

# HARAKEVET

הרנבת

ISSUE NO: 2. DATE: 26/4/1989.

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## Editorial Statement:

Welcome to Issue 2 of "HaRakevet", I am grateful for the favourable responses Issue 1 has met, and hope the news will spread. This issue comes a month later - but I cannot guarantee to keep to a monthly schedule. Some correspondents have asked about costs; well, since this newsletter is designed to be photocopied by whoever receives it and distributed further, there is no point in putting a cover price on it. Further, copies will go to different parts of the world, and I am no expert at running multi-currency accounts. If anyone would like to contribute, in the form of U.K. postage stamps or I.R.C.'s, this will be gratefully received - but for now there is no subscription as such. The main aim is to stimulate interest in the subjects and get as many people as possible informed of what is going on in the research work of those who are pursuing associated studies.

Copies (with covering letters) have been sent to a variety of U.K. railway magazines and some Jewish newspapers, for review purposes. Anyone receiving this who knows of other outlets for publicity is welcome to use their own initiative.

## 1. Preservation: Museon Haaretz, Ramat Aviv, North Tel Aviv.

This is a spacious museum devoted to different aspects of the country's history and to specialist science and archaeology topics. For many years the only surviving steam locomotive in the country - Krauss 0-6-OT No. 10 - stood on a short section of track here. After complex negotiations this has been "swapped" and placed under the aegis of the Railway Museum in Haifa, and other railway exhibits provided in its place.

Access: Dan bus No. 45 from Tel Aviv North Station (a bus stand on Arlosoroff) got me there for 90 agorot in March. There are other ways. The Museum closes quite early (I think 2pm), so check first. The railway exhibits are in the open air at the South-West corner of the site (i.e. furthest from the gate) and quite visible from the main road North through Rainat Aviv. Entrance to the grounds cost 6 NIS.

Present are: Esslingen railcar coach (cab unit) No. 5.  
I.R. 0-4-ODM No. 202. (Deutz 57062 of 1958).  
An unmarked Ruston Hornsby 4wh.DM.  
a Permanent-Way Trolley. (unnumbered).  
WD American boxcar 35.053Aleph (WD7046) of 1942.

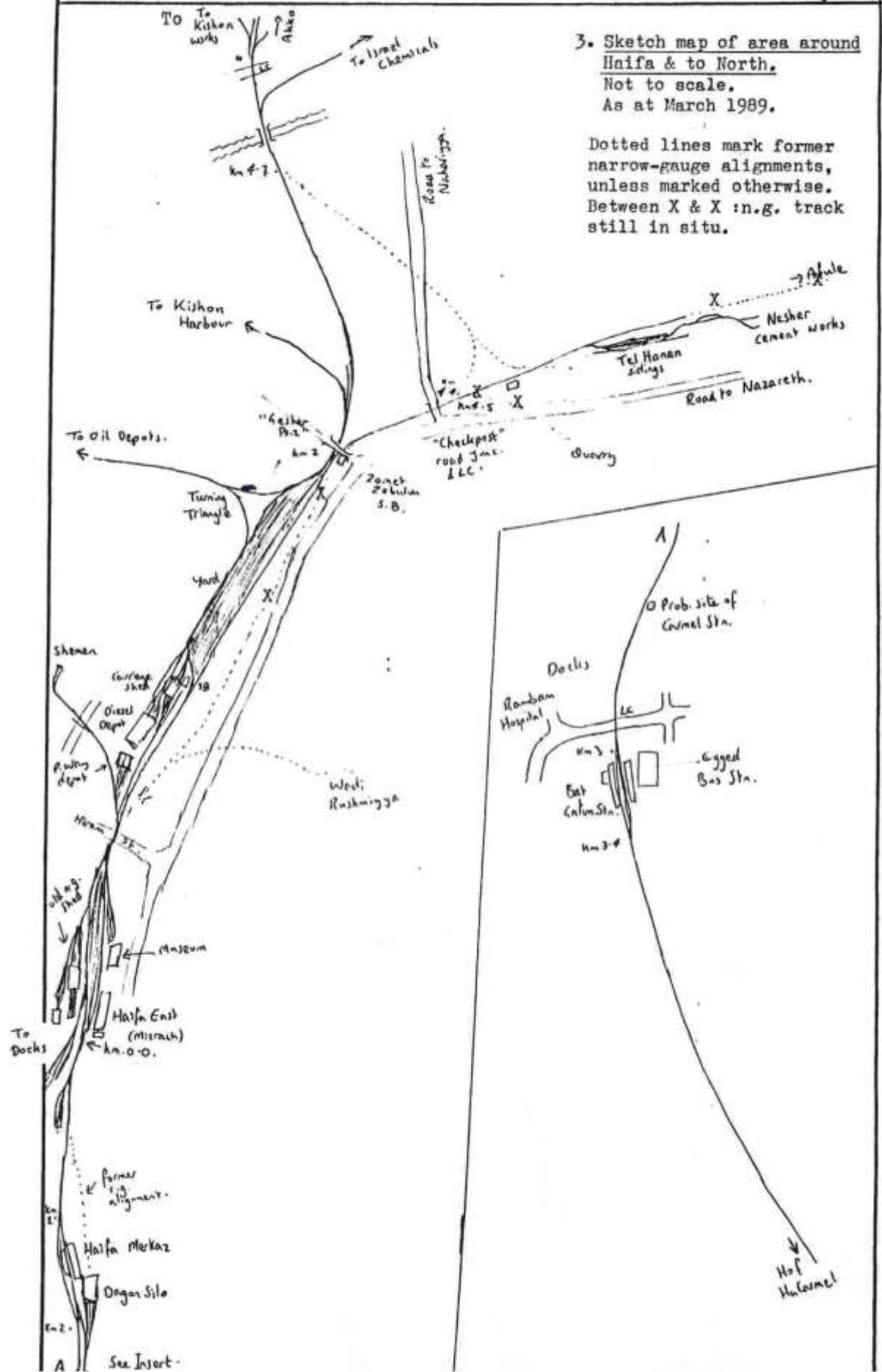
All exhibits are standard gauge. There is a variety of "outdoor furniture", well-labelled - signals, points, lamps, specimens of rails and sleepers, etc. The exhibit looks thorough and well-planned. Although neither locomotive could be described as "typical", both coach and van represent common forms of passenger and freight rolling stock.

## 2. Possible Future Preservation ???

Enclosed with this issue is a draft "flyer" for "Project Ha-Ellemess" - more a case at the moment of my dreaming at my typewriter, but the chance to buy an 8F does exist if anyone out there (are you reading this ?) has any bright ideas for raising the money, soon. These locos are already being disposed of in Turkey. Do you know of a museum, university department, private donor, charitable trust fund or any other source ? I shall do some research here, but "many hands make cash flow". As has been said before - "If you will it, it is no dream" !

3. Sketch map of area around Haifa & to North.  
Not to scale.  
As at March 1989.

Dotted lines mark former narrow-gauge alignments, unless marked otherwise.  
Between X & X :n.g. track still in situ.



4. ISRAEL RAILWAYS TIME TABLE : VALID FROM 6.4.86 "UNTIL FURTHER NOTICE." SCHEMBROUD.

Km.	Train No.	51.	21.	23.	25.	27.	1027.	29.	31.	53.	33.	35.	37.	39.	55.	11.
29.5	Nahariyya.			0630.	0905.		1040.					1435.	1633.	1838.		
29.	Nahariyya Halt.			0631.	0906.							1436.	1634.	1839.		
26.5	Shavei Zion.			0634.	0909.							1439.	1637.			
23.	Bustar Ha-Galil.			0638.	0914.							1443.				
20.5	Akko.			0643.	0918.		1051.					1448.	1646.	1848.		
5.	Qiryat Mozakir.			0657.	0932.		1103.					1502.	1659.	1901.		
8.	Qiryat Hayyim.			0700.	0938.							1505.	1702.			
00.	Haifa Mizrah.			0715.	0950.		1121.					1517.	1717.	1917.		
1.5	Haifa Merkaz.			0720.	0954.		1121.					1521.	1721.	1921.		
3.	Haifa Bat Galim.			0724.	0824.	0824.	0955.	1056.	1124.	1224.	1324.	1424.	1524.	1624.	1724.	1824.
20.5	Atlit.			0730.	0830.	0830.	1000.	1105.	1130.	1230.	1330.	1430.	1530.	1630.	1730.	1830.
34.5	Zikhron Yaakov.			0744.	0843.		1118.					1543.	1643.	1743.	1924.	
41.	Biryamina.			0750.	0849.							1557.	1655.	1755.	1956.	
51.5	Eadera Maarav.			0754.	0853.	0902.	1037.	1136.	1201.			1404.	1500.	1702.	1802.	2003.
60.	Metarya.			0758.	0857.	0913.	1047.	1146.	1211.			1414.	1510.	1712.	1812.	2013.
72.5	Bet Yehoshua.			0802.	0901.	0915.	1101.	1200.	1223.			1426.	1522.	1724.	1825.	2025.
84.	Berzeliyya.			0806.	0905.	0920.						1433.	1833.			
93.	Tel Aviv Merkaz.			0810.	0909.	0924.						1437.	1837.			
				0814.	0913.	0928.	1049.	1148.	1213.	1313.	1413.	1513.	1613.	1713.	1813.	
				0818.	0917.	0932.	1053.	1152.	1217.	1317.	1417.	1517.	1617.	1717.	1817.	
				0822.	0921.	0936.	1057.	1156.	1221.	1321.	1421.	1521.	1621.	1721.	1821.	
				0826.	0925.	0940.	1101.	1200.	1225.	1325.	1425.	1525.	1625.	1725.	1825.	
				0830.	0929.	0944.	1105.	1204.	1229.	1329.	1429.	1529.	1629.	1729.	1829.	
				0834.	0933.	0948.	1109.	1208.	1233.	1333.	1433.	1533.	1633.	1733.	1833.	
				0838.	0937.	0952.	1113.	1212.	1237.	1337.	1437.	1537.	1637.	1737.	1837.	
				0842.	0941.	0956.	1117.	1216.	1241.	1341.	1441.	1541.	1641.	1741.	1841.	
				0846.	0945.	1000.	1121.	1220.	1245.	1345.	1445.	1545.	1645.	1745.	1845.	
				0850.	0949.	1004.	1125.	1224.	1249.	1349.	1449.	1549.	1649.	1749.	1849.	
				0854.	0953.	1008.	1129.	1228.	1253.	1353.	1453.	1553.	1653.	1753.	1853.	
				0858.	0957.	1012.	1133.	1232.	1257.	1357.	1457.	1557.	1657.	1757.	1857.	
				0902.	1001.	1016.	1137.	1236.	1301.	1401.	1501.	1601.	1701.	1801.		
				0906.	1005.	1020.	1141.	1240.	1305.	1405.	1505.	1605.	1705.	1805.		
				0910.	1009.	1024.	1145.	1244.	1309.	1409.	1509.	1609.	1709.	1809.		
				0914.	1013.	1028.	1149.	1248.	1313.	1413.	1513.	1613.	1713.	1813.		
				0918.	1017.	1032.	1153.	1252.	1317.	1417.	1517.	1617.	1717.	1817.		
				0922.	1021.	1036.	1157.	1256.	1321.	1421.	1521.	1621.	1721.	1821.		
				0926.	1025.	1040.	1201.	1300.	1325.	1425.	1525.	1625.	1725.	1825.		
				0930.	1029.	1044.	1205.	1304.	1329.	1429.	1529.	1629.	1729.	1829.		
				0934.	1033.	1048.	1209.	1308.	1333.	1433.	1533.	1633.	1733.	1833.		
				0938.	1037.	1052.	1213.	1312.	1337.	1437.	1537.	1637.	1737.	1837.		
				0942.	1041.	1056.	1217.	1316.	1341.	1441.	1541.	1641.	1741.	1841.		
				0946.	1045.	1100.	1221.	1320.	1345.	1445.	1545.	1645.	1745.	1845.		
				0950.	1049.	1114.	1225.	1324.	1349.	1449.	1549.	1649.	1749.	1849.		
				0954.	1053.	1118.	1229.	1328.	1353.	1453.	1553.	1653.	1753.	1853.		
				0958.	1057.	1122.	1233.	1332.	1357.	1457.	1557.	1657.	1757.	1857.		
				1002.	1101.	1126.	1237.	1336.	1401.	1501.	1601.	1701.	1801.			
				1006.	1105.	1130.	1241.	1340.	1405.	1505.	1605.	1705.	1805.			
				1010.	1109.	1134.	1245.	1344.	1409.	1509.	1609.	1709.	1809.			
				1014.	1113.	1138.	1249.	1348.	1413.	1513.	1613.	1713.	1813.			
				1018.	1117.	1142.	1253.	1352.	1417.	1517.	1617.	1717.	1817.			
				1022.	1121.	1146.	1257.	1356.	1421.	1521.	1621.	1721.	1821.			
				1026.	1125.	1150.	1301.	1400.	1425.	1525.	1625.	1725.	1825.			
				1030.	1129.	1154.	1305.	1404.	1429.	1529.	1629.	1729.	1829.			
				1034.	1133.	1158.	1309.	1408.	1433.	1533.	1633.	1733.	1833.			
				1038.	1137.	1202.	1313.	1412.	1437.	1537.	1637.	1737.	1837.			
				1042.	1141.	1206.	1317.	1416.	1441.	1541.	1641.	1741.	1841.			
				1046.	1145.	1210.	1321.	1420.	1445.	1545.	1645.	1745.	1845.			
				1050.	1149.	1214.	1325.	1424.	1449.	1549.	1649.	1749.	1849.			
				1054.	1153.	1218.	1329.	1428.	1453.	1553.	1653.	1753.	1853.			
				1058.	1157.	1222.	1333.	1432.	1457.	1557.	1657.	1757.	1857.			
				1102.	1201.	1226.	1337.	1436.	1461.	1561.	1661.	1761.	1861.			
				1106.	1205.	1230.	1341.	1440.	1465.	1565.	1665.	1765.	1865.			
				1110.	1209.	1234.	1345.	1444.	1469.	1569.	1669.	1769.	1869.			
				1114.	1213.	1238.	1349.	1448.	1473.	1573.	1673.	1773.	1873.			
				1118.	1217.	1242.	1353.	1452.	1477.	1577.	1677.	1777.	1877.			
				1122.	1221.	1246.	1357.	1456.	1481.	1581.	1681.	1781.	1881.			
				1126.	1225.	1250.	1401.	1500.	1475.	1575.	1675.	1775.	1875.			
				1130.	1229.	1254.	1405.	1504.	1480.	1580.	1680.	1780.	1880.			
				1134.	1233.	1258.	1409.	1508.	1484.	1584.	1684.	1784.	1884.			
				1138.	1237.	1302.	1413.	1512.	1488.	1588.	1688.	1788.	1888.			
				1142.	1241.	1306.	1417.	1516.	1492.	1592.	1692.	1792.	1892.			
				1146.	1245.	1310.	1421.	1520.	1496.	1596.	1696.	1796.	1896.			
				1150.	1249.	1314.	1425.	1524.	1500.	1600.	1700.	1800.				
				1154.	1253.	1318.	1429.	1528.	1504.	1604.	1704.	1804.				
				1158.	1257.	1322.	1433.	1532.	1508.	1608.	1708.	1808.				
				1202.	1301.	1326.	1437.	1536.	1512.	1612.	1712.	1812.				
				1206.	1305.	1330.	1441.	1540.	1516.	1616.	1716.	1816.				
				1210.	1309.	1334.	1445.	1544.	1520.	1620.	1720.	1820.				
				1214.	1313.	1338.	1449.	1548.	1524.	1624.	1724.	1824.				
				1218.	1317.	1342.	1453.	1552.	1528.	1628.	1728.	1828.				
				1222.	1321.	1346.	1457.	1556.	1532.	1632.	1732.	1832.				
				1226.	1325.	1350.	1501.	1600.	1526.	1626.	1726.	1826.				
				1230.	1329.	1354.	1505.	1604.	1530.	1630.	1730.	1830.				
				1234.	1333.	1358.	1509.	1608.	1534.	1634.	1734.	1834.				
				1238.	1337.</											

5. ISRAEL RAILWAYS TIME TABLE : VALID FROM 6.4.86 "UNTIL FURTHER NOTICE". NORTHBOUND.

Km.	Train No.:	52.	54.	22:1022	24	26	28	30	32	34	36	38	14	56	40
93.	Tel Aviv Merkaz.	0600.	0700.	0800	0816.	0900.	1030.	1200.	1300.	1400.	1500.	1600.	1700.	1830.	2000.
84.	Herzliyya.	0608.												1840.	
72.5	Bet Yehoshua.	0618.	0720.						1417.	1617.	1717.			1853.	
66.	Netanya.	0625.	0727.	0842.	0923.	1222.			1424.	1625.	1723.	1827.	1900.	2023.	
51.5	Hadera Maarav.	0639.	0742.	0854.	0936.	1236.			1437.	1637.	1736.	1840.	1912.	2036.	
41.	Binyamina.	0651.	0755.	0904.	0946.	1246.			1447.	1647.	1746.	1850.	1923.	2046.	
34.5	Zikhron Yaaqov.	0658.	0803.						1453.	1753.			1930.		
20.5	Atlit.	0712.	0815.	1002.					1505.	1806.	1908.	1943.	2102.		
3.	Haifa Bat Galim.arr.	0727.	0829.	0907.	0932.	1016.	1130.	1319.	1409.	1518.	1605.	1720.	1820.	1925.	2000.
	dep.	0730.	0832	0909.	0936	1019.	1133.	1321.	1411.	1520.	1608.	1726.	1823.	1928.	2003
1.5	Haifa Merkaz.	0733.	0835.	0912.	0939.	1022.	1136.	1324.	1414.	1523.	1611.	1729.	1826.	1931.	2006.
0	Haifa Mizrah.	0739.	0917.						1529.	1734.					
8.	Qiryat Hayyim.	0753.							1540.						
9.	Qiryat Motzkin.	0756.	0934.						1543.	1748.					
20.5	Akko.	0810.	0948.						1556.	1801.					
23.	Bustan Ha-Galil.	0814.							1601.						
26.5	Shavei Zion.	0819.							1602.						
29.	Nahariyya Helt.	0822.							1606.	1810.					
29.5	Nahariyya.	0825.	1000.						1608.	1812.					

Notes: 1. North of Haifa, Train 52 becomes Train 413; 28 becomes 415; 32 becomes 417; 36 becomes 403.

2. On Sundays only, Trains 54 and 1022 continue North to terminate near Kishon Level Crossing, adjacent to "Bet Sefer Hatechni" - an Army Technical School. They take nos. 1413 & 1415 respectively. When empty, they run to Qiryat Motzkin to run round, and return to Haifa e.c.s.

3. Train 1022 runs Sundays (and day after Holiday) only.

4. Train 14 departs Jerusalem 1600, Bet Shemesh 1649, Naan 1711, Ramla 1721, Lod 1727, Rosh Ha-Ayin 1749, Bene Beraq 1803, thence non-stop to Netanya & as shown.

(N.B. On Fris. & Holiday Eves, retimed: Jerusalem 1130, Bet Shemesh 1217, Naan 1240, Ramla 1249, Lod 1256, Rosh Ha-Ayin 1323, Bene Beraq 1338, Netanya 1404, thence Hadera 1416, Binyamina 1427, Atlit 1443, Bat Galim 1457 & Haifa Mercav 1503. Takes Train No. 6012.)

4. On Fris. & Holiday Eves, the following alterations are made:  
Trains 36, 38, 56, 40 do not run. 30 runs as 6022, 32 as 6052, 34 as 6024 Summers only - in winter returns e.c.s. to Haifa.

6. Freight Timetable - as at March 1989. Northern section.

Five Southbound freight's leave Haifa every night:

Train No. 327 en. 2000, to Lod;  
 No. 329, 2145, to Lod;  
 No. 331, 2250, to Lod;  
 No. 303, 0100, to B'nei Baraq;  
 No. 305, 0205, to B'nei Baraq.

Overnight arrivals are:

Train 332 ex Lod, arr. 2345.  
 336 ex B.Brq.arr.0230.  
 302 ex Lod, arr.0445.  
 304 ex Lod, arr.0530.  
 306 ex Lod arr.0630.

Binyamina Pilot:

Trip working ca.0800 Binyamina to Hadera East. ("Amber" grain).  
 Trip working ca. 1400 to Binyamina Quarry; runs also to  
 Zikhron Yaaqov if required. The Quarry workings are  
 shunted at Zikhron, one rake for Binyamina & one rake  
 for Herzliyya.

Binyamina Pilot loco takes trip working to Herzliyya ca.  
 1000. (usually ½ doz. full ballast wagons). Brings  
 empties back, then goes LE to Quarry ca. 1400 to  
 collect full wagons.

Train 336 brings ballast empties, which are dropped  
 off at Binyamina. Pilot' trips them to Quarry ca. 0100,  
 then travels LE to Haifa for routine maintenance,  
 returns to Binyamina ca. 0530.

Trip workings in Haifa area:

To Betzet (present limit of line North of Nahariyya),  
 ca. 0400, returns ca. 0800.

Two trips to Deshanim (Israel Chemical Works), first ca. 0715,  
 second in afternoon. Several to Dagon silos.

Passenger e.c.s. ca. 0500 to Nahariyya, to form 0630 train to  
 Haifa.

Two trips to Tel Hanan for Nesher cement works.

Further freights to "Steel City" near Akko - Kiryat Plada. ("Koor")

\Also: Sun/Tues/Thurs. trip to Tel Hanan  
 \ for stone traffic; worked by

7. Trip workings from Lod:

One per day to Petah Tikvah. \Dagon loco.

One per day to Sarafand.

One per day to Kfar Sava.

One, early morning, to Jerusalem; return either ca. 1500 or 1650.

(If required, loco of passenger train arr. Jerusalem 1035 runs  
 LE to Beth Shemesh to collect oil tanks, returns to Jerusalem  
 and takes 1600 passenger return; tanks then added to following  
 day's freight to Lod).

Two daily trips from B'nei Baraq to the Pazgaz depot at Gelilot  
 (km.87). First ca. 0630 or 0830, second ca.1300 or 1400. 30 mins.  
 allowed for return trip.

I have no knowledge of working timetables for the freight traffic  
 on the "Southern Division" from Lod.

8. Diagrams: Loco of Train 37 runs LE from Tel Aviv Merkaz (reversing at Tel  
 Baruch to Lod to work Train 332 to Haifa. Loco of Tr. 55 runs LE to  
 Bnei Baraq to take Train 336 to Haifa. Locos from trains 303 & 305 run LE  
 from Bnei Baraq to Tel Aviv to work Trains 57, resp. 54 to Haifa.

A G12 bo-bo is allowed 1,600 tons on the main line. The summit lies  
 between Binyamina and Hadera, and sometimes the Binyamina pilot is called  
 on for assistance.

Freights are forbidden to use the platform tracks at Bat Galim or Hadera W.,  
 and at Haifa Merkaz use Track 3 because of low footbridge (Except trips to  
 Dagon).

9. Notes and Comments on the Timetables:a). Passenger.

These two pages encompass, but for some Friday Northbound alterations, the entire passenger service on Israel Railways. The service Tel Aviv Darom (South) to Jerusalem ceased in 1986 (having been reduced to one train per day in each direction for a while); the service Tel Aviv - Beersheba-(Dimona) ended in Dec. 1979. Services over the "inland line" from Rosh Ha-Ayin North through Hadera East and 50 to Haifa ended in 1968.

Thus, we have a fairly-intensive service Tel Aviv - Haifa Merkaz (13 weekday departures), on 60- or 90-minute intervals. Five go on to Nahariyya six trains run from Nahariyya, but the first is worked e.c.s. from Haifa in the early morning. One train each way works from Haifa to Jerusalem and back, out in the morning and back in the afternoon, leaving the main line at Tel Baruch junction just North of Tel Aviv and looping inland to the "old line". On Fridays and eves of holidays the late-afternoon and evening service is cut back, 50 that everything is still by nightfall. (The Jerusalem train leaves early so as to get back to Haifa in time). The mid-afternoon trains then make extra stops to compensate, and on Sundays extras are run (or trains extended slightly) to cope with the flow of traffic; this consists largely, of course, of military personnel on their way to or from weekend leave. As with many aspects of Israeli life, activity begins early in the morning, and ends comparatively early in the evening.

What is harder to understand is the stopping-pattern - though it should be noted here that those stations which have platforms at all only have one, so that crossing of passenger trains at scheduled stops seems to be reduced to a minimum. Herzliyya, despite its shiny new platform, only has two trains a day! (More are planned in the next timetable). Bustan HaGalil and Shavei Zion both consist of little more than a signboard and some cinders - so what is gained (or lost) by stopping four trains at one and only three at the other?

From Nahariyya the 0630 and 0905 take 45 minutes to Haifa Mizrach, the 1040 "Express" 41 minutes, the 1435 all-stations 42 minutes, the 1633 omits one stop yet takes 44, and the 1838 "semi-fast" takes 39, and is the fastest of the day: All this for 29 km. Wouldn't it be easier to run every train "all-stations" ? From Haifa the 0724, 1224 and 1524 South are all "Express", taking 65 or 66 minutes for the 90 km. from Bat Galim. There is a clear departure-pattern of XX24 or XX54 Southbound from Haifa Merkaz - yet the 0554 all-stations takes 80 minutes, the 1324 all-stations 90 minutes, and the 0624 omits the Herzliyya stop yet takes one minute lon\_er than the 0554 !

There are probably good reasons, to do with crossing-facilities and the need for some trains to stand longer than others, to explain some of this apparent haphazardness. Nevertheless, all main-line trains are formed of the same locos - G12 bo-bos - hauling standard rakes. (Only the Jerusalem trains differ, currently being formed of only three coaches). So - there are many questions.

Five locos and coaching sets are required for the basic Tel Aviv - Haifa service, and three for Haifa-Nahariyya. Add the Jerusalem train, and 9 locos are on daily passenger duty. On Sundays (the day after the weekend in Israel) a mid-morning strengthening service is run from Tel Aviv to Haifa and back. All trains to Haifa that do not continue Northwards work through e.c.s. to Mizrach or to the diesel depot for cleaning and servicing; on the Nahariyya trains, a cleaner gets on at Akko Northbound, changes toilet paper and clears litter on the move and during the layover, and disembarks on the return journey.

b) Freight.

There is heavy freight traffic in the Southern part of the country Phosphates and chemicals from the Negev going mainly to Ashdod via Dimona, Beer Sheba and the Heletz line (the new cut-off between Kiryat Gat and Ashkelon) and Peleshet Junction. I have no details of these workings. There is a fair container traffic to Beer Sheba.

North of Lod, it is clear that key points are: Kfar Saba (steel stock-holding); B'nei Baraq (Containers and Grain); Gilayon (Fuel); Herzliyya (Ballast); Binyamina (Timber imported via Haife) ; the Binyamina Quarry; Dagon Grain Silos at Haifa; Haifa Harbour (biggest source of import traffic); Shemen edible oil works; Nesher Cement works (at Yagur/Tel Hanan); Kishon harbour;

(Notes on Freight workings, Continued).

Israel Chemicals; the steelworks and industrial area at Kiryat Plada, just South of Akko; and Betzet, North of Nahariyya. Main traffic to Jerusalem now appears to be containers, unloaded there by a lorry-mounted gantry; the grain traffic seen there in 1982 has ceased. (Grain is imported via the Haifa docks and distributed from the Dagon silos to various points inland, e.g. B'nei Baraq, Devira (North of Beer Sheba) etc.

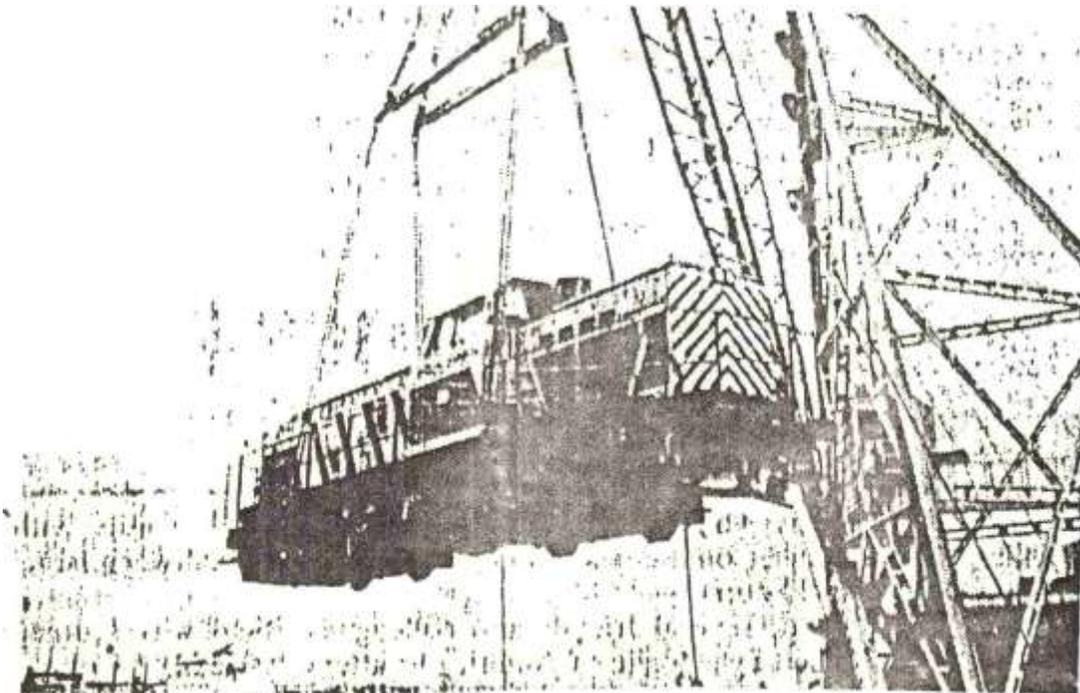
Trunk hauls in the Northern section are conveyed at night - to avoid clashes with the passenger timetable. In the South, freights work by day and night. The G36 Co-Cos of course dominate these workings, often double-heading.

An additional flow of imported coal to a new power-station near Ashdod will soon see an approach to "merry-go-round" intensive working. A new GM Co-Co No. 701 has just arrived for this traffic; it was landed at Haifa on 7/4/89, encased in plastic. Details:

Type GT26CW - 2. 3,000 hp. turbo. Described as "longer and more impressive than the previous Jumbos, but definitely of the same family. It does not carry maker's plates. The bogies carry London, Ontario markings, but there is at least one La Grange parts plate in the cab." It arrived in the new IR livery.

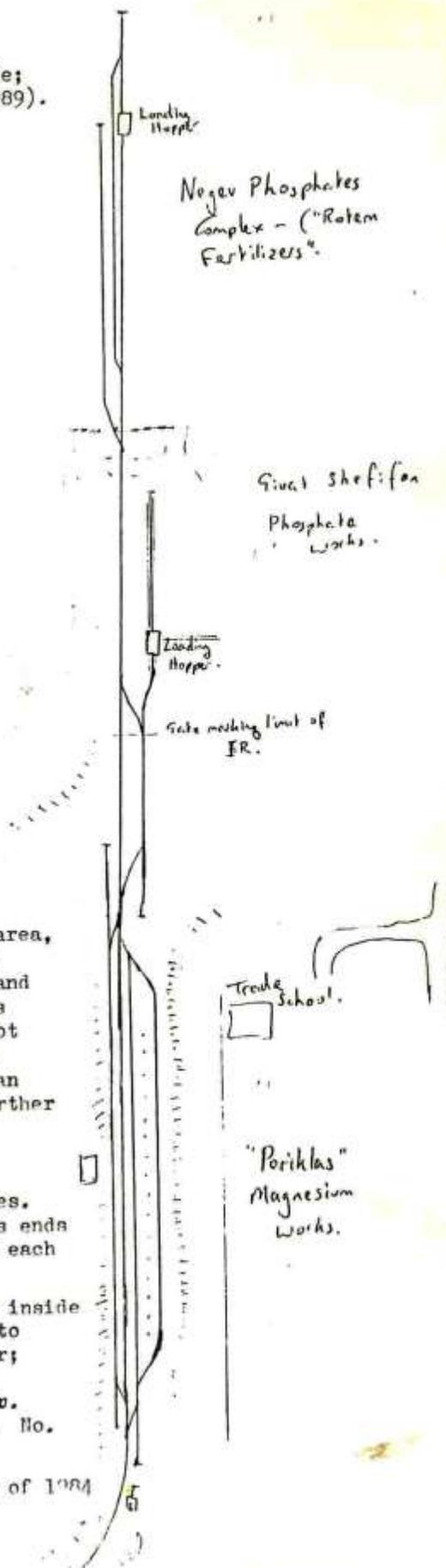
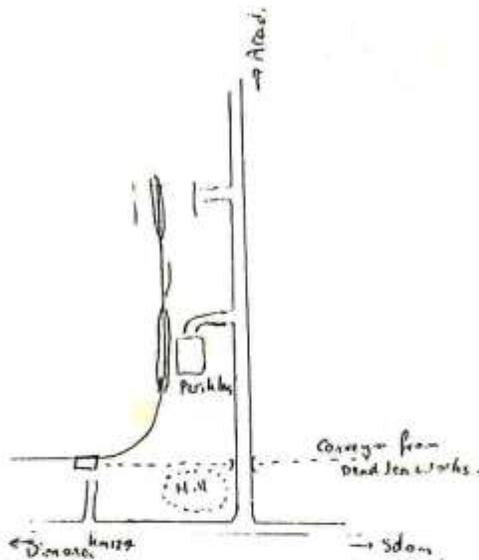
10.. A further new freight loco arrival is a bo-bo from Sweden, which was unloaded at Haifa 24/3/89. Built by Kalmar Verkstad, T40100/001. It is a class T44 1,650 hp. Diesel-Electric, powered by one EMD 12-645E two-stroke, 12-cylinder engine, normally aspirated at 900 rpm. The class T44 has been supplied to the SJ (Swedish Railways) since 1968; there have been seven different orders incorporating minor improvements, to a total of 123 locos. The last for Sweden was built in 1986, and this one, of 1989, is the first for export. It arrived unnumbered apart from the T44 class designation on the cab sides, but was in the new livery. Paul Cotterell writes: "It has been out on trial trips every second day for the last two weeks. It has worked empty passenger stock to Hadera West and Tel Aviv (10 coaches), and one freight train over the hill to Hadera West, loaded up to 1,800 tons. A few minor faults have arisen, niggling little things like the air-conditioning and cab heater. The loco superintendent told me they're thinking of using it mainly on line work, both freight and passenger, as it's a bit of a waste to use it for shunting and local trip work. The loco doesn't have dynamic brakes, so will presumably be banned from the Jerusalem line for that reason". On Sunday 9/4/89 it worked its first public train - the 0630 ex Nahariyya and the 0900 Tel Aviv - Haifa.

According to the "Jerusalem Post" the loco cost US \$1.25 Million, and the better view from the central cab makes the secondman unnecessary, thus saving labour costs.



(Photo from Jerusalem Post)

11. TZEFA. (Sketch plan - not to scale; Based on visits 1982 & 1989).



Notes:

This line ends in a heavy industrial area, and access is restricted. In 1982 the Southern part of the yard was walked and sketched, in 1989 the Phosphates Works themselves were visited, but it was not possible to visit the terminus of the conveyor belt or inspect the track plan there, (This was built since 1982). Further information is welcomed.

There is a 3-aspect exit signal. The dots represent floodlights on poles. It is hard to work out where one works ends and the other begins, but it is hoped each siding is correctly labelled.

The Winch trolley runs on guide-rails inside the running-rails and is rope-worked to move wagons beneath the loading hopper; It is marked: ASEA, Made in France, Carriage type POUSSIEUR 20T, Drawing No. NC11338, Manufacturing Nr. 717. Works No. 52-PO-015."

Vollert Gwh. robot shunter Nr. 84/80 of 1984 shunts the northernmost sidings.

12. The Esslingen Railcars. (Continued from 1:8).

Further information received from Paul Cotterell, based on a drawing produced after 1963:

There seem to have been three number-series:

- a). Powered coaches (קרונוט מנוע) Karonot Mano'a), Nos. 1 to 12;
- b). Driving trailers (קרונוט ניהוג) Karonot Nihug), Nos. 1 to 12;
- c). Intermediate coaches (קרונוט ביניים) Karonot Beyneyim) Nos. 1 to 22.

This would explain the letter "Nun" observed on one cabbed vehicle.

This also means that there could be three coaches with the same number- and the fact that there would be more than one intermediate trailer per set makes even the hypothesis that each coach in each set was numbered identically useless !), and also means that we will not now know whether the various coaches I have listed in Issue 1 as surviving are/were powered or not. (All powered units were converted to hauled stock eventually).

The drawing showed the following as still in service:

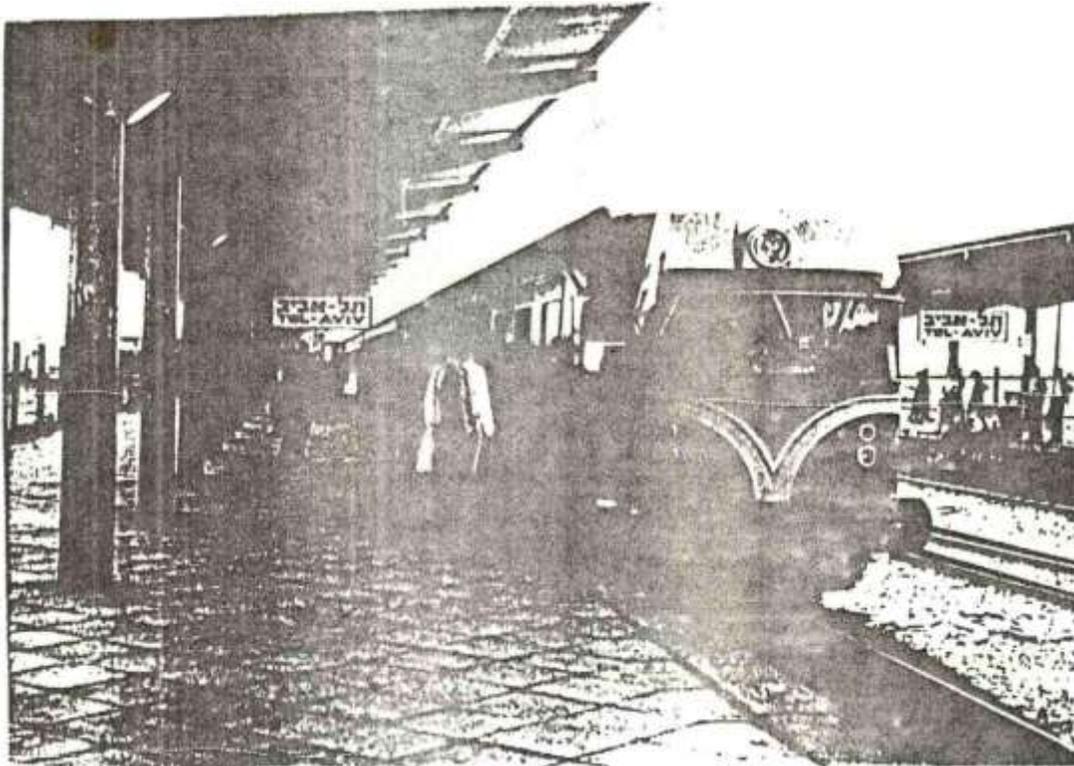
Powered coaches 1,2,3,6,10,12;

Intermediate coaches 1,2,3,4,5,6,7,9,10,11,12,13,14,15,16,17,  
18,19,20,21,22;

Driving Trailers: 1,2,3,4,5,6,7,8,10,11.

It is assumed that the missing vehicles were those wrecked in the Bet Yehoshua smash of December 1963.

The coach mentioned 8S "grounded" at a Kibbutz in the North is/was near Ilaniyya.



This official photo probably shows the inauguration of the vehicles, in view of the flags, and **seems** to show a four-car set.

13. According to Railway Gazette International of February '89, the Haifa Carmelit is to be refurbished at a cost of 20 Million **U.S. dollars** by Von Roll of Switzerland, the work to take an estimated **18 months**. The local media **have not** mentioned this. Significant ?

So - Issue 2 is finished. Mostly modern and current material this time, but I have some historical goodies awaiting. Enjoy !

Bring Steam to Israel

# "HA ELLEMESS" PROJECT

Coordinating~Address Rabbi W. Rothschild, 9, Primley Gardens, Leeds L317 7HT, Great Britain. Tel. (0532)- 693330.

"HaEllemess" was the nickname bestowed by railwaymen in Israel on the 2-8-0 freight locomotives built for the British War Effort and used extensively on the railways of the Middle East in the 1940's and thereafter. They were slightly-modified versions of the standard freight locomotive, classed "BF" and designed by Sir William Stanier for the London, Midland and Scottish Railway - the "L.M.S.". powerful and reliable, they won great esteem. Some were in use in Great Britain until the very end of steam locomotive operation on British Rail in 1968. Some entered the stock of Israel Railways in 1948, - 23 in total - whilst one was stranded during the War of Independence at Tulkarm Station and stayed there, mouldering away, until it was scrapped shortly after the Six Day War.

On 4th. January 1949 No. 70513 hauled the first Israel Railways train, on the reopening of the first part of the network following the establishment of the State; No. 70414 hauled the last steam train on Israel Railways - a journey which was the subject of a film, the theme song of which became a popular classic ! Now all are gone apart from some preserved examples in Britain - and a few in Turkey.

The opportunity has arisen to purchase an "L.M.S. 8F 2-8-0" locomotive and tender from Turkey, and to bring it to Israel. Such a locomotive would be largely in working order and complete, though requiring overhaul. If this opportunity can be taken - soon - it will be possible to recreate a sight of the past - an Israel Railways train of the 1940's and 1950's.

Four coaches of the 1930's - 1950's period still survive in Israel, though only one is preserved and two would require extensive renovation. Were this to be achieved, a complete train - similar to the first ever Israel Railways train - could be assembled.

What would this mean ?

- a chance to create a tourist attraction unrivalled in Israel. Suitably restored, one could run special trips from, say, Haifa to Nahariyya or, with a converted tank-car to provide additional water supplies, from Tel Aviv to Jerusalem
- a resource for film companies, needing to recreate a scene from Israel's past.
- an educational resource, showing children (and adults) the workings of a piece of machinery once vital to the country's development but now extinct.
- a chance to keep a bit of "old Israel" for posterity. The infant state had, for obvious reasons, neither the resources nor the desire to retain and preserve sentimental relics from the Mandate period. Now, however, interest in these decades is growing - as well as interest in other aspects of Zionist history apart from that of agricultural settlement. Over forty years after the creation of the State, it is time to look back and preserve what pieces of history still remain.

The "8F" locomotives in Turkey did not run in Israel, being from a separate batch, but they are similar to those that did, and one could be restored as "70414". The engineering facilities exist in Israel to do whatever is necessary to restore and maintain such an engine. All that is needed is the will to pursue this project, and the funds to carry it out. The expertise exists.

Time is short. Others are interested in these locomotives. Without, for now, costing the entire project, it is known that approx. £40,000 will secure and transport an "8F", and a professional engineer is willing to act as negotiator. Can we find this money ? The answer is up to you, reading this leaflet. Donations, Museum Grants, Professional Contacts - please funnel any ideas and resources to me, at the above address, as soon as possible. Strict accounts will be kept; if the project does not attain its first objective, other locomotives are available as well.

Thank You.