRAFFIC STATISTICS - SEPTEMBER 2002.

From an IR Press Release of 06/10/2002: From the beginning of 2002 the cumulative total of 12.6M passengers have been carried, 17% more than in the same period in 2001. In September 2002 these were 1.35M, 32% more than in Sept. 2001. The rise in passenger traffic is distributed as follows:-Tel Aviv - Rosh HaAyin. 62,000, +77%. Ashdod - Haifa/Nahariyya, 98,000, +52%. Tel Aviv - Beer Sheva. 180,000, +48%. Tel Aviv - Ashdod. 213,000, +29%. Haifa - Nahariyya, 113,000, + 28%. IR General Manager, Yossi Snir, said that the figures show a constantly rising demand for railway services, and in addition to the four IC3 Flexiliner d.m.u.s which entered service in the last two months, an additional three will enter service by the end of 2002, at a cost of \$33M. It should be noted that the rise in traffic is an achievement, considering the deepening economic crisis and the rise in unemployment!

(g). MORE RECORD STATISTICS - OCTOBER 2002..

From a press release by IR of 05/11/2002: During October 2002, 1.67M passengers were carried by the railways - a 26% rise since October 2001, and a new overall record! From the beginning of 2002, 14.3M were carried - 18% more than over the same 10-month period in 2001, once more, a spectacular achievement considering the deep economic recession and un-

employment! The significant rise in traffic was as follows: - Ashdod - Tel Aviv line: 286,000, i.e. +31%. - Ashdod - Haifa - Nahariyya line: 111,000, +30%. - Tel Aviv - Beer Sheva line: 221,000, +37%. - Tel Aviv - Rosh HaAyin line: 78,000, +70%! General Manager Mr. Snir said the new budget is urgently needed to prevent shortages in rolling stock and motive power.

(h). 2003 DEVELOPMENT BUDGET & MORE FINANCE STATISTICS.

We have reported several times on various financial deals and promises and the plans for how to use them. Here is a more detailed list, with some of Aharon Gazit's comments. From an IR press release of 28/10/2002: "The Ministries of Transport and Finance have allocated \$380M for developments in public transport in 2003; this means 40% of the Transport Ministry's budget, totalling \$950M. The share for IR is \$253M, while the \$127M remainder is for developing the LRV systems of Jerusalem and Tel Aviv, plus improving existing bus systems. The railways' budget is 20% higher than in 2002, and 51% higher than in 2001. All this budget is in cash and is to be divided for the following: - Adding a 3rd. track between Tel Aviv Central (Savidor) and Tel Aviv South: \$14.8M. - Tel Aviv - Ben Gurion Airport: \$28.6M. - Initial works Ben Gurion - Modi'in: \$21M. (This line is expected to be complete by 2006 at an overall cost of \$200M including bridges and tunnels.) - Upgrading and double-tracking the line between Ashdod and Peleshet Junction: \$11M. (This line is particularly important as part of the route to Ashkelon currently being upgraded and double-tracked, and should be opened to passengers within 2 years.) - Double-tracking the line from Tel Aviv Universita to Rosh HaAyin station, as the first stage of double-tracking through to Kfar Sava: \$7.2M. - Completion of works on the Rosh HaAyin - Kfar Sava Nordau station section by the beginning of 2003, and extending it to the Kfar Sava Sokolov station: \$12M. - Upgrading the line Na'an - Jerusalem, to be completed by September 2004 (to Beit Shemesh by 2003): \$41M. - Completion of the line Beer Yaakov - Rishon LeZion

Rishonim (Roses Garden) - 3km. by Sept. 2003: \$14.5M. - Detailed design of the line from Tel Aviv South, on the Ayalon Corridor, and Rishon LeZion West along the Ayalon South highway: \$17.4M. (It is still being contemplated to build this line privately, as the highest rate of return for the private sector is envisaged.) - Completion of upgrading of Lod - Rosh HaAyin line: \$3.3M. - Upgrading and double-tracking the Ashdod - Ashkelon line (see above): \$2M. (This covers only a small part of the project; it is anticipated that the rest, maybe \$40M, will be met by allocation of a special budget.) - Upgrading the Beer Sheva - Dimona line: \$2M. (This is also but a small part of the anticipated \$16.8 overall cost of this project.) - In addition the Railways will get a special budget of \$42M for purchase of new rolling stock; - Additional money will be spent on eliminating level crossings all over the network according to a five-year plan, replacing them with bridges or underpasses; - and also for building the new line to Ramat Hovav for haulage of hazardous materials. - An additional \$13.7M will be used as subsidy to cover money-losing operations.

(i). FUTURE PLANS.

In 2003 - the daily number of trains operated should rise by 54 to 340; the following new or rebuilt stations should be opened: Rishon LeZion; Kfar Sava (Nordau); Beth Shemesh; Ramla; and Rosh HaAyin North (Kessem). It is expected that in 2005 the annual passenger traffic on the upgraded line to Jerusalem will reach 2.8M, assuming the proposed journey time of 60 minutes can be achieved."

Sybil received the following information on 28/10/02: Planned spending includes 2.4 billion shekels budget for railway development in 2003: - Upgrading Jerusalem line. NIS 195 million - Upgrading Lod-RoshHa'ayin.

NIS27m. Completion of Nordau-Sokolow (Kfar Saba) NIS 21m. - Doubling Tel Aviv-Kfar Saba. NIS 188m. - Ben-Gurion Airport to Modi'in line. NIS 218m. - Doubling Ashdod-Ashkelon. NIS 104m. - Doubling Rehovot-Pleshet junction. NIS 57m. - Upgrading line to Dimona. NIS 51m. - Development of new passenger stations: Ben-Gurion Airport, Rishonim, Nordau (Kfar Saba), Beit Shemesh, Rosh Ha'ayin North, Ramle.

(j). JEZREEL VALLEY LINE & INTERNATIONAL LINK TO JORDAN !!

From a press release of the Ministry of Transport 28/10/2002: IR have started detailed design of the rail link between Haifa and Amman! Mr. Sneh said "It is no more a Utopian vision - but is to become a reality!" "Once we've got the Iraq business out of the way, we will all be hugging each other and opening the line from Haifa through Sheikh Hussein Bridge to Irbid." (This is just a short paraphrase!). Rakevet Ha'emek IS coming back. The project actually involves the revival of 74km. of the historic Hedjaz "Valley Line" and will be built between Haifa, Nesher, HaAmakim, Yokneam, Afula and Bet Shean, and the Sheikh Hussein bridge. This final section of the double-track line will include a tunnel of 2km. and a bridge of 750m. The railways will spend about \$8.3M on the detailed design, which will be completed by mid-2004, while construction of the line could be complete by the second half of 2007. The line, which will use the right-of-way of the Hedjaz line for most of its alignment, will be built together with the Jordanian authorities, who are interested in an outlet to the Mediterranean Sea, and will build their 'missing link' from Irbid.

(k). BOMBARDIER VISIT.

The President of Bombardier Transportation, M. Pierre Lortie, visited Israel in mid-October; he met with Israel Railways, NTA (the Tel Aviv Metro project) and IAI - Israel Aircraft Industries, to which RAMTA belongs. He also met with Mr. David Gershonowitz, the Deputy General Accountant of the Finance Ministry and the chairman of the Tenders Committee, who complained that Bombardier is not fulfilling its commitment for buy-back at an excess of \$30M. M. Lortie was also asked to explain his consortium's withdrawal from the Jerusalem LRV project, and did his best to do this.... Better news is that he was prepared to check very seriously the possibility of assembling the company's double-deck trains at RAMTA, which is currently assembling the IC3 train sets. The work with these trains may finish

soon and unless the new project can be accommodated, employees will have to be laid off. The new work would require enlarging the factory facilities and create several hundred additional jobs in Beer Sheva, which already suffers from a high rate of unemployment. It should be noted that the initiative for RAMTA came from both IR GM Yossi Snir and the then-Minister of Industry and Commerce Mrs Dalya Itzhik, and goes hand-in-hand with the agreement signed recently between Bombardier, IAI-BEDEK-RAMTA and KGM. Meanwhile, the railways have ordered additional double-deck trains which may be assembled at RAMTA, while three sets due to arrive soon from Germany will be inspected and tested there. In early December 2002 Mr. Klaes of Bombardier works in Görlitz visited Israel, meeting Mr. Snir on 4/12, in order to finalise the location of a site where the next nine double-deck trains on order can be assembled. RAMTA remains the favourite.

(l). ALSTOM VISIT.

At around the same time there was a visit by Mr. Cesar Ponce de Leon, Vice-President of Alstom Transport; he met with Yossi Snir and the (then-)Minister of Transport Mr. Sneh. As a result he signed an agreement in principle with the MTR factory at Beer Sheva North (old) station, which is currently occupied with the maintenance and repair of fifty goods wagons per month; this factory will be converted to assemble the futuristic push/pull trains, of which IR intends to order 80 coaches. The owner of the factory, Brig. Gen. (Res.) Tzvi Oren, announced that the conversion will cost \$2M, and a new repair shop for goods wagons will be built at the railway station in Dimona, 36km. away. The factories will create 250 jobs, and the local share of production will reach 40%; since each coach will cost around \$1M, this means almost \$34M will remain in the local economy. The entire order must still gain approval from the Finance Ministry, since the former option for the purchase of additional cars has now lapsed. (A reminder - in the 1990's IR ordered 37 coaches, which arrived almost-finished but were assembled at the Haargaz factory near Ramla; this plant has since ceased to exist.) A further possible obstacle is of course the

resignation of Ephraim Sneh as Transport Minister. It remains to be seen just how much the political turmoil will affect current as well as new schemes. Mrs. Sofa Landver MK, until the fall the assistant to the Transport Minister, had recently visited the railway facilities at Lod and had declared that she is well aware of the importance of the railways for the economy, in relieving transportation bottlenecks and saving human lives by reducing accidents.

(m). MORE INTEREST IN TENDERS.

A delegation of senior representatives of Rotem and Hyundai recently visited IR, the port of Haifa, Israeli Shipyards at Haifa and RAMTA at Beer Sheva. They were particularly impressed by the depot at Lod and with RAMTA, and expressed a keen interest in participating in future tenders for push/pull trains, d.m.u.'s [diesel multiple units], e.m.u. {electric multiple units} and electric locomotives.

(n). MORE DIESELS.

IR have recently ordered a further five JT42BW Bo-Bo main-line diesel-electric locos (the so-called "Megas", though note earlier debate on this term) from Alstom in Spain. The order is costed at \$14.6M. The locos should be numbered 762 to 766 and will be delivered in the second half of 2004. Six locos Nos. 756 to 761, are currently already on order and should be delivered by the end of 2003. The current fleet of these locos is 25 strong, the new orders will bring this up to 36, in addition to the eight JT42CW Co-Co version intended primarily for freight services, but often used on passenger trains due to the current loco shortage.

(o). HERZLIYYA STATION

MOVES. Work recently started on the construction of a new station at Herzliyya, some 300m north of the current location. The new station building will be on the eastern side of the line, connected to the platforms by a subway. As in Tel Aviv, the station will be located in the median of the Ayalon motorway which itself is to be extended northwards to Netanya. The need for a new station had long been recog-

nised - the existing one dates from 1953 and is too small for modern needs, and the new road works will in any case involve severe dislocation. Works on the new station are due for completion by the end of 2003.

(p). NEW P+R STATION AT "KESSEM INTERCHANGE".

On 24/010/02 the Public Works Dept. of the Transport Ministry published the tender for building an access road to the new station being built at Rosh HaAyin North. This is a very important step, as the new station, which is on the line to Kar Sava, is located just beneath the Kessem Interchange - the biggest in Israel, where the important transverse Road No. 5 intersects with the newly-opened toll Highway No. 6, currently open in test mode, and will enable all those who wish to avoid the Greater Tel Aviv area bottle necks to park their cars there and use the trains into Tel Aviv and back.

(q). PARKING AT REHOVOT.

A new parking area has been opened at Rehovot station, on the north side; it provides space for 500 cars at a daily tariff of \$2.50; the station has two additional free parking areas at each side, totalling a further 500 places.

(r). HAHAGANAH EXTENSION.

Works are being carried out at HaHaganah station in Tel Aviv to rebuild a concrete platform that had not yet been used. Additional platform structures will probably be added soon to match those on the western platform. [This will be part of the third-tracking scheme.]

(s). BEER SHEVA FREIGHT TERMINAL NEWS.

The District Court at Beer Sheva has accepted the position of IR and has rejected the appeal by the city's Mayor, Mr. Yaakov Terner, to close the Hazardous Materials Terminal located at the old railway station (Beer Sheva North); this means that the railways are permitted to keep the terminal running for an additional ten months, by which

time the new line to the terminal at Ramat Hovav, south of the city, should be opened. The specialists who investigated the matter also stated that haulage of such materials by rail is less dangerous than by road.

(t). NEW STATION AT ASHKELON.

From a Press Release of the Ministry of Transport, 27/10/2002. Tender BN/KB/20/02, for building a new station at Ashkelon, south of Ashdod; the station will include new platforms, park-and-ride facilities and an adjacent bus terminal. It will serve mainly the inhabitants of Ashkelon and surrounding area, and is a part of the scheme to rebuild the 15km. long section Ashdod-Ashkelon, which should cost \$38M. This should be finished within 18 months, and will enable passengers to reach Tel Aviv in less than 60 minutes. Last date for bids is 27/11/02. This will be the 7th. station on the TA-Ashkelon line; a month previously a tender was issued for building the station at Yavne north of Ashdod.

(u). RISHON & ASHDOD.

The Government has recently decided to push for the construction of the line Tel Aviv - Rishon LeZion West with a later extension to Ashdod. The line will cost \$170M, but an additional \$140M will be needed for many alterations to the highways, in the median strip of which the line will run, including the construction of new road bridges, moving high-voltage electrical masts, etc. The Ayalon South Highway Builders claimed that, being over-enthusiastic during the road construction, they "forgot" about the railway's right-of-way! As always, the taxpayers will pay the price.

(v). NEW UNIVERSITY STATION AT BEER SHEVA.

From an IR press release of 12/11/2002: A special train under the slogan "The Challenge Train: Education and Implementation: A Journey to the Negev" left Tel Aviv Savidor Station at 12.30, arriving at Beer Sheva University at 14.00. Organised by the Ben Gurion University of Beer-Sheva, the Ministry of Education, IR and the Municipality of Beer-Sheva, it carried VIP's

to the ceremony of laying the corner stone for the new University station. The date is symbolic - this was the annual memorial day for Israel's first Prime Minister, David Ben-Gurion, after whom the university is named, and who always said that the future of Israel lay in the Negev, the southern desert which is (still) thinly populated but has vast potential. It should be noted here that credit for the original idea for fast trains between Tel Aviv and Beer Sheba should go to Shimon Peres - until recently the Foreign Minister - who in the early 1970's, when Transport Minister, said that "The Negev will get real momentum, only if fast trains operating at 170 km/h will be introduced between the two cities." Of course, at the time this was purely a visionary dream, but now it has become reality, and the IC3 trains travel at 155m/h - not much lower than his ideal. Participants in the ceremony included Dr. Ephraim Sneh - until recently the Minister of Transport; Gad Yaakoby, Chairman of the Ports & Rail Authority; Amos Ron, the General Manager of the P&R Authority; IR GM Yossi Snir; President of the Friends of the University, Prof. Avishai Bravermann; the University's Vice-President and General Manager Dr. Yisrael German; and the President of the Union of Friends of the University in Mexico, Pedro Donadish. After the ceremony, around 16.00, as multi-dialogue colloquium on the promotion of education in the Negev took place at the university, involving participation of heads of local municipalities, those involved in education and academics, including the Minister of Education and the Chairman of Higher Education, Mrs. Limor Livnat; the General Manager of the Ministry of Education, Mrs. Ronit Tirosh; the Mayor of Beer-Sheva Yaakov Terner; Chairman of the Ramat Hanegev Regional Council and Chairman of the Negev Development Authority Directorate, Mr. Shmuel Riffmann, and the President of the University and the driving force behind the rail service and development of education in the Negev - Prof. Avishai Bravermann. The latter moderated and conducted the colloquium, and said "We are interested in a process which enables people of different groups and sectors, no

matter whether they are Jewish or Beduin, to get equal opportunities in education, starting from the Kindergarten and up to the pre-university stage; upgrading the railway system is an important part of the process of reducing the distances between the centre of Israel and the periphery. IR General Manager Snir said, "The railways are one of the factors which can contribute to making the centre and the periphery closer to one another; with a fast and highly available rail network, the future of the south could change completely - the population there will be able to reach the centre every morning within an hour to work or study, while people from the centre will be able to work at high-tech industries to be built in the Negev." He added that the New Deal programme will open new opportunities for young people. The station, which will cost \$12.3M. and will be jointly financed by IR, the Beer-Sheva University and the Beer-Sheva Municipality, will be located just 300m from the old station dating from the 1950's, which it will replace. This has been used by only a relatively small number of passengers since the opening of the new Beer-Sheva Central station on 26.09.2000. The students, on the contrary, contribute a lot to the rise in total passenger numbers on this line. There were plans to rebuild the existing station, but these have now been cancelled; the old station will however remain in use for freight services. As a reminder - special student trains were introduced some years ago, twice a week, on Sunday mornings from Tel Aviv and on Thursday afternoons back from an improvised ramp at the Univeristy - this had also been Prof. Bravermann's initiative, and gave the initial push to the restoration of passenger services to this line.

(w). LOD DEPOT.

Tender BN/KB/19/02 is for enlarging the depot for double-deck trains at Lod. Works include: adding three maintenance pits with an overall area of 900 sq.m., demolishing an old depot building, reconstruction and adding an office at the adjacent IC3 depot; sanitary, electrical and air-conditioning systems; time for implementation: 8 months; last date for bids: 12/11/02.

(x). DESIGN PROGRESS ON MODI'IN LINK. IR has recently announced commencement of the detailed design phase of the design of the fast rail link between Ben-Gurion Airport, Modi'in and Jerusalem, known as Option A1. The design is considered to be relatively complicated, since it includes 18 km of tunnelling, the single longest tunnel being 13km. long, as well as a high viaduct at the entrance to Jerusalem, in the area known as Cedars Valley, which is environmentally very sensitive. The cost of the detailed design is estimated at \$8.5M. The plan has also been presented to the Committee of National Infrastructure within a nation-wide construction plan. IR GM Yossi Snir said that the fast link has a national top priority importance, in connecting the capital city with Tel Aviv and all other parts of the country, enabling Tel Aviv to be reached within 28 minutes; it is therefore important to promote the A1 option! It should be mentioned that the Authority for developing Jerusalem prefers to promote the G1 Option - upgrading the existing curvaceous line, which is already being upgraded, because this line will be ready by September 2004 . In any case, it has been already demonstrated that both lines are essential, each providing a different route and type of service.

(y). ADDITIONS TO MUSEUM:

Paul notes: "In Summer 2002 a couple of old freight vehicles arrived at the Museum from the remaining stub of the nearby 'Shemen' line where they had been stored. One is IR Engineers Dept No.007 Kuf; an ex-GWR open wagon rebuilt locally to flat wagon and used latterly as runner or match wagon to a Burro crane. The worksplate shows it to have been built by Birmingham RC&W in 1912, and it arrived in Palestine during WW1. The other vehicle is a 14-ton tank wagon built by Gloucester RC&W and registered by the LMS as No.160023 in 1941. It was also with the IR Engineers Dept (as 4176) and was illustrated in 16:27. By the Autumn both had been painted. Their Mickey Mouse colour scheme will please nobody except he who dictated them. Don't blame me!"

(z). FOOTNOTE.

On 23 Oct 2002 Sybil wrote: "According to Jerusalem Post Radio, the father of Osama bin Laden, Muhammed, was involved in construction work on the Temple Mount, Jerusalem's railway station, and owned property in one of the capital's neighborhoods, says Khaled Abu Toameh. Really! Check: <<http://www.jpost.com/servlet/Satellite?pagename=JPost/A/JPRadioItem/ASX&cid=1034014769952> > I called our reporter Khaled to ask if he has any more information and he said No, but he thinks it was in the 1950s." Of course, it is known that the Bin Laden family were heavily involved in civil engineering works in the Middle East, but the link with Jerusalem station seems rather unlikely.....

59:5.

TENDERS.

There are so many being issued, I have decided to make this into a completely separate heading. Even so, one goes almost twice through the alphabet just listing them! Ed. For the historical record: (a). HN/KB/30/02. Double-tracking the section between km.100.0 and the control centre at km. 86.660 on the Tel Aviv - Kfar Sava line. Works include: track infrastructure, widening the bridge over the Raba creek, extending culverts, building under-track passages for agricultural vehicles, and landscape development. Time for implementation: 10 months. (b). HN/KB/31/02. Double-tracking the section between km. 86.660 and Nordau station at Kfar Sava, at km. 2.715 (measured from the main line). Works include track infrastructure, widening the bridges over the Kane and Sir creeks, and landscape development. Time for implementation: 8 months. Bids for both by 21/08/02. It should be mentioned that the single track already reaches Nordau station.

(c). HN/KB/32/02. Completion of railway bridges over Rokach Ave. and over the point of the Ayalon creek joining the River Yarkon, both at Tel Aviv. Works to include:— Structure 1 single-track railway bridge over Ayalon and Yarkon. - Structure 2: single-track railway bridge over Rokach Ave. - Structure 3: Track infrastructure

works. Time for implementation: 12 months. Bids by 22/08/02.

(d). HN/KB/33/02. Akko. Building a steel pedestrian bridge over the road near Akko station, and sealing works at the underground pedestrian passage at the station. Time for implementation: 6 months. Last date for bids: 27/08/02. (It should be mentioned that this bridge is very important, since several people have been killed or injured whilst crossing this congested road.)

(e). HN/KB/36/02. Preliminary works for adding a third track on the Ayalon line. Works include: concrete works for moving the Ayalon channel and Ayalon North road, westwards. Time for implementation: 14 months, Bids by 14/10/02.

(f). HN/KB/37/02. Double-tracking the section Rosh HaAyin northern curve (to Kfar Sava) - Segula station - Petach Tikva (part of Tel Aviv - Kfar Sava line). Works include: Track infrastructure, widening the bridge over Shilo creek at km. 9.100 (measured from Universita station), widening the bridge over the Yarkon river at km. 11.633, extending culverts, and building some other concrete elements. Time for implementation: 10 months.

(g). HN/KB/38/02. Double tracking the section Segula station - Petah Tikvah to the exhibition Centre/Tel Aviv Universita station. Works include: Track infrastructure, two new bridges over Rokach Ave., widening the bridge over the drive-in cinema, additional track on the bridge over the Yarkon river at km. 2.370, extending culverts, and building under-track passages for agricultural vehicles. Time for implementation: 16 months, an option for additional eight months, Last date for bids for both these last: 02/10/02. (The Tel Aviv - Rosh haAyin line has been operating successfully, as a single track, for over a year.)

(h). HN/KB/39/02. Upgrading the railway bridge over Shikma creek (km. 48.345 measured from Tel Aviv) on the Na'an - Beer Sheva line. Works include: upgrading the existing railway bridge over the creek, regulating the bed of the stream, demolishing the existing bridge piers and anchoring works

for end supports. The works are to be carried out in stages within 6 months Bids by 01/10/02.

(i). HN/KB/40/02. Building the Railway Line Ben Gurion Airport - Modi'in, Part 1. To include: preparation works and dismantling, supporting walls, bridges, electricity and communication works, and an option for more supporting walls. (j). HN/KB/41/02. As above Part 2. Preparation works and dismantling, a tunnel in the cut-and-cover system, earthworks and pavements, and infrastructure for electricity and communication, water and drainage pipelines, and an option for another tunnel on cut-and-cover system. (k). HN/KB/42/02. As above, Part 3. Preparation works and dismantling, supporting walls, earth works and pavements, boring a tunnel, infrastructure works for electricity and communication, water and drainage pipelines, and an option for a tunnel on the cut-and-cover system. Time for implementation for each of the above: 18 months. Last date for bids: 28/10/2002. (It should be noted that the tenders refer to the 8km. section from Modi'in Central to Modi'in Outskirts, and do not include the two stations to be built, tenders for which will be published separately; since the Modi'in Central station is planned to be underground, the line when finished may be operated initially with temporary platforms at Modi'in Central. The reason for starting the works from Modi'in and not continuing the line from the airport, already under construction, is that this part of the line is still being considered by the ministries as part of the fast link to Jerusalem, and has still to undergo statutory approval, while the section in these tenders, already approved and since it is the more complicated one structurally, no-one wants to waste time!)

(l). TK/KB/06/02: Laying communication cables on Beit Shemesh - Bar Giyora section of the Naan - Jerusalem line. TK/07/02. Ditto, Bar Giyora - Bittir section. TK/08/02. Ditto, Bittir - Jerusalem Malkha section. Each of these tenders includes: Supply of various types of cable, uncovering, opening and closing of new concrete channels for communication cables, supply of cable kits and carrying out cable connections, installation

and connection of pedestals, supplying and installation of end boxes and corona blocks, and final checks of cable transmissions. The implementation of works must be coordinated with the line's upgrading schedule, and should therefore be completed by September 2004. Last date for bids: 27/08/2002.

(m). BN/KB/15/02. Construction of Yavneh station, between Rehovot and Ashdod, and infrastructure works, including communications. Time for implementation: 15 months. Bids by 29/08/02.

(n). MK/KB/02/02. Construction of cast Concrete surfaces for IC3 dmu servicing of bogies and concrete inspection pits for these trains, at Kishon Works, Haifa. Works include: Excavations, concrete castings, electrical and locksmith works, water and drainage pipe installations. Time for implementation: 6 months Last date for bids: 08/10/2002.

(o). MK/RK/01/02. Supply and installation of 2 lifting ramps (hydraulic or electronic) above passenger car bogie inspection pits. Bids by 15/08/02.

(q). TM/KB/01/02. Replacing various kinds of sleepers all over the network. The contract is for one year, with optional extension for up to an additional four years. Bids by 15/08/02.

(r). TK/KB/05/02. Laying of communication cables between Beer Sheva North and Dimona stations. Works include: Preparation and dismantling, preparation for digging cable channels, formation levelling, digging channels 1.8m. deep for direct laying of cables, digging channels 0.6m deep for pre-stressed concrete channeling at both stations, supply and laying of concrete channelling into the dug trench, carrying out drillings under roads, tracks and watercourses, delivery of various kinds of cables by the contractor, laying cables into the prepared ducting channels, supply and installation of cable connections, pedestals, end boxes and corona blocks, and final checking of all components and sub-assemblies. Time of implementation: 8 months. Last date for bids: 21/08/02.

(s). Allowance for covering the outside of passenger coaches with advertisements. The contract is for an experimental period of 6 months, with an optional extension of up to four additional years. Last date for bids: 12/08/02.

(t). BN/KB/08/02. Upgrading of stations at Haifa Central, Kiryat Motzkin and Kiryat Haim. Works include: Pedestrian subway at Haifa Central. (This will replace the 1937-built historical overhead footbridge.) Roofs above the subway, and above some parts of the platforms; earthworks, concrete, sealing, carpentry, locksmith, elevators and escalators, electricity, lighting, low-voltage supply, drainage, signs, and removal of garbage. Time for implementation: Kiryat Motzkin and Kiryat Haim - 8 months. Haifa Central: 11 months. Last date for bids: 07/10/2002. (Aharon and no doubt others have fond memories of sitting on this footbridge, a marvellous spot for railway observations.)

(u). BN/KB/17/02. Construction and infrastructure works on Aroer - Dimona line. Time for implementation: 9 months, Bids by 09/10/2002.

(v). BN/KB/14/02. Maintenance and rebuilding works on buildings and installations at the railway's Southern Region. Works include all sorts of rebuilding and maintenance, electrical work etc. The contract is for 24 months with optional extension for up to additional 36 months. Bids by 30/09/02.

(w). BN/SR/08/02. Provision of services for mapping and tracing leakages of the network's pipe system. The contract is for 12 months with optional additional up to 36 months. Last date for bids: 26/08/02.

(x). MC/RC/03/02. International tenders: For manufacture and supply of Eight 16-ton Screw Lifting Jacks. Over a period of 3 years, plus an option for further supply over another 3 years. MC/RC/04/02. Manufacture and supply of U-5 buffer and rubber springs for U-5 buffers.

(y). HI/2002/1. By Israel Railways and the Lands Adminis-

tration: for designing and building of the Customs House Railway Station at Haifa, to be integrated within an office building, bridge, business area, and parking - as part of development of government offices in this area. (It should be noted that this is a repeat tender, there is as yet no time laid down for implementation, and the only important condition is that there should be no disruption to rail traffic during construction works.) Last date for bids; 01/12/2002.

(z). RFI. Request For Information. As mentioned in 58:4:

(a2): C4010105. Public Tender by the Airports Authority and Ben Gurion 2000 Project Management for the construction of the airport Railway Station. No official time for implementation, but probably one year. Last date for bids: 01/10/2002.

(b2): Public Tender by the Transportation Ministry for control and inspection of projects being carried out by Israel Railways. The contract is for 2 years with optional extension for up to an additional 2 years. Last date for bids: 31/10/2002.

(c2). MS/RK/2002/18. For using a 10 sq. m. area at Tel Aviv Savidor (Central) for selling cassettes and CDs. Contract for 12 months, with optional extension of 24 months. Bids by 17/10/2002.

(d2). MS/RK/2002/19. For operating a Buffet at an area of 33 sq. m. at Hadera West station. Same length of contract, bids by 28/10/2002.

(e2). MS/RK/2002/25. For operating a buffet in an area of 9 sq. m. at Kiryat Motzkin station. Contract for 36 months, bids by 28/10/2002.

(f2). HN/KB/35/02. For laying tracks on the section Beit Shemesh - Jerusalem, for 22 months, Bids by 20/11/2002.

(g2). TK/KB/09/02. For supply and installation of diesel generators of 44W/A at various stations; the contract is for 2 years, with optional additional extensions of up to a further 3 years. Bids by 20/11/2002

(h2). MS/RC/26/2002. Providing coffee trolley services at Tel Aviv Savidor station. (i2). MS/RC/27/20000. Ditto, for Tel Aviv Hashalom station. Each contract is for 12 months with an additional optional extension for up to 24 months. Bids by 12.12.2002.

(j2). MS/RC/28/2002. Providing three mobile sales stands (not food or drinks) at platforms at passenger halls at Beer Sheva Central, Rehovot, and Tel Aviv University stations. Also for 12 months, with additional optional extension for up to 24 months. Bids by 12/12/02.

(k2). MS/RC/29/2002. Permit to operate a Buffet at Haifa Hof HaCarmel station. For 36 months. Bids by 17/12/2002.

(l2). MS/RC/30/2002: Permit to use an area of 1300 sq. m. for commercial purposes, at Benei Berak station. For 36 months, bids by 12/12/2002.

(m2). TK/KB/10/02. Communications works (main communication cables) in the Ben Gurion Airport project. The work is part of building the rail link to the airport, and includes: laying main signalling and communications cables at the Ganot Junction - airport section into a new concrete channel, laying telephone cables into an existing channel at Tel Aviv - Kfar Habad section, earthworks, excavation of channels/trenches, supply and checking of the various types of cable. Estimated time for completion: 2004. Last date for bids: 16/12/2002.

(n2). TK/KB/11/02. Laying main communication cables on the Peleshet Junc, - Ashdod Ad Halom section. Works include: supply of various types of cables, uncovering, opening and closing of existing and new concrete channelling, laying main cables - copper and fibre-optic - into the channels, supply of cable systems and connecting cables, mounting and connecting pedestals, supply and installation of final boxes and corona blocks, and checking cable transmissions. Estimated time for implementation: 18 months; Last date for bids: 9/12/2002.

(o2). HN/KB/46/02. Track upgrading works between km. 4.580 and km. 9.390 of the Haifa - Kiryat Motzkin section. Works include: Earthworks, removal of earth and ballast, laying trackbeds and crushed stones, new ballast, rebuilding level crossings and communications works. Time for implementation: 4.5 months, to be carried out during 9 week-ends. Last date for bids: 07/01/2003.

(p2). HN/KB/45/02. Rebuilding asphalt surfaces at the container terminal at Benei Berak station. Time for implementation: 30 days. Last date for bids: 11/12/2002.

(q2). HN/KB/44/02. Construction of a wall and an observation and electronic warfare system surrounding the railway complex of Lod. Works include: 2,700 sq.m. of concrete wall around the complex, scaling, carpentry, steel frames, sanitation, electricity and lighting, and an electronic warfare system which includes a computerised control centre, observation and verification systems, a VMD system, a vibration sensitive electronic fence, communication and control cables, external lighting, etc. There is an option for an additional concrete fence at the northern side of the complex. Time for implementation: 12 months; for the option, 4 months. Last date for bids: 24/12/2002.

(r2). HN/KB/43/02. Completion of construction of railway bridges over Rokah Ave. and over the confluence of the Ayalon and Yarkon Rivers. Works include: Structure 01 - bridge over Ayalon. 1 track. Structure 02 - railway bridge over Rokah Ave. - 1 track. Structure 03 - infrastructure works for an additional track. Time for implementation: 14 months. Last date for bids: 18/12/2002.

(s2). MC/RC/03/02. Frame contract for checking and rebuilding of GM loco traction motor stators; the contract is for 24 months with additional optional 36 months. Bids by 25/12/2002,

(t2). MC/RC/05/02. For the supply of refurbished Traction Motor Armatures D77B/D43 on a Unit Exchange basis. Bids by 15/01/2003.

59:7.

CURRENT LIGHT TRANSIT PROJECTS.

(a). JERUSALEM.

(i). An article in "Ha'aretz" from 8th. October by Anat Georgi: "The Jerusalem District Building and Planning Committee is expected to rule within two weeks on the plans for constructing a light rail system in the capital, City Engineer Uri Sheetrit has told Ha'aretz. The Jerusalem Local Committee approved the plans two weeks ago, and passed them on to the district committee. The local committee rejected some 220 objections submitted to it, mainly against a bridge planned for the entrance to the city. The committee approved the plan, but did ask the bridge planners to present it with a detailed design for the bridge. According to Sheetrit, the bridge constitutes a central element of the entire project and the municipality is concerned that its design be appropriate. The committee made its decision regarding the bridge after hearing objections from residents of Herzl Boulevard at the entrance to the capital. The residents claim that the 250-meter-

59:6.

ISRAEL RAILWAYS STOCKLIST.

From Aharon Gazit I have received a detailed listing of the current motive power situation as at January 2002 - there are a total of 64 diesel locomotives on the system.

No.	Loco Type.	Manufacturer.	Year.	Length(mm).	Width.	Power Rating(hp).	Gear Ratio	Max.Speed(Km/h)	Weight (tonnes)
13	G-12	GM-EMD	1954-61	14400	2883	1650	60:17 (12)	125	76.5.
58:19 (1)		140	76.5.						
3	G-16	GM-EMD	1961	18471	2950	60:17	124	107	
9	G26-CW	GM-EMD	1971-76	17058	2858	2200	60:17	124	98.84.
6	G26-CW2	GM-EMD	1982-86	18942	3064	2200	60:17	124	116.
1	GT26-CW2	GM-EMD	1989	19507	3064	3300	62:15	105	118.8.
10	JT42-BW	Alstom	1998-99	20460	2850	3000	69:20	140	90.
10	JT42-BW	Alstom	2001	20460	2850	3000	69:20	140	90.
8	JT42-CW	Alstom	1998-99	21095	2848	3000	62:15	110	114.
3	GA900	Alstom	1998	14160	2900	1224	6.3125:1	80	74.
1	T44	Kalmar Verkstad	1988		15400	2800	1650	62:15	100

Total No. 64. Total HP: 152922.

Notes:

Of the G12's: Nos. 111 & 112 have smaller engines with 12 cyls. 8 1/2 x 10in.(bore/stroke); Nos. 108, 113, 115, 116, 117, 120, 121, 122, 124, 125, 126, (and the T44 131) have 12 cyls., 9 1/16 x 10, and TE 191 KN.

The G16's, Nos. 161, 162, 163 have 16 cyls. 9 1/16 x 10in. TE 260 KN.

The G26-CW's Nos. 601-609 have 16 cyls. 9 1/16 x 10in. TE 247 KN.

The G26-CW-2's Nos. 610-615 have the same. TE 290 KN.

The GT26-CW-2 No. 701 also the same cyls., TE 340 KN (at 20 mph).

long bridge, set to run close to their windows, will cause noise and air pollution hazards and harm their quality of life. Intended to connect Jaffa Road with Herzl Boulevard, the bridge will cost an estimated \$1.5 million. If all goes according to plan, the light rail system will start operating in 2006, along a 13.8 kilometer route running from Mt. Herzl to Pisgat Ze'ev. The line will have 24 stops, and its overall cost is estimated at \$1.7 billion. [A later correction from a 'Pasim' member clarifies that this should read 1.7Billion NIS, ca. \$4,000M. Ed.] The tender for constructing and operating the line under the BOT system was published three months ago, and the winner is due to be selected within a few weeks. The Jerusalem District Committee recently also approved a plan for a 600-space underground parking lot at Mt. Herzl. The three-story parking lot is planned to be the first of four to be built over the next few years as part of the light rail project. The four lots are set to have a total of 2,800 parking spaces, which will be offered to train riders at low cost, and possibly even for free. Car owners who park their cars at these lots will be required to ride the train for at least two stops within a set period of time from the moment of parking, in order to get the parking discount."

(ii). The decision was made: From: "Jerusalem Post", 29/10/2002: "City Pass Consortium wins Jerusalem Light Railway Tender: by Tal Muscal.

The country's first light railway project received a major boost Monday after the Finance and Transportation ministries' inter-departmental committee announced that the City Pass consortium, made up of French transport giant Alstom, CGEA, and local companies Polar Investments and Ashtrom Ltd., was chosen as "preferred candidate" to build the Jerusalem Light Railway's first line, estimated to cost NIS 1.7 billion. "This is an important day for modern transportation in Israel," said Transportation Minister Ephraim Sneh. "It is an historic day for the capital of Jerusalem and all its residents, worthy of a transportation system like those in beautiful cities throughout the world." Trains are scheduled to start passenger services in mid-2006 between Mount Herzl and Pisgat Ze'ev via Jaffa Road on a 13.8 kilometer, 23 station route. By 2020, the Jerusalem Light Railway is expected to encompass eight lines totalling 50 kilometers of tracks and 75 stations, according to the Jerusalem Transportation Master Plan. A formal concession agreement between City Pass and the state is slated to be signed in one month, while the completion of sufficient capital financing

is estimated to take nine months. City Pass beat the Pass Jerusalem Group (formerly Pasim Group) made up of Canadian Highways Infrastructure Corporation (CHIC), Africa-Israel Investments, Feuchtwanger Industries, Siemens, and Hanover-based Uestra. The Jerusalem Light Railway project is a BOT (build, operate, and transfer) venture for 30 years. At the end of the concession, ownership of the line will be turned over to the state. Even though it will be more than three years until the tram system is operational, Jerusalem residents have already noticed construction and infrastructure work in the capital. Contractors working for the Transportation Ministry and the Jerusalem Municipality have been clearing underground pipelines and electrical cables, preparing the groundwork for the first line. As part of the "face-lift", some NIS 450 million has been earmarked for development projects in the city center area alone, with hopes of rejuvenating downtown Jerusalem and revitalizing the capital's depressed economy."

On Thur. 24th. Oct 2002 "The Ministry of Transport unveiled the design of some rather nice traffic signs relating to the Jerusalem Light Railway. They are the sort of signs familiar in Europe, a red triangle with a picture of a tram inside, and that sort of thing."

From a Press Release of 27/11/2002: "With the participation of Prime Minister Ariel Sharon, Deputy Prime Minister and Finance Minister Sylvan Shalom, and Mayor of Jerusalem Ehud Olmert, the contract for the 30 years concession. ..was signed today. According to the contract, the City Pass group has to allocate all the required financing for the building and operating off the first line, estimated at \$320M, within 9 months from the signing date. The Prime Minister said that building and operating this first line will contribute both to the Israeli economy and to the city's development. The Finance Minister called on the banks and financial boards to assist in allocation of funding needed for the project; he added that the government intends to increase the number of transportation projects financed by the private sector.As already reported, works of relocation of infrastructures along the route of the first line's alignment are already under way; a new public transport lane is being built from Har Hotzvim in the north to Hevron Road in the south, which will improve bus services to and from the northern and southern neighbourhoods; finally, a tunnel for cars is being bored under Zahal Square, between Nablus and Jaffa Gates, along the Old City's wall; it will enable separation of underground car traffic and surface LRV traffic." The Knesset Finance Committee has approved Shalom's request to provide \$298M for the Jerusalem LRV project; this paves the way for implementation of building the first line, as it accounts for 74% of the sums of \$404M of private investment; it will be provided during 2006. Just one day later, the Passim group, which had lost the tender, appealed to the Court, requiring that a stop be made immediately until Passim Group can check all the tender's documents; they claim that the difference between the two quotations amounted to only \$106, that this is not reasonable, and they raise doubts concerning the product's quality!

Those interested in the Jerusalem scheme can check out
<<http://www.rakevetkala-jerusalem.org.il/>> for current details.

(b). TEL AVIV LRV/METRO PROJECT. (i). From Aharon Gazit: "Real progress is occurring at last! As in Jerusalem, preliminary works on moving infrastructures in order to enable work to begin in the future on the actual construction of the first (Red) line, have started at the southern end of Bat Yam, and will soon start also at the other (eastern) end of this route at Petach Tikva. The first Tender has just been published, and reads: No. 01020513,

by NTA-Tel Aviv LRV/Metro Project Management, for implementation of infrastructure moving on Line 1. Works include: moving of water, sewage and drainage pipe lines to new locations; laying main sewage pipe lines of 160 mm dia. into an open channel along 450m and secondary pipe lines of 80 mm dia.; implementation of compression pier at Helfer St. in Bat Yam; laying sewage pipes of 200 mm. dia. for 580m.; building a pumping station for summer water at the pier; building a water outlet to the sea and coast protection; building roads and sidewalks. No time limit for implementation is mentioned; last date for bids is 07/11/2002."

[Ed. notes - are they really proposing to pump all water into the sea off Bat Yam? And not even try to retain, let alone clean it?]

(ii). From the "Jerusalem Post" article of 29/10/02, cited above: "In a related developments, four groups are expected to submit their pre-qualifying bids Tuesday for the Tel Aviv Light Railway project pre-qualifying tender. The first group is headed by Polar Investments, with Ashtrom, Alstom, Vivendi, and Housing & Construction Ltd. The second group includes Africa-Israel Investments, Siemens, Egged Bus Cooperative, and CHIC. The third group consists of Canadian Bombardier, Dan bus company, Housing & Properties Ltd., and Paris metro operator RATP. Granite Hacarmel, the parent company of Sonol oil company, has joined South Korean concerns Daewoo and Hyundai and local engineering firms Ocif and Shafir to form the fourth group, according to industry sources. Estimated to cost NIS 4bn., the 22-kilometer "Red Line" will be the first of four lines that will encompass the Tel Aviv Light Railway. It will be constructed under the BOT method, with the winner holding the concession for 32 years."

(c). Tzvi Leshem, the former Manager of NTA, resigned in October 2002. His successor is Yitay Dotan, previously the Deputy General Manager, of the hi-tech company AMDQX; they are now working together for a while to avoid a situation of uncertainty during the succession period, and

ensure continuity.

(d). In the meantime, Morris Simonie, Deputy General Manager of Paris' RATP, has stated that "Foreign companies participating in the Tel Aviv LRT/Metro project will not be ready to invest there in a B.O.T. system"; he explained that no board of management would be ready to approve investments in such a project due to the numerous risks that may occur, and that it is preferred that the project be financed by the government, adding that international banks are very cautious about such deals.

59:8. MORE REPORTS ON PROGRESS ON THE JERUSALEM RAILWAY LINE. From Sybil Ehrlich: "On Friday September 13 I walked along the trackbed from Beit Shemesh station as far as the quarry, a distance of about three kilometers. I didn't go any further because there is no other exit from the trackbed - with a sheer cliff face on one side and a river on the other - until Bar Giora, which is too far to walk, unless one is absolutely certain there is a clear path all the way. Imagine being almost there and finding a river with no bridge, or some other obstacle! Also, there are very few buses from Bar Giora, and they go only to Jerusalem, not to Beit Shemesh. Anyway, to return to the trackbed. Beyond the Jerusalem end of the platforms is a framework for a trolley shed. One inspection pit is in place, and there are two short lengths of track inside what will eventually be the shed. The rails and sleepers have been removed. The large home signal is still in place! No other lineside objects seem to be there. I forgot to check on the sand drag. A road bridge over the track is under construction, about halfway between the station and the quarry road."

"On Friday September 20, I went in the other direction. First I had a quick look at the work at Beit Shemesh station. It's coming along rapidly, except for the stone facing on the station house, which seems to be at a standstill. I remarked on this to the works manager, and he told me the architect isn't satisfied because the stonework isn't sufficiently like the old building. This is very true. For instance, the stone lintels above the windows should

each be only one piece of stone, not a fancy job with a pointed bit in the middle. I'm no architect and can't describe this very well. (By 1st. Oct. these lintels had been removed for replacement). The 110-year-old eucalyptus tree was chopped down on September 2. By chance Evyatar was there with his camera to record the execution. Sad, but it was midway along what will be the platforms. From what the Works Manager said, the two halves of the platform lengths should be linked up in a couple of weeks or so. (By 1st. Oct. - the inspection pit in the shed for the P-Way trolley looked complete.) I then set off in the direction of Nahal Sorek (Wadi Surar) station. I had no idea whether there was a clear path all the way, but since the terrain is flat there would be no problem in walking out to the road, and nowhere is the trackbed more than about 5km. from a road with a direct bus to Beit Shemesh. The closer one gets to Lod, the more advanced the work is. Track and sleepers have been removed for the entire distance. Nearest to Beit Shemesh station it is all loose earth. The drainage pipes are in place, but have not been covered so one has to leave the track and go onto a dirt path for a short distance. Further along, the trackbed has been smoothed out, and in some places it is packed hard. I didn't see much actual work in progress: only a tractor sprinkling water and another vehicle with a roller. From about a third of the way along, the drainage pipes have been covered and it's smooth walking. It is a very easy walk altogether, not like ballast and sleepers! From about halfway along, there is what seems to be a narrow drainage channel on the right-hand side of the trackbed. All distances are only approximate. The old PR kilometer markers have of course disappeared, and the walking is so easy that I was surprised how quickly I got to the landmark Tel a short distance before Sejed. As I approached Sejed, I wondered whether any remains might have come to light. At the station site, large chunks of rock are scattered around on the left-hand side of the trackbed, something which is found nowhere else along the route. Bits of platform? I found a length of narrow-gauge track, about 80 cm long (thrown aside, not in situ), and... wait for it... A LARGE SECTION OF

PLATFORM, STILL IN PLACE, with iron strips all round it. I'd say it's about 10 meters long and two meters wide. Only a wild estimate, and as usual I forgot to take even rough measurements while I was there. A short distance further along there are two lumps of stone that could be the base of the water tower. If you want to go and have a look, hurry up because there is no guarantee it will be there much longer! (On 1st. October - it transpired Ron Shafir performed these excavations and there are plans to preserve the remains.) On to Nahal Sorek. About 50 meters before the old station building (still there, as is the battery of points levers in the little hut!) is a new construction. This is obviously the "tahana tif'ulit" which I think is what is meant by "control centre" in 'Harakevet'. (The new building at Battir is also most likely one of these and appears to be identical.) The building work here covers a wide area, with earth and sand heaped up all around.

On the road next to what was the level crossing is a large Israel Railways sign the same as the one at Beit Shemesh: "Misrad Hatahbura / Rakevet Yisrael - Hativat Tashtit / Hidush Mesilat Na'an-Yerushalaym / bitzua avodot tashtit b'keta..." [Ministry of Transport / Israel Railways - Infrastructure Division / Renewal of Na'an-Jerusalem line / infrastructure work on section...] [The Beit Shemesh sign is Section B, from km 40.6 to km. 50.9; the Nahal Sorek one is as far as I recall km 30-something to km 40.6. I'll have to wait till I see my photos!] Then there is a picture of a double-decker train, and below it the names of the various contractors."

"On Friday October 4, I continued my explorations, this time from Nahal Sorek (Wadi Surar) to where the trackbed joins the Beersheba line at Na'an. On the west side of the trackbed at Nahal Sorek the stone base of the bridge is still there, and several vehicles and a crane are working. The trackbed from Nahal Sorek to the road crossing near Kibbutz Hulda is not at all advanced, but there are vehicles going up and down. To be fair, when I did the section from Beit Shemesh to Nahal Sorek it was Succot, so that might be why I didn't see any signs of work. There is no Israel Railways sign (or any other sign) at the Hulda

crossing. Beyond here, for about one km, the work is the least advanced of any I have seen - large piles of damp sand, and heavy earth-moving equipment. Because of the mounds of sand, this is the hardest part to negotiate on foot. The next point of interest is a bridge over a wadi. The bridge is under construction but I had to scramble down into the river bed and up on the other side. However, less than 1 km further on, there is actually new ballast (hatzatz) in place, for about 200 metres. Completely by chance, I timed it very well. As soon as I was within earshot, I heard an IC-3 whistle and saw away in the distance the northbound 09:38 from Beersheba. For maybe 100 metres from the start of the Jerusalem branch, concrete sleepers and rails have been laid. The rails are completely rusty, although I assume they are new. The sleepers and track end suddenly. When I got to Na'an station I saw a freight train, six hoppers pulled by shunter No. 261. It was waiting at the signal, obviously for the 10:33 passenger train from Beersheba. I hadn't studied the timetable properly and was therefore surprised by the southbound 09:05 from Nahariya, a push-pull. Then the northbound appeared, a double-decker! As soon as it had cleared the section the shunter released itself from the wagons, went south a short distance, then back up to the other end of the train to take it north again. So in the space of about 20 minutes, most unexpectedly I saw four trains, four different kinds! From there I managed to extricate myself from a jungle of thistles and made my way up to the road at Petahya for a bus to Beit Shemesh."

Changes and Preservation ? From "Haaretz" of 02/10/2002. "A bridge too far", By Zafir Rinat. "The bridge near the village of Mevo Beitar in the heart of the Judean Hills stood for decades, becoming one of the best known landmarks along the Tel Aviv-Jerusalem railway and a major attraction for hikers in the area. A few weeks ago, workers renovating the bridge as part of the restoration of the line, which has been defunct since 1998, unintentionally caused its collapse. Green organizations that supported the decision to restore the line are afraid that other historic sites along the route will be

damaged and that the unique scenery along the line could also be affected. Tomorrow, the director general of the Israel Nature and National Parks Protection Authority, Eli Amitai, will meet with the Israel Railways director general Yossi Snir to discuss ways of preserving historic sites and the natural environment along the route. Four months ago Israel Railways began extensive works to upgrade the line, which was inaugurated in 1892 and was the first to operate in Ottoman Palestine. The works include a new railroad track, upgrading of infrastructure, widening of bridges and new control and monitoring stations. The eastern part of the line runs from Beit Shemesh to Jerusalem and passes through national parks, nature reserves and historic sites. Near the village of Battir stands the historic Mandatory railway station, which gained prominence in the pre-1967 period when Jordan allowed Israeli trains to pass through the station in exchange for allowing villagers from Battir to farm their lands inside Israel. A few weeks ago workers demolished the building. Yossi Feldman, head of the Public Council for the Preservation of Monuments and Sites, says that the Mandatory train station in Beit Shemesh, which had been marked for preservation, was demolished during work on the line even though he had been promised that it would first be documented so that it could be restored. An ancient eucalyptus tree at the site was cut down, he said. However, Israel Railway's director of works on the line, Eliezer Gottlieb, says the Beit Shemesh station had to be destroyed for safety reasons and that the documentation requested by the council had been handed over to it. Gottlieb claims that only remnants of the Battir station still stood and that these were demolished as they stood on the route of the new line. The original stone engraving of the name of the station would be incorporated into the monitoring station to be built on the spot, Gottlieb said. As for the Mevo Beitar bridge, he said it had been damaged accidentally and would be restored. "The Jerusalem line is a good example of preservation efforts," added Gottlieb, "and there are several sites along the line that we offered to restore." "

Sybil notes: " I read this on the web site in Hebrew, where it had a photo and a map showing the location of the bridge (it is NOT the road bridge 2 km east of Bar Giora, but a bridge over a wadi about halfway between there and Battir. I would hardly call it "one of the best-known landmarks"."

"On 25th. Oct. I walked along the trackbed from Malha (just east of the former Jerusalem Zoo station) as far as the second bridge - the road to Gilo. I thought it looked like new ballast, but when I reached the end of track at the second bridge, I could see the ballast is what was there before. (Strangely, west of the road crossing where I started my walk, there is no ballast on the trackbed. There is no IR sign anywhere along there, and the track has just been chopped off.)"

On 9th. Dec. she wrote: "I've been told (but not seen it myself) that track (real track, that is!!) now reaches as far as Yesodot. Evyatar and I drove past Nahal Sorek last Friday, on the way to the Pasim tour in Beersheba, and track is most definitely NOT visible there."

59:9.

ROLLING STOCK NOTES.

(a). PURCHASES. The following rolling-stock is to be purchased during 2003: - Seven IC3 dmus. - One push/pull train of eight trailers and one driving trailer/power car. - Seventeen push/pull trailers. - Seven double-deck trains, in addition to the three ordered in 2002. - Twenty intermediate double-deck trailers to form 5-car double-deck trains. - There is also an option for an additional nine Alstom 'Mega' JT42BW Bo-Bo locos.

(b). NO TILT. Further to the note in 58:, IR has announced that it is not now recommending purchase of any tilting trains, claiming that any time saving on the line to Jerusalem would only be in the order of eight minutes. The IC3, according to these sources, can cover the line in one hour, so there is no need for the special trains. In addition, the line to Beer Sheva is being double-tracked and realigned to ease curvature, so even here tilting is not practical or necessary. The question to be asked is whether all this was already known a few years ago when all the tests and ceremonies took place? On the other hand, a lot has changed in that time. The DB has also decided to order no more of its 612-class 2-car tilting dmus after the current order for 200 units is fulfilled.

(c). MAINTENANCE CONTRACTED OUT. Tender No. MK/SR/05/02. Maintenance and Repair services, for various systems on the loco-hauled passenger coach fleet. Works include: Preventive maintenance, repairs and additional works on the loco-hauled coaches including power cars and driving cabs; electrical systems, air conditioning, heating, control systems, public announcement systems, fire extinguishers, internal and external lighting systems, driving cab screen wipers and power-supply systems, including diesel generators. The maintenance works are to be carried out by the winner, who will supply the materials and spare parts, at the railway workshops and depots of Haifa, Lod, Dimona, or at other sites along the lines or even when in service. The contract is for 36 months, with an option reserved for the Railways only to extend it up to an additional 48 months. Last date for bids: 18/09/202.

59:10.

NOTES AND COMMENTS.

(a). OBITUARY: ILAN FALKOV.

We regret to announce that Ilan Falkov died on 10/10/2002, at the age of 68, from a brain haemorrhage. In 1982 he published a pioneering book in Hebrew, the title translates as "Railways of the Land of Israel, Past, Present and Future". He should be credited with the founding moves to establish an Israel Railway Museum, persuading Tzvi Tsafiri to approve its formation. In his youth he was on Kibbutz Ra'im, near the Gaza Strip, and later became a sailor in order to see the world. In 1971 he joined IR as an Economist, and later became Public Relations Officer, and was pensioned off in 1996 as Museum Curator. He leaves a widow, Shulamit.

[A personal memory: When I first began studying Israel Railways in 1981 I wrote to the PRO from my flat in Jerusalem. A few days later I received a personal visit from "Mar Falkov"! He was very interested in what information I had already acquired - it must, alas, be said that he was much better at acquiring than at distributing information - but he later got me my first photo permit. He lived near the west side of Binyamina station - if I recall correctly, a house that had two goods van bodies in the garden. Clearly he was one of the very few to take a personal interest in railways and Railway History. He was also instrumental in establishing the initial collection of preserved rolling stock, and in preventing the scrapping of the last LSWR coach. Any further personal memories from other readers would be appreciated. Ed.]

(b). ODD COACHES ON I.R. (I).

There are still many mysteries in Israel Railways' History. Aharon Gazit in conversation remarks that in the early 1950's there were still the remains of two 'Wagon-Lits' coaches parked at Qishon Works, badly damaged in an attack by 'Lehi'. He recalls them as grey, and with wooden bodies. Presumably they were eventually scrapped, but which and when? In addition he recalls a wagon with Mansell (i.e. wooden-centred) wheels. Any ideas?

(c). ODD COACHES ON I.R.(II).

The E.S.R. coach. It is well known that some ESR stock was captured in Sinai in the 1956 war, and at least one coach body ended up on Hof HaCarmel beach being used for bizarre purposes (referred to in an earlier issue and later in this one) before apparently being bulldozed into the sea as a home for marine flora. (Hopefully those using it for other purposes disengaged and got out in time!) Accepted wisdom is that these vehicles never worked on IR. But Aharon Gazit states firmly that when the new Carel Fouché coaches arrived, one of the ESR coaches was seen at Qishon Works having been newly outshopped in IR blue

livery, and it was later in service on the Jerusalem line. Does anyone know more, or have a picture?

(d). JAFFA STATION.

When did the last train actually work to Jaffa? Although passenger services were apparently never restored after May 1948, (when did the last one run in this sniper-ridden area?) Mrs. Shosha Gazit has a personal memory, as a young girl, of a train heading past Herzl St. towards Jaffa around 1952/53. Was the line perhaps used for freight, or for storage of old wagons, or access to remaining loco and warehouse facilities? When were the tracks finally lifted?

(e). GENERAL MEMORIES.

In general, the Editor would always be happy to receive odd personal memories like the above - sometimes, over a period of time, a picture can be built up or answers found. For example, around 1962 a Mr. Hayoun was Station Master at Haifa East. Does anyone have any information about the various staff members in the early years of Israel Railways? How many had served on PR, and how many had, perhaps, learned their railway skills in other countries before emigration (or deportation or flight)? The Editor recalls a conversation with an engine-driver in Haifa, many years ago and the notes, alas, long-lost, who told him he had learned to drive a locomotive in a concentration camp - the Jews were allowed to drive the diesels, only the Germany could drive the steam engines, he said - if I recall correctly. How many stories are just waiting to be recalled and written down? How many are already lost?

(f). INDUSTRIAL RAILWAY MATERIALS.

The "Palestine & Near East Economic Review" Special Issue Vol. VII, p. XXXI, for the Levant Fair of 1932, has an advert for "Hudson British-Built Wagons". Over a picture of a steam crane in a quarry the text reads: "Hudsons are the Actual makers of Tipping, Mining, Quarry and Platform Wagons. Track and Accessories. Steam, Diesel and Paraffin Locos. Write for Catalogue to:

Robert Hudson Ltd., P.O.B. 1446, Cairo. Large stocks in Alexandria.
Works: Leeds, England; Cables: Raletrox Cairo."

(g). ROAD RAGE.

The "Jewish Chronicle" of 20/1/1995 had a "Sixty Years Ago" spot with pictures from the 18/1/35 issue - of three road signs, saying in Hebrew "Sheket! Beit Knesset", English "Quiet! Synagogue!" (and Arabic); "Sheket, Beit Holim!" "Quiet! Hospital!" and Arabic; and "Zehirut! Beit Sefer!" "Caution! School!". plus Arabic.

Apart from the obvious implication that there is no point in trying to keep quiet near a school - much better watch out for pupils - the caption reads: "Road transport in Palestine has grown to such an extent that it is now necessary to use signs like those pictured here. The reason for the requests for "Quiet" in that drivers in Palestine are accustomed to sound their horns almost continuously when driving."

Hmm. Plus ca change.....

(h). On 58:8(E): LEBANESE LINKS.

John Alexander writes: "If one ignores possible political problems, the project is not so unrealistic as it might be thought. If your comments on the devastated viaducts and snowsheds are based on the photos I sent you, they are irrelevant as they were all taken on the rack section of the line West of Rayak. In fact much of the line from Damascus has minimal earth works. From memory there are few, if any, significant bridges on the line between Serghaya and the outskirts of Damascus and the line was certainly still in situ beyond Serghaya station when I was last there. If the rest of the track is still there, and it certainly was in Rayak station, restoration could indeed be practicable relatively simply although I agree that six months for the 21.6 km sounds highly optimistic.

A friend visiting Cadem in April reported that one of the small tanks was due to emerge from the works in the next few days (unfortu-

nately he did not recall which) and that one of the two Mallets was to take its place in the works.

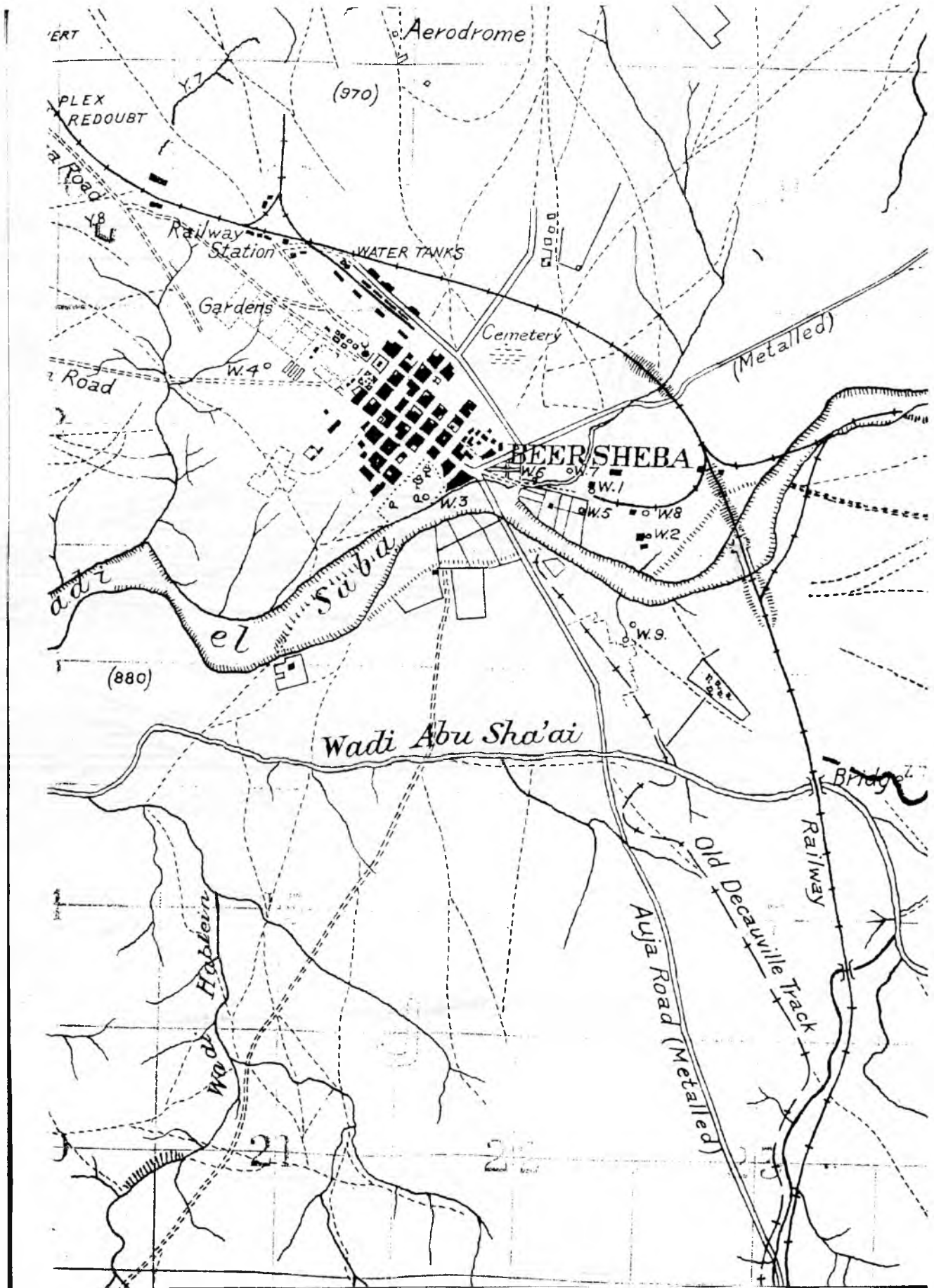
We have heard the latter statement before in recent years but if in fact this has taken place by now, it is indeed to be welcomed and could well be the appropriate loco to use on Rayak trains. I recall that 961 took us up to Serghaya the first time I went there in May 1979."

(i). Re 58:9:(k): CIGARETTE CARDS.

Paul Cotterell writes: "I mentioned this cigarette card on p. 48 of my book. As a kid I collected these cards. They could also be found at the bottom of Kellogg's cornflakes packets (guess what I used to eat for breakfast). I remember that Dad used to bring the cigarette cards home for me after pestering his smoking buddies: I was far too young to smoke myself. The cards were much sought after by kids at the time, fifty years or more ago. We used to have a game where you flicked them on the ground (rather like marbles only with these cards). The idea was to flick yours on to someone else's card - winner takes all. Not long ago you could see kids around Bat Galim doing the same with Pokemon cards. I still have all the cigarette/cornflakes cards somewhere among ancient possessions stashed away in cardboard boxes. I remember that locos from all around the world, not just Britain, were featured, but don't think any more were produced showing Middle Eastern engines."

(j). SAMUEL RACHDI.

We were saddened to receive, just before going to press, a lengthy e-mail from Samuel Rachdi whose distressing and degenerative illness has taken a major leap forward (and downward). Samuel runs single-handedly the "Fahrplancenter", now based in the former SBB station of Steinen (Postcode: CH-6422 SZ) on the main Gotthard line, and edits and publishes the "Fahrplancenter News" from which so much of our Middle East coverage is taken (and acknowledged). We take this opportunity of wishing him many more years of physical strength to match his mental determination.



59:12

TO LYDDA

Km 86 >

Km 86.1

LOCO SIDINGS

ENGINE PITS

TRANSIT SIDINGS

TRANSFER

GOLIATH CRANE (1918)

SIGNAL CABIN?

BOUNDARY WALL

GOLIATH CRANE FROM 1926

LOADING PLATFORM

HEAD SHUNT

ASC SIDING

AOD SIDING

BETHLEHEM ROAD

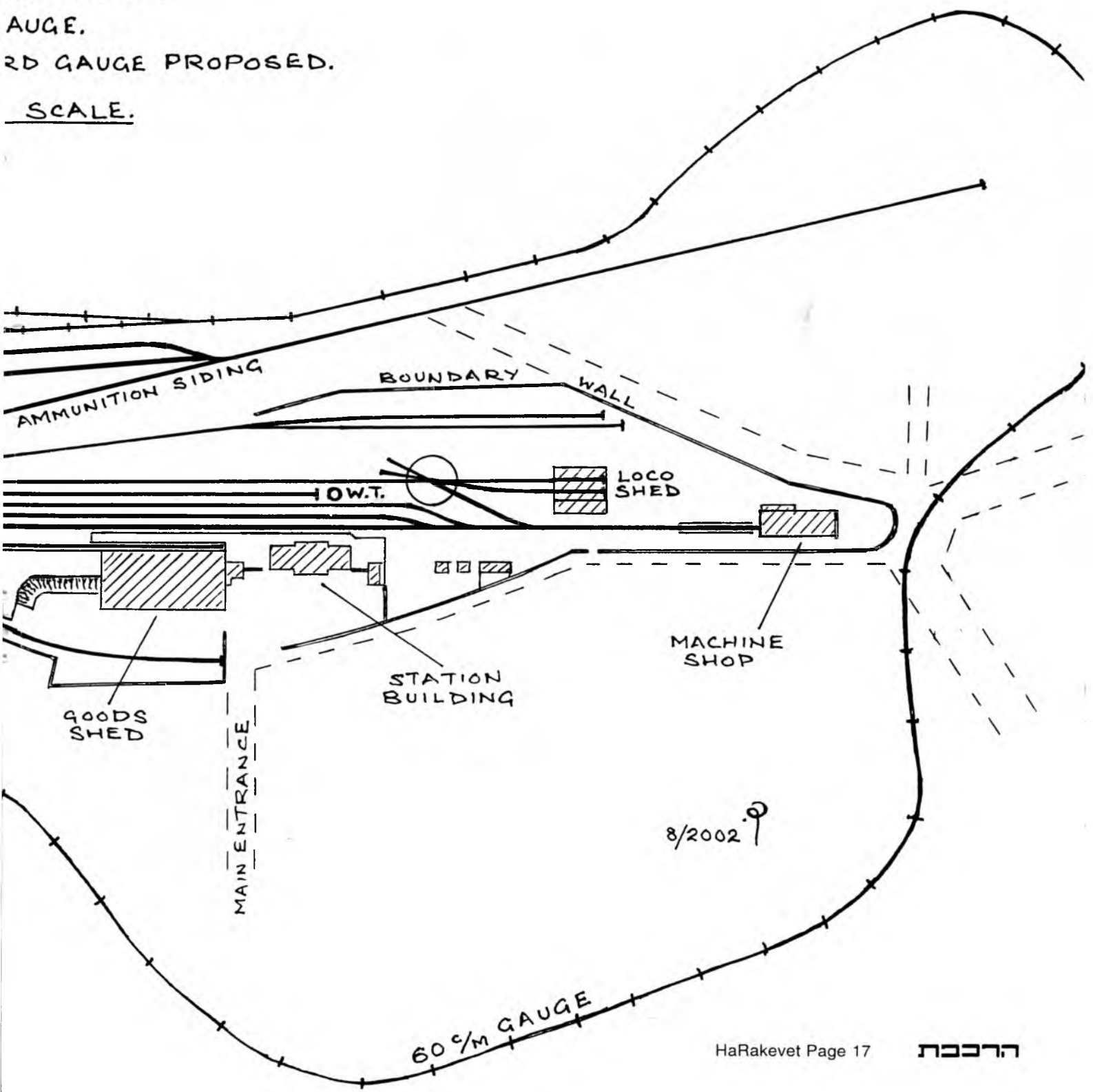
FRENCH CONVENT



TO
BIREH

MILITARY RAILWAYS EEF.
JERUSALEM: 24 JUNE 1921

RD GAUGE.
AUGE.
RD GAUGE PROPOSED.
SCALE.



A CAUTIONARY CARTOGRAPHIC TALE.

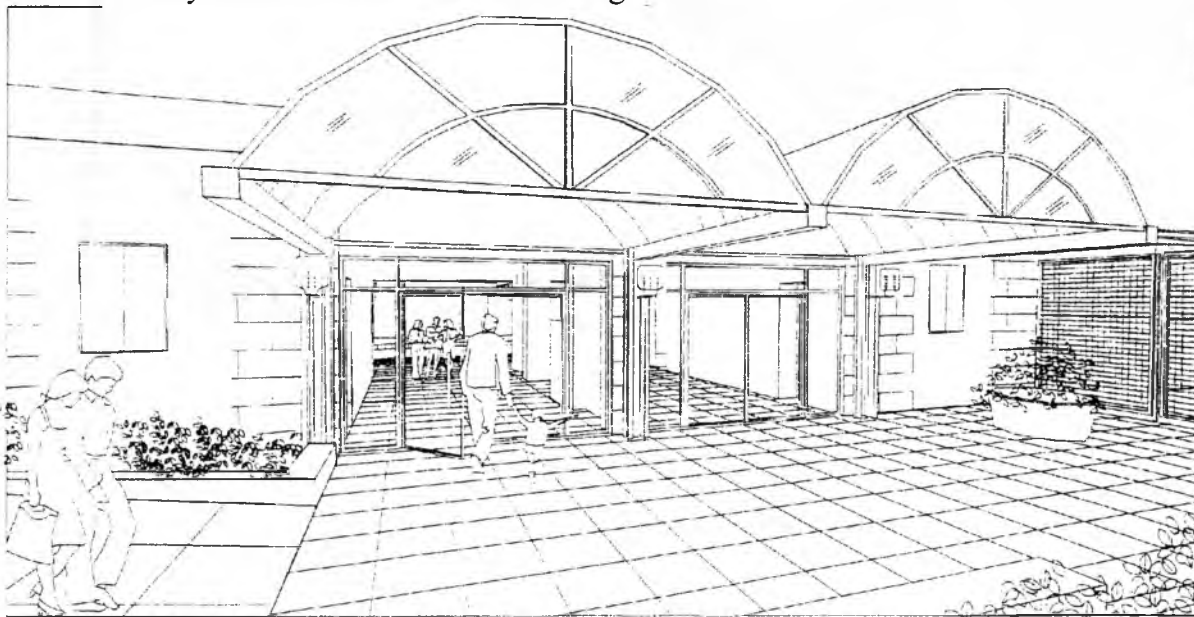
By Paul Cotterell. (see map on page 15)

“Academic researching amongst dusty old files is usually a cerebral and tranquil occupation, not suited to all types and temperaments, but it can provide moments of discovery that might have excited Columbus. It can sometimes be strewn with minefields, too. Take the accompanying photocopied extract from a WW1 British map for example.

The map is an official British Army publication, one of several turned up in the IRM Archives and showing parts of the Sinai and Negev Deserts, dated 1916. These maps - for use in the field - are remarkably well detailed, based on The Survey of Egypt of 1912 or thereabouts. Colour is used extensively and the standard is almost up to that expected of Ordnance Survey maps. In the past I have bemoaned the lack of detailed and accurate maps from this period, and would no doubt have considered myself an ace researcher if I'd discovered this one of the Beersheba area say twenty or thirty years ago. In fact, I'm mighty glad I didn't, as it would have caused untold subsequent grief. For this map, despite its apparent accuracy, is wrong in at least one major respect so far as we are concerned. It shows an “Old Decauville Track” running south from Beersheba to closely parallel the Turkish 105cm. gauge line towards Auja el Hafir and Kusseima (see 57:10 and 57:11). No such Decauville railway existed, and I assume that someone on a reconnaissance flight, or studying an aerial photograph, mistook a more than ordinarily well-defined dirt track for the course of a 60cm. gauge line. But consider what would have been the likely outcome if I'd happened across this most detailed and professional looking map all those years ago; I'd probably still be convinced, and insisting to all and sundry, that the Turks laid a Decauville railway in the Negev Desert where no such railway ever was. It doesn't bear thinking about!

There is another line shown here for which I have never seen confirmation elsewhere. This is the track shown heading east along the southern bank of the Wadi el Saba to form a triangle with the line known to have been laid from the north end of the viaduct and heading into the wadi to provide access for locos to take water from the freshly dug wells (see 7:17 and 24:11). Indeed the map in 7:176 indicates that this southern arm of the triangle was no more than a dirt track also. Neither am I convinced by the other short branch shown curving round westwards to end up by the letters W.I. I can recall no previous mention anywhere of such a line.

The fact of the matter is that the amount of known information for certain subjects and certain periods is extremely scarce. We are often forced to rely on a single source alone, and that source is not always of unimpeachable reliability. Nor, of course, do subsequent sources always agree with the initial finding. In these circumstances it is wise to leave dogmatism to the stubbornly ignorant.”



ISRAEL RAILWAYS ♦ BEIT-SHEMESH STATION ♦ BARCHANA ARCHITECTS
E. Z. BARCHANA ARCHITECTS
S. MICHAELI ASSOCIATE

REVELATION IN JERUSALEM.

By Paul Cotterell. (see plan at centre)

Very occasionally in life you just know that something special is about to happen. That's how I felt when I picked up file No. 114.11/17 "Additions to Jerusalem Stn. June 1921-Oct. 1926." The title was never going to make the "New York Times" Bestseller List, but there was something about the tattered and stained cover which hinted at - nay, well nigh promised - untold delights within. The feeling of anticipation was heightened when I turned to the back of the file and extracted from among a number of loose drawings, one of which was quite different from the rest. Closely folded into a square of smooth once-white cloth was a large plan of Jerusalem station. It took a few seconds to fully comprehend the extent of this discovery. And then I began chuckling. For here, at long last, after nearly thirty years of searching, was The Holy Grail! Nothing less than a complete layout of the WW1 60cm. gauge lines around Jerusalem station. Hallelujah! No more guesswork, nor speculation, nor vain enquiries in unlikely places. Everything I'd hoped to discover was laid out in front of me, with some extra surprises too. And now I shall simply have to find something else to occupy me for the next few decades.

The unnumbered plan is entitled MILITARY RAILWAYS EEF [Egyptian Expeditionary Force] JERUSALEM: JUNE 24 1921. It was produced by the PR Chief Engineer's Department to a scale of 1:1000. The drawing is vague concerning certain peripheral features, such as roads and buildings, but appears to be highly accurate with those details of most concern to us. My freehand copy is very imperfect but entirely adequate for our needs.

The drawing pretty much speaks for itself, but a few remarks may be in order.

1). The Km. 86 mark appears on the original. I have added the Km. 86.1 mark myself as a reference point since it features prominently in the article in 33:17, which speculated about the course of the 60cm. gauge route and may be compared with this drawing (see also 58:11).

2). The Bethlehem Road shown here is now called Hebron Road. The present-day Bethlehem Road is that shown crossing the tracks from the north to south by the Km. 86.1 mark.

3). The drawing date of 24/6/1921 may be taken as proof that all the WW1 60cm. gauge lines around Jerusalem station were still in situ at this time, presumably also the rest of the railway to El Bireh since it is indicated on the original. (And I wonder, in the absence of any evidence - pro or con - if those 60cm. gauge sidings might still have been full of derelict Baldwin 4-6-0Ts, petrol locos, and rolling stock in 1921.)

4). The small 60cm. gauge turntable seen in the loco sidings was installed in August 1918 for the Baldwin

4-6-0T's which were prone to derail when travelling in reverse. Judging from the original plan, it must have been a tight fit.

5). The 'main line' extension of the 60cm. gauge is very obvious as it circles tightly around in what is now the Liberty Bell Garden before cutting across the road junction right outside the railway boundary wall. It then heads one the grounds of the present-day St. Andrew's Church - apparently right up their front drive in fact! This section must have been quite a stiff climb. I'm not certain if the church (completed in 1924 if I remember correctly) stands on the 60cm. gauge trackbed or whether the line skirted what are now the church's grounds overlooking the Hinnom Valley, Mount Zion and the Old City. It then ran behind and above The Khan (now a theatre) to merge, so far as I can make out, with the Bethlehem (now Hebron) Road. I assume it ended not too far beyond the French Convent and edge of the original drawing.

So much for comments about the drawing. File 114.11/17 itself is of much interest concerning Jerusalem station, but has nothing whatever to say about the 60cm. gauge lines. This is a disappointment because we are still in the dark about the actual date of lifting the line to El Bireh. Nevertheless, this is compensated for by much internal correspondence on the wide-ranging alterations carried out by the British in the mid-1920's to Jerusalem Station and its layout, of which just a few are highlighted below.

[See the cover of issue 37 for a picture of the initial standard-gauging of this area. Ed.]

a). There was much high level discussion during 1921 about laying a loco turning triangle at Jerusalem station. I do not understand (and the file does not state) why a triangle was so urgently needed since there was already a turntable in the station. This was doubtless unsuitable for standard-gauge engines, for whatever reason, but its replacement by a new turntable would surely be easier than building a great big triangle. It is remarked that "as the running of engines tender-first on the Jerusalem is highly dangerous, even a bad triangle..... would be extremely useful." (!!)

Obviously the problem was acute. All sorts of attempts were made to squeeze a triangle into the confines of Jerusalem station (a couple are shown in the drawing), but local topography and the laws of physics rule them out, never mind objections from the Municipality about light engines obstructing traffic on either the old or new Bethlehem Road. And if these weren't obstacle enough then the nuns of the French Convent would surely have invoked divine intervention to prevent despoliation of their nunnery.

b). On 2/11/1925 the PR General Manager noted: "It is intended to erect at Jerusalem the six ton (60 c/m) Gauge) Crane which has been repaired at Kantara East". This, presumably, was the same Goliath crane which had served in the transfer sidings at Jerusalem in 1918 and is thus indicated on the drawing.

A couple of weeks later, on 17/11/1925, the Chief Mechanical Engineer wrote that "The crane is ready for loading up.... the following particulars should be of service:-

Maximum Load 6 tons, 18' 0" Radius.

Minimum Radius 10' 6".

Maximum load 1-1/2 Tons, 24' 0" Radius.

Maximum height of hook from rail 20' 0".

Length over buffers 19' 2".

Maximum width over operating platforms 13' 4".

Propping up base 9' 0". "

A discussion developed as to how best to mount the crane, and it was suggested that it could run back and forth along a length of 60cm. gauge track laid on the loading platform. The District Traffic Superintendent foresaw trouble with this idea and pointed out that "with the class of labour employed at Jerusalem station there would be a serious danger of crane jib or balance being left swung foul of platform line (as was eventually to happen some four decades later when, I guess, the same class of labour was still employed.) It was decided that the crane should be fixed to one spot.

A telegram of 14/1/1926 from PR Lydda notified that "wagon containing crane is on Train No. 15 today". A permanent site was still

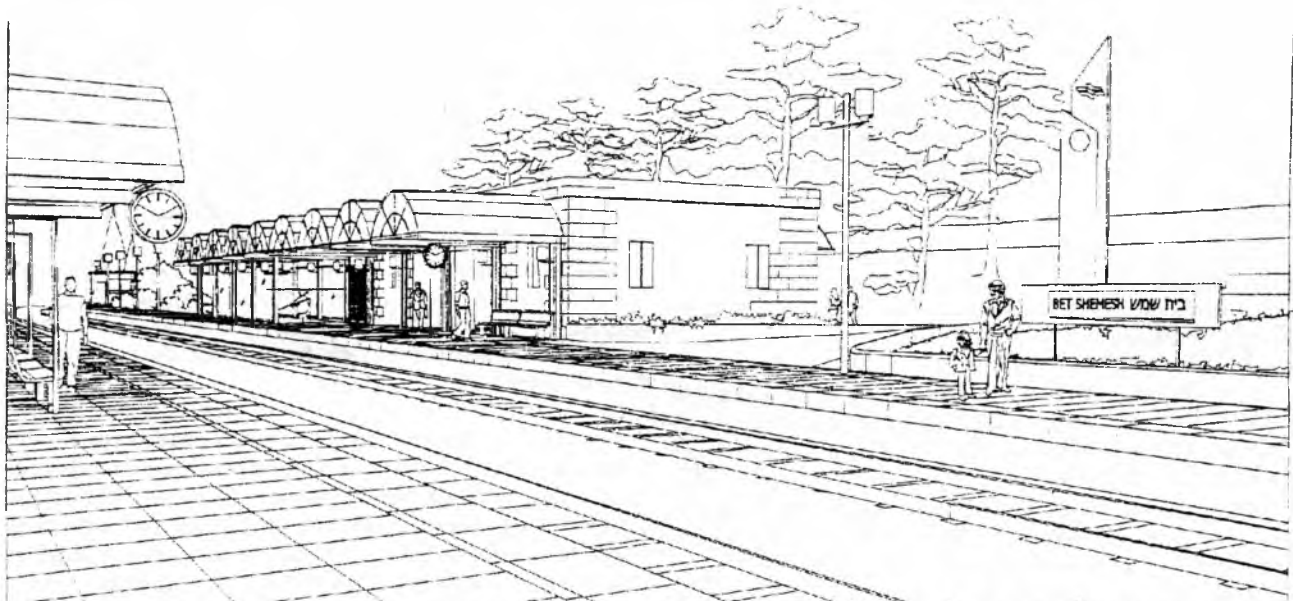
not ready for it, but it was finally set up on 5/2/1926. What turned out to be the last resting place for this Goliath crane was a small specially-built extension to a new loading platform. This was the period when large scale alterations were being made to the station and it was relatively easy to accommodate the crane in all the other work going on. The loading platform itself was rebuilt as part of these alterations.

c). I have noted with a question mark what appears to be the signal cabin in 1921: certainly it is in the right position alongside the station throat. This cabin was removed in 1926 and "re-erected" on an elevated base as part of the station resignalling scheme. I assume the signal cabin known to us to be that dating from 1926.

d). On 4/8/1926 the GM wrote to the Engineer, Way & Works "please arrange to have a sketch plan made out showing a new layout of Jerusalem Station using the land between the present Railway boundary and German Colony as a Goods Yard." (This would mean the area previously occupied by the 60cm. gauge sidings.) "The passenger station and platform" continued the General Manager, "should be of a T-shaped type similar to the Kadem station at Damascus." [Presumably Kanawat is meant as a terminus - see cover of this issue. Ed.]

Nothing more is heard of this proposal which would, if implemented, have made for a high, wide and handsome station with a frontage facing north towards the city instead of east towards the desert. The Way & Works Engineer would probably have done his best to quietly scupper the scheme.

e). A flippant footnote. As a result of the station alterations it was found necessary to provide two sprung buffers at the top end of the north headshunt, where the machine shop had stood, to stop engines from occasionally demolishing the boundary wall and endangering traffic on the main road junction beyond. The Way & Works Engineer wrote to the Chief Mechanical Engineer requesting "supply of a pair preferably from a L.& S.W.R. Engine". The CME replied but "regretted we have no L.S.W.Engine Buffers available." A pair of old WD buffers evidently sufficed instead.



ISRAEL RAILWAYS

BEIT-SHEMESH STATION

BARCHANA ARCHITECTS

E. Z. BARCHANA ARCHITECTS

S. MICHAELI ASSOCIATE

OTHER MIDDLE EAST RAILWAYS.

(A.) LEBANON.

In "Lok Magazin" 10/2002 p. 32 is a report from Thomas Meyer-Eppler:

"In Rayak the first ceremony took place for the rebuilding of the railway that was largely destroyed in the civil war of the 1980's. However, initially neither of the standard-gauge sections will be rebuilt, instead the eastern part [sic] of the narrow gauge (105cm.) line from Beirut to Damascus, which overcame the steep gradients in the mountain ranges by means of rack sections. The Syrian section from Damascus to Serghaya is now used mainly for tourists and excursionists, very little for commuting and not at all for freight. But the rebuilt section should connect with this line and therefore allow Lebanon an international rail link once more, and thence onto the famous Hedjaz Railway. The Lebanese wish to operate freight trains via Damascus and Amman to Aqaba on the Gulf - which would also require the Jordanians to restore to full traffic a section in that country too. From the fertile areas of the Lebanon, agricultural products should be transported in both neighbouring Arab countries; consideration is also being given to revival of passenger traffic."

It is not clear from this whether the Lebanese want to reopen the whole of the old line from Beirut, or only the section beyond what required rack locos, with transport up from the coast by lorry.

(B.) TURKEY.

(a.) ELECTRIC LOCOS.

In "Today's Railways" 82, p.49: "TCDD published on 17/7/02 a rather short tender document on its official website for the purchase of 60 new main line electric locomotives. Currently TCDD has a fleet of four electric locomotive types:-

- Class E 4000. (Bo-Bo, Alstom, 1620 kW, 3 locos, 1955; similar to SNCF 9001/2 and JZ Class 341.)

- Class E 40000. (B-B, Groupement 50 Hz, 2945 kW, 15 locos, 1969).

- Class E 43000 (Bo-Bo-Bo,

Toshiba/Tulomsas. 3180 kW, 45 locos, 1987).

- Class E 52500 (Bo-Bo, ASEA/Koncar, 3860 kW, 20 units, bought from ZBH in 1998.)

The TCDD network is 10,933 km. long, of which 1920 km. are electrified at 25 kV AC, 50 Hz. TCDD abandoned all plans to buy tilting trains during the 1990's.

A photo on the same page shows TCDD E 52517 "on a test run from Podsused Tvornica to Koprivnica is seen at Zagreb Glavni Kolodvor on 29 July" - the text describes the successful test run in Croatia; "The loco had been involved in a serious accident in Turkey, and due to very bad damage was not repaired in TCDD workshops, but was sent to Koncar in Zagreb.

This is one of the 20 Class 441 Bo-Bo units (ASEA/Koncar) which were originally owned by the ZBH (Bosnia-Herzegovina Railways) and rented to TCDD during the war in Bosnia. Before shipping to Turkey all 20 units were overhauled, modernised and equipped with thyristor control by Koncar. TCDD was very pleased with the locos, and due to a loco shortage, later bought them. Unfortunately, several locos have been involved in serious accidents and sent to Koncar for repairs, E 52517 being the latest candidate."

Exactly how the locos are brought to Croatia is not described, but the photo shows a very impressive livery of bright green lower half and bright red upper half, divided by a grey stripe with arrow heads pointing in each direction over the cabs.

(b.) PLANS FOR A BOSPHORUS TUNNEL.

From "Lok Magazin" 11/2002 p.11. "Construction of a tunnel under the Bosphorus, linking the European and Asiatic rail networks, is becoming more certain. The Turkish Minister of Transport has recently announced that around 1.7 Billion Euros has been approved for the construction of a

tunnel and the improvement of the lines leading to it on both sides of the city of Istanbul. Building work should begin in May 2003, and the new line should be complete and ready for use by 2007. The tunnel itself will be 13.3km. long and is being financed by the Japan Bank for International Cooperation, and Japanese firms are responsible for the planning and construction.

The building or rebuilding of the lines leading to the tunnel is being financed mainly by European investment banks and American firms. These lines will total a length of 63 km. The new construction is intended mainly to serve the heavy suburban traffic from Halkali in the West to Gezbe in the East; freight traffic will also form a proportion of the operations; however, there is as yet no talk of using the tunnel for long-distance passenger traffic (such as Munich - Ankara !)."

(C.) IRAQ.

Old News: At a time when possible future conflict is being discussed, a brief comment on past peaceful trade - from "Schienenverkehr Aktuell" 11/81 p.2.

"The importance of the... south-east Europe line for goods traffic is emphasised by a campaign in the Spring, whereby around 12,000 tons of apples were transported from the Toulouse area to Baghdad. In recent years this significant traffic had gone by sea; war-related problems in Basra, Iraq's only sea port, have now led to a transfer to rail transport. The apples are carried in special wagons belonging to the Basel-based Interfrigo firm, whose local representatives supervise the transits; they travel in block trains from Southern France via Mont Cenis and Ventimiglia to Italy, reach Yugoslav territory at Sezana, traverse the Orient-Magistrale via Ljubljana - Beograd - Sofia. After crossing the Bosphorus the legendary Bagdadbahn, begun at the turn of the century and only completed during the Second World War, brings then via Konya - Adana - Nusaybin to their destination.

The journey of around 5,500km., on a route which, east of

Nis, is almost wholly single track and with the necessary ferry crossing of the Bosphorus, requires 14 - 18 days; the total time for the return journey, including unloading, is 40 days. The wares, kept en route at a temperature of +4 - 5 deg. C., are delivered in perfect condition."

(D). IRAN.

(a). Not news, but some Notes relating to 56:14. 'SURVIVING STEAM LOCOS IN IRAN.' from Wilfrid F. Simms.

"In early 1969 I drove overland to India (and back) and the following recordings were made at that time:

SOUFIAN: dumped beside mainline at site of former Soufian depot (notes made at night using a small torch as the watchman's hut was adjacent!), listed in order, starting with furthest from Tabriz.

Class	Number	Wheels	Builder	Notes.
?	?	0-8-0	Russian frame/boiler/cyls.	
Ch	9-09	0-8-0	Russian boiler mountings removed.	
?	?	0-8-0	Russian frame/boiler/wheels/cyls.	
?	?	0-8-0	Russian minus driving wheels.	
?	?	0-8-0	Russian frame/wheels/cab only.	
O	406	0-8-0	Russian virtually complete.	
O	407	0-8-0	Russian virtually complete.	
O	408	0-8-0	Russian virtually complete.	
O	409	0-8-0	Russian virtually complete.	

The tenders had been separated from many of the locomotives; listed in random order.

6-wheel?	dismantled.
6-wheel49797	Ch9.959 dismantled.
8-wheel407	dismantled.
8-wheel409	dismantled.
8-wheel407	dismantled.
6-wheel?	dismantled.
8-wheel?	dismantled.
8-wheelO911	dismantled.
8-wheel?	dismantled.

The first two 'wrecks' appeared markedly different to others in the line-up and I believe were examples of the earlier 'Ch' Class. The remainder were of 'O' Class.

TABRIZ. Stored at back of station.

E	414	0-10-0	Lugansk 1916? -
42	42 166	2-8-2	Lima 7909/42 '42 426'.
42	42 134	2-8-2	Lima 7912/42 '42 427'.
42	?	2-8-2	Alco 70114/42 '42 434'.
42	42 104*	2-8-2	Baldwin 64570/42
42	443'		
42	42 127*	2-8-2	Baldwin 64558/42
42	462'		
42	42 11X	2-8-2	Lima 7955/42 '42 481'.
42	42 105	2-8-2	Alco 70119/42 '42 417'.
51	?	2-10-0	Henschel 1938 -

Notes: 1). Ch, O and E Classes all 1524mm gauge; others 1435mm gauge.

2). * = number recorded from locomotive's tender only.

3). Class 51 had 'Rahahan 2755 Pos 45 Nr. 8050' painted on frame.

In addition I noted two Class 41 6-wheel tenders in use for diesel fuel storage at Gorgan Station stabling point: LMS 9388/37 (ex 41 109) and LMS/Crewe/37 (ex 41 106 and 41 173)."

הרכבת

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(b). IRAN TO AFGHANISTAN.

From 'Fahrplancenter News' No. 36, p. 21: "Based upon a French study made almost 30 years ago, Iran has commenced the planning of a railway line to Afghanistan. The line should follow the already-planned route southwards from Mashhad towards Bafq, as far as the town of Torbat-e-Heydariyeh, and then south-eastwards from there to the town of Sangan. East of Sangan the route will head to Herat in Afghanistan. There are vague ideas of extending even further within Afghanistan to Kabul, but the Iranians are prepared to let others make the detailed plans for this. The fact that the plans are being made in 2002 is indicative of the amount of money various institutions have promised to throw in Afghanistan's direction. Iran is more than prepared also to profit from these financial blessings, on the basis that at least this way the first part of the Mashhad-Bafq line would be completed and 2,000 badly-needed jobs would be provided in Eastern Iran. At the same time such a line would greatly increase Iran's economic influence in Afghanistan. For Afghanistan, such a link would also be of immense advantage, providing a relatively short way to the Persian Gulf, and the existing rail network provides links to Central Asia.

The original project, a French initiative, involved the corridors Kabul - Paris and Kabul - China!

(c). BOOM IN PASSENGER TRAFFIC.

From 'Fahrplancenter News' No. 36 p.22.

"It has become almost an axiom that, after Cuba, it is Iran which purchases so much second-hand railway material. This is true, for the railway network is growing without pause, and the number of passengers reaches new records every year. Coaches from Denmark, Spain, Turkey and also of the country's own production are coupled to locos from various different countries. It was with astonishment that one noted how in 2001 Iran purchased used Class 141 diesel railcars from Great Britain, after their sale to Uruguay had fallen through. And these railcars are indeed to be found in use in the new Iranian timetable, operating local traffic from Mashhad to Neyshabur, between Tehran and Shahriyar, and from Gorgan to Qaemshahr - on each of these routes there are two train pairs per day.

The Tehran "S-Bahn" is not operating as wonderfully as initially announced - the electrified section Tehran - Karaj is used by a double-deck train only once per day per direction (except Fridays) - though the time taken has dropped to 45 minutes.

In May 2002 the following services were offered:-

Route.	No. of Journeys.
Tehran - Mashhad	9 daily.
Tehran - Andimeshk - Ahvaz	2 daily.
Tehran - Andimeshk - Ahvaz - Khorramshahr.	1 daily.
Tehran - Andimeshk.	1 daily.
Tehran - Sari -Gorgan	1 daily.
Tehran - Sari	1 daily.
Tehran - Zanjan - Miyaneh - Maragheh - Tabriz	2 daily.
Tehran - Zanjan - Miyaneh - Maragheh	1 daily.
Tehran - Zanjan - Miyaneh	2 daily.
Tehran - Zanjan	2 daily.
(Tehran-) Tabriz - Jolfa	3 times weekly.
(Tehran-) Tabriz - Salmas	3 times weekly.
Tehran - Kashan - Yazd -Bafq - Bandar Abbas	1 daily.

Tehran - Kashan - Yazd - Bafq - Kerman	1 daily.
Tehran - Kashan - Yazd	1 daily.
Tehran - Kashan - Esfahan	1 daily.
Esfahan - Yazd - Bafq - Bandar Abbas	3 times weekly.
Esfahan - Kashan - Mashhad	2 times weekly.
Tabriz - Mashhad	2 times weekly.
Tehran - Jamkaran	3 times weekly.
Tehran - Karaj	6 times weekly.
Tehran - Pishva	2 daily.
Tehran - Shahriyar	2 daily.
Mashhad - Sarakhs	1 daily.
Mashhad - Neyshabur	2 daily.
Gorgan - Qaemshahr	2 daily.
Gorgan - Pol e Sefid	1 daily.
Arak - Dorud	1 daily.
Andimeshk - Dorud	1 daily.
Ahvaz - Bandar e Imam	5 daily.

(d). NEW CATEGORIES.

"The Iranian Railways have rearranged the coach and train classification. The basic service comprises normally only one Class per train, of which the Ordinary (2nd Class) is the cheapest. Railcars, suburban trains and slower long-distance trains only carry Ordinary Class. Differentiation is only made between compartment coaches (with compartments for up to 6 people) and open saloon coaches.

Deluxe First is the 1st. Class, on which 6-bed couchettes are offered at night; 1st. Class is normally also air-conditioned. Very few trains actually convey both classes.

Three Train Categories are offered:

- Intercity Express. These are the international trains, national long-distance trains (e.g. non-stop Tehran - Mashhad) or other long-distance services such as Tehran - Kerman, Tehran - Bandar Abbas etc.

- Intercity. These are the trains of medium distance routes, although as exceptions also the railbus pair from from Gorgan and the train between Mashhad and Sarakhs.

- Ordinary. All other services with stops at all stations, irrespective of the distance the train travels."

(e). FURTHER CONSTRUCTION.

"The Iranian rail system is being extended simultaneously in several directions. The long-awaited line between Kerman and Zahedan is growing slowly. After the rails had already reached the town of Bam (albeit only construction trains use the line as yet), the first rails and sleepers are now reaching almost 60km further eastwards, almost to Fahraj. Construction has also begun at last from the Zahedan direction and the first 20km. are reported to be ready. The line will be built eastwards from Fahraj to Shurgaz and then in an almost straight line through the Seisele-ye Pir-e-Suran mountains, which will involve the boring of many tunnels. The railway line will then be 30% shorter than the road, which makes a large loop around the mountains.

West of this mountain range, a line will be built later southwards to the harbour of Chahbahar.

From Esfahan, the construction of a line to Shiraz is being commenced.

A further international link to Turkmenistan should be built from Gorgan in the north to Kazanzhik. This will simultaneously open up the north-eastern

part of the Gorgan region and the south-west of Turkmenistan and would provide, together with the planned line from Turkmenbashi in Turkmenistan to Aktau in Kazakhstan, a more direct route to Russia."

(f). TURKEY - IRAN - CHINA INTERNATIONAL.

Some more factual information has been received via 'Fahrplancenter News' 36 p.22 regarding the service from Istanbul to Asia - indeed, one could describe it as a Trans-Asia train. Below is the east-bound timetable - the westbound is equivalent - using the place names as provided in the 'FCN', the dotted lines indicate where the passenger has to change.

"From Europe the determined traveller could reach Istanbul via Beograd or Bucuresti and take the ferry to Haydarpasa.

Thence with Train 11512, comprising 1st. & 2nd., Couchettes & Restaurant Cars.

Haydarpasa.	dep. 22.15.	Wed./Fri.	0 km. from Istanbul.
Ankara dep.	07.40	Thurs./Sat.	567 km.
Tatvan Pier	arr. 11.44	Fri./Sun.	1867 km.

FERRY.

Tatvan Pier	dep. 13.00	1867 km.
Van Pier	arr. 18.00	1942 km.

Train 59. 1st., 2nd., Couchettes.

Van Pier (TR)	dep. 21.00.	Fri./Sun.	1942 km.
Tabriz (IR)	arr. 05.20	Sat./Mon.	2284 km.
Tehran	arr. 19.20	Sat./Mon.	3020 km.

Train 20. Sleeping Cars. Mondays Only.

Tehran	dep. 23.00	Mon.	3020 km.
Mashhad	dep. 14.00	Tues.	3946 km.
Sarakhs (IR)	dep. 19.30	Tues.	4142 km.
Sarakhs (TURK)	dep. 23.25	Tues.	4153 km.
Turkmenabad	dep. 10.30	Wed.	4594 km.
Khojedulat (US)	dep. 13.00	Wed.	4629 km.
Bukhoro	dep. 17.55	Wed.	4719 km.
Samarqand	dep. 23.40	Wed.	4968 km.
Toshkent (US)	dep. 06.20	Thurs.	5321 km.
Almaty. (KAS)	arr. 05.00	Fri.	6310 km.

Train 14. 1st., 2nd., Restaurant and Sleeping Cars. Mondays & Saturdays.

Almaty	dep. 18.45	Mon./Sat.	6310 km.
Aktogay	dep. 04.15	Tues./Sun.	6867 km.
Alashankou	dep. 23.10	Tues./Sun.	7204 km.
Urumqi (CHINA)	arr. 09.30.	Wed./Mon.	7680 km.

Train T70. Sleeping & Restaurant Cars. Daily.

Urumqi	dep. 11.44	7680 km.
Lanzhou	dep. 11.30.	9572 km.
Baoji	dep. 20.07	10075 km.
Zhengzhou	dep. 04.48	10759 km.
Beijing	arr. 11.40	11448 km.

In March 2002 a new era in international travel began. Although a sleeping car had traversed the line Tehran - Toshkent (Usbekistan) and to Dushanbe (Tadschikistan) for some time, although exact information remained unavailable, more news has come from Iran to clarify the situation. The above connections had run irregularly at first as a form of test operation, and had therefore not been publicised. The link with Dushanbe had been only poorly utilised, and this will therefore be dropped once more.

From mid-March 2002 the timetabled opera-

tion of trains Tehran - Mashhad - Sarakhs - Buchara - Samarqand - Toshkent - Almaty began. The train conveys three through sleeping cars of Russian construction, and then various seating and catering vehicles on the various national sections. The 3,290km. long route is traversed in 75 1/2 hours eastwards, 71 3/4 hours westwards. This link forms a new travel opportunity from Europe to China which, if one leaves Haydarpasa on a Friday, brings one there in 13 days - certainly rather longer than the Trans-Siberian Railway, but a route that traverses more countries. Unfortunately the railways in Uzbekistan often make problems with the provision of locomotives.

The fares can certainly be described as moderate. For the section Haydarpasa - Tehran €234 are demanded for the 1st. Class, and for Tehran - Almaty €445, for the section Almaty - Beijing costs (according to Chinese sources) around €150."

(E). EGYPT.

SMR REVIVAL. From 'Fahrplancenter News' No. 36, Dec.2001-Oct. 2002, p.20: "ACROSS THE SUEZ CANAL". The railway bridge over the Suez Canal was brought into operation in 2001 and there is now a daily passenger train from Ismailia (depart 09.00, after arrival of the connections from Bur Sa'id, El Suweis and Cairo) and Bir el-Abd, 110 km. from Ismailia and on the north coast of the Sinai Peninsula. The carriages return almost immediately, so that it is possible to make a day return excursion from Cairo to the Sinai coast.

The rebuilding of a further section from Bir el-Abd to Rafah (115km) on the border to the Palestinian Area of Gaza has already begun. The station buildings for the entire line are already standing, according to press reports and eye-witnesses. These are in Al Qantara East (east side of the Suez Canal), Guilbana, Balooza, Al-Midan, El Arish, Al-Sheikh Zuwaid and in Rafah. The line is designed not only to connect with Gaza and Israel, but to couple the Sinai coast at last with the main Egyptian economy to aid development."

Passenger traffic from Ismailia to Bir el Abd commenced in Dec. 2001. The new swing bridge has been built by Krupp, and it is opened for rail traffic for only six hours a day - 09.00 - 12.00 and 23.00 - 02.00; the rest of the time it is swung open for Canal traffic.

(F). JORDAN.

A bit of old news - from the magazine "Progressive Railroading" for 4th. Oct. 1999, p. 9.

"A consortium led by Raytheon Engineers & Constructors in late August signed a \$182M, 25-year lease and operation agreement with the Government of Jordan to improve, expand and operate the country's main freight line. Called New Aqaba Railway Co., the consortium includes Raytheon Infrastructure Inc., a subsidiary of Raytheon Engineers & Constructors, and Wisconsin Central International, a subsidiary of Wisconsin Central Transportation Corp., which jointly will hold 51% of the equity of in the railway company.

Other members include the Kowar group, Jordan's shipping and transport firm; Jordan Phosphate Mines Co., the largest company and exporter in Jordan; and Mitsubishi Inc. of Japan.

The soon-to-be-privatised Aqaba Railway Co. now runs a 186-mile freight line between government-owned phosphate mines and the Gulf of Aqaba, primarily serving the Jordan Phosphate Mines Co."

(G). LIBYA.

From 'Fahrplancenter News' No. 36 p.24. "The Chinese President has agreed the contract with the Libyan Government for the construction of a railway line to the Tunisian border near Ben Gardane. The contract is worth US\$40M."

(H). SUDAN.

Passenger traffic Babanusa - Muglad ended in autumn 2001 (after only one year of operations.)

I. SAUDI ARABIA.

From 'R.G.I.' September 2002: News

"CONSTRUCTION of the planned rail route serving the northwest of Saudi Arabia moved a step closer in July, when Minister of Communications Dr Nasir Al-Salloum told a board meeting of Saudi Railway Organisation that the government was prepared to fund 50% of the cost. He indicated that the Riyadh - Al-Jalamid line (RG 4.02 p165) would be built as a joint venture by the Saudi Arabia Mining Company, Maadin and local construction company Saudi Oger.

The country's Supreme Economic Council voted in June to approve both the north-south and east-west rail links, which are being offered to the private sector as build-operate-transfer concessions. The two lines are currently estimated to cost around US\$2.7bn in total.

Russian and French firms have expressed interest in building the 945km east-west route between Riyadh and Jeddah. Officials from Ministry of Communications and the Saudi Arabian General Investment Authority have been holding discussions with French consultancy Systra, which is seeking an investment licence to raise its 50% stake from European financial institutions. Systra has appointed Riyadh-based Nafisa Contracting as its local agent. It estimates that the Jeddah - Riyadh - Dammam corridor could handle 30 million tonnes of freight and 23 million passengers a year."

59:14.

MATING DONKEYS.

From the memoirs of Major Roy Farran, a rather controversial "anti-terrorist" character of the late 1940's: p.374.

"One after another, incidents sped by like coloured pictures in an epidiascope. Now we were lying in the cactus beneath the stars at the back of Lydda Station. All night the engines shunted up and down, blowing great fountains of red sparks into the sky and hooting at each other like mating donkeys. A hand shook my shoulder and I rolled over under my blanket, pricking my elbow on the cactus thorns.

"Your turn, sir".

"Seen anything?"

"Thought I heard a taxi or something come up the track from Bir Yaacov".

O.K. Probably on the road."

So it went on. Sometimes we were lucky, but more often than not our patience was tried by hour after hour of useless waiting."

"FROM THEN TILL NOW".

Part 11.

Noted in reading by Paul Cotterell from Baruch Katinke's book 'Me'az v'ad Hena' ('From Then till Now'); see earlier instalments in 11:22, 13:17, 16:15, 19:19, 20:15, 24:11, 30:21, 38:15, 46:12 and 49:16. This is the chapter entitled "Coaches Saved from Captivity" on pp. 199-201 of that book.

"The Turkish-German-Austrian attack on the Suez Canal had failed. Multitudes of soldiers, hundreds of vehicles and cannon, and thousands of camels had left for the attack. And of all that great force only battered and starving companies (Pelugot) survived, lacking weapons and almost without camels. Their defeat was complete and terrible. The British and French (!) forces began advancing, through the Sinai Desert, towards The Land. They captured one railway station after another.

I had to ensure that no locomotive or coach fell into enemy hands during the retreat, and that all railway buildings be destroyed before withdrawing. This was quite complicated. Although Austrian saboteurs (sappers ?) were at my command, I was never informed beforehand about plans for withdrawal and in order to sabotage installations in time I had to employ all the ruses of a detective and spy.

After each retreat and abandonment of a railway station I was called to report in front of a military court committee on the situation of an abandoned station, and whether locos or coaches that I could not evacuate were left behind. Happily for me no coach or loco fell into enemy hands for a long time, and all the stations and buildings were destroyed.

One day, towards the end of 1916, I was summoned to Damascus to the top railway management. On my return I was tired and wearied, and slipped off home for three days. When I got back to work I found a letter, summoning me to military court, waiting at Wadi Surar station. I was accused with abandoning three luxury coaches, among the most

magnificent on the Hedjaz Railway, which fell booty to the enemy, somewhere between Mishrafa (spelling ?) and Auja-el-Hafir. Reading the written accusation I felt that the matter was very serious. I could expect punishment for betrayal [sic] and neglect of military duties. I hurried to Beersheba to find out details of the case. It transpired that, during the retreat from Auja-el-Hafir, three magnificent coaches in which rode the upper echelon, had fallen off the track and been left behind somewhere between Auja and Mishrafa. The incident had happened five days earlier. In the meantime, according to reports received, the English force had advanced up to Mishrafa station. I asked where the English force had halted. I was told that it was mobile in the area but its main base was apparently Auja station itself.

I could, of course, justify myself because of my absence from the place during the previous days and blame the incident on the head of the railway workshops at Beersheba station. But I knew I was forbidden to absent myself. I decided to check and see if it was still possible to save the coaches.

I mobilised the two Jewish mechanics who worked for me and a number of Armenian labourers, and we left with an engine and a wagon carrying equipment suitable for lifting the coaches. We also took weapons to defend ourselves. On a clear moonlit night we departed as silently as possible, without whistling or showing a light, and proceeded towards Auja.

Not far from Mishrafa station we saw the shapes of three coaches alongside the rails. We drew nearer. In complete silence we got down to work. After two hours labour the first coach was already back on the rails ready for travel. The second coach was then lifted above the rails, we lowered it with special levers [jacks?], when cannon fire was suddenly opened up on us. We managed to lower the second coach, jumped aboard the train,

and raced back to Beersheba. Because of the darkness the cannons were unable to direct their fire precisely.

Towards morning we arrived safely and with two of the abandoned carriages. I gave a leave, until that evening, to all the members of the team involved in the salvage operation and told them that we would leave again in the evening to try and save the third coach as well. In the meantime I added the two recovered coaches to a train departing for Damascus so they could be repaired (they had been damaged internally by Beduin) in the central workshops of the Hedjaz Railway.

On our second journey we were already nervous. We were afraid of an ambush, after they saw that we had extracted two coaches. But the enemy did not attack. Quietly we replaced the third carriage on the rails. Only as we left the place did the enemy discover us and open cannon fire on us. This time too we arrived safely at Beersheba, and I again gave a day's leave to my helpers, and also sent the third coach for inspection and repair to Damascus.

The next day, at the appointed time, I appeared before the military court on Mount Scopus, ("at August [sic] Victoria", where later was the seat of the first English High Commissioner). Even as I entered the courtroom I realised the seriousness of the matter. The judges' faces were taut, and as the accusation was read out my blame for neglect of military duty was emphasised. The President of the Court turned to me and asked how I could reply to justify myself.

The three judges were amazed to hear from my lips that nothing in the indictment had actually happened, and that the three coaches had been extracted in time and sent for basic repairs to Damascus. The Court President contended that I was lying to justify myself, since he had in his hand a clear and well-founded report that the coaches numbered such-and-such remained in enemy hands. I said to the judges that they could telegraph Damascus and test the truth of my statement.

The trial was adjourned to allow the judges time to contact Damascus. On leaving the courtroom I hurried to the Jerusalem railway station and sent a telegram

to all the stations between Jerusalem and Damascus to inform me if the coaches had been delayed at a station and why. In the afternoon I received a telegram from Tulkarm station in which they informed me that the coaches had been delayed there because the loco could not haul all the freight, but that the train would be sent on to Damascus that same day. With the telegram in my hand I appeared at the court next day.

At the restart of the trial the President read out a telegram he had received from Damascus in which it was stated that the required coaches had not yet arrived for repairs. The judge emphasised that yesterday already he was certain my statement was untrue and that here was the proof in his hand. I got up and stated that I too had, in the meantime, searched for the coaches and here in my hand was a telegram from Tulkarm station which showed they were there and the reason why. One of the judges expressed the fear that perhaps the coach numbers had been falsified to save me from the drastic punishment which awaited me I explained to him that we only had seven coaches of this type and that there was no possibility of falsifying a coach number since the special file for each coach listed all the numbers stamped on each part of it. The court was again adjourned until the afternoon to allow it time to contact Tulkarm station and verify the telegram.

In the afternoon the President announced that the coaches had indeed been sent to Damascus for repair, and requested my pardon for his failure because of the wrong communication and for the suffering caused me through no fault of mine. On leaving the court I was accompanied by one of the judges whom I knew from previous trials. He could not restrain himself and asked what had really happened with the coaches, as in their hands was clear proof that four days after leaving the rails the carriages were still in the area conquered by the English. His job as a judge had finished and now he wanted to know what had happened, as a friend.

I related the whole affair of the salvage of the coaches. He was excited to hear my story and said:

"If you had not succeeded you would have been sentenced not just for neglecting the coaches but also for endangering the locomotive, the wagon and the people you took with you to the salvage work."

With a light laugh I asked him: "If I had failed and if I'd fallen into enemy hands - who would have brought me to trial?"

He was silent for a moment and then said "Yes, justice is with you." "

Notes:

1. I recall no reference anywhere to a Mishrafa station (or however it should be pronounced). But then, there is no lack of apparent anomalies to do with the Turkish WW1 lines on the Negev Desert. Could Mishrafa have been one of the two unidentified "Small Stations" noted by the British 'Military Handbook' (see 57:10) ?

2. Certain anomalies in Katinke's memoirs can, I think, be attributed to the passage of time and fading memory. His book was published in 1964. I assume it was written at least a year or so before this date - more than four decades after the events described."

[Editor adds: Yes, it seems unlikely this was 1916. But - What seems remarkable is the degree to which an army in tatters and forced into retreat could still find time to summon valuable transportation staff to meetings and courts in Damascus, Wadi Sarar and Jerusalem, and concentrate on allocating blame and punishment rather than on learning for the future. Note also the priorities set by the friendly judge - endangering a loco or wagon would be much, much worse than endangering some mere Jews and Armenians.]

59:16.

FIAT RAILCARS IN THE MIDDLE EAST.

Chen Melling writes:

"While going over some factory brochures in the Israel Railway Museums' archives, I stumbled upon a list of Diesel and petrol-engined railcars manufactured by Fiat's railways division (and its constituent companies) up to 1981. The list contains the following entries, which might be of interest to readers of HaRakevet:

- Two type 011 petrol-engined railcars built in 1935 for Eritrea. They could seat 24 passengers, and with 240hp available, could reach 79 km/h top speed.

- Nine type 025 Diesel-engined railcars built in 1935-1936 for Eritrea.

Each could seat 32 and could reach 68 km/h top speed with 230hp available.

They included 6 of type 025A, 1 of type 025C and 2 of type 025D

- Eight type 040 Diesel-engined railcars built in 1938 for Libya. Each could seat 55 and could reach 90 km/h top speed with 230hp available.

- A single Diesel-engined saloon railcar of type 074 built in 1951 for Egypt, with a top speed of 120 km/h, and 960hp available. An artist's impression and general arrangement drawing I scanned of this train shows it to be a double-unit set, though doesn't reveal much about its internal arrangement. (If you are interested in it, I would be happy send you these illustrations and more information about this train).

- Fifteen two-unit sets of type 138 Diesel-engined railcars for Turkey, built in 1960. According to the list they had a top speed of 92 km/h and 290hp available, but that seems a little low power rating for a two-car set, and in any case, a scanned picture I have of train of this type shows it to be made up of three units. Perhaps a middle trailer was added later? (Once again, I can search for more details in the brochure if you wish)

- Sixty-six two-unit sets of type 7221 Diesel-engined railcars for Algeria, built in 1972. Each set contained a unit with 24 1st class and 47 2nd class seats (including folding ones) and a unit with 95 2nd class seats (again, including folding ones). The power rating is stated to be 390hp, but I would imagine it is the rating per unit (or is it?). The top speed mentioned for these railcars is 131 km/h.

- Ten Diesel-engined railcars of type 7225 built in 1973. These appear here as being for Mexico, but are in fact the ten single units,

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WARTIME REMINISCENCES IN LEBANON.

By R. E. Tustin.

These are excerpted from two articles with this title in "S.L.S. Journal" for March/April 1988 & May/June 1988. pp. 55-59 and 95-98. The first concentrated on the Beirut-Damascus line, the second on the Haifa - Beirut - Tripoli. Since most of the factual information on gradients etc. is available in Paul Cotterell's or Rick Tourret's (Chaps.1 & 7) books, I am excerpting the "personal observations and comments" Ray made on his 1945 trips. In view of recent news about possible reactivation of this line (see "Other Middle East Railways" in this issue) the item is of especial relevance.

"At the Beirut end, the terminal point was anything but imposing, for the D.H.P. trains started in a dockside street. As they awaited departure time, the driver would rotate the rack gear to warm the cylinders preparatory to the strenuous efforts to come, while the locomotive, puffing gently away, would drop oil and water onto the public roadway. In recent times the rack section has been worked by two classes of four-cylinder rack-and-adhesion locomotives, but an earlier type must also be noted. This was the 'B' Class 0-6-2T's by the Swiss Locomotive Co., dating from 1893 to 1904. One of the earliest was replaced, apparently due to an

accident, in 1904, so the class of 12 arose from the building of 13 locomotives. Now, bereft of their rack equipment, they saw service between Rayak and Damascus, and in 1961 no less than 7 survived. The later rack locomotives comprised 7 56 ton 0-8-2T's of Class 'A' (31-37) built by the same makers in 1906 (works numbers 1741-5/74/75) and 7 59-ton 0-10-0T's of Class 'S', delivered from the same firm from 1924 to 1940. (301-307, works numbers 2966/67, 3123-25 and 3721/20. [sic.] They worked without discrimination on all types of traffic, and either chimney or bunker first up the grades. Fueled by that thick black oil called 'Mazout', carried in tanks in the bunkers which projected so high that they interfered with the driver's rearward vision (indeed, on the 0-8-2T's, two 'tunnels' were provided in the tank to enable him to see at all !), the locomotives were liberally supplied with typical and informative brass plates. No less than three braking systems were provided, each worked by a hand-brake type screw; on the 0-8-2T's the regulator handles were both alongside the firebox on the driver's side, but on the 0-10-0T's they were on the firebox back-plate, mounted on the same spindle. Locomotives were kept very clean, and drivers wore smart uniforms, one senior man having much silver braid to denote his rank. Apart from five open vehicles of the saloon type with end platforms, which came from the Tramway Libanais, the coaching stock consisted of four-wheeled compartment vehicles. Arabic class numbers on the doors in bright yellow offset the dull red oxide shade in which the coaches were painted. Like other narrow-gauge lines in Egypt and Palestine, there was a large centre buffer, with a coupling hook to the right and a screw coupling to the left, both sides being coupled at all times. Except in the T.L. saloons, in which the work was less arduous, the ticket-collectors had to carry out their duties by clinging to the outsides of the coaches, inspecting and clipping tickets through the open windows. Freight wagons were generally French in style and painted in the same red oxide; many had brakemen's cabins at the end. The majority of trains were mixed, although the occasional complete freight train did appear. The strange terminal at Beirut Port has already been mentioned; from here the train, with much 'French-style' whistling, would traverse the dockside before another brief street stop, then turning off the street onto its own right-of-way, and climbing through a tunnel to St. Michel, where the running shed and workshops were pleasantly located amongst flowering shrubs. The 'street stop' may have been "Beyrouth Ville", where the station building was some way from the railway in another street! Here were also the Company's Offices and the bus terminal for the DHP bus which ran along the coast to Tripoli. Beyond St. Michel, the route of the former Tramway Libanais branched off, but after a short distance, this had been truncated within the boundaries of Beirut, after most of its trackbed had been used in 1942 to accommodate the standard-gauge HBT Railway which was built as a wartime link for strategic purposes. The T.L. was never far from the sea, serving a number of small villages and the port of Jounie before terminating at tiny Mameltein. It was intended to extend it to Tripoli, but the route to the north was difficult and funds were no doubt short, so Mameltein remained the terminus of the Tramway. St. Leonard, of Liège, built some short wheelbase 0-6-0T's, Class 'F', works numbers 1013-20 of 1895/6, and of these, 4 and 5 were still in use for shunting Beirut Docks. Progress was very slow on the D.H.P. line, beyond the junction with the T.L., due to severe curvature and frequent stops before and after road crossings. The first section of rack was reached just after crossing the Damascus road, the beginning being marked by a green board with the letter 'E'.... and with a slight lurch the engine pistons engaged with the rack rail and the rack engine regulator was opened wide. With a great deal of noise, the engine was then worked hard through the rack section, the end of which was identified by another board marked

Continued from page 26

numbered 3001-3008, built for Israel Railways but eventually rejected for technical and possibly also political reasons (but not before they were painted in IR colours and had the appropriate markings applied....). According to the list, they could seat 66 and reach a top speed of 130 km/h with 460hp available.

The Fiat material is the archives also contains some material on Diesel locomotives sold to Eritrea, but I am not sure whether it is relevant. If you wish, I can also send you that (including nice makers' pictures).

'S', just short of the platform at Haddeth. A silence which could be heard then descended on the scene as the locomotive took water, and the passengers also took water for their water bottles from the station tap. After further blasting up the rack there was a brief respite as the trains stood in the station of Baabda, and then there was another furious onslaught on the grade to reach Jamhour. Here water was taken yet again, passengers stretching their legs and buying local 'goodies' from a local hawkker. The driver oiled the motion, oblivious to being watched by two goats intermittently grazing on the station platform. On re-starting, there was a short section of level track, but soon we were on the rack once more, and struggling through a stuffy tunnel, on a very steep section, to the reversing station of Chouit Araya. After running around, we set off once more to another reversal at Aley, where another 'run-around' was called for, and again water was taken. Time did not allow me to go beyond Aley, so I had to alight here, after two and a half hours so far taken for the climb. More climbing up the rack would be needed to reach the summit at Dar-el-Baidar, but the descent thence was also on the rack, down to Rayak. At this point the rack engine was no longer needed, and was replaced by one of the 'B' Class 0-6-2T's, with rack equipment removed, as noted above, or by a 40-ton 2-6-0T of Class 'D' (51-56) built by the same firm in 1894. The slow journey to Aley was in sharp contrast to my return, for after a short wait at the official Army hitch-hiking point, I was picked up by a Staff Car, which whisked me back to Beirut in no more than 15 minutes! Small wonder the number of passengers making the trip by train steadily declined over the years, although steam traction seems to have been used on freight trains until the present time of chaos at least..... One final class of locomotives remains to be mentioned: there were three 0-6-0T's of Class 'E', small Tubize-built machines, they bore numbers 101-108, and of the three (103/07/08) which remained in 1945, the last two bore the names "Mzerib" and "Hermon". Ordered for the Hauran Railway, they were built in 1894. A British resident of long standing told me that there had

once been an attempt to speed up the working by propelling the trains between the two reversing stations, but this had soon been abandoned, possibly due to safety considerations. on the steep falling gradient. He also told me of a delightful arrangement concerning the mode of reception of visitors to the bungalow of the British Consul, located adjacent to one of the steeper gradients. There was a platform to serve the bungalow, but a train stopping there on the upward journey could not be re-started. Thus, when the roar of the locomotive could be heard heralding the train's approach, the Consul's staff would position themselves along the platform, open the carriage door, quickly hand out the bags, umbrella, etc., of the distinguished visitor, and then assist him to alight from the still-moving train as it plodded up the grade at about 5 mph! An entertaining way to arrive, but I wonder how well it was appreciated!" Tustin was not quite sure of the meaning of the "E" and "S" signs; he suggested "Engagez" for the former, but was flummoxed by the latter. The editor cited Andy Hart's "inspired guess" as "Entrez" and "Sortie", but the issue was left unresolved.

The second article, on the HBT: ".....The standard gauge line of the D.H.P. extended from Rayak right up to the Turkish border, and there was a branch from Homs to Tripoli. In the second conflict, it was decided to connect the Palestine Railways at Haifa with the D.H.P. system; the easiest route was to cling to the coast through Beirut, and to join up with the Tripoli branch. This purely military railway, the HBT, was constructed in 1942 by South African engineers, but finished off by New Zealand R.E. troops. From Haifa, mixed gauge track appeared on part of the Acre branch of the Hedjaz Railway, following which the HBT kept close to the coast most of the way through Tyre and Sidon to Beirut, where the principal station and substantial workshops were located, together with a locomotive depot. North of Beirut, the trackbed of the Tramway Libanais was used, to its terminus at Mameltein, beyond which the higher ground called for a lengthy and difficult tunnel at Chekka, following which an end-on junction was made with the D.H.P.

at El Mina, the port for Tripoli. This would, in theory, make the direct routing of military supplies from the UK to the Middle East via Europe and Turkey, with only train ferry operation across the English Channel and the Bosphorus possible, but in fact this was never done. Outside the principal centres the Palestine Railways used a simplified form of operation akin to military railways, and this was extended to the HBT line throughout. All staff were military personnel, however, and the line was worked by 193 Railway Operating Coy., R.E., with their Headquarters in Beirut, and with a detachment at Azzib. On the termination of the French control of the Lebanon soon after the war, 193 Coy. moved to Azzib, just south of the frontier, introducing military formalities to a formerly very free-and-easy location which had had, in addition to the 193 Coy detachment, further small staff from 199 Railway Workshops Coy (31 Detachment, Carriage and Wagon) and 198 Transportation Stores Coy, R.E., whose main depot was at Suez. War Department locomotives and rolling stock were almost exclusively used, but where were, post-war at least, occasional visits of P.R. locomotives to Azzib, presumably with their own crews. At the time of which I write, the mainstay of the line was the Great Central design of 2-8-0, the ex-LNER 04, some of which had seen service with the R.O.D. in World War 1. At Beirut, there were also some Porter 0-6-0T's for shunting, a 2-6-0 from China, and a large 2-8-2T by Hudswell Clarke, built for Mexico in 1937 but not delivered - it retained for long the number 1015 from its spell on the Iraqi State Railways, but eventually was seen at Suez in 1951 with its WD number, 72200. A German diesel shunter captured from the enemy was also seen there. All these locomotives were later to be found at Azzib. Other diesel locomotives had been on the line at an earlier date, being of the 0-4-4-0 type built by Whitcomb of Rochelle, Ill., USA. They had been rather troublesome with cracked cylinder heads, and had been transferred away, most later doing service on the Western Desert Extension Railway. In the post-war period, some work on the H.B.T. was done by LMS-type 8F 2-8-0's, although the 04

predominated. Around 1946, 193 Coy. had an interesting vehicle for inspection duties - a pure Yankee 'Jeep' for which railway wheels had been provided. Due to the method of construction of the wheels, which had to be interchangeable with road wheels, they were cut in half and re-welded, resulting in their not being perfectly circular. Moreover, they were smaller than the road wheels for the vehicle, and maximum speeds by rail were thus rather slow. However, the unusual shape of the wheels ensured that rail travel was, at least, quite exciting. Passenger trains on the H.B.T. were invariably of a miscellany of vehicles from the Egyptian and Palestine Railways, added to by ancient coaches from the Great Indian Peninsular Railway, and recently-constructed American peak-roofed box cars, all for the conveyance off troops. It was always a pleasure to be hauled by a clean O4, its mellow whistle used frequently to warn the local peasantry, who used the line as a short cut. Freight trains predominated though, and these were always tailed by a 25-ton "pill box" brake van of S.R. type - another link with home. Freight vehicles were a mixture of E.S.R., P.R. and D.H.P. types intermixed with the more modern military vehicles. I even saw at El Mina a Turkish open wagon, and a sleeping car, detached from the Taurus Express and worked down to Tripoli from Aleppo by ordinary passenger train. After the northern end of the HBT had been taken over by the Lebanese Governemnt, it is believed that this sleeper worked through to Beirut, the rest of the service being maintained by Syrian Railways railcars. During 1946 some 59 8F 2-8-0's were transferred to Palestine from Iran via Baghdad and Turkey, passing over the HBT line to Azzib where most of them were, at one time, stored. They had been worked to death and were in very run-down condition, but a start was made at shopping them at Jaffa, with the intention of selling them in the Middle East. A good enough price could not be obtained, however, and many which could be repaired were eventually brought back to the UK. On arrival at Azzib they still carried their Iran Railways numbers,

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59:18.

1923 PALESTINE TIMETABLES.

In the unpublished thesis by Walter Pick (p.544) is a copy of a page from a Tourist Guide of some sort - the source is given only as "Père B. Meistermann", published in Paris 1923, and it is p.41, 'January': Although originally printed in the 24-hour clock. I have slightly modified the presentation by adding an 'o' where necessary, to e.g. "5.30". The place names are spelt as in the original - note there are two versions of Rafa(h).

"FROM EGYPT TO PALESTINE BY RAILROAD.

The railway arrangements in Palestine have hitherto been provisional. It is hoped, however, that in the near future travelling will be facilitated. The traveller should obtain a time-table.

According to the time-tables of April 1, 1923, there is a daily train, except Sundays, from Egypt to Palestine, and as many returning, with restaurant and sleeping carriages.

From the Stations in Egypt to Kantara West.			From Kantara West to the Stations in Egypt.		
Stations.	Dep.	Arr.	Stations.	Dep.	Arr.
Alexandria	16.00	21.30	Kantara West	18.55	
Cairo	18.15	21.30	Port Said	22.06	23.00
Port Said	18.00	18.45	Cairo	19.15	22.15
Alexandria	19.15	05.30			

1. At Benha passengers from Alexandria join the Cairo train.

2. Motor-Cars, and sometimes railway trains, cross the Suez Canal by ferry.

NB: Passports and examined at Kantara West, and the customs examination takes place at Kantara East.

FROM THE SUEZ CANAL TO PALESTINE.

One train daily, either way, excepting on Sunday; 1st., 2nd. and 3rd. class. Restaurant cars, daily. Sleeping cars, Monday, Wednesday and Friday.

Stations	Arr.	Dep.	Stations.	Arr.	Dep.
Kantara East	—	01.30	Jerusalem	—	07.30
El Arish	03.02	05.31	Ludd	09.47	10.15
Rafa	04.03	06.43	Gaza	11.50	12.05
Gaza	04.53	07.55	Rafa	12.53	12.58
Ludd	06.30	10.01	El Arish	13.57	14.00
Jerusalem	09.00	Kantara East	17.30	—	

1. The train goes on to Haifa (See Journey XII). Passengers for Jerusalem and Jaffa change here. (See Time Table Journey II).

2. Intermediate stations are indicated in the text and on the maps.

[There is clearly something wrong with this Table; Why a stop of almost three hours in Rafa is necessary is not clear, unless it is to enable the train to serve intermediate northbound commuters at a slightly more reasonable hour. But Ludd is reached before Gaza is left!]

1. BETWEEN NABLUS AND TÔUL-KERAM.

Daily, with exception of Sunday. 1st., 2nd., and 3rd. Class.

Nablus:	06.10	Arr. from Haifa	14.55.
Sebastieh	06.40	Arr. from Ludd	17.57.
Massudieh	07.00	Anebta	07.26
Tôul-Keram	18.00	Tôuld Keram	07.50
Anebta	18.19	Massudieh	18.43
Dep. for Haifa:	07.59	Sebastieh	19.03
Dep. for Ludd	09.33	Nablus	19.45.

[Did one loco crew have this incredibly long shift (including preparation and disposal duties for their loco)?]

2. BETWEEN NABLUS, AFULE, AND HAIFA.

Tuesday and Saturday: 1st. and 3rd. Class.

Nablus	13.15	Haifa	07.00
Sebastieh	13.45	Afule	08.17
Massudieh	14.03	Jenin	09.00
Sile	14.56	Arrabeh	09.40
Arrabeh	15.35	Sile	10.07
Jenin	16.02	Massudieh	11.03
Afule	16.50	Sebastieh	11.21
Haifa	18.15	Nablus	12.00.

Journey XXVI. ROUND BERSABEE. From Hebron.

Bersabee and the Biblical Towns south of Hebron.

During the war (1914-1917) the Turks constructed a carriage road from Hebron to Bersabee, and another from Gaza to Bersabee. We stated above that the new Government has connected Bersabee by rail with Rafah, a station on the line from Kantara to Ludd (Lydda). While the 'Guide to the Holy Land' was reprinting in 1922 the administration arranged for three special trains per week to be run, going down from Ludd to Bersabee, and returning the next day.

Tuesday, Thursday, Saturday.		Monday, Wednesday, Friday.	
1st., 2nd. and 3rd. class.		1st., 2nd. and 3rd. class.	
Stopping at all stations.		Stopping at all stations.	
Ludd	08.33	Bersabee	07.30
Rafah	12.15	Rafah	09.30
Bersabee	15.15	Ludd	14.20."

[Note: It seems remarkable that a steam loco and train crew would have to overnight in Beer Sheba - was there a depot of any sort there? Noteworthy is that the "out and back" journey commences in Ludd, where there was a depot, and not in Rafah. The southbound from Ludd, stopping all stations, is almost caught up by the 10.30 to Egypt, but the departure to Beersheba (Bersabee) manages to miss any connection from this train, from Haifa. One wonders idly why it wasn't worth the extra half-hour wait to make this possible connection.]

59:19.

A TOURIST'S COMPANION TO ISRAEL.

3rd. ed. Pub. by State of Israel: Tourist Centre. 1956.

This booklet was found in the Porton Library of Leeds University (ref. JP 915.694 157), and describes a friendly accessibility to information that will surprise many modern travellers! Fares are given in Israeli Lire, US Dollars and pre-decimal Shillings and Pence. The number of trains looks less impressive when one realises the Nathanya services are actually the same trains as are going to Haifa.

A briefer version of this item was published as 13:11.

p.39. RAILWAYS.	One Way.			Return.		
	IL	S	Pounds	IL	S	Pounds
Jerusalem - Haifa	2 per day					
	1.450	.75	6/-	2,500	1.35	10/-
Jerusalem - Tel Aviv	3 per day					
	0.700	.40	3/-	1,200	.65	5/-
Jerusalem - Nathanya	2 per day					
	1.000	.55	4/-	1.800	1.00	7/6d
Tel Aviv - Nathanya	7 per day					
	0.250	.15	1/-	0.450	.35	2/-
Tel Aviv - Haifa	7 per day					
	0.800	.50	3/6d	1.400	.75	5/6d.

"Timetables for all train and bus services can be obtained at all Government Tourist Information offices as well as at your hotel, travel agent, railroad, bus and inter-urban taxi stations."

59:20.

"THE BALLAD OF THE 760th."

By Uri Ben Rehav.

One of the biggest problems in this theatre of war was the shortage of water for the coal-fired locomotives in the desert of North Africa. In order to overcome this obstacle the Allied High Command decided to deploy diesel-powered locos. So the U.S. Army Transportation Corps sent Whitcomb diesel locos to the Western Desert, and with them the 760th. Railroad Company to service and maintain them.

The conditions (and morale) of this unit are best described by this ballad, written by an unknown soldier of the 760th.

Out on the wind-swept desert
Camp Simila is the spot;
Battling the terrible dust storms
In the land that God forgot.

Out with the Wogs and Beduins,
Out where the boys get blue,
Out in the wind-swept desert
Six thousand miles from you.

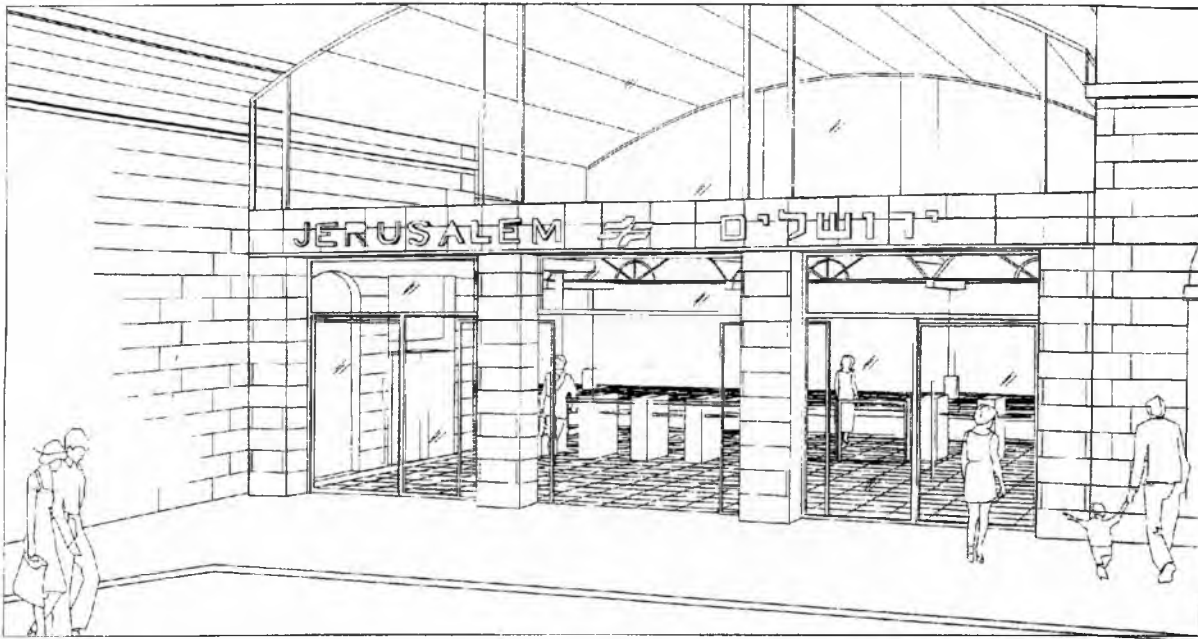
At night the wind keeps blowing
More than we can stand,
Penned in like convicts,
But defenders of our land.

We are the boys of the 760th.
Earning our meager pay,
Guarding folks with millions
For a buck and a half a day.

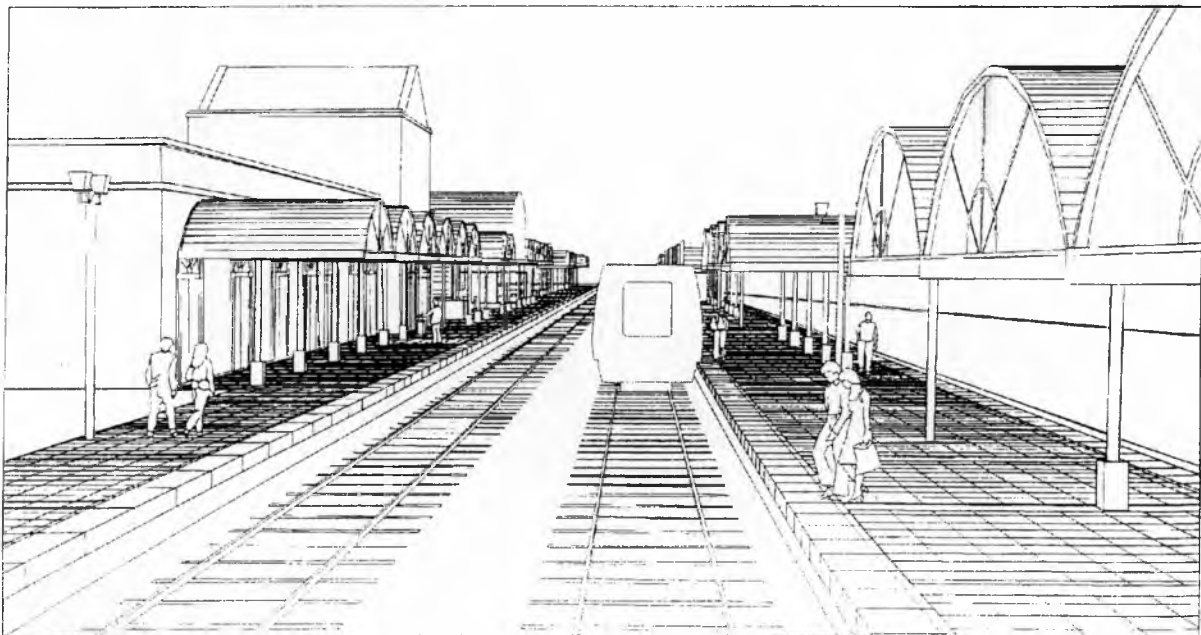
No-one cares if we are living,
No-one gives a damn;
And we are soon forgotten.,
Were just Lend-Leased by Uncle Sam.

Only three years we can stand
it,
Three years of our life we'll
miss.
Boys, don't let the Draft Board
get you,
And for God's sake don't enlist.

We are soldiers, so they tell us,
But we hear no bands of brass;
But some day we'll get Hitler,
And shove Egypt up his *****!"



ISRAEL RAILWAYS ◇ JERUSALEM STATION ◇ BARCHANA ARCHITECTS
 E. Z. BARCHANA ARCHITECTS
 S. MICHAELI ASSOCIATE



ISRAEL RAILWAYS ◇ JERUSALEM STATION ◇ BARCHANA ARCHITECTS
 E. Z. BARCHANA ARCHITECTS

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and were renumbered, in accordance with a slightly inaccurate War Office list, while standing at Azzib.....”

[Editor's Notes: What fascinates me is partly that this was all so new when the late Ray Tustin saw it - two of the 0-10-0RT's had, according to Tourret, only been delivered in 1941, the HBT still had fresh ballast..... The history is at times a bit convoluted - there had been mixed gauge track from Haifa to Qishon Works for example long before, and through traffic from France to Turkey would have been impossible until the war was over - but these are relatively minor matters. It is the detail of daily operation, liveries and so forth which is often lacking in official accounts. And there are contradictions in such matters as rolling-stock. Bill Atkin of Kendal has written: "My recollection of the Cairo - Beirut Express in 1944 is that there were two heavy steel ESR coaches and a matching Luggage Brake worked through to Beirut. From Haifa they were

marshalled behind five USA-Built WD bogie box vans, fitted with seats for military personnel. They were only piped and the train was very difficult to control on the switchback HBT. I can't remember now the loading of ESR coaches from Cairo to Haifa, and the ESR WTT does not give passenger marshalling. PR coaches did not work onto the ESR or HBT." Had a lot changed in such matters between 1944 and 1945?]



59:21 Two pictures by Aharon Gazit showing progress in the reconstruction of Ashdod Ad Halom station.