

HaRakevet

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הרכבת

A Quarterly Journal on the Railways of the Middle East

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64:1. IC3 Unit 7027 approaches Beit Shemesh from the west, over the widened level crossing and approaching the pointwork for the new station, at Km. 50. 6th. Feb. 2004.

EDITORIAL

A brief visit to Israel in early February gave the Editor a chance to see for himself the transformations around Beth Shemesh and the line winding through the Judean Hills. Alas, the issue of whether the original station in Jerusalem will ever be reactivated remains unresolved at this time.

At the same time there is increased interest in the historical and modern elements of Railways - this summer the Museum at David's Citadel by the Jaffa Gate in Jerusalem will mount an exhibition on the early days of the Jaffa - Jerusalem line. Another tour of the I.R. system is being prepared - details below - as well as more tours and exhibitions of the Hedjaz lines.

Production of "Harakevet" continues to be squeezed into the gaps between working in various places - thank goodness for a laptop computer at least. This has enabled the Index for issues to date to be completed - see under 'Notes & Comments' for details. It was a mammoth project, but several seven-hour journeys to and from Munich, with an electrical socket available next to my reserved seat and table, made it a bit easier!

Enjoy The Editor.

64:3

Photo below: A sign of hope! So often a deserted trackbed is a sign that nothing will ever come this way again, but here we see the trackbed prepared for relaying from Beit Shemesh towards Jerusalem. 6th. Feb. 2004. This is the same bridge that appeared on the cover of issue 50.



NEWS FROM THE LINE

(a). ANOTHER TOUR OF ISRAEL RAILWAYS!

From 16th. - 26th. October 2004; the tour will include travelling over all IR lines, including the freight-only lines in the Negev and along the coast; a special train will be used for part of the programme. There will also be a railway-archaeological bus ride along the Hedjaz line from Haifa to the Yarmuk Gorge, visits to depots and workshops, as well as visits to Haifa, Tel Aviv and Jerusalem, including the tramway construction works. A tourist programme rounds off the plan. The tour will include flights to Israel from various German airports (and from elsewhere can surely be arranged).

Information and Bookings: DGEG Bahnen & Reisen Bochum AG, Studienreisen. Postfach 10 20 45, 47410 Moers, Germany. Fax: (+49) 2841-56012. E-mail: reisen@dgeg.de, or Internet www.dgeg.de.

Tomas Meyer-Eppler is arranging this extensive tour. The Deutsche Gesellschaft für Eisenbahngeschichte are a well-known and well-organised society who have run study-tours, i.e. incorporating proper study of specific sites and sights for interested enthusiasts, all over the place.

(b). BUDGET APPROVAL FOR NEW SCHEMES.

On 01.12.2003 the Knesset Finance Committee approved the long-awaited budget of \$5.5 Billion for the coming five years. For the first time in the history of Israel, the budget for investment in the railways will exceed that for roads! At least for 2004, the fig-

ures are \$0.8 Billion for the railways against \$0.78 Bn. for roads. Though not a big difference, this has nevertheless a psychological effect - especially when one compares it to 1994, when the ratio was 1:5 in favour of roads. The government will give the railways a multi-year operational subsidy for five years, while the railways have a commitment to allocate \$1.45Bn. in loans.

During 2004 the following projects will be accelerated:

- Double-tracking the line to Beer Sheva, at a cost of 204.5M.
- Continuing the construction of a third track along the Ayalon corridor, at a cost of \$62.5M.
- Upgrading and rebuilding the Beit Shemesh - Jerusalem section (to be reopened towards the end of 2005), at a cost of 107M, including the new station of Malkha.
- Upgrading the Beer Sheva - Dimona line, currently used for freight only, for passenger services. Cost will be \$37.8M and the line should be ready for passenger services also at the end of 2005.

- Upgrading and double-tracking the Ashdod - Ashkelon line, including the construction of a new station at Ashkelon, at a cost of \$47.8M, towards opening the line for passenger services at the end of 2005.

Works to be accelerated are Tel Aviv - Rishon LeZion West through Holon to be connected to Rishonim station; This line is planned to start operating in 2007, and to be further extended to Peleshet Junction north of Ashdod, thus creating a much faster link between Ashdod and Tel Aviv.

- Double-tracking the Tel Aviv University - Rosh HaAyin line and to Kfar Saba, and the sections Kiryat Motzkin - Nahariya and Lod - Na'an.

The following New Lines are to be opened over the next five years:

- Haifa - Afula - Beit Shean; a revival of the historic Hedjaz line, though with some modifications to the alignment. The intention is to extend the line to Jordan through Irbid to Amman; the Israeli section is planned to open in 2007.

- A new line from Beer Sheva to Ashkelon through Sderot, Netivot and Ofakim, to be opened by 2008; together with the Ashdod - Ashkelon line and the link from Rishon LeZion West and Peleshet Junction, this will create

a second and convenient link between Beer Sheva and Tel Aviv. This scheme accompanies a plan to transfer all the Army's training camps to this region.

- The line to Kfar Sava will be extended north-west to the nearby city of Raanana, and then westwards to rejoin the main Tel Aviv - Haifa line at Shefayim, where a new station will be built; this line should be opened by 2008 - though the second station at Kfar Sava, at Sokolov, will be opened in 2004.

(c). TRAFFIC STATISTICS.

From an IR press release of 09.12.2003.

In November 2003 1.81M passengers were carried, 20.5% more than in November 2002. From the beginning of 2003 this makes a total of 18M. 13.5% more than in the same period in 2002. General Manager Yossi Snir declared that this proved the railways were the most convenient form of transport [admittedly, only where they exist!], and that the forecast 20M figure for the full year should be met.

Tel Aviv - Beer Sheva line: 235,000 = +17%.

Tel Aviv - Haifa line: 421,000 = +10%

Tel Aviv - Ashdod line: 295,000 = +14%.

Tel Aviv - Rosh HaAyin - Kfar Sava line: 123,000 = +86%!

This rise is due to extending the line to Kfar Sava in April 2003.

On the line to Rishon LeZion 40,000 were carried, and on the line to Beit Shemesh 24,000. For some reason there was no traffic report in October 2003, and as the line started operating on 13.10.2003 there is as yet no basis for comparison.

(d). MORE STATISTICS FOR 2003.

From a press release of 05.01.2004. The record in passenger traffic did indeed break all records. 19.8M were carried, 13.3% more than in 2002. In Dec. 2003 alone, more than 2M passengers were carried, 12% more than in Dec. 2002.

The Chairman of Israel Railways Ltd., Chief Accountant Mr. Moshe Leon, said that "The development agreement signed during 2003, according to which about \$5.3 Billion will be allocated for the railways within the next five years, prove the trust of the public and the State in the railways. it is anticipated that with the implementation

of the 5 Year Plan, the railways will carry 55 MILLION passengers in 2008!!

December 2003 statistics were:

Rosh HaAyin - Kfar Sava: 142,000, +69%.

Tel Aviv - Nahariyya line. 256,000. +8%.

Tel Aviv - Haifa line.

462,000. +5%.

Beer Sheva - Tel Aviv line.

261,000. +5%.

Tel Aviv - Ashdod line.

328,000. +2%.

The 2003 Annual Rise in passenger traffic figures are:

Rosh HaAyin - Kfar Sava line: 1.15M. +47%.

Beer Sheva - Tel Aviv line.

2.7M. +19%.

Tel Aviv - Nahariyya.

2.7M. +16%.

Ashdod - Haifa - Nahariyya line. 1.3M. +11%.

Tel Aviv - Ashdod line.

3.2M. +10%.

Haifa - Nahariyya line.

1.6M. +8%.

Tel Aviv - Haifa line.

4.7M. +4%.

[It should be noted that your Editor is not totally clear what all these statistics means, for of course some of the routes described overlap or duplicate each other - e.g. Ashdod - Tel Aviv and Ashdod - Haifa. It is presumed this refers to sale of tickets to stations beyond the local section.]

(e). LEVEL CROSSING REPLACEMENTS.

On the same day, the Minister of Transport Mr. Avigdor Liebermann announced that during the next five years \$112M will be spent on replacement of about 32 level crossings by grade-separations (i.e. bridges). These crossings have been selected by a special inter-ministerial committee created for that purpose, and are defined as the most dangerous of the 215 level crossings existing in Israel; the other 185 will undergo significant improvements in coordination with the local authorities and the Traffic Police (probably the newly-appointed General Manager, who comes from the Traffic Police, can contribute to this discussion! See below.) It will also undoubtedly enable a rise in permitted train speeds.

(f). NEW GENERAL MANAGER.

There is great confusion in the higher echelons. First came the follow-

ing, from, as they say, 'impeccable sources': "The new General Manager of Israel Railways Ltd. will be the current Police Superintendent Yaakov Raz, who is currently head of the Traffic Police. His appointment has been approved by the Railways Directorate and will soon be approved by the Revivi Committee, the board responsible for appointments of posts for civil servants. It is intended that he should take up the new post at the beginning of 2004, while Mr. Snir will leave in favour of a post as a member of Rishon LeZion's Municipal Council. Cynics already joke that he comes with experience in making traffic work properly. He has the reputation for toughness and will have a lot to do, says our correspondent, in improving the discipline of loco and train drivers who have caused several internal but expensive accidents in recent years."

However, alternative (anonymous) reports state:

"The Railway Directorate has decided that as from 15/1/04 Mr Yossi Mor, Acting General Manager of IR, will be appointed General Manager until a permanent General Manager is appointed".

But - The Rashi on this text is that "apparently Yossi Mor will be full-time GM for six months only, while the search continues for a more, um, politically suitable/pliable applicant, with the option of him continuing in the post if he turns out to be, um, politically suitable/pliable! And may the Lord have mercy upon us all."

Then the official version, from an IR press release of 12.01.2004: "The Directorate of Israel Railways Ltd. have accepted the resignation of General Manager Yossi Snir, whose employment will therefore terminate from 15.01.04. The Directorate has decided that his Assistant, Mr. Yossi Mor, who is also Manager of the Infrastructure Dept., will take over as Acting General Manager until a new manager can be appointed."

Due to his extensive experience in railway operation it could be - say rumours - that he will get this post. If so, it would be the first time since 1948 that an actual Railwayman becomes the General Manager. Yossi Snir has also decided NOT to work as a consultant of any kind for the railways.

(g). CHEAP TICKETS.

A new marketing idea introduced by IR is that if a passenger shows a daily ticket, a second can be pur-

chased at a reduction of NIS 5.00 (\$US 0.23).

The Ministry of Transport intends to reduce inter-city bus fares by up to 30%, but as yet nothing has been heard of any similar moves by the Railways. The Railways are apparently adopting a strategy based on the principle of not offering cut-price offers, since people are in any case 'voting with their feet' to travel by rail in spite of cheaper bus fares. Unofficially, another reason could be that the shortage of rolling stock means that the Railways could not in any case cope with any large increase in numbers encouraged by a cheap fares policy!

(h). SEASON TICKETS.

A lawyer has appealed to Court against the Israel Railways; his problem is that he cannot purchase season tickets at intermediate stations such as Petach Tikva Segula; this means that instead of a season ticket costing say, \$62, he has to buy 39 single tickets at an expense of \$72.50.

[Editor notes: This is a fascinating insight into human nature - in this case, we'll stretch a point and include lawyers. One now assumes as a matter of course that cheap tickets MUST be available, and it is almost an attack on one's human rights when they are not! The origin of the term 'commuter' lies in the 'commuted' tickets (i.e. discounted) offered to regular peak-time travellers. In Germany the DB introduced a very cheap ticket for use at weekends and then faced a storm of protest when they tried to 'tweak' the conditions of use to prevent the trains being packed out with people paying virtually nothing. One also wonders how this particular chap has made his calculations; 39 single tickets implies that he works only 20 days a month, and cheats on the journey one way.]

(i). SOLDIER TICKETS.

The decision of the Minister of Defence, Shaul Mofaz, in February to cease free tickets for soldiers has created a counter-initiative by both the Chairman of the Railways, Mr. Moshe Leon, and one of the Opposition Knesset members, Mr. Simkhon, claiming that the whole budget is \$133M and very reasonable, considering the fact that soldiers create 7M journeys annually, amounting to one-third of the total passenger journeys. One cynic has remarked that the easy solution to the Railways' shortage of rolling-stock is simply to remove the soldiers!

(j). ROLLING STOCK SHORTAGE SURVEY.

Despite the whimsical tone of the above, the Railways have taken the whole subject of the shortages very seriously, and recently signed a contract with the American consulting company "The Louis Berger Group", through its London branch. The commission is to check over six months the rolling stock needs, both short-term (the 'emergency package') and long-term. This step, taken on the initiative of Mr Moshe Leon, caused some anger amongst railway professionals, who defined it as "a big mistake which may even worsen the situation considering the fact that trains are not available off the shelf, and the lead time for supply is between 18 and 30 months." Mr. Leon, for his part, was not very excited and, as a person with a Finance background, said that "the Railways' budget is the highest in its history, and it requires a one-off thorough check to ensure that no mistakes are made during this huge purchasing programme."

(k). INNOTRANS.

The Innotrans transport exhibition is held at the Berlin Messe (Exhibition Centre), and will be held 21st.-24th. September 2004. (Ending just in time for Yom Kippur!). The Berlin Messe journal notes that this year exhibitors from India and Israel will be exhibiting for the first time ever. It is not yet clear who these exhibitors will be.

(l). QISHON SCRAPYARD CLEAROUT.

The Qishon Works scrapyard (to be seen from the Nahariya line trains) has been cleared of numerous items which had been dumped there for a very long time. On 20/01/04 the Manager and Deputy Manager of the IRM visited Qishon to decide the fate of certain vehicles that had been reserved for the museum but which the Works now wished to clear out, either for removal to the museum or as part of the scrap drive. An inspection of the reserved vehicles showed them to be completely beyond salvation and they were consigned to the scrap merchant. The vehicles involved were four remaining German-built diesel multiple units from the 1950s and generator coach No.54 (O&K of 1955). All had long been gutted, the bodies were seriously rotted, and the coaches were becoming a positive danger with no possibility of them being allowed to move on the main line to the museum.

On the same date the last ex-BR Mk2c coaches were already being scrapped. 684 had been turned over and was in the process of being cut up, while 686 and 687 were awaiting their turn nearby. Also in the queue to immediate oblivion were the remains of Esslingen 0-6-0DH 226.

(m). BUILDING PRESERVATION.

The January 2004 newsletter of The Council for the Preservation of Historic Buildings and Sites announced that temporary notices are being fixed to abandoned historic buildings around Israel. Included are the old Hedjaz Railway stations at Samakh, Bet Shean and El Hamme, though there is not much left of the first two on which to nail a notice. The signs are on a dark blue background and carry a warning not to destroy the buildings. There is also a phone number (03-5059197) to call in case of need to report damage.

And further: Sybil Ehrlich writes on 10th. Feb.: "The army camp at Sarafand/Tzrifin is going to be closed down. I called the Council for the Preservation of Historic Buildings to make sure the old railway station there survives. They were unaware of its existence and asked for more information, so I sent them the articles from Harakevet (in 1996)."

(n). NEW COACH ARRIVALS.

Two new 4-coach double-decker sets were unloaded at Ashdod port on 27/01/04. Evyatar Reiter adds that these comprised Nos. 416, 417, 467, 468, 469, 470, 471, 472. Loco 736 did all the shunting at the port. This train, comprising all eight coaches, was worked to Lydda, arriving 21.16 on the same day. Set 16 was due to start work on 10.02.04.

On 24.02.2004 a further batch is due to arrive on the "Wilma" (or "Ilma"), comprising coach numbers 418, 419, 473, 474, 475, 476, 477.

(o). THE END OF TOP'N'TAILS.

The picturesque top & tail train formations of G12s and old passenger stock used on many of the Qiryat Motzkin - Hof Carmel suburban workings during the past few years are planned for replacement by IC3 sets in the new timetable due out in June. So anyone still wishing to get shots of these top & tail formations should do so without delay.

(p). BEERSHEBA LINE REALIGNMENT.

Sybil writes: "On Sunday Feb. 8th. I was on a bus heading for Beersheba, and discovered that the level crossing on Road No. 3 / Beersheba line (between Na'an and Kiryat Gat) has ceased to exist. The track has gone, but the ballast was still present. The line has been moved a short distance to the west, presumably in connection with access to Road No. 6 (the Trans Israel Highway). According to Evyatar, this section was opened on December 14th. 2003 and is 6.2km. in length."

(q). JERUSALEM LINE NEWS.

Just one day after the approval of the budget, on 03.12.2003 the National Council for Planning and Construction approved (at last!) the rail link to Jerusalem, known as the A1 Route; this was then handed to the Government for formal approval, granted the next day! We mention this development separately from the other new line projects, because - as has been reported - there has been for some time bitter dispute between the Ministries of Transport and Interior on the one side, and the Ministry of Construction on the other, as to whether the line being built to Ben Gurion Airport and Modi'in is an integral part of the A1 link to Jerusalem, or an entity in itself. The Modi'in line is slated for opening at the end of 2005 and already investment in real estate in this rapidly-growing city is perceived as the best in Israel - simply because of the impending arrival of the rail link. This agreement will at least put an end to the absurd situation whereby the part from the station up to Road 1 (Tel Aviv - Jerusalem) should open in 2004 and is almost ready because it belongs to the Airports Authority, and works on the branch, the final section from Modi'in Central and Road 1 (at another point - site of the future Daniel Junction) are also progressing well, whereas the section between these two points was still awaiting final approval! Of course the A1 line is of great importance, and the new work will be prioritised and pushed forward at full momentum. It will include a total of 17km. of tunnels, the longest of which will be 11.25 km. long, and bridges totalling 8km., as well as a station near the Central Bus Station at a depth of 80m below ground. It will enable fast journeys from Tel Aviv to Jerusalem in the famous 28 minutes, while transit from Modi'in to Tel Aviv will take be-

tween 17 and 25 minutes, dependent on which station is being used as a reference point. The railways are now also considering, for the first time, use of slab track in tunnels and on bridges, and are investigating the various systems available.

Observations in February: While driving along Road 1 to Ben-Gurion a sign showing a double-deck train was glimpsed near Km., 24, where the road from Modi'in comes in. The 'old' station of Jerusalem is rapidly becoming overgrown, track is still in situ but grass-grown west from the Derech Beth Lechem level crossing.

(r). MODI'IN STATIONS.

On 29.12.2003 another Press Release from the Ministry of Transport announced that in January 2004 work would start properly on the two new stations for the city to Modi'in, provisionally to be named Modi'in Central and Modi'in Outskirts, at a cost of \$32M. The winner of the tender for Modi'in Central is Shafir Engineering, one of the leading companies in Israel for heavy engineering works. The station, a terminus, will be built underground by cut-and-cover method; it will occupy an area of 1,000 sq. m. and include a passenger terminal, four platforms, elevators and escalators.

The cost of what will be the biggest underground station ever to be built in Israel will be \$26M, amounting to 20% of the entire cost of the route from Ben-Gurion Airport to the city. This has been criticized on the grounds that there are other areas in the city suitable for more compact and open-air stations. However, the station will be covered by a large commercial development by Mr. Azrieli, a well-known businessman who owns several malls in Canada and Israel, including the Azrieli Towers in Tel Aviv adjacent to the Hashalom station. He is known as a person whose commercial judgement for the coming decade has usually been correct. The newly-elected Mayor of Modi'in, Mr. Moshe Spector, has called this "the best gift I could have received for being elected."

The station should be ready within 18 months and will be adjacent to a bus station also being constructed.

The winner of the tender for Modi'in Outskirts is Ken HaTor ('Pigeon's Nest') Engineering Co., who are also currently building Malha station at Jerusalem, the currently-planned terminus for the older line now being upgraded. The Modi'in Outskirts is located about 33km. south-west of the

Central station; it is being built on the surface, and will cost only about \$6M. It will have park-and-ride facilities and for 1,000 cars, and should be ready within 12 months. Travelling times from Modi'in to Jerusalem will eventually be 18 minutes, and to Tel Aviv 25 minutes.

A later note: Work on construction of the new stations in Modi'in was due to start in early February.

(s). TENDER FOR JERUSALEM STATION.

From a press release of 17.12.2003 by the Ministry of Transport: The Ministry and I.R. will publish in early 2005 the tender for building the new station at Jerusalem, to be located at the Western entrance to the city as the terminus of the "A1" fast route. The architectural practice 'Bar-Hana' was selected in this week as the winner; Ten architects' offices competed. The new station will cost \$46M and will comprise four levels to a depth of 80m. under street level. The two lowest levels are for platforms and elevators, six fast elevators will bring passengers to the upper levels within seconds. The station will be a part of a large multi-level transportation centre occupying an area of more than 10,000 square metres between Jaffa Road and the Central Bus Station, and will incorporate futuristic LRV stations, park & ride facilities, and a 5-storey building over the whole lot. Minister of Transport Avigdor Lieberman has announced that he has instructed the Railways to accelerate construction of the line and the station so that it could open during 2008.

(t). PROPERTY VALUES RISE.

An article published in November 2003 in the most popular newspaper of Israel - "Yediot Akharonot" ('The Latest News'), reveals again that a convenient and reliable rail link to and from work, university, and entertainment areas, is responsible for 57% of the choice of where to buy a house or apartment; If both partners in a couple work, this figure reaches even 82%, particularly when dealing with work at the centre of Israel; the best example is Binyamina, located more or less on the midway between Haifa and Tel-Aviv on the main line between the 2 cities, where the prices of real estates rose by 30% - a real achievement in time of hard recession!

All the construction companies share the same idea, that wherever a

rail link has been or will be created, the value of real estates may rise to the same level as in Binyamina; Three other examples were cited: Rishon-Le-Zion - where this is already happening; Modi'in - which is expected to be linked at the beginning of 2006; and Kiryat Tivon on the historical Hedjaz line to be rebuilt by 2007.

According to these sources, even the further expansion of the toll Highway No. 6 will not have much effect, providing that the railways continue to improve services with higher frequencies and speed.

(u). MORE MILITARY TRAFFIC.

Meanwhile, the Israeli Defense Army Logistic Planning department has announced recently that, as a change to its policy so far, several new railway stations for soldiers will be built by 2010. It is important to mention that during the British Mandate (1917 to 1948), many sidings were built into the army camps, and generally there was an intensive use of rail services by the Army; this continued for some years after Israel was founded, but was then neglected, and most of the lines were abandoned; now, the tendency has changed at last!

(v). BEIT SHEMESH PROGRESS.

On 6th. Jan. 2004 Sybil wrote: "Just east of Beit Shemesh, next to the new trolley shed, there is a large open space. Yesterday I saw there for the first time workmen and heavy machinery. The first thing they are doing is joining the gaps in the track (see the drawing I did for "Harakevet" 63, p.5.) This time they are not using ready-made sections with sleepers and track all in one, but they are laying the sleepers first (they are already there) and placing the track on afterwards.

The work is being done by a French company, TSO. I spoke to the works manager, and in a mixture of English and French I was given to understand that they are building a siding to avoid interfering with the passenger trains.

I left the area through the station, and asked Yossi, the stationmaster, for more information. He told me this will be a building site for the track to Jerusalem. Ballast will be brought here from all over the country. In a few weeks they will start laying track on the ballast, which now reaches as far as km 53 (3 km east of the station).

Incidentally, the track behind the trolley shed consists mainly of recycled items and rusty steel sleepers dated 1933, 1935 and 1946. In the words of the French works manager, "C'est bon pour le garage".

The Editor managed, by coincidence, to visit the new Beit Shemesh station on 06.02.2004, which is such a complete transformation that even looking at old photos does little to help orientate oneself. The city has also spread and sprawled with new roads, new signs, redeveloped industrial area and large shopping mall in the immediate vicinity of the station. The 10.00 arrival on this day was formed of an IC3 unit 7027 and arrived 10 minutes late. Old tickets found in the muddy gutter confirm that a single to Tel Aviv costs NIS 22.50 and a ticket bought as a bundle of 12, at a discount, costs NIS 18.50.

Further along the line the same day it was seen that in the gorge near Bar Giyyora and where the road to Ein Karem crosses the line, the trackbed has been reconstructed, widened, a layer of sand laid and some ballast piled here and there, and all looked ready for tracklaying.

(w). TENDERS.

(i). BT/KB/06/03. A frame agreement for supply and installation of turn gates, hand rails, and emergency gates at active railway stations. The contract is for 12 months with optional extensions of up to additional 48 months. Last date for bidding: 10.12.2003.

(ii). NO/SR/06/03. Providing cleaning services for offices, stations, active sites of the railways, and initial cleaning of rolling stock. The tender refers to two areas: the southern - from Kfar-Habad and Lod stations and southwards, and the northern - from Tel-Aviv and northwards. The bidder may offer one area or both. The contract is for 24 months with optional extensions of up to additional 36 months. Last date for bidding: 23.12.2003.

(iii). HN/KB/19/03. Infrastructure works for tracks and communications at the Ashkelon - Yad Mordechai section, km. 154 - km. 160: these works are for completion of electronic signalling to Kiryat Gat. Works include preparation, earthworks, infrastructure for signalling, electricity and electric cables, drainage, demolition and dismantling, casting, sealing

steel frames and a control building. Time for implementation: 4 months, bids by 18.12.2003.

(iv). HN/KB/16/03. Construction of a pedestrian overhead bridge at km. 108.480 on the Lod Rosh-HaAyin line (1 km. north of Lod station.) To include earthworks, concrete casting, paving, painting and metal works. Time for implementation: 4 months. Last date for bids 01.01.2004.

(v). HN/KB/20/03. Laying a third track on the Ayalon railway line between HaHaaanah station and the Ganot road interchange (the point from which the line to Ben-Gurion Airport diverges.) The works to include: various concrete works such as supporting walls, extending an existing platform and foundations for a railway bridge, drainage, lighting, communications infrastructure, control building and traffic arrangements, Time for implementation: 5 months. Last date for bids: 15.01.2004.

(vi). BN/KB/16/03. Supply and installation of safety fences along the railway lines. The contract is for 12 months with optional extensions of up to an additional 36 months. Last date for bids: 14.01.2004.

(vii). BN/KB/01/04. Maintenance and Repair Works at various structures and installations on the Israel Railways' Northern Region.

Works include: repair and maintenance, electricity and installation. Contract is for 12 months with optional extension for additional 36 months. Last date for bids: 26.01.2004.

(viii). MH/RS/01/04. Supply, Installation and Upgrade of computer Systems type AS-400.

The bidder must be a business partner of IBM; and be allowed by that company to market iSeries servers. Bids by 26.01.2004.

(ix). BN/KB/04/04. Construction of Ganei Aviv (Spring Gardens) station at Lod. Works include: station building, sealing, carpentry and locksmith works, installation, sewage and drainage, electricity and communications, painting, aluminium front covering, air conditioning systems, elevators and escalators, steel construction, water systems, signs, parking area etc. Time for implementation 12 months. Last date for bids: 16.02.2004.

(Our correspondent adds that construction of this new Halt is 'political', inasmuch as it is only 2km. north-west of the existing Lod station and currently serves only a small catchment area.)

(x). HN/KB/02/04. Enlarging culverts near Beit Hemek and Yasaf Creeks on the Akko-Nahariyya line, as part of double-tracking this section. To include earthworks, sealing, locksmith work, infrastructure works for communications, signalling and electrical cables, Time for implementation: 4 months. Bids by 18.02.2004.

(xi). NO/MT/01/04. For consulting services in the field of Automatic Ticketing and Fare Collection systems. The existing systems to be analysed and proposals suggested for improvement. Bids by 31.03.2004.

(xii). HN/KB/01/04. Double-tracking the Lod-Na'an Line. Works include infrastructure for trackbed, bridges, drainage channels, infrastructure for signalling and communication cables, etc. Time for implementation: 10 months. Bids by 10.03.2004.

This is a section of the lines both to Jerusalem and to Beer Sheva (which could be said to start at Na'an Junction) and may involve some realignment near Ramle; it is a part of the plan to double the entire line to Beer Sheva (one section south of Na'an is already realigned) and thus shorten journey times, but of course will also benefit services to Beit Shemesh and eventually Jerusalem.

(xiii). HN/KB/03/04. Lod station and depot: General construction and infrastructure works, Stage 3. Time for implementation: 5 months. Bids by 25.02.2004.

(xiv). TK/SR/04/04. Supply and Installation of audio and speaking systems at service counters at various stations. The contract is for 1 year with extension of up to 72 months. Bids by 25.02.2004.

(xv). TK/KB/02/04. Laying of communication cables on the Ashkelon - Shikma section of the Ashdod - Ashkelon line. Works include: Supply of different kinds of cables, uncovering, opening and closing of existing and new concrete troughing channels, to be done hand-in-hand with other projects; laying of main copper and optical cables into concrete channels, supply of various systems,

connecting cables, installation and connections of pedestals, supply and installation of end boxes and crown blocks, and final check of cables' transmission ability. Time for implementation: 6 months. Bids by 23.02.2004.

64: 5.

LIGHT TRANSIT NEWS.

(a). TEL AVIV

From a press release of 04.11.2003 by the Ministries of Finance and Transport: The social-economical cabinet headed by the Finance Minister Mr. Netanyahu, approved today his and Mr. Liebermann's (Transport Minister) proposal to publish the RFP for the Tel-Aviv LRV project to cost almost \$2 billion

Meanwhile, the RFP documents have been published by NTA, and at the beginning of 2005 the Tenders Committee will announce the winning group of the BOT Red Line concessionaire for a 32 years concession; afterwards, the system and its infrastructures will become state owned. The parameters according to which the final four groups have been selected are: experience in building urban rail infrastructures including tunnels and underground stations, financial backup, proven experience in operation and maintenance of urban public transport systems, production ability of low floor LRV, and experience in BOT projects.

The Minister of Transport Mr. Avigdor Liebermann expressed his satisfaction regarding the four selected groups, mentioning that they consist of leading international as well as Israeli companies, well experienced with infrastructures and transportation projects; He added that the project has proved its attractiveness to the private sector, and this shows the world's trust in it. The Chairman of the Tenders Committee Mr. David Gershonowitz, said that the project is far more complex than former infrastructure projects, hence the new parameters included in it.

The Chairman of NTA's directorate, Mr. Yossi Kutchick, said, that the solution introduced by NTA, combining Metro and LRV in the right time and with the right "dosage", has created around the project a consensus of all the public and professional factors, enabling the present stage to be reached. He added that publishing the RFP documents is the culmination of 6 years of hard work.

The General Manager of NTA, Mr. Yishai Dotan, said, that the Red Line project, is Israel's biggest infrastructure project ever made; its contribution to the economy, the urban structure, business, unemployment reduction, and improving environment and life quality are enormous; it is expected that the first train will start running in 2010.

The first line (Red Line), between Petah-Tikva and Bat-Yam, will be 22 km long, of which 10 km will run through an underground tunnel; it will contain 31 stations of which 21 on the ground level and 10 underground; the rush hour headways will be 90 seconds on the underground section, and 180 seconds on street level sections. The cost of building 1 km of the underground section (including stations and rolling stock) is almost \$100 million - compared with a street level section which is about \$25 million/km.

Additional future lines include:

The Green Line from Rishon-Le-Zion West through Holon to Tel-Aviv - 21 km.

The Yellow Line from Ramat Hasharon and Herzliya-link to the Red Line and Bnei-Brak - 13km.

The Violet Line from Ono Valley to Tel-Aviv - 12 km.

From a further press release of 21.12.2003 by N.T.A., the Tel Aviv Metro-LRV Project Management:

A conference of the four competing groups took place on 16.12 & 17.12.2003. The first day was devoted to briefing the competitors with the legal, financial, engineering and technical issues of the project. The first line (the "Red Line"); while the second day was devoted to a tour along the planned alignment.

The participants included some prominent and respected people, including the General Manager of the Ministry of Transport, Engineer Ben-Zion Salman, the Accountant-General of the Finance Ministry Dr. Yaron Zalikha, the Mayor of Tel Aviv Ron Khuldai; and all the Mayors of the cities through which the line will pass, plus others, and the members of the participating consortia. The conference took place five weeks after publishing the tender, in order to introduce the competitors to the main alignment and tendering issues, to ensure that the competitors will be provided with the necessary information so as to present their proposals by August 2004.

The Chairman of NTA, Mr. Yossi Kutchik, said that "while the competitors are now busy preparing their pro-

posals, they are entering simultaneously into the main and difficult stage of allocating the money". The General Manager of NTA, Mr. Yishai Dotan, said that "In addition to the Red Line, NTA is working on the design and publication of tenders for additional lines." The government, through NTA, has committed itself to preparing for the winning bidder an statutorily-approved alignment, as well as carrying out all preliminary works of moving existing infrastructures such as communications and electricity cables, water pipes and sewage lines, so as to enable main works to start without delay or interruption.

As a reminder, the four participating groups are:

Metro Transportation Solutions, consisting of Siemens of Germany, AECOM of Canada, HTM of the Netherlands, and Africa-Israel and Egged of Israel.

Adanim, consisting of Bombardier of Canada, SOUYGUES and RATP of France, Nekshim-u-Binyan, and Dan of Israel.

Ashtrom, consisting of Alstom and CGEA Connex of France, Ashtrom, Shikun-u-Binui, and Polar Investments of Israel.

Speedan consisting of: Ansaldo of Italy, Daewoo of South Korea, Shfir Engioneering, Aviv, Granit-ha-Carmel, and Bateman Engineering of Israel. (In group No. 4, Ansaldo has succeeded Caf.)

A note in the Dutch newsletter "Het Openbaar Vervoer/Railnieuws" No. 536 6/2003 reports that Alstom will deliver 69 Citadis trams for the line, due to open 2006. Thanks to Marc Stegeman for this.

(b). JERUSALEM.

On 10.11.2003, the Chairman of the Board of Management and President of Veolia Environment, Mr. Henri Proglia, visited the project and watched closely the works taking place along the first line's alignment; he was accompanied by Mr. Shmuel Tzabari - the Jerusalem's mass transit project manager, and met later during the same day with the Mayor of Jerusalem Mr. Uri Lupolyansky, and with Mr. Eitan Meir, the municipality General Manager and chairman of the LRV project. Veolia (once Vivendi), which is the owner of Connex, which already operates bus lines in Israel, is also part of the City Pass group, the winner of the BOT concession for the first line.

In a press conference later in the evening, Mr. Proglia told the press that, around April 2004, all the project's financial arrangements will be completed; he added that the importance of the project goes well beyond its financial aspect, due to Jerusalem's special position internationally, and the ability to serve a variegated population consisting of the 3 most important religions.

Meanwhile, the project management has announced that 80% of the pre-infrastructures works being carried out along the first line alignment by the urban company Moria are completed, and that the tunnel for road vehicles near the Old City wall is heading towards completion, giving a free area for the start of works on the first line at this area. At present, the project management is busy with the statutory approval regarding the construction of the first line's suspension bridge at the city's western entrance. (See 63:1).

A visit in February 2004 revealed that several of the signs displayed prominently along the proposed route had new stickers indicating that work on the affected sections was due to start in March. Near the New/Damascus Gates where the line is to veer northwards some new underpasses and tunnels were looking to be in an advanced stage of construction. The majority of roadworks along Rehov Yafu are carried out at night (including Saturday night), presumably to avoid extensive disruption to road traffic.

(c). NEW SIGNS.

The imminent introduction of LRV services has led to the introduction of some new road signs; one indicates entry to a tunnel, another a street crossing with an LRV line.

64:6.

OTHER MIDDLE EAST RAILWAYS.

(A). IRAQ.

(i). IMPRESSIONS OF SABOTAGE PROBLEMS.

From Andy Wilson I have received a cutting from 'The Independent' of Sat. 13.12.2003, p.17. Here is an article by Robert Fisk, reporting from Baghdad. Before transcribing it, it may be worth remarking that Fisk is a reporter, not an historian, and one who normally writes from the Near East from the Arab point of view and here he is clearly against the American occupiers; some years ago I had correspondence with him over historical inaccuracies in a report on railways in the Lebanon! In this rather 'journalistic' report are also some clear inaccuracies - for example, the origin of the Chinese diesel locos predates the American control, coaches are from East Germany not Poland, etc.! Nevertheless it is one of the few current reports to come through. I sent a copy to Gordon Mott, who on 30.12.2003 sent some revealing replies which I will append as a warning to all future historians.

"Bandits and Bombs keep the new trains of Iraq waiting at the station".

"We had 20 passengers to Basra today; four carriages and one locomotive". Shakra Mahmoud announces. He is the stationmaster at Baghdad Central and he beams with satisfaction at a job well done. So what time did the Basra train leave, I ask Mr. Mahmoud, and his smile fades away. There is a brief conversation in Arabic with six other railway officials in the room and the word 'infija' is used. The stationmaster realises I can understand the conversation. "Actually, there was no train today" he says bleakly. "There was another bomb on the track last night and we can't repair it yet. The last train was yesterday."

It's another of the lies in which we all have to believe. Things are getting better in Iraq. And of course, not a single official of the Anglo-American occupation authorities will admit the truth which Mr. Mahmoud now acknowledges: that there have been 31 attacks on the Baghdad-Basra track in the past seven months, at least 40 on the line to Mosul, and daily sabotage on the passenger service to Qusaybah.

And you only have to leave Mr. Mahmoud's office and stride the great windy concourse of British-built Baghdad Central station to understand

what this means. Platform after vast platform, built for the entire railway network of Iraq, stands empty. The main line to Mosul has now been closed because - as another railway official bluntly puts it - "we can't repair the trains and the track fast enough", and the service to Qusaybah and the west of Iraq has been indefinitely suspended because gunmen and thieves are attacking passenger trains. Yesterday, in 'liberated' Iraq, not a single train moved on the country's tracks.

And in the fantasy world of Iraq, the railways play their part. Because - just a couple of miles down the tracks - stand 50 spanking new green-painted Chinese diesel locomotives, newly-purchased through the American-run Ministry of Transport, to haul the long trains which can no longer run across Iraq. On each is screwed a brass plaque with the words "Built by the Dalian Locomotive and Rolling Stock Works, People's Republic of China 2002" and the great 'Boys Own Paper' locos stand today amid a trashyard of older, smashed Canadian and German diesels and dirty French and Polish carriages of the Saddam era. One railway official - and there are a lot of them - conceded that the number of locomotives may well equal the number of carriages.

But Louai Hanna is ecstatic. Even in Iraq, there is a fraternity among railwaymen and Mr. Hanna is the proud driver of one of the new Chinese locos which he has personally named 'The Gazelle' after its blissful first (and only) journey from Basra. He climbs the steel ladder, unlocks the door and introduces me to what he calls his 'home', with its shiny speed dials, little Chinese paper lanterns - the engines arrived at Umm Qasr port with 10 luckless Chinese advisers aboard the ship - his fridge and coffee stove.

'The Gazelle' can speed along with 12 carriages at 180 km an hour. On the Basra track, of course, only four carriages work the line in each direction and most of the time, when there is a train, the maximum speed is 60 kph.

Mr. Hanna is a Christian but I find a cassette tape of Sunni Moslem sermons on the console beside him, speeches by an Imam from Fallujah. So the Gazelle's co-driver is a religious Sunni, I suggest. Mr Hanna grins his confirmation. And I can tell who drives the other new locos; several have the images of Hussein and Ali, the great martyrs of Sunni Islam, stuck on the side of the loco windscreens. If nothing else, the railway staff are multi-confessional.

We are walking back along the tracks through the wickedly cold wind when I notice, just beyond the muck and dirt and twisted rails, the twisting mud and brick tower above the tomb of the wife of the Caliph Haroun al-Rashid; Iraq's history of magnificence still stands amid its modern wreckage. Mr. Hanna looks at the ground as he walks. "One of our drivers was executed by Saddam", he said, "I don't know why. I can only remember his first name, Abbas. He was in his diesel loco down in Basra in 1981 when the security people came for him. They took him off the train and we didn't see him again and later we heard he was hanged."

There is a further silence. Then Mr. Hanna looks at me. "I drove Saddam", he suddenly says. "We were never told in advance when he would travel by train. They put two special security men in the cab with me and told me to go to Mosul. We stopped and started many times. Saddam got on in Mosul and he travelled only one kilometre. I don't know why he bothered. He got off, dressed in civilian clothes with a black pullover. You had to be a member of the Ba'ath to drive Saddam but I wasn't in the party." Was he trusted perhaps because he was a Christian and not from the Muslim sects of Iraq where his enemies were strong? "You may be right. Yes, both me and the other driver got something for driving Saddam. He gave us each a tip of \$150."

Which, by chance, is the same as Mr. Hanna's new and improved monthly salary from Iraqi Railways. And as we reach the empty platforms, he greets his colleagues with warmth. They are all going to a wake for the wife of one of their fellow drivers and they ask to have their picture taken together. They are nice guys and Mr. Hanna says that his money now allows him to buy a new television set. They joke and laugh and briefly there is a picture of a real "new" Iraq.

Plenty of smiling drivers. Pity about the trains."

To this article, Gordon has responded: "Yes, the bias is obvious. His facts relating to the number of incidents on the line are not far wrong, but I take exception to his statement that "not a single official of the Anglo-American occupation authorities will admit the truth". He certainly didn't ask me and I would have thought that, as Principal Railway Advisor, I would have been a pretty obvious source. Had he bothered, I would have told him the truth.

The "daily sabotage on the passenger service to Qusaybah" statement is a gross exaggeration as passenger trains have not typically been the object of any kind of attacks. He also makes no distinction between incidents related to insurgency and those that are purely economic. Many are the latter and involve looting of cargo - something that it turns out was a major problem before we ever got there. We were talking about security today at the railway and it came out that guards were assigned to ride specific types of trains, such as fertilizer and benzene, for years to deter looting. Containers such as are now being used so much by the military were simply not around in the past and so they are learning new ways of looting them.

So the real bottom line is that yes, incidents related both to insurgency and to thievery are a significant problem for us at the present time. The railway is doing a generally good job in responding to them, and we are making substantial funds available to enable them to further improve their ability to respond. We are also reviewing the general security arrangements, and in many cases reviving many of the practices from the past, such as contracting with the leading tribal family in each area to provide security in that area.

So, in general, it is not a report of untruths, but rather of half-truths. The whole truth is that the current situation with respect to security of the railway is unsatisfactory, but measured steps are being taken to address the problem - and in significant respects the problem predated the recent war."

(ii). NEW USE FOR OLD STATIONS.

In the "Jerusalem Report" for 3.11.2003, p.22 is an article by Nir Rosen on the American troops in Iraq and their efforts to identify and capture (or eliminate) forces hostile to them. It includes:

"The men of the US Army 1st. Squadron, 3rd. Armoured Cavalry, call the Anbar province of western Iraq "the Wild West". They occupy this dusty, arid and lawless region by the Syrian border, which is populated by the rebellious inhabitants of large towns like Al-Qa'im on the Euphrates River. Here, like elsewhere, the American troops are attacked on an almost daily basis by members of a community that used to shoot at the Iraqi army as well..... The 3rd. ACR has converted an abandoned train station into home and called it Tiger Forward Operating Base. There

is a cafeteria..... there are TOCs, or tactical operation centers, pronounced 'tok'; there are barracks... there is a recreation center...and a detention center for Iraqi prisoners."

Again, Gordon came up with some useful information! (Life is so often just a question of knowing whom to ask....) "This is essentially correct. I was in Al-Qaim yesterday, meeting with the 3rd ACR and others, specifically about how we reshuffle things a bit so that the railway will be in a position to support the industry of the area as it gets ready to crank back up. Al-Qaim is the site of a very large SPP fertilizer plant and also a large cement plant. The rail line up from the south brings in phosphate from the mine at Akashat. None of that is currently operating to any significant extent, though the line is open and a passenger train runs daily to the Syrian border at Haseiba. There is a sizeable locomotive and wagon shop complex at Al-Qaim and that is what the 3rd ACR is occupying. The passenger station is also temporarily being used by another military unit. So far this has been a big plus to the railway as nothing was happening at Al-Qaim and the presence of the military has meant that far less damage from looting and sabotage has taken place there than anywhere else on the railway. Now we're working out a plan to transition the property back to the railway, hopefully in a way that we retain a good measure of security as this area is, indeed, the Wild West (and as your reporter correctly states, it has been since long before the Americans arrived)".

(iii). ATTACK REPORTS.

A report in the Dutch freebie newspaper "Metro" for Friday 31.10.2003 p.6 includes a photo of "Iraqis plundering a train that was blown up yesterday during an attack". The accompanying brief story concerns a former Iraqi general, Ezzat Ibrahim al-Duri, who according to an anonymous Pentagon official was meant to



Irakezen plunderen een trein die gisteren tijdens een aanval werd opgeblazen.

be behind several recent attacks. Al-Duri was formerly Number 2 in Iraq, Vice-President of the Revolutionary Command Council.

The photo (by Omar Ali/AP) shows a Maersk container knocked from a bogie flat wagon and lying upside down in flames. A bogie flat and a bogie covered van are on the track on a low embankment in the background.

(iv). STEAM LOCO FOUND!

According to a report in 'Steam Railway' 291 and (Jan. 2004) 292 p.7, an LMS-type 8F 2-8-0 has been discovered in Iraq!

(v). AMERICAN RECONSTRUCTION CONFERENCE.

A conference was due to take place on Monday Feb. 2nd. in Washington, for firms interested in rebuilding the Iraqi railway system. The US Government has allocated \$210M for the purpose.

(B). IRAN. (i). EARTHQUAKE RELIEF.

According to some news reports in the last week of December 2003, following the catastrophic earthquake in Bam, Turkey was sending equipment and relief goods to Iran by train. (Israel, incidentally, was the one country from whom the Iranian government said they did NOT wish to receive any help. This snub was extensively reported in Holland but not, for some reason, in Germany. So the lack of a direct rail link via Jordan was of no consequence whatsoever....)

(ii). FREIGHT TRAIN DISASTER.

On Wed. 18th. Feb. 2004 a major catastrophe hit Iranian Railways (and Iran) - it appears from news reports that a rake of wagons managed to set off by itself from the station at Abu Muslim. A loaded train comprising 51 wagons in total - including 17 loaded with sulphur, 6 with petrol, 7 with fertiliser and 10 with cotton bales - managed to set itself off down a gradient - some theories consider an earthquake of

3.6 Richter might have set off this chain of events, others blame human error of the station staff. The rake of wagons with this very explosive and combustible mixed load rolled 20km. to the village of Chajjam, 30km. west of Neischapur, where it derailed and caught fire. Fireman fought the blaze for 24 hours through the frozen night and through clouds of sulphur gas, and had apparently managed to dampen 90% of the conflagration when the first of a series of explosions then caused mayhem amongst the firefighters and the gathered spectators - as well as residents of villages several kilometres away. The detonations could be heard 70km. away, five villages were virtually eliminated, and by 20th. Feb. the death toll had risen to 320 with at least 460 injured, and many still missing in the ruins of their homes.

(iii). FORMER INDUSTRIAL LOCO.

A report in 'Steam Railway' No. 292 (Jan. 2004) p. 27 describes restoration work on Andrew Barclay 0-6-0T 'Ajax', built in 1918 and now on the Isle of Wight Steam Railway. The report notes: "Built for London's Sulphide Corporation, 'Ajax' was requisitioned on completion by the Ministry of Munitions and sent to Persia. It is unclear exactly when it returned to the UK, but it finished its working life at Harlaxton Ironstone Quarries near Grantham in 1968..." This loco is not mentioned in Hughes' list (p. 107). Any further information would be gratefully received!

(iv). TILTING TRAINS HALTED.

The saga of the Class 605 four-car tilting dmsu for Inter City services is turning gradually into a scandal in Germany - the twenty sets were introduced to service, hit snags, were withdrawn for modifications, have been modified (and classified as fit for service), but the DB has now turned its back on these modern and expensive sets. A note in 'Lok Magazin' 2/2004 p.8 indicates that a sale of these units to Iran has been considered, but has been stopped because the weapons control regulations - apparently the tilting technology could be employed in construction of weapons systems!

(v). THE NEW SILK ROAD.

The Editor was handed on the street in Berlin a copy of a rather bizarre left-wing political freesheet called

'Neue Solidarität', No. 5 of 28.01.2004. Amongst the garbage were some items about 'Die neue Seidenstrasse' - the New Silk Road - brief items about infrastructure projects to link up Sumatra, Java and Bali by bridge, improve the Trans-Siberian Railway, the improvements to the railway links to the north of Australia at Darwin, and so forth. And these two items (translation from the German by the Editor):

"At an Infrastructure Conference at Kermanshah in Iran on 18th. January the Assistant Governor of the province of the same name, Mojtaba Nik-Kerdar, underlined the importance of the creation of a through rail link from Iran to Iraq. In this manner the historic Silk Route from Central Asia to Europe via the northern side of the Arabian peninsula and the Mediterranean could be revived. Here he referred specifically firstly to the construction of a line only 20km. in length that would link the eastern Iraqi town of Kaneqin with the Iranian border town of Koshrawi, secondly to a link between the Iraqi Basra and the Iranian Korramshahr. The Iranian Transport Minister and the Interior Minister of the Iraqi Provisional Government had already spoken about such a project during a meeting in Teheran."

and:

"Plans for a Middle East Railway Network.

At the next conference of the Middle East Railway Administrations in March or April in Damascus discussions should be held on the detailed planning for the construction of an integrated Arab Railway network. This was announced last Wednesday [i.e. sometime in Jan. 2004] by Abdul Feilat, the Director of the Jordanian Railways. By this is initially meant the construction of links to fill gaps in the existing network, such as from the Jordanian capital of Amman to the border with Syria, from the Syrian capital of Damascus to the Turkish border, and the construction of several lengthy sections in Saudi Arabia. To this should be added the construction of railway links along the Arabian side of the Persian Gulf. The construction of a bridge between the Emirates of Bahrein and Qatar would be part of the first construction phase, the link with Kuwait and Saudi Arabia's Eastern province would be part of the next phase. There is great interest, especially in terms of the annual holy pilgrimage season to Mecca, in a rehabilitation and reconstruction of the Hedjaz Railway to Medina, out of use since the First World War."

(C). DUBAI.

A first-time entry in Harakevet. An article in 'DB Mobil', the Deutsche Bahn free onboard magazine, issue 02/04, p.78, describes a futuristic plan for an underwater hotel for rich tourists to be built in Dubai. Access will be by an underground railway which will ferry guests 500m from the coast! More details under www.hydropolis.com.

(D). SYRIA.

The magazine 'Eisenbahn' for 1/2004, p.41, has an article about SGP Railcars from Austria, and mentions seven bogie diesel railcars built for Syria, CFS Nos. AB4 1T - 7T. A previous reference was in 6/1967 p. 117.

(E). HEDJAZ.

(i). ARTICLES.

The Dutch railway enthusiast magazine "Op de Rails" published by NVBS had in issues 11/2003 and 12/2003 an extensive illustrated article on the Hedjaz. Many thanks to Marc Stegeman for the photocopy.

In the Vol. XIII No. 1, Autumn 2003 issue of the Journal of the T.E. Lawrence Society are two articles on the Hedjaz, one comprising a lot of illustrations.

(ii). BBC DOCUMENTARY.

From Albert Thomas I learn that BBC2 in England showed a two-part series on 'Lawrence of Arabia' - "It contained a number of items of interest regarding railways, a number of archive shots and some reconstructions with (hopefully) simulated explosions on tracks and viaducts as trains were approaching/passing.

In Episode 2 were some views of Dera'a, which looks rather sad, forlorn and run-down; also shots of a steam loco in a shed, not identified but possibly also Dera'a.

(iii). ANOTHER TOUR!

From 16th. - 26th. Sept. 2004, a further tour is being organised through Syria and Jordan - this time by Moneypenny Tours of Aussenstrasse 6-8, 90453 Nürnberg, Germany. Tel. 0911-6324673, fax. 0911-6329312, website www.moneypenny.de. The tour programme begins with a flight from Frankfurt to Aleppo on 16th. Sept., followed by sightseeing, on the 18th. a tour of the depot at Aleppo and then by train on the 1982-built line to Damascus Cadem. This trip will be in a

diesel-hauled special train, with a pause at Hama. The 19th. is for sightseeing, then on 20th. a steam-hauled trip from Damascus Kanawat to Serghaya, double-headed by SLM tanks 130.754/755, with photo stops and return by bus. On the 21st. a visit to Cadem Works, before a special (with photo halts) headed by Hartmann 2-8-2 260 and Hartmann 2-8-0 91, seven coaches and a van, to Deraa and then on to Bosra.

On the 22nd. after bus transfer back to Deraa, a special on the Yarmuk line to Zeizoun, headed downhill by Mallet 02010-962 (restored in 2002 after 20 years out of service) and back by Borsig 2-8-0 160. Back at Deraa a loco parade and then south to Amman in a special headed by Nippon Pacific 82 via Mafraq. The 23rd. is for more sightseeing, then on the 24th. by steam special as far as Qatrana, employing Jung 2-8-2 No. 51. Thence by bus to Petra, the 25th. spent also here, and on the 26th. back to Amman and flight back. I have not given details of the complex sightseeing itineraries in the printed programme, but concentrated on the railway element! From 14th.-17th. Sept. a train journey from Istanbul via Konya to Aleppo with a special sleeping car (20 places) is also advertised as an 'add-on'.

The basic price is just under £2,000, with recommended additions for tips or single rooms.

(iv). NEW WEB SITE.

Anyone interested and with the right technical access is urged to visit the web site <<http://nabataea.net/hejaz.html>> which comprises a whole series of pages and links on the Hedjaz Railway, with maps, histories, and - most importantly for those who already have the available books - some very up-to-date photos of obscure stations and other structures. The site is still 'under construction' and some of the pages are virtually blank, in others the history is a bit wobbly at times (for example, it is stated that the Naqb Ashtar branch was built in the 1930's, not the 1940's) - but there are photos of a railway museum in Amman, a model of a proposed rebuilding of Kanawat Station, interior views of stations and carriages, shots of trackbed winding over the hills between Maan and Naqb Ashtar, and various other 'goodies' that are truly hard to obtain otherwise. Contact can also be made via <webmaster@canbooks.com>.

(F). TURKEY.

Not 'news' in any way at all, but an interesting little snippet that might provoke some useful reaction. In "Eisenbahn Journal Archiv" Band No. 06, "Preussen Report" on the Prussian goods locomotive classes G8 (0-8-0), G10 (0-10-0) and G12 (2-10-0), on p. 64f. is a brief item on some locomotives built for Turkey.

The G12 was a 'standard' 2-10-0 built for Prussia and Baden, and six engines to a slightly different design were built by Henschel in 1917, works nos. 14519 - 14524, for the CFOA (Ottoman Military Railway). Of these, only one was delivered, due to the vagaries of war. The others were taken over on a short-term basis by the Deutsche Heeresfeldbahnen, (German Military Railways) and numbered as G12 Nos. 5551 to 5555.

Germany lost, of course, and in 1918 locos nos. 5551, 5552 and 5555 were handed over to the Belgian SNCB; No. 5554 was handed over to the French C.F. de l'Est. However, 5553 was at this time standing at Aachen West, rather damaged, and so escaped being given away as reparations. It was therefore later repaired and became Preussische-Hessische No. 5276 Cassel, based at Soest, and in 1925 was renumbered by the newly-formed Deutsche Reichsbahn as 58.1001 - i.e. within the '58' series, which was the G12's, but off to one side, so to speak, as there were significant detail differences in the construction, and the tender was a very-short-wheel-base 6-wheeler of type T3.21, carrying 5 or 6 tons of coal, and definitely not a Prussian standard design.

And so this engine carried on quietly carrying out its freight duties in Northern Germany rather than Turkey. Does anyone know more of the engine that actually reached its destination?

64:9.

ETHIOPIA IN WARTIME.

Bert Dyke has sent some personal memories and a copy of an article by Charles Lee from 'Railway Magazine' October 1941. - "Railways of Italian East Africa, Pt. II" pp.441-443.

First his personal comments:

"Of especial interest was the paragraph on Ethiopia, or Abyssinia as it was, my old stamping ground in 1941.the main station was the infamous Dire-Douah, the first stage completed 1902. Emperor Menelik passed on, and little Haile Selassie, Lion of Judah, wobbled in as Emperor. He and his entourage, with Ras Seyoum his 'Prime Minister' (as venal as he was) galloped over here before throats were cut, and settled in Bath. I was then a Junior Clerk at Bristol Temple Meads, and every day my train, the 5.30am. ex-Paddington to Penzance called at Bath, as our beloved "Breakfast" train called there on her dash to Chippenham and Paddington non-stop. There he was, the little Golden King, wife, and daughter (training to be a nurse) and huge glowering Ras - plus umbrella - on the London-bound platform exactly on the spot for first-class coach and breakfast! So I got interested in his country, never dreaming I'd ride, plod and fight over it, and welcome the little sod back in a victory march! There was quite a scrap at Dire-Douah in 1941, South Africans, KAR (King's African Rifles), the Rhodesians coming up from the South, and the South Africans then turned west and took Addis. I was for some reason good with prisoners - and pretty handy with languages - French is spoken all over the Horn of Africa and the North - and so I got clobbered with such jobs. Even got to Kilindine on a fast ex-Channel Packet "Prince Baudouin" with recalcitrant Eyeties on one trip! Also, being a Royal Engineer, I was (in Army Talk) "neutral" (i.e. not classed as Infantry, Artillery etc.)....

There were Garratts at Djibouti, and at least one Swiss 2-8-0 at Dire-Douah, and a 2-6-0 working. [Photos in the article show a 2-6-0 "Lion" and a 2-8-0 "Puissant", both built by SLM. Ed.] In 1934 I was 15 and a bloke named P.M. Kalla-Bishop was an expert on these things, like dear old Hamilton-Ellis.... and he got the Garratts sorted. Six were built by Ansaldo at Genoa in 1939, the Sampierdena works - Works Nos. 1371-1376, running numbers to be 501-506. Three were shipped to Djibouti, and there 'interned' by the Free French in 1940 on Italy's fatal entry to our war. They never moved until our East African campaign was over, and a sorry state they were in. Two others were shipped from Genoa to Tripoli (Rommel's base at the time), though they couldn't run on 3' 1 1/2" (95cm) gauge lines in Tripoli so were to be used on a new Sfax - Gafsa line at Gabes. (I got that far, and beyond, in 1943). These two Garratts were well and truly damaged by many air raids on Tripoli, and they were broken up in 1945. The last one disappeared, lost en route (torpedoed) in the Med. They were 2-8-2+2-8-2, the only Garratts ever built in Italy, 3' 5" driving wheels, 15 x 22 cylinders, tractive effort 39,800 lbs., 199 lbs. boiler pressure, weight 86.5 tons, Grate 27' 8", heating surface 1240 sq. ft., and superheaters 490 sq. ft. In other words, Inside the Abyssinian Railways maximum axle-load of 9 tons 17 cwt. Very different to EAR or SAR Garratts, which worked on very substantial track and infrastructure."

Now to the article, which is to some extent a follow-up to that of December 1935 and refers to it, but is also remarkably "up-to-date" in terms of contemporary wartime progress:

"Abyssinia has no seaboard of its own, and its north-eastern frontier is separated from the Red Sea and the Gulf of Aden by Eritrea and French and British Somaliland. On this coastal strip is situated the French port of Djibouti, which is the nearest outlet to the sea for the Abyssinian capital Addis Ababa (a town of about 100,000 inhabitants), and is connected thereto by the solitary railway in the Ethiopian Empire. In 1896 France agreed to recognise the designation of Djibouti as the official port of Abyssinia, and from that year dates the conception of the railway joining Djibouti to Addis Ababa (or Addis Abeba as the French then called it), the construction of which by France was officially recognised by Great Britain and Italy in the treaty of 1906.

Two years before, by a contract dated March 9, 1894, the Emperor Menelik II had granted a concession to a Swiss engineer for a railway to be built in three sections: from Djibouti to Harar; Harar to Entotto, then capital of Abyssinia; and Entotto to the White Nile across the Kafa. The Compagnie Impériale des Chemins de fer Ethiopiens was founded, and obtained the authorisation of the French Government to construct the first section of the railway from Djibouti to Harar across French Somaliland. Meanwhile preliminary studies on the route had shown that it would be extremely difficult to reach

Harar, and the company obtained permission from Menelik to fix its first provisional terminus at the place which had since become Dire Douah.

In October 1897, work began at Djibouti and was continued across the rugged desert country of French Somaliland towards Harar. Some 65 miles were opened to traffic in 1900, and the line reached Dire Douah (193 miles) in 1902. [Ed. note - the interest for 'Harakevet' here lies partially in the differences in working within the Turkish Empire, and the construction is largely contemporaneous with that of the Hedjaz line in equally-difficult terrain.] In the face of hostile tribes and a thousand other difficulties, the Compagnie Imperiale was unable to continue beyond Dire Douah, and it was not until the French Government had lent financial aid, and a new company - the Compagnie de Chemins de fer Franco-Ethiopien de Djibouti à Addis Abeba - had been formed, that work could be resumed. Addis Ababa had now become the capital of Abyssinia and, as such, was to be the terminus under the new agreement.

The new company took over the undertaking in 1908, and in 1909 work was resumed. By 1913, 93 miles (150 km) of line had been constructed as far as Mieso. At the end of that year the steel girder bridge to carry both rail and road over the Awash, 490 ft. long and 195 ft. above the river, was completed, and by the end of 1914, despite difficulties occasioned by French mobilisation consequent upon the outbreak of the war, the line had reached Mojo, 444 miles (715 km.) from Djibouti. On May 21, 1915, it was opened to a point near Addis Ababa but, due to delay on the part of the Abyssinian Government in handing over land, it was not until June 1917 that the completed line, 487 miles (784 km.) in length could be opened for traffic throughout. Since then numerous modifications have been effected; among these was the opening of the new station building at Addis Ababa in December 1929.....

The first 56 miles (90km.) from Djibouti are in French Somaliland, and the railway crosses into Abyssinia shortly before reaching Duanle station. The line runs across a desert region until it reaches Dire Douah, 193 miles (311 km.) from the coast, and 3,900 ft. in altitude. After Dire Douah the line leaves the Dankali desert and runs along the foot of the Tchercher mountains. It then crosses, at the Col des Assavots (4,820 ft.) the massive spur running northwards from the main chain, that deflects the Awash River in that direction. The railway and road cross the Awash gorge on the steel girder bridge already mentioned. From the Awash to Addis Ababa, which stands at an altitude of 7,700 ft., the line climbs to reach the central plateau of Abyssinia.

Before the Italian invasion of 1935, the company possessed the following rolling stock: 54 locomotives, 48 passenger carriages with seating for 2,706 passengers, and 445 goods wagons ranging up to a capacity of 30 tonnes. The 1940 figures are given as 91 locomotives, 52 passenger carriages, 4 railcars and 601 goods wagons. No recent information is available regarding new rolling stock placed into service since the Italian occupation of Abyssinia.

In early years no night trains were run because of the depredations of native tribes, but since 1926 they have been run regularly except in the rainy season, when the track is liable to damage. Up to 1935 there were four trains each way daily. The time taken by a passenger train from Addis Ababa to Djibouti was formerly three days, but in 1935 some trains did the journey in 33 hr., and special trains in 25 hr. Goods trains took up to five days.

The 1940 timetable shows a direct train between Djibouti and Addis Ababa once weekly in each direction, leaving Djibouti on Mondays and Addis Ababa on Sundays. The trains comprised first and second class carriages and sleeping cars, and the journey took approximately 25 hours. The only other through services comprised a thrice-weekly slower train leaving Djibouti on Tuesdays, Thursdays and Saturdays, and Addis Ababa on Mondays, Wednesdays and Fridays. These trains included first, second and third class carriages between Djibouti and Dire Douah, and third-class only between Dire Douah and Addis Ababa. The journey time took just over 45 hours. A thrice-weekly service by 'Littorine' railcars was run between Addis Ababa and Dire Douah in about 9 1/4 hr., including a 45-minute stop at Awash, leaving Addis Ababa on Tuesdays, Thursdays and Saturdays, and from Dire Douah on Wednesdays, Fridays and Sundays. Finally there was a daily local train between Addis Ababa and Ualanchiti (between Hadama and Borshota)

British Forces, advancing from Italian Somaliland, occupied Dire Douah on March 29 last, and thus made contact with the Abyssinian Railway; they then advanced westward along the line of the railway. The main obstacle was the gorge of the Awash River, and this was crossed by the South Africans far more

rapidly than had been expected in view of the fact that the retreating Italians had destroyed the bridge. A distance of 90 miles was then covered in two days and South African troops entered Addis Ababa on April 5.

Since the capture on February 25 last by British Imperial Forces of Mogadiscio, the capital of Italian Somaliland, control of the only railway in the colony has been in British hands. Originally this line, which is built to the Italian colonial gauge of 0.95m (3ft. 1 3/8 in.) extended only from the Indian Ocean port of Mogadiscio to Bivio Adalei, 66 km. (41 miles), reaching that point via Afgoi, 30 km. (18.5 miles) on the Webi Shebeli. This railway, which was regarded as part of the main line to Eritrea, was opened to public traffic in the middle of 1936. It was then announced that an extension was being built to Villagio Duca degli Abruzzi, a town of some 9,000 inhabitants and the centre of the principal agricultural colonisation centre in the colony, that of the 'Associata Africada Italo-Somalia' (this town was occupied by British troops on March 2, 1941). It would seem that by July 1936 this extension had already been completed for military purposes by the Army of General Graziani, for, according to a statement issued by the Ministry of Information (Military Affairs), the advance of the Italian Southern Army in April 1936 used the railway as far as Villagio Duca degli Abruzzi and built a further line thence to Bulu Burti.

The railway, as opened to public traffic, has never extended beyond Villagio Duca degli Abruzzi, a distance of 113 km. (70 miles), and this is also the railhead of the 0.95 metre gauge line. Except for the initial climb out of the coastal region, the location is easy, with but few severe grades or curves. From Villagio Duca degli Abruzzi a 0.60m. (2 ft.) Decauville line, built for military purposes during the Abyssinian campaign runs 130 km. (81 miles) to Bulu Burti. The latest available timetable, that dated October 1 1939, showed a service between Mogadiscio and Villagio Duca degli Abruzzi consisting of one mixed train daily in each direction, taking approximately 3 1/2 hours, and two mixed trains daily each way between Mogadiscio and Afgoi, taking between 1 and 1 1/4 hours. The motor road takes a more direct route between the terminal points of the railway.

Continued on page 15

FROM THEN TILL NOW

(Part 14).

Noted in reading by Paul Cotterell from Baruch Katinke's book 'Me'az v'ad Hena'; see earlier installments in 11:22, 13:17, 16:15, 19:19, 20:15, 24:11, 30:21, 38:15, 46:12, 59:15, 61:9 and 63:11. This is the chapter entitled 'The Last Engine Blown Up' on pp. 207-8 of that book.

The situation of Jerusalem's Jewish inhabitants before the English conquest was very bad. There was starvation in the city. Most of the inhabitants moved out, some to Haifa and some to Beirut or Damascus. The Turkish authorities treated the Jews ruthlessly. All the Jews were suspected of being traitors, just waiting for salvation from the English. It was impossible to meet a young Jew in the streets. Older people too avoided walking in the streets for fear of being seized and sent to do forced labour for the army. Most hid in cellars and attics for weeks.

With the capture of Wadi Surar the Turkish-Austrian army, which was camped around Jerusalem, began occasional attacks on the English camp at Wadi Surar, using hit-and-run methods. Nearly every day trains loaded with soldiers left (mostly in the hours of darkness) for the west, and they returned loaded with dead and wounded.

And the English advanced steadily towards Jerusalem.

One day I received an order to destroy the railway bridges as far as Bittir. Not many days passed before that station was captured by the English without the [Turkish] military authorities reporting it (they themselves were unaware of its capture) and a trainload of soldiers that appeared there was met by an Indian cavalry unit which had come to water its horses at the springs. It was only thanks to the driver's coolness that the train returned safely to Jerusalem. [One assumes he slapped his engine into reverse and cracked open the regulator.]

A small group of Austrian saboteurs under the command of a captain was put at my disposal for carrying out sabotage. It was the officer's habit to photograph each station before its destruction and after. When blowing up bridges we placed damaged and unusable wagons and locos on them. They were blown up with the bridge and thrown into the wadi below. The saboteurs and I would have our photos taken on the bridge before its destruction, and alongside it afterwards. Not many days passed before just one locomotive and about half a dozen wagons remained in use with the railway at Jerusalem.

Although the section of track in use by us was very short and the whole journey was no further than the approach to Bittir [see Note at end of article], even a short journey requires firewood and water for the engine, but there weren't even such basic and humble necessities for the train which made five or six return journeys each day. It was still possible to collect wood from local villages, but water...

I tried bringing barrels of water in road vehicles from the Mamilfa pool, but the work was hard and the required vehicles were not always at my disposal. Having no choice I took water from the Sultan's Pool close by the station, the water of which was not the cleanest. With the help of a long line of soldiers from the Work Brigades full buckets were brought from the pool to the loco, and empty buckets returned from the engine to the pool. The full bucket was passed from hand to hand, and by the time it reached the loco half had been spilt along the way.

On one of the last days of the siege of Jerusalem, 2nd December 1917, I was called to Mount Scopus, to the military command, and there I was or-

dered to destroy everything possible at Jerusalem railway station, right down to the last engine and wagon. The same day we moved the loco and wagons to a suitable site, outside the station, and there they were properly blown up. In the station itself we blew up the water tank and the engine turntable and all the track pointwork. Everything was photographed. [Whatever happened to all these choice photos, I wonder?]

In the afternoon of 2nd December I informed the military command that all had been carried out. I was told to attend there next morning to receive a letter of commendation and orders for my continued service. In the letter of commendation it was written that, during the days I spent in Jerusalem, I had carried out every duty placed upon me to the complete satisfaction of the commanding officers and had done everything possible in difficult circumstances. My new orders were to leave Jerusalem and present myself to the main railway management in Damascus. I was not given leave to stay a few days at my home. Immediately after the destruction of the station all the railway workers had disappeared to avoid being sent to work in distant places on the Hedjaz Railway line. The manager of the repair shops, Kolcheko, and the superintendent of the drivers and firemen, Giovanni, stayed with me. The three of us had to travel to Damascus.

When I arrived home I told of the order I'd received. Everyone advised me to stay in Jerusalem and hide until the English entered. The temptation was very great. Parting from my wife and children for an unknown period was hard. That same evening I went to my sister on the other side of the city to stay with her until things quieted down. But the sudden change, and that from an active officer to a deserter in hiding, would not let me rest, and I was awake all that night. Towards morning I decided to carry out the order and go to Damascus. Early that morning I met Kolcheko and Giovanni and we made plans for our new journey.

Note: I'm having the greatest difficulty trying to reconcile all the sabotage with apparently later journeys along the line as related by Katinke: the chronology does not fit. And, anyway, I can think of only one under-bridge worth the name between Jerusalem and Bittir.

HACATAR.

(Paul Cotterell.)

No - not a form of heavy cold, but the title of "The Professional Organ of Railway, Post & Telegraph Workers Organisation of Palestine" - published from 1922 to 1924, in English, Hebrew and Arabic, printed by M. Sokobolsky in Haifa. The English title was 'The Locomotive', and a photocopy of a cover from the issue of 18th. May 1924 has been sent to me by Yakov Wahrman, along with a copy of the 'Palestine Railways Institute and Sports Club Rules and Regulation' - also tri-lingual; there is no date, but from the fact that the Patron is the Rt. Hon. Sir H. L. Samuel, High Commissioner for Palestine, and the President is Colonel R.B.W. Holmes, General Manager of Palestine Railways, it is clearly from the early 1920's.



Continued from page 13

In 'The London Gazette' of July 22, the Secretary of State for Foreign Affairs gave notice that the whole of the territories, formerly known as Italian East Africa, are now areas in the occupation of His Majesty."

To which Bert notes: "We did our best. I loved it all, and had a 'go' on a lot of it, even quite enjoyed the Bo-Bo diesels in Palestine, Egypt and North Africa, and had happy days with rebuilt steam tanks in Cyrenaica and Tripolitania. The articulated tanks from Asmara were very unreliable there - but the ones rebuilt by 115 Coy. Indian R.E. never failed. The wartime (1941) article is most relevant - we had just chucked out Mussolini's bully-boys - it was hard to get, the 1939-1945 'Railway Magazine' (on wartime paper too), but as an old subscriber they sent it to my home address without fail."

A TURKISH WW1 POSTCARD.

Paul Cotterell.

Professor Shaul Ladani of Omer was kind enough to send me photocopies of what must be a very rare postcard indeed, of which only two examples are known to survive. It was printed by the Maison d'Art of David Corn & Fils of Beyrouth (sic) and issued for the official opening of the section of Turkish military railway from Beersheba to Auja el Hafir. The card was postmarked on 27th. May 1916 (though the accompanying typewritten notes give May 26) and the name HAFIR shows it to have been cancelled at Auja. The lack of any written address means that the postcard was not actually mailed, but was evidently kept by someone as a memento of the event. Could there have been a special mail train service? I wonder, too, what form these inaugural celebrations took, and who was invited to them (the usual suspects, one suspects.) If a photographer was on hand then none of his photos seems to have survived.

The military line (the 'Egyptian Branch') can be made out snaking southwards from the vicinity of Silet ed Dahr on the top (northern) edge of the postcard, through numerous Arabic place names (including such obvious ones as Messudiya, Tulkarem, Lud and Bir Saba [Beersheba]), down to Auja on the frontier with Egypt. There is an interesting phrase alongside the name [Auja el] Hafir



Inauguration of the Beer Sheva - Auja El Hafir Railway line



Arabic number 74. Perhaps this was a serial number which indicates the minimum amount of cards printed?

In 59:15 the unknown station of Mishrafa was mentioned in connection with Baruch Katinke's memoirs, and I speculated that it might have been one of the two "Small Stations" apparently situated some 20 kilometres or so south of Beersheba. However, a place called Musharafa (spelling?) is shown on this post-

card located between Auja el Hafir and Asluj. If this Musharafa is the station recalled by Katinke then his rescue escapade would have taken him much closer to the British positions than I had previously thought. The plot thickens - as usual.

which translates as "on 14 Nissan [1]302 the connection was completed". Also of particular interest is the planned extension (shown as a dotted line) through the Sinai Desert to end up opposite Ismailiya on the Suez Canal. This is the only trace known to me of the proposed continuation across the Sinai. It is shown passing through or close by Kusseima, Bir Hassna and Gafgafa on its way west. At the bottom right-hand corner of the postcard the Hedjaz Railway main line is indicated. The northern branch from Messudiya to Nablus is also marked, as, of course, is the existing J&J line up to Jerusalem [Quts Sherrif]. Still shown as extant in 1916 is the Jaffa-Lod section, even though this had been taken up the previous year. At the top left-hand corner of the card (alongside what seems to be some fulsome Turkish in praise of the Sultan) is the

OLD TIMERS.

Paul Cotterell.

The tale of steam engines being spirited away from Lod to Petah Tiqva to save them from being handed over to Egypt by the British at the end of the Mandate in 1948 has been recounted in an early issue of *Harakevet* (11:24). Now a little more meat can be added to the bare bones of the story.

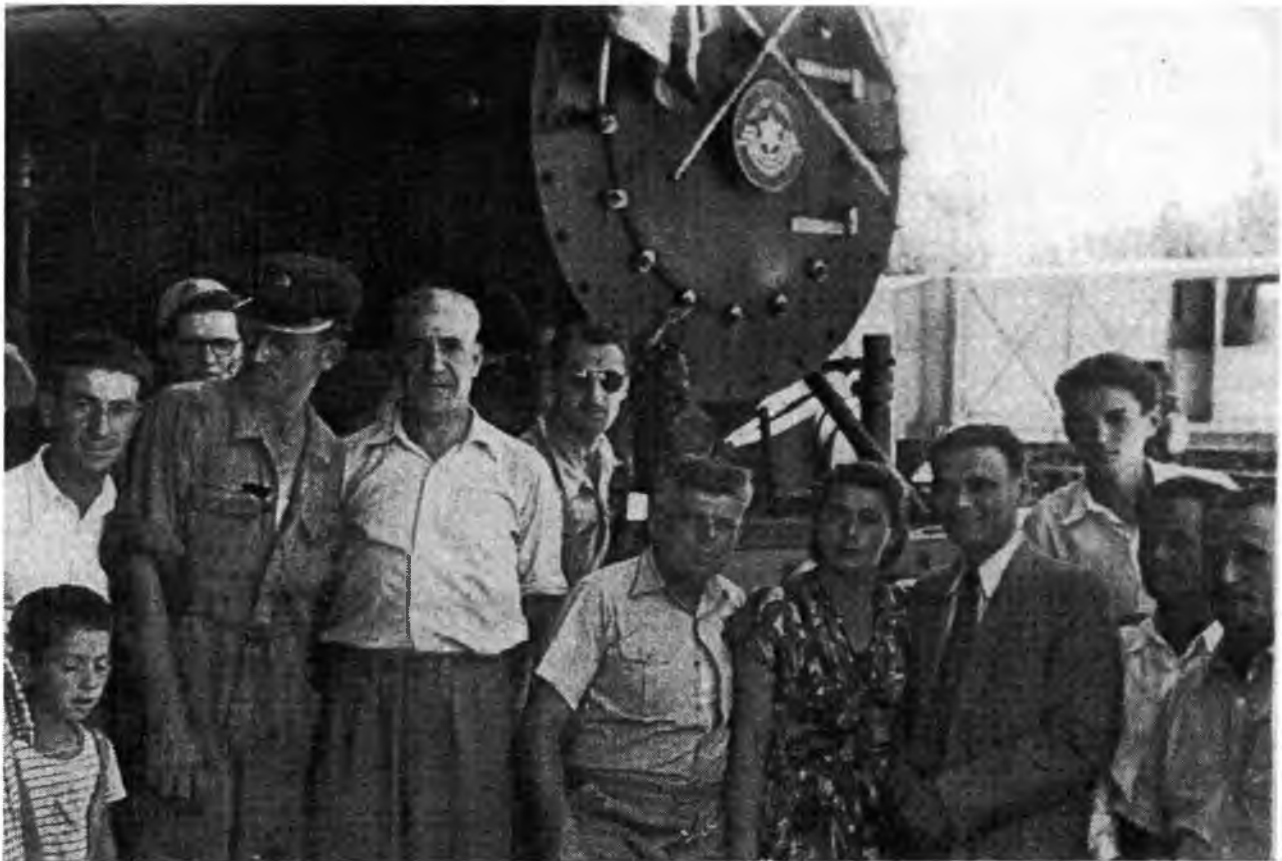
Pessach Zal, an ex-railwayman and volunteer at the Museum in Haifa, has been trawling through the large unsorted collection of photos in the Museum Archives. The accompanying view caused him to recall a few characters and their exploits. Pessach informed me that the gent standing left of centre in a light-coloured shirt, staring intently at the camera with a slightly tight-lipped expression, is Zaki Abu-Raful who actually carried out the rescue operation with the steam locos. Interestingly, he was a Palestinian Arab

Muslim. His wife was Jewish, but she had converted to Islam in order to marry him. Abu-Raful was foreman of the loco shed at Kantara East, but when he heard of the British plans to transfer the PR locos to Egypt he volunteered to come to Lod and hide the engines away.

Behind Zaki Abu-Raful's left shoulder, wearing spiffy sunglasses, is Ya'akov Papula who was an engine driver at the time. When I came to know him in the mid-1970's he was a loco inspector, and he appears (still wearing shades) aboard Jumbo 603 in late 110 on page 122 of 'The Railways of Palestine and Israel'. In front of Papula is Haim Krasnolov who was in charge of the Engineering Department Mechanical Workshops at Lod. At far right Ze'ev Gelblum just manages to get in

the frame. He was mentioned in 60:11 and features prominently in Plate 84 on page 86 of my book.

Careful comparison of that shot on page 86 in my book with the present photo shows them to have been taken on the same occasion, the date being 7 August 1949, only this view was evidently taken in Jerusalem after the arrival of the first IR train there following establishment of the State of Israel. The smokebox belongs to Baldwin 4-6-0 No. 920, a positive identification being possible because of the lowest bolt-head in the outer circle around the smokebox being missing in both views. The brakevan in the background, still lettered PR, looks like an ex-Palestine Military Railways 11-ton example rebuilt from a 12-ton van (see Fig. 10 on page 20 of 'The Railways of Palestine and Israel').



STEAM/DIESEL COMBINATIONS ON IR.

Paul Cotterell.

Double-heading was relatively little used on PR and IR. As a rule there was no need for the extra power; most lines are fairly flat and most trains fairly light. A notable exception to this in our own time is the Negev Desert where steep gradients are encountered and the mineral trains are heavy. Another line where double-heading could regularly be seen is that to Jerusalem. Photos of double-headed diesels on the Jerusalem line are quite common, but I only know of one showing steam and diesel locos working the same train. This was taken by Hugh Ballantyne at Bet Shemesh in May 1954 and appeared as Plate 96 in my book. Interestingly, the train has come downhill so the extra loco was unnecessary for providing power unless, perhaps, SAFB 102 had conked out somewhere along the way. I think it more likely, however, that Baldwin 4-6-0 892 was simply stuck on the front as a convenient way of working it down from Jerusalem, and that it may well have come off the train at Lod.

Obviously there was only a short period of maybe a few years when such steam/diesel double-headed combinations could be seen in Israel, as was the case in Britain during the transition period in motive power on BR especially in the early to mid 1960s. A few Accident Reports turned up by Evyatar Reiter in the IRM Archives bear witness to other examples of Israeli steam/diesel pairings, and are set out below.

1. At 1905 on 20/9/1956 when G12 110 and Baldwin 4-6-4T 14 were shunting some wagons from freight train No.258 on track 1 at Nahal Soreq station, two wheels of wagon No.2523 derailed, apparently be-

cause someone forgot to remove the chock which had been placed under the wagon to prevent it running away during the shunting operation.

2. On 28/9/1956 4-6-4T 14 was again involved in an incident of another sort, this time double-heading with SAFB 103. Shots were fired on passenger train No.216 from across the border at Km 77. Nobody was hurt.

3. At 1715 on 5/10/1956 as the station master at Tel Aviv Darom shunted a rake of tank wagons from freight train No.357, double-headed by Baldwin 4-6-0 891 and G12 108, from track 3 to track 5, he gave hand signals to the driver to stop. The driver failed to do so in time and the tank wagons collided with others standing on track 5, damaging the buffer stop and derailing open wagon No.6219. This wagon and the displaced buffer stop ended up through the fence and projecting into the adjacent street.

These three reports only cover a period of two weeks. It is logical to suppose, assuming a continued research commitment by Evyatar, that further such examples of steam/diesel combinations will surface.

64:13A

WAR ACTIVITIES

by Paul Cotterell.

This is the title of file 162/10 in the IRM Archives, there being two associated files (162/8 and 162/9), which give progress reports on work carried out by PR for the British War Department in WW2. Taking the three files together it is possible to follow in comprehensive outline this wartime work undertaken by the Engineering Dept of PR. However, there is so much detail (much of it in triplicate, and worse) that ploughing through the files is tedious in the extreme, so I have restricted these brief notes to certain matters in file 162/10 which have cropped up previously in Harakevet or that particularly interest me.

1942-43: Dismantling and despatch to Rayak and Qena of the citrus shed at Yibna station. [Strange this, considering that Rayak is in Syria and Qena in Egypt!].

7/1941: Emergency shops at Jaffa noted 99% complete. [These would be the workshops of 199 Railway Workshops Company, Royal Engineers. They were later recorded as being extended].

12/1940-3/1941: Provision of subway under part of Lydda marshalling yard - "with 37 metres covered and 95 metres approach ramps to provide an entrance to the Passenger Station at Lydda in place of a dangerous level crossing. Work requested by the army".

7/1942: Conversion of Jaffa loco shed for use as goods shed 89% complete. [This work dragged on though, and it was only noted as completed in the quarter ending 12/1943].

6/1945: Recovery of track at A.A.D. Acre 75% complete. [See 61:12].

USATC O-6-OT's IN THE MIDDLE EAST.

From Marlin Allen, currently in Greece, I have received a full list (or as full as currently possible) of the service and fates of these wartime shunting locomotives. The following engines are relevant to 'Harakevet': All were ordered as oil-burners.

1267. Vulcan 4365/1942. Hired to Palestine Railways Nov. 1942, WD MEF (War Department, Middle East Forces), Palestine, 1943. Renumbered WD 71267 in 1944. To WD Suez June 1952. Renumbered WD 301 in 1952.

1268. Vulcan 4366/1942. WD MEF Iraq, then Egypt 1943. Renumbered WD 71268 1944. Sold to ESR in 1946, as No. 1151.

1269. Vulcan 4367/1942. WD MEF Iraq, then Egypt 1943. Renumbered WD 71269, 1944. Sold to ESR 1946, No. 1152.

1270. Vulcan 4368/1942. Hired to Palestine Railways Nov. 1942. WD MEF Palestine, 1943. Renumbered 71270 in 1944. Sold to Israeli Railways c. 1956/7, IR No. 22.

1271. Vulcan 4369/1942. WD MEF Iraq, then Egypt 1943. Renumbered WD 71271, 1944. To Ataka & Adabiya Bay Military Railway, 1944. To WD Suez June 1952; Renumbered WD 302 in 1952.

1272. Vulcan 4370/1942. WD MEF Egypt 1943, Renumbered WD 71272 1944, sold to ESR 1946, No. 1153.

1273. Vulcan 4371/1942. WD MEF Egypt 1943, Renumbered WD 71273 1944, sold to ESR 1946, No. 1154.

1274. Vulcan 4372/1942. WD MEF Egypt 1943, Renumbered WD 71274 1944, sold to ESR 1946, No. 1155.

1275. Vulcan 4373/1942. Renumbered WD 71275, 1944. To Ataka & Adabiya Bay Military Rly. 1944. To WD Suez Oct. 1951, renumbered WD 303, 1952.

1276. Vulcan 4374/1942. WD MEF Palestine & Egypt 1943. Renumbered WD 71276 1944; to WD Suez Oct. 1951; Renumbered WD 304, 1952.

1287. Davenport 2417/1942. WD MEF Palestine 1943. Renumbered WD 71287, 1944; sold to Palestine Railways, No. 20.

1288. Davenport 2418/1942. WD - lost at sea en route to WD MEF, 1943. Written off.

1289. Davenport 2419/1942. WD - lost at sea en route to WD MEF, 1943. Written off.

1290. Davenport 2420/1942. WD MEF Palestine 1943. Renumbered WD 71290, 1944. To WD Suez June 1952; Renumbered WD 305, 1952.

1291. Davenport 2421/1942. WD MEF Iraq 1943, Renumbered WD 71291 1944, sold to Iraqi State Railways 1948, Class SA No. 1211.

1292. Davenport 2422/1942. WD MEF Iraq 1943, Renumbered WD 71292 1944, sold to Iraqi State Railways 1948, Class SA No. 1212.

1293. Davenport 2423/1942. WD MEF Iraq 1943, Renumbered WD 71293 1944, sold to Iraqi State Railways 1948, Class SA No. 1213.

1294. Davenport 2424/1942. WD MEF Palestine, 1943. Renumbered WD 71294 1944. To Ataka & Adabiya Bay Military Railway 1944. To WD Suez Oct. 1951; Renumbered ED 306, 1952.

1295. Davenport 2425/1942. WD MEF Palestine 1943. Renumbered WD 71295, 1944. To WD Suez June 1952; renum. WD 307, 1952.

1296. Davenport 2426/1942. WD MEF Palestine 1943. Renumbered WD 71296, 1944. To Egypt, ESR No. 1156.

1297. Davenport 2427/1942. WD MEF Palestine 1943. Renumbered WD 71297, 1944. To WD Suez June 1952; renum. WD 308, 1952.

1298. Davenport 2428/1942. WD MEF Palestine 1943. Renumbered WD 71298, 1944. Sold to Palestine Railways, No. 21.

1299. Davenport 2429/1942. WD MEF Palestine 1943. Renum. WD 71299, 1944.

1300. Davenport 2430/1942. WD MEF Iraq 1943, Renumbered WD 71300, 1944. Sold to Iraqi State Railways 1948, Class SA No. 1214.

1301. Davenport 2431/1942. WD MEF Iraq 1943, Renumbered WD 71301, 1944. Sold

to Iraqi State Railways 1948, Class SA No. 1215.

1305. Davenport 2476/1943. WD order. To Ebbw Junc. USATC workshops. Sent to France Nov. 1944. To Egypt. Egyptian State Rly. No. 1157. Sold to SNCF Jan. 1948, No. 030TU 29.

1306. Davenport 2476/1943. WD order. To Ebbw Junc. USATC workshops. Sent to France Aug. 1944. To Egypt. Egyptian State Rly. No. 1158. Sold to SNCF Jan. 1948, No. 030TU 30.

1927 Davenport 2492/1943. WD North Africa 1943, then Italy 1944. Sold to FS. 831.001.

1928 Davenport 2493/1943. WD North Africa 1943, then Italy 1944. Sold to private firm, Italy.

1929 Davenport 2494/1943. WD North Africa 1943, then Italy 1944. Sold to FS. 831.002.

1930 Davenport 2495/1943. WD North Africa 1943, then Italy 1944. Sold to FS. 831.003.

1931 Davenport 2496/1943. WD North Africa 1943, then Italy 1944. Sold to FS. 831.004.

1992. Vulcan 4465/1943. WD MEF. Egypt 1943. Renumbered 71302, 1944. To Ataka & Adabiya Bay Military Rly. 1944. Intended for Syria. To WD June 1952. Renumbered WD 309, 1952.

1993. Vulcan 4466/1943. WD MEF Egypt 1943. Renumbered 71303, 1944. Intended for Syria. To WD Suez, July 1952. Renumbered WD 310, 1952.

1994. Vulcan 4467/1943. WD MEF. Egypt 1943. Renumbered 71304, 1944. To Ataka & Adabiya Bay Military Rly. 1944. Intended for Syria. To WD June 1952. Renum. WD 311, 1952. Named 'Sapper'.

1995. Vulcan 4468/1943. WD MEF. Egypt 1943. Renumbered 71305, 1944. Intended for Syria. Sold to ESR 1946, No. 1157.

1996. Vulcan 4469/1943. WD MEF. Egypt 1943. Renumbered 71306, 1944. Intended for Syria. Sold to ESR 1946, No. 1158.



Sometimes the SPAM has some good stuff. Here's some "Live from Iraq" photos that I'm pleased to include. Those big clunky Russian locomotives almost say "GE". For those of you who know him, check out one photo for a smiling Gordon Mott (far right). Enjoy!



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