

HARAKEVET

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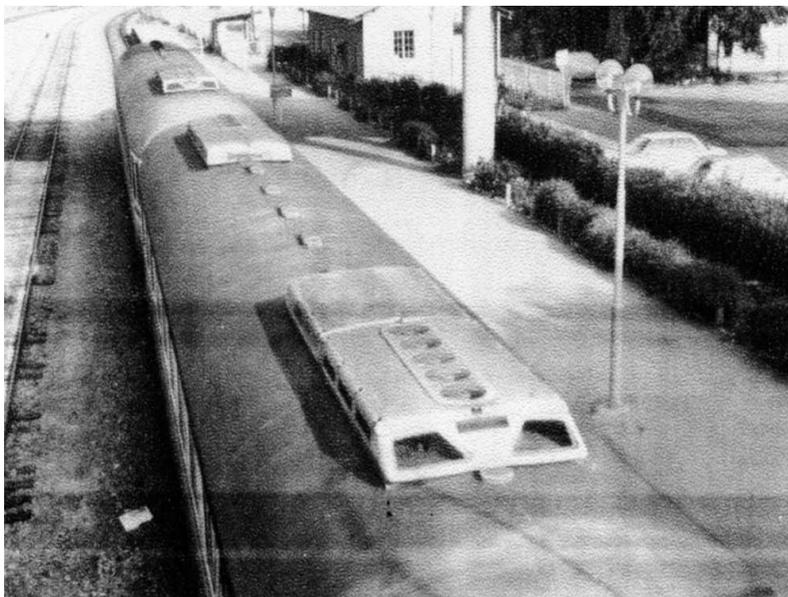
A Quarterly Journal on the Railways of the Middle East
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*7th August 1949; The first IR train to run to Jerusalem, seen at Bittir.
(Photo from International News Photos, courtesy Central Zionist Archives)*

With issue 16 we close another "series" ("Volume" sounds rather pompous), and subscription forms for issues 17 - 20 should be going out with this magazine. My apologies for the slight delay in production - this copy was due in March, but honesty compels me to date it 'April '92*. Domestic/health troubles and hassles at work are to blame - not a shortage of material. Indeed, my apologies to all those who have sent in material that I have not yet been able to use. However, the editorial files are bulging with fascinating stuff - and I still hope to produce Ray Ellis's work on PR coaches, and perhaps 'special issues' on the Jaffa - Jerusalem and HBT lines to mark their respective anniversaries.

This is my chance to draw to your attention plans for the first-ever railway enthusiasts* tour of Israel in November -there is an article elsewhere in this Issue, and a ' flyer' enclosed with most copies. (The flyer is the work of Bill Alborough - I bear no responsibility for any flattering or other comment 8 !) At the time of writing the plans for any official celebration of the Railways Centenary in September are not known, but I gather there will be a series of local events. Israeli readers wishing to join in the tour should respond to TEFS - depending on numbers, some arrangement can probably be made.



16: 3 Air-conditioning units on the roofs of IR coaches;
Haifa Merkaz, June 1991. (Photo: Walter Rothschild)

1. Broken Rail.

A broken rail near Dor caused a good deal of disruption to traffic in the afternoon of 12/12/91. A Tel Aviv - Haifa train already in section was worked past the gap at extreme caution, but several subsequent trains had to be halted for up to ninety minutes until the emergency crew could be called out and repairs made. The unfortunate signalman at Binyamina (the only station staff on duty by that time of day) was inundated by passengers whose tempers whose tempers ranged from merely mad to outright apoplexy.

2. Collision.

At about midnight on 24-25/12/91 freight 334 headed by G12 120 failed at kilometre 45, summit of the climb from Hadera to Binyamina. The Binyamina shunter was not available to give Assistance so freight 331 was sidetracked at Dor and Its loco (Co-Co 609) was sent out to retrieve 334. For some reason the driver of Train 334 had radioed that he was standing at kilo 48, not kilo 45 as was actually the case, with the result that 609 crashed into the stationary train with some force. The crews suffered no more than a severe shaking up and light Injuries (fortunately both locos were running with the long hood forwards), but the two locos, particularly 609 which partially reared up on its bogies, were extensively damaged, and two wagons at the front of train 334 were also derailed. The main line was not reopened until 1000 the next morning when locos 609 and 120 had been dumped at Binyamina, the two derailed wagons dragged clear of the track, and freight 334 worked out of section. Later In the day police were called out to Dor to keep an eye on the stranded freight 331 when persons were seen breaking Into one of the containers. 609 and 120 were hauled back to Haifa that night.

["Ad Meah V'Esrim", G12 120, of course, has a notorious reputation with much blood on its wheels. It was the loco Involved In the Habonim disaster of May 1985 in which 22 people, mostly children, were killed, and It has been involved with other fatalities also. In a generally non-superstitious society there has, nevertheless, been at least one suggestion that 120 should be renumbered.]

3. Level Crossing Smash.

According to 'Kol Israel' radio on 9/1/92, a train had hit a road vehicle on ' a road crossing on the Jerusalem - Tel Aviv railway'. ' Yediot Aharonot' for the next day showed a photo of a large lorry that had been struck by a passenger train on an unguarded crossing near a building site on the outskirts of Jerusalem; the driver of the truck had been severely injured. The report commenced: "The loco thrust the 40-ton lorry from the driver's cab into the air, so that it landed 30 metres away. Luckily the lorry was loaded; had it been empty, It would not have landed until Beit Safafa !"

Later Information: the train was the 0730 from Tel Aviv Darom, formed of G12 107 and a single coach. The loco driver received medium injuries, and one passenger was slightly hurt. The line was closed for four hours until a light engine could be sent from Lod to haul the damaged 107 and its coach to Lod.

4. Carmelit Problems. From the I.C.E.N. Vol. VI No. 254 of 6/12/91: "The Haifa Development Corporation has refused the request of the Swiss engineering company Von Roll for a 10 day extension in their work on the Carmelit cable railway. The Swiss company is liable for a payment of \$5,000 for each day of overrun.

Haifa Corporation Managing Director Hanan Nitzan said that since the local contractors on whose work the Von Roll project is based had completed their contracts on schedule, there was no reason to grant an extension. The Swiss company has announced its intention to work three shifts in order to meet the deadline. The renovation of the Carmelit is scheduled for completion by July 1992."

The Haifa "Kol Bo" of 6/12/92 also reported the refusal; the new coaches were due to arrive in Israel in January. "Kol Haifa" for 17/1/92 reported them due in March !

Another twist to the saga appears in 'Kol Haifa' for 13/12/91: the religious parties seem to have been threatening to quit Mayor Arye Gurel's coalition administration if the Carmelit is operated on Shabbat!

The 'Kol Bo' of 20/12/91, p. 26, reports on proposals to introduce an Integrated ticketing scheme ("Kartis Meshulav") in Haifa covering the buses, Carmelit and suburban trains. "Kol Haifa" of 17/1/92 reported that agreement had been reached for the 'Eged' bus co-operative to operate the Carmelit. This would have the effect of allowing 'Eged' tickets, including the monthly pass "Hofshi Hodshi", to be used - but may knock on the head any further integration with the railways !

There are also proposals still to build a new IR station near the Custom House (Beit HaMeke) and extend the Carmelit 350 m. to meet with it. The Ports and Railways authority have apparently agreed to fund this 8-million dollar project. The Carmelit authorities are expecting 30,000 passengers a day to use the refurbished line.

5. Ashdod Service. The same Issue of I. C. E. N. reported: "The Ports and Railways Authority is planning to introduce a rail passenger service from Ashdod to Tel Aviv via Rehovot and vice versa. The service, which is planned to start in the spring of 1992, is seen as an interim solution till the introduction of the planned high speed suburban rail service. The route will be covered in 36 minutes and should reduce congestion on the roads."

Alas, this seems likely to be 36 minutes from the outskirts of Tel Aviv to the outskirts of Ashdod - a sprawling new town whose bus station is also hardly central; the railway, moreover, links to the harbour, not the town some distance away

6. Ramle Suburban Service. "Yedlot Aharonot" for 14/11/91 (p. 14) reports that the Tel Aviv - Ramle suburban service (רכבת הפרוורים) is to be increased from 4 to 7 trains daily, and the Journey time reduced from 45 to 20 minutes.

7. Haifa Suburban. Plans still exist to introduce the Haifa suburban service in July/August '92, linking the city with the 'Krayot' or 'Residential Districts' to the north, along the existing line to Nahariyya. However, In January there has

been some dispute about the legality of the route and its reconstruction. involving the Society for the Protection of Nature in Israel and the Haifa Municipality.

The 400-metre long new dual-carriageway road underpass at Haifa Bat Galim was officially opened to traffic at 1pm. on 27/1/92. This road ("Rehov Hayl HaYam", or "Navy Road") serves the busy port, the Rambam hospital and the Bat Galim quarter, and In the past has always required a man to be stationed next to the level crossing, partly to exercise judgement should an ambulance come roaring along whilst the barriers were down. Press notices refer to 100 trains a day going over the bridges (which serve three tracks) and 40,000 road vehicles passing under them. The area is now known as the ' Dolphin Bridge' . Thanks to Steve Tish for several of the above cuttings.

8. More Storms. According to the ' Kol Israel' morning news broadcast on 5/2/92, bad weather conditions - storms, rain, hail, snow etc. - had caused the closing of the Ayalon highway for the third time in recent months. Two extra trains were scheduled for the Jerusalem line, departing both termini at 0930 and 1400. By the 16.30 broadcast, trains from Tel Aviv Arlosoroff had been resumed, but passengers were being transferred by bus between Binyamina and Hadera, presumably due to a washout.

Thanks to Malcolm Freedland for monitoring the broadcasts

Belatedly, a press report of 2/1/92 states that an extra train for those wishing to look at the snow would work from Tel Aviv Darom at 0835, returning from Jerusalem at 11am, and that Haifa trains were departing from Bnei Barak owing to the closure of the Ayalon through weather conditions, and a service of special buses linking Arlosoroff with Bnei Barak station.

The ex-ER G16 Co-Cos are but rarely seen working passenger trains along the main line. However, for the first time In nearly four years 162 was so employed for a week in January 1992. The loco had been stripped of its side valancing, was In poor external condition and its red, yellow and green livery was very faded indeed.

10. The Thin Red Line.

Certain passenger coaches (numbers currently unavailable) had a red stripe added along the body sides in January, and the roof-mounted air conditioning units were also painted in the same shade of bright red. These coaches are intended for dedicated use on the non-stop expresses (reserved seating only) between Tel Aviv and Haifa. This is all well and good in theory, but In practice such coach sets tend to get split up for one reason or another. It remains to be seen how long these sets remain matched on IR.

At the end of December 1991 work began on grading for double track between Binyamina and Hadera Ma'arav.

12. A Record Year. From I.C.E.N. Vol. VI No. 262. 31/1/92: "The Ports & Railways Authority says 1991 was a record year for the railways which carried 2,874 million passengers - an increase of 16% over the previous year. In 1992, the railways expect to double the number of passengers carried following the inauguration of the suburban rail service in mid-summer."

16: 5 MORE ON THE ORIGINS OF IR's SAFB Bo-Bo's. By Alon Siton.

Earlier articles on these Bo-Bo diesel locomotives, built by Société Anglo-Franco-Beige at La Croyère, Belgium in 1951, have stimulated a lot of interest. Alon now adds the fruits of his researches;

"Little has been told of this trio, largely due to the considerable uncertainty surrounding their acquisition, even though they were officially the first diesel traction to run in Israel.

Unlike their American relatives, however, the SAFB locos differ in more than just a few aspects from the standard design of parallel units built for use outside the USA at that time. The IR trio thus stands alone and as such exists as a class of its own, as nowhere else are similar examples to be found. The class is even more rare in that it does not conform to General Motor's Electro-Motive Division (EMD)'s export production line, as is the case with later models in the 'G' series. Certain components have, however, been combined from the designs EMD produced for domestic use.

It could generally be said that the fundamental basics of the American RS (Road Switcher) and SW (Switcher, Welded Frame) designs were integrated into the class. (These common origins date from the 1940's, and set the path for almost all the modern diesel locomotives, among them the common G12 class.) This was a great time for dieselisation and within just a few years from 1945 more new types were available in the catalogues than ever before - and not without some efforts to create or break into the European market. In this way it is possible to trace SAFB's design to its pristine roots by inspecting the locomotives' physique.

One similarity to the G line (from which emerged most of IR's diesels) is the basic outline of the SAFB's which consist of a long hood, in which the cooling air intake in the front is clearly derived from the SW line. In this case from the SW1200 (later SW-9), where it houses a V-12 type 567 prime mover.

The spacious cab is, as mentioned earlier in 'Harakevet', greatly different from that fitted to the G12 and its unique styling, which is non-EMD, should therefore be SAFB's own interpretation. The contemporary EM SW-series would never have fitted IR's restricted loading gauge. The short, high hood on the other end is obviously used only to house the dynamic brake resistor banks and cooling fan in its upper portion, as was later incorporated in, for instance, the G12.

All In all, there was nothing like the SAFB diesels In America. Only In later years, when ALCO designed its RSD-5 switchers, were the nominal dimensions reused by replacing the short and low hood with a higher one while keeping the low and long one up front. The strange-looking result quickly became known as the "Hammerhead".

The frame (or running gear) is also close to that of the SW-series with one remarkable exception: the locos do not ride on standard US switcher trucks ("AAR Type A"), with their 2,400mm wheelbase whose simple and rigid construction Imposes a limit of 35 mph. in top speed, but instead are equipped with road trucks of 2,740mm wheelbase. Apart from this easily-visible difference, the SAFB locos are mounted on genuine "Blomberg B" trucks instead of the light export trucks as used later on. Only Saudi Arabia's FP-7's, easily recognisable by their dog noses, share the same type of wheels - but these are of original US build. This could possibly be explained by the time of their construction - they preceded the G series for export and thus there might have been no other type of truck available. Details of this type are:

Engine type: 567B; RPM Max: 800; Dates built: 7/45 - 3/54; Compression ratio 16:1; 12 cyl., 1125 hp.

Could the three SAFB diesels built for Israel so soon before the introduction of the G series be considered as the lost ancestors of the "Hammerheads"? Quite possibly so. EMD did dabble in light road switcher designs when customers insisted. One of the results was the NW-5 type, a modified reproduction of the ALCO RS-1 concept, 10 out of 13 examples built going to the Great Northern railroad. A slight deviation was included, though - the dynamic brake installed in the short hood was replaced by a steam heating generator, due to the railroad's location in Montana, Oregon and Washington State - all cold places.

Finally, it should be noted that similar designs, some by SAFB and some by other firms, were produced in numbers for Luxemburg's CFL and possibly for neighbouring countries In the Benelux region, though this remains to be investigated.

My thanks to Bernd Kittier of Nürnberg, Germany, for guidance and information."

(Editor: A tiny little snippet shows how coincidence works: amongst the first standard-gauge steam locos to work in Palestine were eight 0-6-0's and four 2-4-0's of the Egyptian State Railways, loaned to the War Department for use on the line from Kantara - and built by Franco-Beige!)

GUARDS.

16:6 In Britain almost every passenger train has a Guard; In the USA they have a Conductor. In Israel they have both! The Conductor sells and checks tickets, and the Guard guards the train. A security man in a light-blue shirt with the IR logo, a walkie-talkie and a gun is a frequent sight on trains and stations, keeping an eye out for suspicious packages, loitering enthusiasts and - at Bittir - stone-throwers.

A news item in the 'Jerusalem Post' tor 28/9/91 revealed some activities of a Tel Aviv-based private security firm 'Hod Hahanit' ("Spearhead"), owned by Col. (Res.) Yair Klein. This firm was recommended by the Transport Ministry's Chief Security officer for training staff, and has served both Egged and Israel Railways in the past.

After several drought years the winter of 1991-2 has been exceptionally wet throughout the Middle East. While it didn't actually rain continually for forty days and forty nights, this past winter has been the wettest since records began. If not since Genesis 6: 10-12. Snowfall has also been widespread and heavy.

In Israel serious disruption began in November and December 1991 when Tel Aviv Central Station was closed by flooding (as reported In 15:9). then, at the end of December, a blast of Arctic air swept down into the eastern Mediterranean bringing torrential rain and, on high ground, heavy snowfall. 30 cms. of snow fell on Jerusalem (Amman in Jordan had 60 cm.) and even the Negev Desert had an appreciable snowfall. By 1/1/92 many roads throughout the country were closed by floods or snow, electricity supplies were hard hit, and hundreds of families had to be evacuated from inundated homes. The Jerusalem line was closed in mid-morning. In the afternoon the River Ayalon burst its banks again, flooding Tel Aviv Central to above platform level. Passenger trains were diverted to run to and from Benei Barak with a connecting bus service until Benei Barak station, too, became flooded in the evening. The last two trains from Haifa had to be terminated at Herzliyya. Shortly afterwards, the sections Benei Barak - Lod and Lod - Ashdod were under water and traffic along them was stopped. The flood waters receded quickly, however, and the Jerusalem line reopened next day with three extra trains being laid on between Tel Aviv Darom and the capital. These were well patronised by lowland Israelis determined to see Jerusalem under its white blanket. Tel Aviv Central also reopened on 2/1, but problems there continued for several days. The floodwaters had clogged the point motors with mud, and these seized solid as the mud dried out. All the motors had to be thoroughly cleaned before smooth working could be reinstated.

The wet weather continued, with another major storm system hitting at the beginning of February. The remaining active section at the southern end of the old inland British-built main line, between Rosh Ha'Ayin and Kfar Sava, which still sees a more-or-less daily freight working, was closed by floods on 2/2. Winds of almost hurricane force, gusting up to 160 kph., brought more torrential rain and hail over the next two days. At about 17.15 in the evening of 4/2 the raging River Ayalon burst its banks yet again. Once more Tel Aviv Central station, the new railway formation and main roads were inundated. Passengers found themselves being deposited at Benei Barak again, with a bus ride to and from the city centre. More flooding around Lod and Rosh Ha'Ayin - no main line freights ran that night. There was snow on high ground, but the Jerusalem line remained open for the time being. IR intended to run an extra train between Tel Aviv Darom and Jerusalem on 5/2, but this plan was thwarted in the early hours of the morning when a large boulder rolled down on to the line in the Judean mountains, and was not removed until the following evening. The Haifa - Tel Aviv main line also closed between 0900 and 1300 on 5/2 when the ballast started to move at km. 46, between Binyamina and Hadera. Several passenger trains were

halted in mid-Journey and their occupants had to complete their severely - delayed travels by bus. Tel Aviv Central station had dried out sufficiently to be reopened by the time repairs were completed at km. 46. Next day the IR General Manager appeared on TV to assure viewers that measures were to be taken to protect the new railway through Tel Aviv from future threats of flooding by the River Ayalon.

On 9/2 another intensely cold front swept in bringing more heavy rain and snow. This time the snowfall was more serious, even the coastal plain not being spared as flurries reached as far south as Herzliyya. Elsewhere in the country the snow settled thickly, reaching a depth of 5m. on the Golan Heights and up to 12 m. on Mount Hermon though that, obviously, is not representative of the rest of Israel. The Negev Desert saw snow for the second time this year, and the kids were throwing snowballs even in Eilat - on the same day that a group of international hoteliers convened to hear the town touted as the place where the sun always shines ! Even Tiberias, 200 m. below sea level, was covered in a white mantle. That night temperatures plunged as low as -7°C in the hills. In spite of these exceptional conditions IR was practically exempt from disruptions this time, though it was touch-and-go for a while in Tel Aviv as the Ayalon threatened to flood again. Much of Israel was less fortunate with widespread power cuts, roads closed and settlements isolated. The flood gates were opened at the south end of the Sea of Galilee to let the rapidly rising waters escape down the River Jordan to the Dead Sea. Despite this, and all-out pumping of water from the Sea of Galilee into surface reservoirs and natural underground aquifers, the level of the Sea of Galilee continued to rise inexorably. Flooding was widespread along the Jordan Valley. Lake Hula, north of the Sea of Galilee, suddenly reappeared, having been drained in the 1950's to provide rich agricultural land.

By mid-February the rain had stopped; the rainy season, though, still has another six weeks or so to go. For now, people are ruefully counting the cost of lost crops, flooded homes and damage to the country's infrastructure. Fingers, as usual, are being pointed - quite uselessly so in most cases. The experts are baffled and besieged. When the Ayalon first flooded they said it could only happen once in forty years; the second time they declared it may do so every twenty years; now they're saying once every ten years is a possibility. Last November the Sea of Galilee - Israel's main source of fresh water - had fallen to four metres below its optimal level and was just a fraction above the 'red line' when all pumping would have to cease. It would take ten years of heavy rains to bring it up to its optimum level, they said. Now it's filling up more rapidly than they can let the water out, and if not another drop of rain falls there is still more than enough run-off and snow melt to threaten further flooding of the lake.

[Ed. : It's interesting that the weather is doing what it can to make the new Russian immigrants feel at home ! As yet IR has never felt the need for snowploughsif such weather continues, maybe that will change ?]

LOCOS LOST AT SEA.

Further to 12: 19 and 14: 18 I have received from Martin Allen some further information about locomotives lost at sea en route to the Middle East.

a). In 1918. four L&SWR Adams 0395 class 0-6-0's were lost in the Mediterranean following a submarine attack, en route to Palestine. The engines concerned were numbered by the LSWR as 105. 165. 404 and 40b. The name of the ship has been quoted in two books as being the "Arabic", although a search of official records shows that whilst a ship of that name was indeed lost during WW1, that was in 1915 and the ship (British registered, 15,801 tons) was carrying light cargo only from Avonmouth to New Orleans at the time. The loss occurred in the Atlantic, 50 miles off the Old Head of Kincadee, by a torpedo attack from the submarine U25.

There is mention in official records of the "Arabian", British registered, 2,744 tons), sunk by gunfire on 2nd. October 1915 from the submarine U33, 15 miles off Cerlgo, Greece. The cargo in this case is only quoted as "general", the ship sounds rather small to be carrying locomotives, and the date is wrong.

b). During 1941, three ships carrying LMS design "8F" 2-8-0's to the Middle East were involved in incidents. For the sake of completeness I shall repeat some of the information in earlier 'Harakevet' entries:

(i): The "Jessmore" (76,802 tons) carrying locos 343-5 to Turkey, lost on 25 February 1941, 300 miles West of Ireland, following a collision with another vessel, variously quoted as either the "Baron Pentland" or the "Baron Haig". (Note: the date is different to that quoted by Rowledge).

(ii): The "Berhala" (Dutch flag, 6,622 tons) carrying locos 338 and 354-6 to Turkey, lost on 23rd. May 1941, off Freetown, torpedoed by an unknown submarine.

(iii): The "Pembroke Hall", en route to Persia, was involved in a heavy storm in the Irish Sea (exact location unknown), and deliberately dumped overboard locos 608, 617. 619 and 622, to avoid sinking. The ship eventually re-docked in Glasgow.

23 8F's in total were lost at sea - none of the above-mentioned were in the Mediterranean, so the Jacques Cousteau film must have been of another batch.

c). In October 1941 a ship (name unknown) was sunk whilst carrying Robinson 'ROD' 2-8-0' s numbers 739 and 740 to either Egypt or Palestine.

d). In 1943, two USATC O-6-OT s numbered 1288 and 1289 were lost at sea, en route to the Middle East. They were, on paper at least. British WD stock, and part of the first batch built. USATC/WD numbers 1252-1316. which, together with follow-on batch 1387-1436, were "Lend-Lease", all subsequent construction being solely USATC property.

e) . Between October 1943 and January 1944 twenty-four USATC 2-8-2's built 1941-2. numbered in the range 1000-1100, were also lost at sea en route to the Middle East.

f) . Four second-hand metre-gauge 4-6-0"s, requisitioned from India between August 1941 and August 1942, were lost en route to Iraq. They were BNWR 215 (Neilson 6273/1902); and 220 (Neilson 62/8/1902); MSMR 289 (Vulcan 2635/1910) and NSR No. 1/1 (Kerr Stuart 4118/1921).

16:9

NARROW GAUGE INDUSTRIAL ADVERT.

One interesting old periodical is "Altneuland Monatsschrift für die Wirtschaftliche Erschließung Palestinas". A set can be found at the Jewish National and University Library at Givat Ram, Jerusalem. It was published in Berlin by Kommissions Verlag, Juedischer Verlag GmbH, edited by Dr. S. Soskln. The pages are now yellowed and fragile, so cannot be photocopied.

1905 was the second annual series (II Jahrgang), and the same advertisement appears inside the back cover of issues 1,2,3,4,5.* 6/7 for that year. It reads:

"Feldbahnen für die Kolonien.
Plantagebahnen, Gielsanlagen für den Transport von
Feldfrüchter, Erdmassen etc. liefert:
Arthur Koppel
Berlin London Cairo
A. G. Arthur Koppel
Warschau Odessa Petersburg.
Vertretung in Athen, Constantinopel, Smyrna etc."

There is a picture of a horse-drawn high-sided open bogie wagon, in front of some palm trees.

The body of the text can be freely translated as: "Field tramways for the Colonies: Orchard tramways, railway equipments for the transport of crops and bulk minerals." The offices of the company include "Representatives" available in Athens, Constantinople etc. Clearly it was Koppel's hope to sell narrow gauge (presumably 60cm.) rails and rolling stock in the Middle East, and he hoped to market his equipment to the new Jewish agricultural colonies then being established. Did he succeed ?

The firm later merged with Orensteins to become Orenstein and Koppel, well-known manufacturer of narrow-gauge locomotives. A subsidiary of the firm currently produces escalators at Keighley, England !

I have seen occasional blurred photos of small tramways in kibbutzim - mostly employing hand-propelled trollies. Does anyone have more information or pictures ?

16:10

Palestine Commercial Bulletin.

Published by the Department of Commerce and industry, Government of Palestine, Jerusalem. (A monthly official newsletter, comprising various short paragraphs and Items of news).

Vol. 1 No. 1. 6/1/22. p. 6.

Palestine Hallways rate for transport of goods per 15-ton truck from Haifa to Damascus is now £E 37½. (based on a rate of 2½ Syrian piastres = 1 Egyptian piastre. ;

Vol. 1. No. 2. 16/1/22. p. 53. Cardiff Best Coal.

Prices: Jaffa station : 465 piastres per ton.

Jerusal5em station: 475 piastres per ton.

Haifa station : 533 piastres per ton.

Prices are on truck at station.

Vol. 1 No. 3. 26/1/22. p. «9.

'Shemen' Oil Factory In Haifa.

"The Company is now erecting its storage buildings and constructing a narrow-gauge railway line from the site of the factory on the sea shore to the central station in Haifa. A broad-gauge line will also be constructed."

p. 90. Haifa-Amman Train.

"With effect as from Tuesday 10/1/22 and until further notice, the Haifa-Amman train service has been altered as follows:

Mixed Train No. 344 will leave Amman on Tuesdays at 0800 hrs. , reaching Haifa at 20.30.

Mixed Train No. 343 will leave Haifa on Wednesdays at 0300, reaching Amman at 1/15.

Fares from Haifa to Amman are as follows:

1st. class, PT 313.

2nd. class, PT 130.5."

p. 104. Extract from a report by H. M. Consul in Beyrout. : -

"Syrian Railways.

"As regards railways, that to Damascus is a narrow-gauge line with stiff gradients. Its rolling stock has been depleted, and during the past year it has been, and still is, much occupied with military transport. Very little room has been available for goods, and there has been much competition for space.

... The branch line from Alexandretta to the Adana-Aleppo main line has just been completed. The Journey to Aleppo takes about six hours. There is now a scheme for a branch line by Ras el Khanzir, Antioch and Haram to Aleppo, by which the journey should take three hours. The extension of the Beyrout port has been decided upon, but nothing yet has been done."

Congestion at Jaffa Port. Measures for relief. Proposals include:

3). The issue of regulations in conjunction with the Railways Administration for a definite time table as regards the light railway, the Customs taking over Traffic Control In the enclosure for the clearance of the line during the hours In which the service Is operating. These arrangements are subject to the approval of the General Manager."

In April 1922 the Silicate Bricks factory started operation in Jaffa, (p. 159).

Vol. 1, No. 5, 21/2/22. p. 179. Congestion at Jaffa - Reduced Rates.

"Owing to the congested state of the harbour at Jaffa, the General Manager of Palestine Railways has granted a reduction of freights from Haifa on goods that could not be loaded at the port of Jaffa. The following table shows the ordinary rates per ton of the various classes of goods and the special rates now conceded:

Present rates per ton. Reduced.

1st. Class. £E4, 545 2, 668.

2nd. Class. 3,473 1,861.

3rd. Class. 2,398 1,861.

4th. Class. 1,860 1,458.

5th. Class. 1,325 1,057.

6th. Class. O. 923 O, /55.

It Is pointed out that these rates apply only to goods which would normally be loaded at Jaffa, and in order to ensure that no infringement of this concession occurs, all such consignments should be accompanied by a certificate to the effect that they are *bona tide* Imports for Jerusalem. "

P•180: Conveyance of Cut Flowers.

PR is prepared to carry Cut Flowers by passenger train to Jerusalem at a reduction of 50* of current charges. The minimum per consignment is 115m/ms.

p. 182: Mail. Mail now travels from Jerusalem to Amman twice per week, once per train, once per messenger.

Vol. 1, No. 7. 21/3/22. p.277.

Train Service. Amman - Deraa.

The General Manager, P.R, announces that the following Passenger and Goods service between Amman and Deraa and vice versa has been instituted:

Friday: Mixed Train No. 346. Saturday, Mixed Train No. 345.

Amman dep. 0600. Deraa dep. 1300.

Deraa arr. 1130. Amman arr. 1715.

These trains connect respectively with the Main Passenger trains running between Haifa and Damascus.

Vol. 1 No.8. 7/4/22: p.331.

- a). Passenger fares are to be revised shortly.
- b). Bir Salim station closed after passage of the last train on Friday 10/3/22. and Bir Jacob opened instead before the passage of first train Sat. 11/3/22.
- c). Arrangements are to be made for special facilities for perishable goods, Haifa-Acre.

p. 356. New traffic: Mr. Cohen of Mea Shearim is selling up to 4 Kantars (= 1.152 kilos) of fish weekly. These are caught at Tabgha on Lake Tiberias, and shipped by rail from Semakh to Jerusalem, at a special freight charge of 48 PT per 100 kilos instead of PT 100 per 100 kilos. The same charge is made for the empty return crates.

(NOTE: 12 Okiehs = 1 Rotl = 2.88 kilos.
100 Rotls = 1 Kantar = 288 kilos.)

Vol. 1 No.9. 21/4/22. p.378.

2nd. Class Accommodation between Haifa and Acre

As from 1/4/22, the 2nd. class fare is 18½ PT. The 3rd. class fares are reduced from PT11 to PT8, for journies between Haifa and Acre (and v.v.) only. 1st. class fares and season tickets remain unaltered.

New P. R. Timetable was introduced from 1/4/22.

A Post Office is to be erected at Ludd station.

Vol. 1 No.10. 7/5/22. p.446.

New Stock. Four new 1st. class coaches have arrived and are at present being used for the tourist traffic. Three new locomotives are also at hand and are now being erected in the Haifa workshops. (NB: *What Haifa workshops ?*)

Vol. 1 No.11. 21/5/22.

a). A New station is to be erected on the Haifa-Semakh line at a point near the newly-constructed road from Ein Harod. It is to be called "En Harod"

b). Owing to the lack of support accorded by the public and the excessive cost of haulage, no dining cars will be run on trains nos. 13 (Jaffa dep. 2pm.) and 14 (Jerusalem dep. 12.30pm.) as from 1/5/22.

Vol. 1 No. 12. 7/6/22. p. 556. New PR Timetables have been published - price PT 1 per copy.

p. 578. Shemen Oil Factory. "A broad-gauge and a narrow-gauge siding have already been constructed to the doors of the factory. "

Vol. 1 No. 13. 21/6/22. p. 606. refers in passing to 10 new 1st. class coaches, 4 2nd. class, and 6 new tank locos for the Jaffa-Jerusalem line.

16:11

Extracts from "Palestine Commercial Bulletin." Published by the Dept. of Commerce and Industry, Government of Palestine, Jerusalem,.

(N.B. PT = Piastres; m/ms = Mlllièmes, thousandths of £1.)

Vol. 2. No. 16. 7/8/22. p. 114.

Haifa - Jenin trains Nos. 83 and 84 are to be suppressed from Tuesday 1/8/22 until further notice.

p. 142. The Palestine Express Co. have been appointed agents of Palestine Railways, and now issue railway tickets.

Vol. 2 No. 17. 21/8/22. An extra charge of £E0,300 m/ms per Motor car.

p. 175: Milk and empty churns can be despatched by passenger train at half the ordinary rates.

p. 181. Ordinance No. 10 of 1922, the Railway Ordinance. was issued on 1/6/22.

Vol.2 No. 18, 7/9/22. p. 219. Up to two truck loads of Grapes may be despatched by passenger train to Egypt, from any P. R. station.

p. 122. 1922: Outbreak of Plague at Jaffa. Measures taken included vaccination of the employees of the Damascus Haifa Railway and inspection of passengers arriving at Deraa.

p.228. International Sleeping Car and European Express. Co., of Belgium, has been registered under the Companies Ordinance of 1921. The Palestine Manager is D. I. Mur, Advocate, of Jerusalem.

Vol. 2 No. 19. 21/9/22. p. 272.

a). Ain Harod (sic. - cf. Vol. 1 No. 11) station opened 1/9/22. Situated at Kilo. 45.8 between Afule and Shutta.(sic.)

b). Saffrieh station - km. 15.675 from Jaffa - opened for passenger traffic only, 1/9/22. Through bookings from Saffrieh to stations on the Egyptian State Railways can not however be effected.

c). Unassembled wooden huts: Incomplete loads to be charged at Class 3, Complete loads as Class 4.

p. 290. Tenders for Loading Coal on Locomotive Tenders are invited for the daily loading of coal on the tenders of locomotives at Haifa, Gaza, Ludd and Jaffa to extend over a period of 6 months. The tender must include all stations mentioned.

The average quantities to be loaded per day of 24 hours are as follows:

Haifa	35 tons.	Gaza	20 tons.
Ludd	20 tons.	Jaffa	10 tons.

Copies of the contract can be provided at the offices of the District Locomotive Superintendent Haifa, and Ludd Locomotive Foreman, Jerusalem, Jaffa and Gaza, 8am. - 12 midday. (Suns, and holidays excepted).

Tenders in sealed envelopes marked "Tender, Coaling of Locomotives" should be forwarded by post to the Locomotive Superintendent, P. R., Haifa Station, to reach him on or before 30/9/22.

The Railway does not bind itself to accept the lowest or any tender. "

Vol. 2. No. 20. //10/22. p.323.

From 11/9/22, 2nd. Class accommodation has been provided on trains 91/92 Tulkeram-Nablus and vice versa.

Vol. 2 No 21. 21/10/22. p. 377.

- a). Khirba station opened 21/9/22. for local booking to stations on the Kantara-Rafa section. Booking to other stations cannot be effected. Kilo 64.826 from Kantara.
- b). Surafend station opened for Goods traffic, 21/9/22.
- c). 2nd. class accommodation now available on all P. R. narrow-gauge lines.
- d). 3rd.-class seasons now available.

Vol. 2, No. 22. 7/11/22. p. 426.

A new working agreement has been made between ESR, Wagons-Lits Co. and Nairn Transport Co.

Cairo-Beyrout In 24 hours. Cairo 6.15pm. , Kantara, Haifa arr. 12.45pm., dep. 1.30pm. by 6-seater car, Beyrout 6. d0pm. 1st. class incl. sleeping car, 3 meals: PT 1, 161.5. 2nd. class incl. sleeping car, 3 meals: PT BIO.

a). Relaying on the main 1,11>< between Ludd and Haifa progresses at the rate of *km. per day. The completion of the subway connecting the two Island platforms at Ludd station will greatly facilitate the work at this Junction and in particular trill obviate the necessity for passengers crossing the tracks whilst shunting operations are in progress.

A new weighbridge at Ludd was brought into use 15/9/22.

b). Two temporary floating ferries at Kantara are replacing the floating bridge.

p. 453: A local bus service has started at Haifa.

Vol. 2 No. 23. 21/11/22.

As from 21/10/22, tickets issued from Narrow-gauge to Broad-gauge stations on Mon/Wed/Fri will be available on B.G. trains Nos. 2 (dep. 0700 SunX) and 4 (dep. 11.45. Tues/Thurs/Sat/Sun> from Haifa, the following morning, i.e. Tues./Thurs/Sat. p.501. The Jerusalem Local Transport established, under Mr. Shoukri Khoury, to provide collection and delivery services to railway station and elsewhere in the city.

Vol. 2 No. 24. 7/12/22. p. 532. Jerusalem Hallway Station telephone number changed from 14 to 264.

p. 535. "Commerce Reports" of the U. S. A. Dept. of Commerce, 10/7/22, includes an article on Communications:

"An efficient railway system in Palestine is a heritage of the war. In their military operations the British built the line from Kantara on the Suez Canal to Gaza, continuing there with the old pre-war narrow-gauge system. The gauge was broadened and an extension built into Haifa. The system, now 500km. in length, connects with the E.S.R. at Kantara and with the Syrian Railways in the north. The motive power and rolling stock is in first-class condition. American locomotives built in 1916 for the British War Department are used, having evidently been turned over to the Palestine Hallways. A few mountain saddle-tank type locomotives built in Leeds, England, have been added recently. A number of new passenger coaches from England, together with international sleeping cars, afford good accommodation to travellers. Daily passenger and mail services are proving beneficial to business".

16:12

Excerpts from: PALESTINE ECONOMIC BULLETIN.
Published by Dept. of Commerce and Industry, Govt. of Palestine.
Jerusalem.

Vol. 3. No. 28. 7/2/23. p.138.

Tenders invited by the General Manager, PR, for:

33,000 galls. Benzine.

36,000 galls. Kerosene.

to be delivered in 4-gall. cans at either Haifa or Kantara West stations, in six equal quantities of 5,5000 & 6,000 galls respectively.

Vol. 3 No. 29. 21/2/23. p. iv. An advert for Decauville track and stock. pp. 153/4: New Bye-laws regarding passengers, luggage porters and goods conditions.

Vol. 3 No. 30. 7/3/23. p. 239: New system for Transliterating Arabic names:

e.g. Surafend becomes Surafand.

Tulkeram becomes Tulkarem.

Semakh becomes Samakh.

Vol. 3 No. 31. 21/3/23. p. 262: From an Address by the High Commissioner to the Advisory Council on the subject of Increase of Customs Duties.

"Railway revenue also has fallen greatly. The increased yield of other taxes has not counterbalanced these reductions in revenue. The Railways were taken over in Oct. 1920. In 1921-22, the railway revenue had been £E 557,000; In the current year, it had fallen to £E 31,000 for ten months, and it was estimated that for the complete year it would be about £E 400,000. That was due partly to the decline of military traffic; partly due to the general fall in prices and restrictions on trade; partly to the competition of road-borne traffic. Certain freights in the railways, and passenger fares had recently been reduced and the Government had under consideration the reduction of other passenger rates, which it was hoped would lead to the greater use of the railways."

p. 282: 385 cars were imported into Palestine in 1922. (95% were of American origin).

Vol. 3 No. 34. 7/5/23. p.405:

Jaffa-Jerusalem. Improved service, together with a reduction in fares, from 1/4/23, has given general satisfaction. Increased traffic was noticeable.

Vol. 3 No. 37. 21/6/23. p. 552:

Société du Chemin de Fer de Jaffa à Jerusalem et Prolongements

The general meeting of the shareholders which was held on 22/3/23, approved the accounts and balance sheet, presented by the Council of Administration for the year 1922. The shareholders passed a resolution on fixing at a hundred francs per share, the payment to be made on account of the reimbursement of the capital of the "Société".

16:13

Vol. 4. Mo. 38. 7/7/23. p. 11:

Cheap Return Tickets: Excursion. to Haifa in connection with the Feast of St. Elijah. Mt. Carmel. Available by ordinary trains.

Outward Journey: July 17th., 18th. or 19th. Return Journey: July 20th. , 21st. or 22nd.

On p. 12 was the list of fares.

p. 22: Road Fares Decreased. Jaffa - Jerusalem by motor lorry is now PT 17.5 per seat.

Vol. 4 No. 39. 21/7/23. p. 43:

Reduced charges for use of the 5-ton broad-gauge crane on Haifa Quay; as from 1/7/23:

1st. hour: . 500ms.

2nd. hour: . 500ms.

3rd. hour: . 480ms.

Minimum charge: £E 1.000.

Applications for use to: Harbour Master, Haifa, or Traffic Manager, Pal. Rlys.

p. 67: 'The Grands Moulins de Palestine', Haifa, began work on 1/6/23.

p. 73: Suez Canal Improvements.

"Travellers to Palestine will be glad to learn that the unwieldy ferry now being used at Kantara will in the near future be replaced by a modern motor ferry."

p. 97: Jerusalem Fares.

By Carriage, from the Railway station, to:

Jaffa Gate.	8 PT.
American Colony.	14 PT.
Mea Shearim.	12 PT.
Ratisbonne.	14 PT.
Municipal Hospital.	12 PT.
Gethsemane.	20 PT.
Damascus Gate.	12 PT. etc.

Vol. 4 No. 43. 21/9/23. p. 212:

The 'Palestine Motor Transport Services' have established a daily passenger and goods service between Jaffa and Jerusalem.

The passenger vehicles leave Jaffa at 0900 A 1430 hours, and Jerusalem at 0900 and 1400 hours. The Journey takes about 3 hours In each direction, the fare being PT 17½.

The goods vehicles do not run to fixed hours but goods collected or handed in for despatch during the day reach Jerusalem during the night and are ready for delivery early the following morning.

A dally service of both passenger and goods will shortly be established between Hebron, Jerusalem, Rlshon Le-Zion and Jaffa. A passenger service between Jerusalem and Hebron will also be established in the very near future. It is stated that the omnibus will make about 3 return trips between the two towns daily....."

Vol. 4 No. 44. 7/10/23. p261: "Nesher" Ltd. at Haifa: work has started In preparation for building a cement factory,

p.273: 'Al Kibla', appearing in Mecca, states that the Hedjaz Railway has now been completed and that the first trains have already travelled on the line to Medina.

Vol. 4 No. 45. 21/10/23. p. 278. ref. to Dining and Sleeping-Car timetable.

Vol. 4 No. 46. 7/11/23. p. 315-6. New Sunday Mixed train service.

16:14 Vol. 5. No. 53. 21/2/24. p. 165. Report on Haifa and the Dead Sea, in report of 3rd. AGM of 'Economic Board for Palestine': "...Finally, if it were found, as is by no means unlikely, that there are minerals in paying quantities in and around the Dead Sea, these minerals could only be evacuated to the coast by means of a railway up the Jordan valley, which would join the present Hedjaz Railway at Beisan, and thus reach the coast at Haifa."

Vol. 5 No. 58. 7/5/24. p. 351:

Railway Provisioning Department Abolished.

"The Railway Provisioning Stores closed down on the 1st. April and stocks etc. have been taken over by a private company styled 'Spinneys Ltd. ' with a capital of £E 15,000."

International Sleeping Car Coy.

"This Company, which has until lately been represented by the Palestine Railways, has now, owing to the development of their business, opened an office in Haifa. The activities of the Company will shortly be extended and arrangements will be made to run sleeping and dining cars on the Damascus and Beyrout line. "

Vol. 5 No. 60., 7/6/24. p. 409: Railway lands vesting ordinance; also an article on Postal facilities in Palestine, p.413: Société de ChemIn de Fer Ottoman de Jaffa à Jerusalem et Prolongments

The General Meeting of the Shareholders held on the 19th. March 1924, approved the Accounts and Balance Sheet for the year 1923 presented by the Council of Administration.

The Meeting passed a resolution fixing at francs. 511.36 gross or frs. 450 net, the amount of the first instalment of the reimbursement of capital to the shareholders.

Notice is given to shareholders that in accordance with this resolution a sum of 450 francs per share is being paid from the 1st. April 1924 in reimbursement of capital.

The sum is payable at the Office of the Société Générale, 29, Boulevard Haussmann, Paris, and Branches, against deposit of the shares, which will be handed back to the shareholders after being duly inscribed with the above payment, and after cancellation of the coupons still attached to the shares."

Vol. 5 No. 62. 7/7/24. p. 472.

Porterage Rates at Haifa.

incl. : For loading trucks for Damascus or Egypt, 5 PT per ton.

Ditto for transhipment NG - BG or BG - NG. (i.e. Broad & Narrow Gauge)

Vol. 5 No. 64. 7/8/24. p. 545. reference to "an unexpected wash-out at Al Arish; ... this effort of nature was dealt with promptly. "

NOTE: - After Vol. 5 No. 66 of 7/9/24, this newsletter was discontinued, being replaced by "The Commercial Bulletin: New Series", pub. by Dept. of Customs and Trade, Govt. of Palestine, Vol. I No. 1 commencing 1/11/24.

Noted in reading by Paul Cotterell. This is the third instalment from Baruch Katlnke's book "*Me'az V'ad Henah*" (see 11:22 and 13:17), and is the chapter entitled 'A Railway Into The Sea' on pp. 155-6 of that book.

"In August 1914 the First World War broke out. Turkey, tired from the battles of her previous wars [in the Balkans and against Italy], hesitated at first, but the government of Young Turks, among whom many had been educated in Germany, dragged her into a new bloodbath.

And if, in the Land of Israel, we had hardly felt the effect of the two previous wars, now we were nearly completely cut off from the world at large. Ships ceased calling at ports, and supplies from Germany and Austro-Hungary by railway (the route through the Tauus and Amanus tunnels had not yet been completed) were appropriated (תּוּסַרְוּ) for the needs of the German-Austrian and Turkish forces. Supplies for the civilian population could only be dreamed about.

Stores were emptied in the first days after the declaration of war. A strong desire to emigrate gripped the people. They hurried to buy everything within reach; oil, sugar, coffee, table salt, flour, medicine and paper.

Jewish subjects of Russia, England and France left the country, some for Egypt and some for Europe or America.

The coast and border with Egypt became the front line. Turkish units not seen before arrived in large numbers. German, Austrian and Hungarian units came to seize positions along the borders and establish camps. Jemal Pasha the Large, Minister of the Navy and Transport, who was known for his cruelty and ruthlessness, was declared Supreme Commander in Palestine, Syria, Lebanon and the Arabian Peninsula. Appointed as his deputy was Jemal Pasha the Small, who was Chief Commander of the armies [n Palestine on both sides of the Jordan [River]. The German General von Kressenstein was made commander of the expeditionary forces in the Negev and Sinai, and was nicknamed the Desert Commander. The German-Austrian army was under the command of the German General Falkenheim.

All of them together began to confiscate the last remnants of food and other necessities for army needs. All the horses, mules and camels were confiscated by the army and their owners were conscripted for forced labour ("טוּסַרְוּ"). The sons of the few Jewish settlements left in wagons for the south and the Negev to work on army transport. Also the owners of small workshops were conscripted into forced labour, and all carpenters, fitters, and smiths were taken south.

The Turks and Germans, who had initiated an offensive on the Suez Canal and Egypt, feverishly started laying a railway from Affula to Suez, through Sebastieh (Shomron), Tulkarem, Wadi Surar (Nahal Soreq), Deir Seneid (near Gaza), Be'er Sheba, Auja-el-Hafir and Kosseima. At the head of this massive technical work stood the old German engineer Meissner Pasha

(who in his youth had worked for many years on the Anatolian railway in Turkey as the officer and engineer of Baron Hirsch). Meissner Pasha was a fair and amiable man, but he was obliged to carry out the work with forced labour, and thousands of conscripted Arabs and forced labourers from the Jewish settlements were in his service. The work went ahead at a fast pace.

The German engineer Lorenz, head of the [HR] technical department, was conscripted into the German army and left for his own country, and I was appointed to replace him.

There was no technical department in the Turkish army, and all the technical work of the army, from construction to the repair of heavy and light weapons and transport, was thrown upon the technical department of the [Hedjaz] railway.

For fear of attack from the sea by the British and French, the Turks decided to tear up the Jaffa-Lydda railway line and went to work immediately. The Jaffa-Jerusalem railway belonged to a French financial company and, on the declaration of war, it was confiscated by the Turks and annexed to the Hedjaz Railway.

Fear of the allied navies influenced the Turks to make haste and remove from the sea all the small motorised boats which were employed for loading and unloading in Haifa harbour. The technical department of the railway was imposed upon to design and build a railway line from the beach to run into the sea. Part of this railway was to sit on the sea floor. At times of need the boats could be hauled out of the sea on the back of a special trolley pulled by a metal cable.

I worked for a week on this project. I measured the depth of water, drew a topographical map of the beach, designed the railway, many times a day I had to dive to check the sea bed, and most of my time was spent in a bathing suit.

It was no wonder that at the end of this work I became ill with pneumonia, and only by a miracle did I survive alive."

16: 16

WATCH IT !

A Memoir from Evelyn Green of Sydney, Australia:

"I joined the A.T.S. in July 1942; I was stationed first in Sarafand and then at Kilo 4 near Cairo for three months on an MTO course; I was then transferred to Gaza to the MEWTS (Middle East Weapons Training School).

I remember that we used to get travel orders from the Transport Officer, who by the way was a Sikh, at Ramie in order to go to Cairo or Port Said to pick up trucks or ambulances to take them back to various camps in Palestine or Lebanon. The ride in these old (railway) bone shakers was not something you would look forward to.....

When the train stopped at Qantara and one leaned out of the window to buy some Pita and a couple of hard-boiled eggs and tomatoes you had to be careful not to get your wrist watch snatched and then find the same watch being sold to you two minutes later !"

From J. W. P. Rowledge has come an official document, from Tn. 5 G.H.Q. M.E.F. listing the various W. D. locos then extant, and the "Stock Position" as at 1st. August 1944.

Page A deals with "9000 Class" ("as renumbered") W. D. 2-8-2 locomotives, i.e. the USATC type, tabling the stock position as at that date:

Location.	Coal.	9.	Oil.	33.
<u>Egypt.</u>				
Egyptian State Railways.	Nil.		9087 9095 9100 9174	
In Service			9190 9192	6
<u>Palestine</u>				
In Service	Nil.		9116 9120 9121 9147 9179 9028	6
Under Repair	Nil.		9082 9083 9103 9119 9178	5
Awaiting Repair	Nil		9085 9088 9089 9109 9113 9114 9122 9146 9148 9149	10
<u>Army.</u>				
Stored for Transfer		9038 9084 9097 9157 9166		5
Stored Serviceable	Nil		9188	1
Written off , (burnt out)			1086 (old number)	1
Under Repair	Nil		9098 9110 9151 9167	4
<u>H. B. T. Railway.</u> (Lebanon, Syria).				
In Service		9016 9106 9156	3 Nil	
Under Repair	9037	1		
Total:		9		33
Total in Middle East:		42		
in Italy		15		
in Turkey		29		
in Iraq		10		
in Iran		90		
Lost at Sea		4.	Total Built : 190.	

	Coal	7	Oil	85
<u>Egypt.</u>				
<u>Egyptian State Railways</u>				
In Service.	9321	1	Nil	
Put Aside.	9316	1		
<u>Army. (Egypt.)</u>				
At Suez.	104	107	119	5
	130	141		
			9352	9377
			9378	9379
			100	186
			201	203
			206	221
			239	245
			246	19
Under Repair.	Nil		9372	9373
			9374	9375
			9376	5
Stored Serviceable.	Nil		9353	9355
			9363	9368
			9370	6
			9371	
<u>Palestine.</u>				
<u>Palestine Railways</u>				
In Service.	Nil		9354	9358
			9360	9361
			9365	7
			9366	9369
Under Repair.	Nil		9359	1
Waiting Repair.	Nil		9350	1
<u>Army (Palestine).</u>				
Under Repair.	Nil		9356	9357
			9364	3
Waiting Repair.	Nil		9351	1
Stored Serviceable.	Nil		9362	9367
				2
<u>Sold to the Egyptian State Railways.</u>				
	Nil		9301	9302
			9303	9304
			9305	9306
			9307	9308
			9309	9310
			9311	9312
			9313	9314
			9315	9317
			9318	9319
			9320	9322
			9323	9324
			9325	9326
			9327	9328
			9329	9330
			9331	9332
			9333	9334
			9335	9336
			9337	9338
			9339	9340
			9341	9342
				40
Totals:	7			85
Total in the Middle East: 92. *				

Page D covers "W.D. 2-8-0 L. N. E. R. (R. O. D.) 04 Locomotives,
9700 Class ex. U. K."

	Coal	15	Oil	75
<u>Egypt.</u>				
<u>Egyptian State Railways.</u>				
In Service.	9727 9738		9702 9703 9704 9706 9708	
	9750 9772	4	9709 9710 9713 9715 9716	
			9717 9718 9720 9721	
			9722 9723 9725 9730 9734	
			9735 9742 9745 9748 9751	
			9753 9754 9757 9758 9759	
			9760 9761 9762 9764 9765	
			9766 9768 9770 9774 9776	
			9780 9782 9784 9785 9787	44
Put Aside.	9707	1		
Under Repair.			9700 9712 9752 9767 9781	5
<u>Palestine.</u>				
<u>Palestine Railways.</u>				
In Service.	9705	1	9711 9719 9746 9747 9773	
			9777 9778 9783 9790	9
Under Repair.	9737	1	9701 9733 9736 9775	4
Waiting Repair.			9714 9724 9763 9769 9771	
			9786 9788 9789 9791	9
<u>Army.</u>				
Stored Serviceable.	9729 9745		9732 9755	2
	9779	3		
Waiting Repair.	9744	1	9756	1
Under Repair.			9731	1
<u>Syria.</u>				
<u>D. H. P. Railway.</u>				
In Service.	9726 9728			
	9741 9749	4	Nil	
<u>Totals:</u>				
		15		75
Total in Middle East: 90.				

Page E deals with "W.D. 0-6-0 Shunting Tank Locomotives ex U. S. A."

<u>Egypt: E. S. R.</u>				
In Service.	1268 1269 1272 1273 1274 1993 1995 1996			8
<u>Army (Egypt).</u>				
In Service.	1275 1992 1994			3
Stored Serviceable.	1271			1

Palestine.					
Palestine Railways.					
In Service.	1267	1297	1298	1299 1270	5
Army (Palestine).					
In Service.	1276	1296	1290		3
Stored Serviceable.	1294	1295			2

H. B. T. Railway					
In Service.	1287				1

Total: (All Oil-Burners)					23

16: 18 "IT'S A WHAT' D' YE' CALL IT THINGUMMYBOB",

In the "Jewish Chronicle" of 20/9/1889 <p.6> Is a letter from Albert E. Goldsmid headed: "Hebrew on the Railway." It throws fascinating light on the period when Modern Hebrew was being laboriously (re)created, although It has little to do with railways themselves !

"Sir: Visitors to the great Exhibition at Paris can be conveyed by means of the circular railway from one end of the ground to the other. The rails are in many places laid close to the trees, and as open cars are used, passengers are cautioned by means of numerous placards in various languages of the dangers incurred if the head or limbs are allowed to project beyond the cars. A number of placards are printed In Hebrew, and thinking it might Interest your readers, I give a copy of the text below: -"

שׁוּר וְשׁוּרָתָם אֵת
 שׁוּר וְשׁוּרָתָם אֵת הַעֲצִים
 לֹא חוּצָא הַרְגֵל וְלֹא הָרָאָה

The following week's Issue, (27/9/89, p.8) carries a response:

"A Railway Warning:

Sir: Lieut. Colonel Goldsmld quoted in your issue of last week a Hebrew placard which he happened to notice on the circular railway round the Paris Exhibition. I wonder whether the placard in question was intended to serve as a curious specimen of bad Hebrew composition, since it is written In a style somewhat akin to that English "as she is spoke" in some parts of the Continent. In the first place, the Hebrew terms used there fail to express the warning which was meant to be given to passengers who were supposed not to understand any other language but Hebrew. So, for instance, שׁוּר וְשׁוּרָתָם אֵת הַעֲצִים, can only be translated by "to guard" or "to watch" the trees, and not "to beware of", or "to guard against" the trees. And then there is the mixing up of the tenses, as well as of the singular and the plural; and what crowns the whole, is the addition of some bad spellings. Who may be the author of such a peculiar placard? Let us hope that he does not occupy the position of a Professor of Hebrew at some French High School or University.

Yours Obediently, J. Chotzner, Harrow."

History does not record how many native Hebrew speakers had their legs knocked off while riding the Exhibition railway. . . .

This is another of those subjects which remain largely ignored by enthusiasts; and not because of the dearth of information, though certainly very little is known about the PR examples. Fragments of correspondence on the topic can be found in the State Archive, Jerusalem (file no. 371/R/25/35/mem), and the more illuminating passages are reproduced here.

On 5 April 193b the PR General Manager (at the time C.R.Webb) wrote to the Chief Secretary of the Palestine Government as follows:

"In the [Railways Renewals] programme for 1933/34 provision of £P 1,900 was made for two travelling steam cranes.

2. The intention at the time was to take over two cranes from the Harbour Works (i.e. at Haifa] but owing to the Oil Dock construction and the Jaffa Port Improvements it has not been possible to do so and, especially with the possible extension of the wharves at Haifa in view, it is very uncertain when we shall be able to take them over.

3. We have had to continue to use our old cranes the boilers of which are in bad condition and it is now essential to renew these boilers.

4. It is understood that the boilers of the Harbour Works cranes are in poor condition owing to the bad feed water and it was always the intention to renew the boilers when we took the cranes over. The amount in the Renewals Fund provides for this.

5. With your agreement I propose now to use about £P.300 of this amount to renew the boilers in our cranes leaving until later the question of whether we should eventually take over the Harbour Works cranes or obtain new cranes from England..... "

This proposal was speedily approved by Ma Nurock, Acting Chief Secretary. It is interesting to note that PR intended to take over two cranes used in the building of Haifa Harbour Works between 1929-33. A large number of various cranes had been used in this project and a couple, at least, were evidently up for sale until needed on other port building.

The next letter dates from 6 March 1939, headed CONFIDENTIAL, and was sent by Webb to the Chief Secretary with an extract from minutes of Meeting of the Combined Military and Civil Railway Board held on 2 March 1939. the extract from the Minutes reads:

"3. Breakdown Cranes

In connection with the large number of recent derailments of locomotives and rolling stock due to sabotage, the Board took note of the fact that three breakdown cranes only are possessed by the railways. There is one 25-ton crane located at Haifa and another at Lydda. The third crane (20-ton) is based on Kantara and is, therefore, not available for salvage work in the area where sabotage occurs.

Salvage of the engines which were derailed near QAQUN on 15 Feb., and at KILO 17 on JAFFA-JERUSALEM line on 26 Feb., are awaiting certain necessary repairs being carried out on the

Haifa crane.

The Board are strongly of the opinion that another breakdown crane of not less than 35-ton capacity should be regarded as an essential addition to the railway's equipment, both to facilitate salvage work by its greater capacity and in order that there may be one crane in reserve. (In all major salvage operations the use of two cranes is essential). . . ."

The letter accompanying this extract further argued the case for the acquisition of a larger travelling steam crane, though without real conviction of a successful outcome. Indeed, Mr. Webb concluded his letter:

"..I have no accurate information at present but the cost of a new 35-ton crane would probably be about £P. 12,000 and since, particularly in the present circumstances in England, it would be many months before the crane could be here I find it difficult to recommend the expenditure. . . ."

Not surprisingly, the Chief Secretary considered that "enquiries should not be made ... at this stage." Details of the locos derailed and awaiting rescue near Qaqun and at kilo 17 are not known to me.

As is known (see plates 59 A 75 in "The Railways of Palestine and Israel"), a large!-capacity crane eventually came to be used on PR. Perhaps the last letter in the file at the State Archive throws a little light on the acquisition of this larger crane. The letter is dated 20 April 1942 and was written by the PR General Manager (by now A. F. Kirby) to the Divisional Quarter Master General, Middle East Forces, Cairo:

Subject: - 35-ton Breakdown Crane.

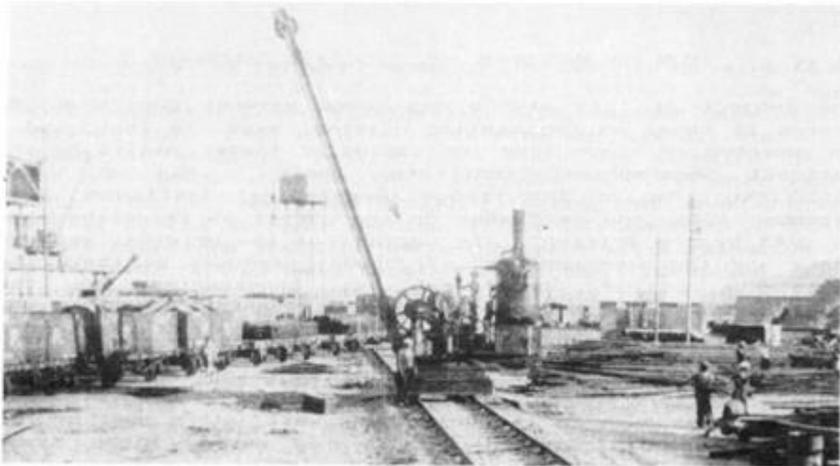
Reference: -Your letter Tn. 5/1742 of the 8th
April 1942.

A 35-ton breakdown crane is essential as a stand-by for the clearance of accidents expeditiously. I assume that in offering 'another crane' you refer to Ransome 36-ton breakdown crane mentioned in the D.Q.M.G. Mov. & Tn.'s letter CRME/7601/H/2/TN(2) of the 12th. October 1941. If so will you please arrange for this to be despatched to Lydda as early as possible.

2. I am not in a position to purchase this crane, nor do I suppose that it was your intention that this should be done. I propose that it should be loaned to this Department under similar conditions to those which apply to the loan of locomotives.

3. Will you please advise me when the crane will be handed over at Kantara and send particulars to the Chief Mechanical Engineer of this Department at Haifa."

As already intimated at the beginning of this article, very little indeed is known about railway cranes in Palestine - or in Israel for that matter. No attempt has been made here to present a run-down on such cranes, as more information is needed to do so. It is hoped that these fragmentary extracts will be of interest in themselves, and perhaps prod others into pursuing further this line of research.



Thought to be from the Haifa Harbour Works, this steam crane would have been too small to be considered for purchase by PR. It is loading rails on to PR wagons at Haifa, probably in the early 1930's. Another small steam crane can just be seen at a higher level at the left of the picture.

(Photo: Paul Cottarell Collection)

16:20

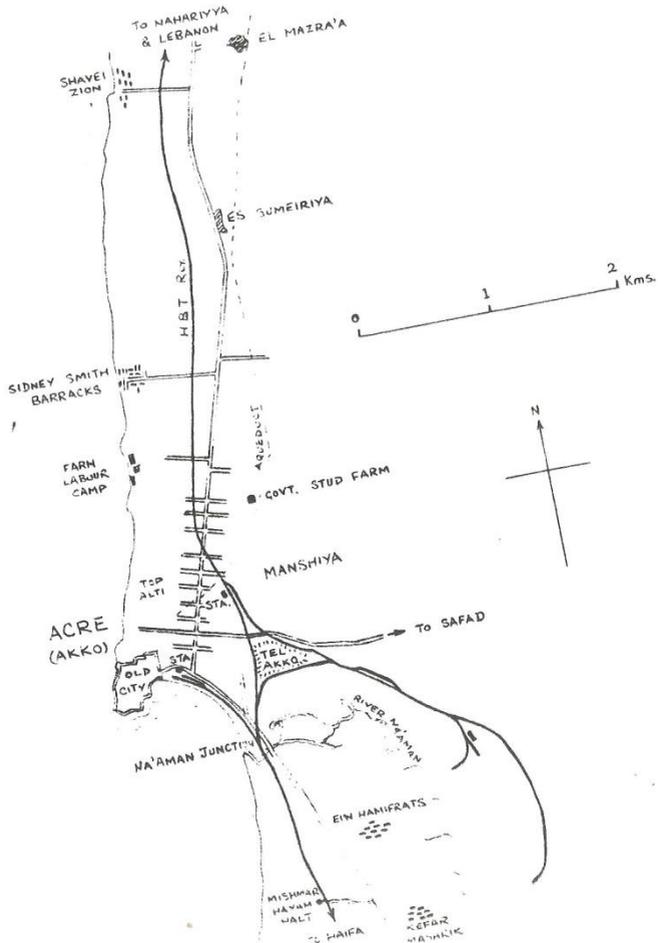
FRIENDLY ARCHIVES.

4. National Railway Museum, Leeman Road, York. Y02 4XJ.
(tel. 0904-621261>.

The Library and Reading Room at the NRM contain a vast collection of materials on railway matters British, though much less on railway vehicles for export or overseas systems. Phil Atkin is the expert and knowledgeable Librarian; to get in you need to apply for a Reader's Ticket and make an appointment in advance (preferably two weeks in advance); this will allow you free admittance. Photocopies can be made on the spot and are cheap (10p. per A4 sheet); copy photographs from the large stock of negatives take a fortnight or so, and cost £4.75 for the basic size. The Reading Room is open Monday to Friday 10.30 - 17.00, and the staff are very helpful.

There are folders of photos from the major loco builders, but to save readers worrying I can tell you that there is nothing of Middle East relevance in the Kltsons, Sentinel, North British or Barclay files, and none at all for Nasmyth Wilson; the Cowans Sheldon file contains two photos of steam cranes built for the military in WW1. (negs. 878. 80 & 880. 80). The P. Ransome-Wallis photo collection includes some Egyptian shots in Album 36; There are, usefully, some order or specification books (or copies thereof) for North British Loco., Nasmyth Wilson and Charles Roberts (wagons), with some PR interest; the NBI. box (ref. BLD/NB1./5) contains also folders of draft sketches for designs of loco for Egypt and Iraq. WD and USATC locos and stock are pictured, but only in Britain or (occasionally) France. A final item: The folder on "LSWR: W. Adams locos" includes four nice shots of 0-6-0's that ended their days in the Middle East: No. 159 (ref. CHISHOLM neg. 160), 406 (ref. G. F. BURTT Neg. 3163C), 444 (Burt 3010), and 5055 (Burt 3002C).

The subject of this sketch map poses several questions. My sketch is based on two similar original maps, in fact, and I am indebted to Steve Tish for copies of these. One is by The National Geographical Institute, Paris - Map of Syria (1:50,000): Map of the French Geographical Institute, from December 1943, and is "based on the survey of Palestine made in 1943 by the British". The second of the original maps is "Acre and the Surroundings" (1:20,000) produced by the Prime Minister's Office, Department for Landscaping and the Preservation of Historic Sites, Planning Office for Restoration of the Old City of Acre: Architect A. Kesten. I don't have a precise date for this second map but would guess that it was drawn fairly soon after the establishment of the State of Israel. Indeed, there is good reason to believe that this map owes much to the British as well, since most of the notations are in English with a few Hebrew place names overprinted.



Shown here is the railway layout in the Akko area about 1943. The line of the Malta Beirut Tripoli Railway can be seen taking a generally north-south direction, mostly between the parallel main road and the Mediterranean coast. North of Na'aman (or Na'amin) Junction this track was standard gauge, being dual gauge south of the junction. The 1.05 metre gauge line of the HR leaves the junction to end just short of the Old City Walls. And here we come up against the first problem, for original maps show the narrow gauge track terminating in two dead-end sidings with no sign of a run-round loop. I find this arrangement very difficult to believe since loco-hauled trains were used on the Haifa - Akko service (as well as Sentinel railcars) and there is no evidence that I know of to indicate some sort of push-pull working. Unfortunately there appear to be very few extant photos of the station and the handful which I have seen do not provide enlightenment on this question. Nor have I seen any more detailed maps of the station area.

The HR station building survived the closure and lifting of the narrow gauge tracks by several years. It served as a school for the Israel Navy and was finally demolished in the 1960s I think.

Prominent in my sketch and the original maps are the sidings leading off southwards from the triangle surrounding Tel Akko. I assume that these served British stores or ammunition dumps for there is no sign on the maps of buildings which would indicate a camp. Tel Akko was then known also as Tel Acre or Tell el Fukhar, but it is better known today as Givat Napoleon (Napoleon's Hill) - It was from its heights that the future Emperor of France laid unsuccessful siege to Acre. From its top there is a fine view over the Old City and the Mediterranean, and I have climbed its slopes a couple of times to photograph trains from this vantage point. The British army sidings and two arms of the triangle are believed to have been lifted no later than 1947-48, and I have not discovered any trace of them on my photographic expeditions to Tel Akko. Nevertheless, I do recall that a short length of track on the eastern side of the triangle could be seen embedded in the road to Safad about ten years ago. It is possible that there still exists a folk memory (or even something more substantial) of these sidings among the members of Ein Hamifratz and Kefar Masarik. Perhaps, if someone has friends or relatives at these two kibbutzim then they may feel inclined to follow up on this avenue of enquiry.

Trains have not called at Mishmar Ha Yam Halt for many a long year. I am pretty certain that this was the El Ghawarlna Halt shown in certain timetables of the World War Two period. I have little doubt that it consisted of nothing more elaborate than a signpost at trackside and quite possibly lacked even this humble refinement.

The second station at Akko dates, of course, from the building of the HBT line in 1942 and is the one in use by Israel Railways today. It was initially known as Manshiya aAfter the adjacent district until closure of the HR station.

There are other points of interest to note. Shavei Zion seems not to have been a halt in those days. The ruins of the Turkish-built aqueduct for taking water to Akko can still be seen here and there from both road and railway. It is thought that the Government Stud Farm was for the procreation of horses and not for the diversion of horses and not for the diversion of British troops!

The large number of side roads sprouting off the main road were planned but, mostly, not built. This is just as well since, had they actually been constructed, Akko would have been left with an unconscionable number of level crossings. At one time there were grandiose plans for developing parts of Akko, with a wide and splendid approach to the present-day station, but these came to nought and the town has expanded at its own pace, as is the usual way with these things. And railway passengers have to stumble across waste ground to get to or from the station. . .

6:22 T44 .- CHICKEN. KILLER. By Paul Cotterell.

I heard an amusing story about T44 quite recently from an IR signalling equipment technician. He had been at Kilo. 62, between Kfar Vitkin and Netanya, doing some repairs to the automatic level crossing there which protects a dirt road giving access to orchards and a chicken farm. The technician was approached by the chicken farmer, who asked him if he worked for the railway. The technician replied that he did, indeed, work on the railway. At this the farmer asked him for help. There is, he said, a particular locomotive with a very distinctive-sounding air horn, and every time this loco passes the level crossing the driver blows a series of warnings on his horn. The farmer's chickens are frightened by the sound of this horn and rush across to the far side of the hen house in a frantic attempt to escape the noise. Unfortunately, said the farmer, each time it happened some of his chickens are smothered to death. Just as he'd finished his tale a train approached the level crossing and the familiar air horn was heard. "Look, look!" cried the farmer, "That's the loco that kills my chickens!", and T44 rushed past, blaring raucously.

I couldn't help chuckling when I heard this story, more especially because I knew well the particular driver who was responsible for all this fowl carnage. I had ridden with him many times aboard T44 and knew that he was quite a maestro on the air horn. He, too, laughed - somewhat self-consciously I thought - when I retold him this tale. But he vowed to be more restrained in the future when in the vicinity of kilometre 62.

16: 23 1914 TIMETABLES.

In 6:20 I published some timetables for May 1914 for the lines Beirut - Mameltein, Damascus - Muzeirib, Beirut - Damascus, Damascus - Medina. Haifa - Damascus and Jaffa - Jerusalem, sent to me by Victor Isaacs in Australia. I have now received from Josef Slezak a copy of Part V of the "Oesterreichischen Kursbuch", which is clearly the source of the above. Slezak publishes this as a series of reprints of the original - one of several reprint timetables they produce - and it can be purchased in full from: Josef Otto Slezak, Verlag und Buchhandlung, Wiedner Hauptstrasse 42, A-1040 Wlen, Austria. A current offer price is ös 490 for the set.

The first General Manager of Palestine Railways, Col. R. B. W. Holmes, O.B.E. R.E., went on leave on 28th. June 1929 and retired on 30th. September 1929. G. M. Campigli became Acting General Manager, and he seems to have introduced the custom of providing full Annual Reports for P.R. The first, brief version is for the year ending 31st. Dec. 1929, produced at Haifa in April 1930 and of 16 pages; in contrast, that for the year ending 31st. Dec. 1930 has 92 pages, and full statistical summaries.

Almost lost on p. 15 of the 1929 report is the following brief paragraph:

"The death of Mr. G.R.H. Sykes, Running Superintendent, who lost his life at Haifa under tragic circumstances on 26th. August 1929, is recorded with regret."

Much further detail, however, is given in a private manuscript account by Rupert F. Scrivener, the Engineer of Way and Works, written in pencil and to be found in his papers at St. Antony's College, Oxford, In Box 1, file 8.

It is headed "Diary of the Riots in Haifa 25th.-31st. August 1929." with the sub-heading "Following disturbances at the Wailing wall in Jerusalem". Here is a part of it:

"Sat. 24th. August: The Railway was Instructed to prepare troop trains to convey troops from Egypt to Jerusalem.

Sun. 25th. August: Troops from Egypt trained to Jerusalem and Jaffa, arriving in the early afternoon. "

Mr. Sykes (who had been at the station in the afternoon in connection with the movement of troop trains) visited at 1pm. Mr. Bridgman's home with Mrs. Sykes, "and at about 6.40 pm. left to go home by car, choosing the route in the Bourj to reach his home which stands on the western outskirts of Hadar HaCarmel.

When proceeding up the Bourj he overtook and met a group of Arabs who, mistaking him for a Jew, stoned him. One stone crashed through the back of the car and hitting him in the head injured him very severely. He was able to pull the car to a stop before he collapsed and lost consciousness. A young Jew boarded the car (the arab had by now run off) and drove it to the Technikum where Mr. Sykes was admitted into an emergency ward of the Hadassa Hospital.

A fracture of the base of the skull was diagnosed and the doctors held out very little hope of recovery. Mr. S. died at 13.15 hrs. on Monday 26th. August without regaining consciousness.

At 8pm. on Monday some 12 - 15 members of the British community buried Mr. Sykes in the Protestant Cemetery by the light of three hurricane lamps the A/DC having decided that a funeral in daylight was not advisable.

On Sunday night there were sporadic outbursts In various parts of the town but nothing very remarkable.

The situation was however sufficiently serious for the A/DC to ask for troops to be sent to Haifa, and a Company of the Green Howards (XIX Yorks Regt.) was entrained at Jerusalem on Sunday night and arrived in Haifa at 7:00 hrs. on Monday 26th. August."

That day Scrivener left his home In the German Colony at 0715 to get to his office, but found the route blocked

by rioters: it was only by going via Stanton Street that he could get to the station, by which time part of the riot was moving towards the bazaar, and later in the day he was instrumental in saving the life of a young Jew who managed to stagger, wounded and bloodstained, to the station.

Moved by reading this account, I tried to find Mr. Sykes' grave last time I was in Haifa; there is a Protestant Cemetery, (one of three, I believe), combined with a small War Cemetery, on the road corner by Bat Galim station, the cemetery itself abutting onto the railway track near the site of Carmel station. Although there are graves of several PR officers and Palestine Police officers, I could not find Mr. Sykes - an innocent victim of a sudden riot. One hopes that, despite being buried secretly at dead of night, his compatriots erected a proper tombstone for him.

16:25

EARLY IR MEMORIES. By Theo Pelz.

Theo Pelz of Haifa has sent some reminiscences of the 1940's and 50's:

"My first trip on the Rakevet Yisrael was on June 30th. 1948. This was the day the last British soldiers left Haifa and the coastal strip. I had gone to a place on the slope of Mt. Carmel to have a look at the sea, when I suddenly saw a train on the line through the town to Kiryat Motzkin. I went down to the Haifa East station and made a trip to Motzkin and back. On my return I entered the harbour and saw Mr. Ben-Gurion arriving there by car in order to "take the port over". On my return home I was scolded by my father for having been absent for so long!

I worked at the Kishon workshops for a few months in 1952. The Works Manager was a certain Mr. Gezman. His qualifications for the job were mainly the fact that he was a Bonapartist, meaning a member of the 'good' party (i.e. the Mapai, of course). By trade he was said to be an auto electrician. In charge of pressure and vacuum gauges was a Mr. Sternberg, who came from Vienna, but had been apprenticed to Messrs. Zeiss at Jena before World War 1. These two were always at loggerheads. One day Mr. Sternberg told me the following story (though I cannot vouch for its truth): One day Mr. Gezman came to him and said, "We are in future going to operate trains only between Haifa and Acre. Thus we will do general overhauls on only two engines per year. We shall no longer have the pressure and vacuum gauges repaired; rather, we shall buy new ones. And then we shall not need you any more !"

The last train on the IR narrow gauge ran, I believe, on May 1st. 1949 (or possibly on Independence Day); it carried a large party of school children to Yagur and back, and was hauled by one of the Hartmann 2-8-2's. I saw it near the Paz bridge." (N.B. This was No. 265, and a film-clip of this train is available at the Jerusalem Cinematheque's Film Archive).

Kirby was the General manager of Palestine Railways, and this is taken from an article in "The Railway Gazette" of August 31, 1945, pp. 218-220/22/.

"The track and equipment of the Palestine Railways at the outset of the European war was little different from that taken over from the military authorities after the war of 1914-1918. A few additional locomotives, carriages and wagons had been added and, fortunately, some fine workshops had been provided at Kishon in Haifa Bay. Most of the locomotives had been sabotaged during the disturbances of 1937-38, and most of the passenger coaches were those which, built as far back as 1895 or 1906, had been brought to the Middle East as ambulance trains in the last war. The rails in the track were the same as laid by Allenby's army. Considering also that staff and expenditure during the years immediately before the war had been cut to an uneconomically low level, it is a matter for satisfaction that the railways have discharged with credit the heavy tasks which were laid on them, first in 1941 in dealing with the Syrian campaign and afterwards in dealing with phenomenal increases in traffic during the critical years of 1942 and 1943. The Syrian campaign necessitated intensive traffic to and from Syria through Samakh. During the years 1941-42 and 1942-43 the ton-kilometrage over the narrow-gauge railway was double that of previous years. This was achieved with the most meagre equipment left over from the last war. At the urgent request of the military authorities several derelict locomotives were taken from the scrap yard and reconditioned for service and a considerable number of discarded wagons was brought back into service.

Renovations and Extensions

The renovation of the Hedjaz Railway in Trans-Jordan was also taken in hand, together with an extension from Maan to Nakb Ashtar, so that it might be operated to full capacity in the event of Akaba having to be used as an alternative port to Suez - an alternative which appeared not improbable during the critical months of 1942. On the conclusion of the Syrian campaign, large scale schemes were undertaken to expand the capacity of the standard-gauge railway connecting Palestine with Egypt, and at about the same time construction was commenced by the British army on a new railway Iron Haifa to Beirut and Tripoli to connect with the railways of Syria, Turkey and Iraq. These works threw a heavy burden on the Palestine Railways. The engineering branch undertook a very heavy programme of work in building stations in Sinai and Palestine, in replanning and enlarging marshalling yards at Kantara, Lydda and Haifa, and in providing sidings to serve military depots. All this work, costing little short of half a million pounds, was undertaken with no extra executive staff and in the face of heartbreaking difficulties in the supply of material, shortage of labour and constantly increasing traffic. By April 1942, the freight traffic passing over the standard gauge railways

had risen to about 27 million ton-kilometres a month as compared with the pre-war average of 10 millions, and this was being accomplished with practically no additional locomotives or wagons, and with little addition to the pre-war staff.



16: 27

Esslingen 0-6-ODH 225 wheels a string of grain hoppers through Haifa East to the Dagon sidings at Haifa Central on 1st. June 1987. At left is the old Hedjaz Railway shed, now in use by IR's engineering department. In front of the shed, jacked up on wooden blocks, is an ex-PR standard 14-ton petrol tank wagon built by Gloucester RC&W and first registered with the LMS in 1941 as No. 160023. Alongside the loco shed is a derelict ex-Egyptian inspection car. The long, low building behind the Dagon grain wagons houses the Railway Museum's large exhibits. (Photo: Paul Cotterell).