

HARAKEVET

הרכבת

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Oops! A PR Baldwin 4-6-2T and several steel vans after a sabotage incident during the late 1930s, exact date and location unknown. (Photo: Paul Cotterell collection).

26:2.

EDITORIAL. This issue has been put together in several stages - before and after a summer break, with the additional complications of a new baby daughter (thanks for all the expressions of goodwill !) and confusion over the technology that would be available at specific times; briefly, my workplace is upgrading from an Amstrad PCW to something much more fancy, which makes my own Amstrad at home no longer compatible with that at work. In the long-term this should mean better desk-top publishing facilities all round, but in the meantime it means that I have printed off what I could for this (and future) issues while I still have the facilities, even at the cost of splitting 'News From the Line' and other features which rely on a continuous stream of information into two sections - that prepared before and that prepared after my break. There remains a great deal of material already printed off and ready 'in reserve' for future issues, however they are finally put together ! So - the current issue contains a mixture as before, with the added bonus of a complimentary leaflet monograph that gives the lie to several earlier whinges in the magazine pages. Enjoy !

26:3.



Say Goodbye - semaphore signals at Haifa East station, April 1994



Butterworth & Pilkington Ltd., Rotherham, Morley, Leeds

26:4.

NEWS FROM THE LINE.

a). On the Level. The fortnightly Israel TV programme "Galgalim" ("Wheels") on transport matters had an item on level-crossing safety on 22/5/94.

b). Suburban Sparks. On 26/5/94 the Israel TV evening news reported on the future suburban network plans; the opening shot was of the desolate Petah Tikva station with the commentary "Seventy years ago this was an important railway centre; now there are plans to bring passenger trains back to Petah Tikva". The first stage is doubling from Nahariya to Rehovot; the second stage a suburban service linking Netanya, Herzliya, Tel Aviv (Central Bus Station), Ben-Gurion Airport, Rehovot, Modi'in; and the third stage Kfar Sava, Rosh Ha'Ayin and Petah Tikva. By 1997, it was claimed, it will all be electrified, and it will take 12 minutes from Petah Tikva to Tel Aviv in the rush hour. On the other hand, pigs might fly....

c). Summer Timetable changes. From the Saturday following May 14th., the Saturday evening trains were retimed to depart Haifa Central at 20.54, arr. Tel Aviv 22.10, depart Tel Aviv 22.30, arrive Haifa Central 23.46, stopping en route at Bat Galim, Atlit, Binyamina, Hadera and Netanya each way.

d). Government Investment. The Jerusalem Post reported on 19/5/94 that Prime Minister Rabin had accepted in principle Transport Minister Yisrael Kessar's proposal for government participation in investment in railway infrastructure, especially for the Tel Aviv and Haifa metropolitan areas. A discussion on this topic will be a high priority on the cabinet's discussions in July on next year's budget. Kessar asked for NIS 300 million a year for five years from the Treasury and the same from the Ports and Railways Authority, thus making a total of NIS 3,000,000,000.

More significant than the figures are the attitudes quoted: Kessar stated "The government must change its conception of railways and treat railway infrastructure in exactly the same way as road infrastructure; if we don't wake up in time, in a short while we'll find ourselves facing a transport catastrophe. The only solution is a railway system which will be an alternative to the roads. All over the world passenger railways are enjoying a renaissance, and there is no reason why the same should not be true here. The greatest experts in the world have concluded that railways are almost the only solution to problems of congestion in large cities."

Finance Minister Avraham Shohat said "I have nothing against railways, but I am not wild about them. The Treasury is willing to invest in railway infrastructure in accordance with government priorities." Rabin expressed a desire to find ways of financing railway development through long-term loans of up to 30 years, thus avoiding a drain on current government resources."

e). New Coaches - Ordered. From "Globes", 30/5/94: GEC-Alsthom will supply IR with 20 carriages for \$US 20 million; part of the carriages are to be constructed and assembled in Israel by

Haargaz. The deal is to be completed within 18 months after signature. GEC-Alsthom, a British-French partnership which includes a group of Spanish operators, is a leading railway carriage consortium, and was chosen after an international tender in which 10 companies participated."

f. Tel Aviv Subway News. Also from "Globes" for 30/5/94: Twelve groups have made suggestions for a feasibility study for the Tel Aviv underground, and the T.A. municipality has earmarked NIS 1.5 million for a study. The system chosen must include underground sections in heavily-populated areas and link up with surface sections in less crowded areas. The intention is that the company winning the tender will finance the project and will get the concession to run it for many years, collecting the fares. One line will be operated at first.

g. The Grain Train Strain. On 31/5/94 Esslingen 0-6-ODH 227 failed on the Dagon grain silo trip working. Jumbo 609 was despatched to the rescue, which made for a very rare, probably unique, sight of these two types at the head of a train. G12 120 then took over this turn.

h. Disruptions. There were extensive disruptions to traffic on the main line on 7/6/94. At about 0808 Train 2 from Tel Aviv, an express made up of IC3 sets, ran over and killed a woman on the main road level crossing between Binyamina and Zichron Yaakov. (For the unfortunate driver of Train 2 this was the second such incident that week.) When the local police arrived at the scene they decided to hold the train for 1½ hours, while they enquired into the accident. In the meantime other passenger trains began queueing up at stations in front and rear, waiting for the single line section to be cleared. When the police finally released Train 2 it was returned to Binyamina where its passengers transferred to another waiting train to complete their journey to Haifa and beyond. Train 2 was then sent back empty to Tel Aviv to take up its subsequent diagrammed workings. Train 3 ex-Haifa, the return working of Train 2, had to be cancelled. There were delays of up to 2 hours for passengers.

Such problems with police procedures at accident sites are perennial. Despite high-level discussions and agreements between IR and the police the local cops continue to conduct their enquiries in a pedantic fashion, and are sometimes intent on arresting the poor train driver !

i). Empty Tank. There was an embarrassment for the driver of Train 336 (freight from Bnei Berak to Haifa) late on 8/6/94. He had just begun to shunt some wagons at Binyamina when his loco cut-out on the main line and refused to restart. An inspection showed it to have completely run out of fuel ! Train 331 (freight from Haifa to Lod) was halted and its loco sent to push Train 336 back into Binyamina station to clear the main line. In the meantime a light engine was despatched from Haifa to haul Train 336 and its crippled loco northwards.

[Query from Ed.: Where was the Binyamina Pilot ?]

j). Derailments. On 15/6 a train of minerals from Har Tzin to Ashdod Port derailed on open track between Dimona and Beersheba. Eleven phosphate wagons in the middle of the train left the rails, with a good deal of damage resulting. At the time of writing no reason for the derailment was known. Freight services in the south were brought to a standstill for several days.

According to the 'Jerusalem Post' Intl. Edition for 25/6/94, p.4, "The Israel Railroads Authority did not report a derailment of five train cars laden with hazardous materials, as required by law, the Environment Ministry charged last week. There were no known injuries from the incident, which occurred at 2.30am. Friday at Kfar Vitkin station; the cars carried pesticides, methyl bromide and bromide - raw materials for the chemicals industry."

k). Building Bridges. 'Netivei Ayalon' is to provide \$4 million for the building of a covered footbridge across the River Ayalon to provide direct access from Tel Aviv Central station to the Diamond Exchange building. It is hoped that this will encourage commuters to leave their cars at home.

l). Who's There ? On 15/6 Train 23 (1700 Bat Galim - Tel Aviv) made up of a single IC3 set came to a halt at Hof Carmel shortly after commencement of its journey, when "knocking sounds" were heard beneath the vehicles. Passengers were disembarked and had to wait half an hour for the following Train 59 to stop and collect them. The IC3 set was returned empty to Haifa for inspection.

m). Further news on (j) above: In the early hours of Friday 17/6 freight 302 (Lod-Haifa) derailed as it approached Kfar Vitkin. The accident occurred on straight track and was apparently caused by a fault in a wagon (probably a broken axle - results of the enquiry were not known at the time of writing). Several wagons derailed, causing much damage in the station area. No passenger trains ran between Haifa - Tel Aviv that day, nor the following Saturday evening. The line reopened to freights later that night with a full resumption of passenger trains on Sunday morning 19/6, though with delays in working past the accident site until full repairs had been carried out.

n). Wot No Driver ? The suburban workings between Tel Aviv and Netanya had to be cancelled on 21/6 because of a shortage of drivers. This appears to be a new, and hopefully isolated phenomenon on IR.

o). Public relations. In June Ilan Falkov retired as Public Relations Officer for IR, a post he has held for many years. A former officer in the Merchant Navy, and a long-standing railway enthusiast and historian, he has now become Manager and Curator at the Haifa Railway Museum. 'Harakevet' wishes him and the museum well; hopefully the museum will now expand its activities and collections further.

p). The Wanderer Returns. Swedish bo-bo T44 was unloaded at Qishon Port on 3/7/94 following its period of repairs at Kalmar in Sweden. Not everyone was overjoyed to see it back in Israel; some grumblings being heard emanating from the diesel depot at Haifa East !

q). Esslingen Diesel Decline. From Steve Tish comes news that all the Esslingen shunters 'stored withdrawn' at Qishon have been written off the IR books, and will probably be sent for scrap to Kiryat HaPlada at some stage.

r). Fatalities. IC3 sets were involved in two fatal accidents on one day in July. At about 00.10 on 20/7 the last train from Tel Aviv was approaching Haifa Bat Galim when it struck and killed a 60-year old man. Then, at approximately 17.12 on 20/7, an IC3 set which had just left Bat Galim station for Tel Aviv ran into three young people who were taking a short cut from the beach to their home. A 13-year old girl was killed on the spot, while a 5-year old girl and 21-year old soldier were critically injured. They had ignored a barbed wire fence and warning signs at the site, just 300 metres south of the previous night's fatality. Both accidents took place on a sharp curve, and the silent - even stealthy - approach of the IC3's undoubtedly contributed to the tragedies.

s). More Tram Progress ? "Yediot Aharonot" for 10/7/94 had a picture of a modern tram design at a congress in Holland with a story that Avihai Pazner, manager of the Netivei Ayalon company, was promising to run the first trains of this type in Israel within 2½ years on a line linking Rishon LeZion, Holon and Bat Yam with the Arlosoroff station at Tel Aviv.

t). Mobile Crane. On 7/7/94 an IC3 set working the Tel Aviv - Netanya suburban service came into collision with the arm of a crane which was working on the new bridge over the River Yarkon just north of Tel Aviv Central. There were no injuries but the IC3 driver only just had time to press the emergency stop button which also immediately opened the rear cab door for him to retreat through. Damage was caused to the cab of the IC3 and the main line was closed for over three hours just as the afternoon rush was about to begin, with several trains having to be cancelled. The IC3 set returned empty to Haifa later that evening.

u). Bomb Alert. On 26/7/94 two explosive devices (said to be similar to the gun cotton explosives used by Lawrence in WW1) were discovered aboard Train 55 (1330 Nahariyya-Tel Aviv). The train was halted at Qiryat Motzkin, cleared of passengers, and bomb disposal experts called to the scene. The train was held for an hour while the devices were defused. In the meantime an extra train had to be laid on between Haifa and Tel Aviv. Train 55 eventually arrived at Haifa at 1525 where it terminated, and its passengers transferred to train 9 (an express of IC3 sets), which then had to call at all the intermediate stations served by the regular train 55.

v). New Stock. Also from Steve Tish: Without any publicity, IR has taken delivery of two track maintenance machines from Plasser in Austria. They are:

(i) A "Unimat" Type 08-275 Lifting, Lining and Tamping machine for switches, closures and plain track. It is numbered 1025 and has a works plate manufacture date of 1994.

(ii) A Track Measuring/Recording Car, type EM80E number 107, also built 1994.

Both were delivered to IR in late June, and were noted alongside the shed which houses and maintains this equipment at Haifa in early July. Both are in standard yellow livery, and were when seen still uncommissioned.

Steve adds that T44 (see (p) above) was delivered on the MV "Vikingland" from Halmstad port in Sweden, and transferred to Haifa sheds on 6/7 after Customs clearance. The next batch of seven IC3 units cost 110 million shekels and will be delivered between the end of 1995 and July 1996.

w). Amusement Park. Steve has sent a poster for an amusement park at Rishon LeZion called "Superland", which includes a (reversed !) picture of a train that appears to consist of an American-style steam outline loco (perhaps a typical Severn-Lamb product ?) numbered "21" hauling three covered toastrack coaches. Any more details of gauge etc. from local readers ?

x). Livery Change. Bo-Bo 103 was repainted in March 1994 into the current yellow/black striped livery.

y). Haifa & Suburban Developments. According to 'Globes' 18/2/94 the 'Netivei Carmel' Company is working on plans for a Light Rail network that would replace the IR one; the company, a branch of the Tel Aviv 'Netivei Ayalon', is basing its scheme on recommendations from the British 'Transrail' and German 'LRTC' Consultants that the lines be built to Light Transit standards; however, IR maintains it will continue on its present projects.

'Maariv' on 31/3/94 and 'Yediot' 19/4/94 reported on proposals to build nine new suburban stations in the centre of the country - east of Netanya, Kfar Saba, north of Afek Park at Rosh Ha'Ayin, Rishon LeZion, western Rehovot, close to the bypass road at Ness Ziona/Rehovot, close to the Yavne industrial area, Ashdod industrial area and Ashdod centre. These would also have bus terminals adjoining.....

Sybil Ehrlich advises that a 'Hofshi Hodshi' ticket (i.e. a pass allowing unlimited rail travel in the designated area) was introduced for the Netanya - Tel Aviv line from 1/8/94. Cost is NIS 182. Such tickets have been available on buses in certain urban areas for about four years, valid for one calendar month. If these passes prove successful, IR proposes introducing them on the Rehovot line as well.

There is, apparently, no sign of any progress on construction of the intermediate stations on the Ayalon line.

z). Supplement. In July 'Maariv' produced a glossy 32-page supplement called 'Tachbura 2000' (i.e. 'Transport 2000'), with several illustrated articles on rail transport proposals for Israel and the region.

26:5.

NOTES AND CORRECTIONS.

- a). Re. 24:14. p.30. The problem was not Typhoid Fever but Typhus.
- b). Re. the NBL 'P' Class 4-6-0's. The Works Specification of these locos was Ref. L. 889, Code Word "ARHIZ".
- c). Preserved on a plinth at Latakia Station is an 0-6-0, No. 030.109. It has been there since at least 27/5/90.
- d). The 1950 Armistice Agreement gave a section of railway line near Bittir and Beit Safafa, and a bit of road in Wadi Ara, to Israel; in return Israel gave some land near the Dead Sea, near Neot Hakikar. Until these Jordanian-Israeli deals communications had been made even more difficult by the layout of the cease-fire lines. 'Mivtzat Danny' ("Operation Danny") in the War of Independence had been meant to clear up some of the south-west part of the Jerusalem Corridor to link up with the Gush Etzion.
- e). Re. 25:20: Bill Atkin writes that he was personally involved in the demolition of the Qena-Safaga line in July-August 1944.
- f).

From Uri Ben-Rehav : Comment on 10:18 - a long time ago. "On rereading Rick Tourret's book carefully I found another omission - this time a whole bridge, and not a small one either ! It is an all-masonry bridge of five arches, a picture of which is to be found in David Tirosh's book 'Rakevet Ha'Emek'; it crosses Nahal Tavor (Wadi Birah)."

On 25:17. "I can clearly remember while serving in the army that immediately after the Six Day War in El Arish, nearly opposite the Egyptian War Memorial to their victims in the Sinai Campaign, the railway had two sidings which were the focal point for amassing all the vehicles and big equipment that the quickly-retreating Egyptian army left behind, to be transferred to Israel. I can kick myself today for not taking some pictures of the spot, but who was thinking of that in those days ?

Two different Egyptian ammunition trains had been attacked by the air force near El Arish - in one the wagons flew so far from the rails it was impossible to photograph both together ! The other presumably carried only small-calibre ammo and so stayed on the rails, albeit utterly wrecked."

[Note by Ed. Apart from the locomotives mentioned by Paul Cotterell, a variety of other stock was captured from the ESR; I have seen a photo of a track-trolley that had been painted with a slogan on the lines of 'To Tel Aviv'; at least one Egyptian coach rusted away in a siding at Lod for many years, and several former Egyptian wagons, made of steel and with few identifying marks, still stand rusting at Tel Hanan sidings near Haifa. Apart from the trolley, I doubt that any of this stock was ever used at all. Does anyone have a fuller list ?]

26:6.

Re 25:6: Lebanon. No sooner had issue 25 been sent out than I received a call from Bill Alborough of TEFS, who had just returned from another successful tour of Syria, Jordan and bits of Lebanon - though with mixed news; clearly the narrow-gauge steam system is on its last legs.

1. Jordan.

2-8-2's Nos. 51 and 71 are still active, though both are now overdue for a full overhaul.

Mr. Aziz returned to Syria in January 1994.

2. Syria.

Two Hartmann 2-8-2's and one 2-6-0T are still active.

The loco driver was 79 years old; the previous driver had had a heart attack. Two men were being trained to take their places in the railway operating staff - two of triplets ! - but unfortunately one was killed during the trip, when a door slid closed upon him as he was riding in the Fourgon. Mr. Ballakat will retire in November 1994, and Syrian steam will effectively finish then. Loco 23 was steamed, but failed; No. 66, the 2-6-0T+T, was made steamable and ran, but without any brakes. Mr. Aziz will move to Jordan and undertake overhauls on the steam locos there.

The tour group were able to travel over the Serghaya line, which is open again, and there were no problems either on using the Deraa and Bosra lines. The Haifa branch is technically open to Muzeirib, the TEFS tour being the first train to use it for a long time.

3. Lebanon. The description given in 25:6 is partially incorrect. At Rayak there are two stations; one is indeed occupied by a Volkswagen car garage, the other by the Syrian Army ! This latter is complete, almost untouched; nearby is a large loco works (not previously mentioned), where around 25 standard- and narrow-gauge locos are still stored intact. This is on the former standard-gauge line to Homs, on the left (west) side of the line from Rayak. This is where the DHP standard-gauge locos and some of the rack locos on the narrow-gauge were overhauled.

The TEFS tour was there on a Day of Mourning following further armed clashes, so closer investigation was not advisable....

Wagon-loads of interesting paperwork was still around....

In Beirut station are still some 4-wheel CEL coaches, and five locos, looking as though they had just been left; the turntable is also intact; the station is still manned. Only one loco looks to be suffering real war damage.

The trackbed is still visible for most of the way from Rayak to Beirut - though some bridges are down. The snowsheds are still visible, though some have collapsed roofs. The rails are indeed tarmaced over at road crossings.

Beirut itself was reminiscent of Coventry or Dresden after the war. All the tram tracks now stand proud of the road surface, though the overhead is gone. The standard-gauge line to Jounieh looks like a roadside tramway, and as service was suspended due to the 'Day of Mourning' it was hard to tell what the service was like.

From a variety of sources comes the following:

a). Turkish 8F 2-8-0's. Way back in issue 2 of 'Harakevet' I floated an ill-thought-out scheme ("HaEllemess Project") to purchase one of the wartime 8F locos that were then still running in Turkey - of the same type as those used in Palestine (subject to some detail differences), though these particular locos never actually worked on Palestine Railways/Israel Railways. One such loco has been repatriated and preserved in Britain. "Continental Modeller" for August 1994 (p.17a) has a brief piece on 2-8-0 No.45161 now restored and preserved at an open-air railway museum at Camlik station, 15 miles north of Selcuk (site of the classical Ephesus).

Coincidentally "Today's Railways" (see below) No. 2 (Aug./Sept. '94) p.47 has a letter regarding the 8F's left in Turkey:

"6 still exist, 2 in museums, 1 operational for special trains, and 3 'scrap' as follows:

45153 Cankin.	Scrap.
45161 Camlik.	Museum.
45165 Alsancak.	Museum, Izmir.
45166 Sivas.	Scrap.
45168 Izmir.	Operational.
45170 Sivas.	Scrap. (May be preserved.)

b). Whitcomb diesels. These USATC locos (of different batches) worked briefly in North Africa, the Kantara-Rafa line, the HBT and a bit on PR, before the fortunes of war took them onto the European mainland. (See earlier references in 7:20, 16:17, 17:6 & 20:12). A new magazine, "Today's Railways" No. 1 in May 1994, had an article on the very-similar Austrian 2045-class bo-bo diesels built shortly after the war, and in response to a query concerning any possible link between the two types I received the following reply in issue 2, p. 13:

"Not that we know of; the design may simply have been 'typical' of the time. It should be noted that many 'Whitcombs' are still operational in Europe. 49 Italian Railways Class D.143, built 1942/3 are still in service. In France, private railway "Economiques de la Gironde" operated several numbered in the BB 4000 series. Of these, BB 4028 is preserved on the Sabres-Marquize line south of Bordeaux, BB 4033 on the Guitres-Marcenais line north of Bordeaux and BB 4032/6 are used by private company CFTA for contract work. Recently, one was used at Calais on electrification trains."

So, whilst none of the above may be exactly former PR locos, there remains the vague possibility of somehow preserving one in Israel as a memorial to former times !

26.8. CARMELIT UPDATE.

According to a note in 'Continental Railway Journal' 98 (Summer 1994) passenger figures on the Carmelit cableway since reopening in July 1992 have been disappointing, at only 30% of forecast.

Ray Howgego spent part of August in "a remarkably comprehensive expedition around Syria and Jordan", reporting "sand-stained feet, and wearied by temperatures of 45 degrees in eastern Syria; hotel rooms where the heat was peeling the paint from the ceilings and the walls were so hot you couldn't touch them". He adds:

a). "As regards railways, despite keen observation at all times, there is unfortunately little to report. The modern Syrian network was extremely impressive in its sweeping viaducts, deep cuttings and monstrous embankments but I never once saw anything operating on it. Most of the stations are well outside the towns and require a long taxi ride to reach them. Being on a very tight schedule, the opportunity did not arise.

b). Most Syrians seemed to be unaware of the existence of passenger services or even the location of their nearest station. Although fares are ridiculously low, journey times are far longer than the very thorough and frequent bus services which operate many times a day between major cities at breakneck speeds.

c). The timetable in the beautiful Hedjaz station in Damascus, scribbled in Arabic only on a dangling white board, seemed to coincide quite accurately with Cook's Overseas Timetable. The regular 8 a.m. service to the border town of Dera'a was hauled by a 1904 steam locomotive., returning between 4 and 5 p.m. every day. I didn't see any other services enter the station, nor was our official Syrian guide aware of other services.

d). We crossed rusting Turkish tracks on many occasions. The entire system seems to be still largely intact although asphalted over wherever roads have been resurfaced or widened. At Bosra, quite close to the famous theatre, the entire terminus with points, sidings etc. still lies there.

e). In Palmyra, at the back of the Temple of Bel, there is an enormous stack of 60cm. track sections still waiting to be removed fifty years after their use by the French excavations.

f). The recent line to Palmyra is a very impressive construction but nothing of the proposed continuation to Deir es-Zur was evident. No passenger service to Palmyra as yet. A new branch a few miles long leaves the Palmyra line about 70 km. S.E. of Palmyra, crossing the Damascus - Palmyra road and finishing at quarries on the north side of the road. As there are no settlements at all in this region, it is difficult to give a more accurate location.

g). The one and only operating line in Jordan (i.e. the phosphate line to Aqaba) was observed on numerous occasions and a train hauled by three locomotives photographed. The branch from Ma'an to Ras an Naqab has now clearly been abandoned. The track is still there but disappears under the asphalt of the new "Desert Highway" trunk road at Al Muraygha, a few km. S.W. of Ma'an."

26.10.

MEDALLION.

Sybil Ehrlich informs us that Israel Railways has produced a series of medallions. The bronze one cost NIS 52 - prices for the silver and gold ones are unknown ! Side 1 has the words "Reshut HaNemalim v'HaRakavot" around the top ("Ports and Railways Authority"), the Israel Railways logo, an image of a railway track receding from the foreground into the distance, with an IC3 approaching in the background, and the text "Salu, Salu HaMesilah; Yeshayahu 62", with the English "Build Up the Track" (a quote from Isaiah 62:10). The reverse has images of a steam loco and train heading to the left, above an IC3 heading to the right, with the Hebrew text "HaRakevet HaRishonah B'Eretz Yisrael, TRN'Z", and the English text "The First Railway of Eretz Israel 1892."

The medallion comes in a dark blue plush surround, like stands for rings in jewellers' shops; a stand is available for NIS 17.

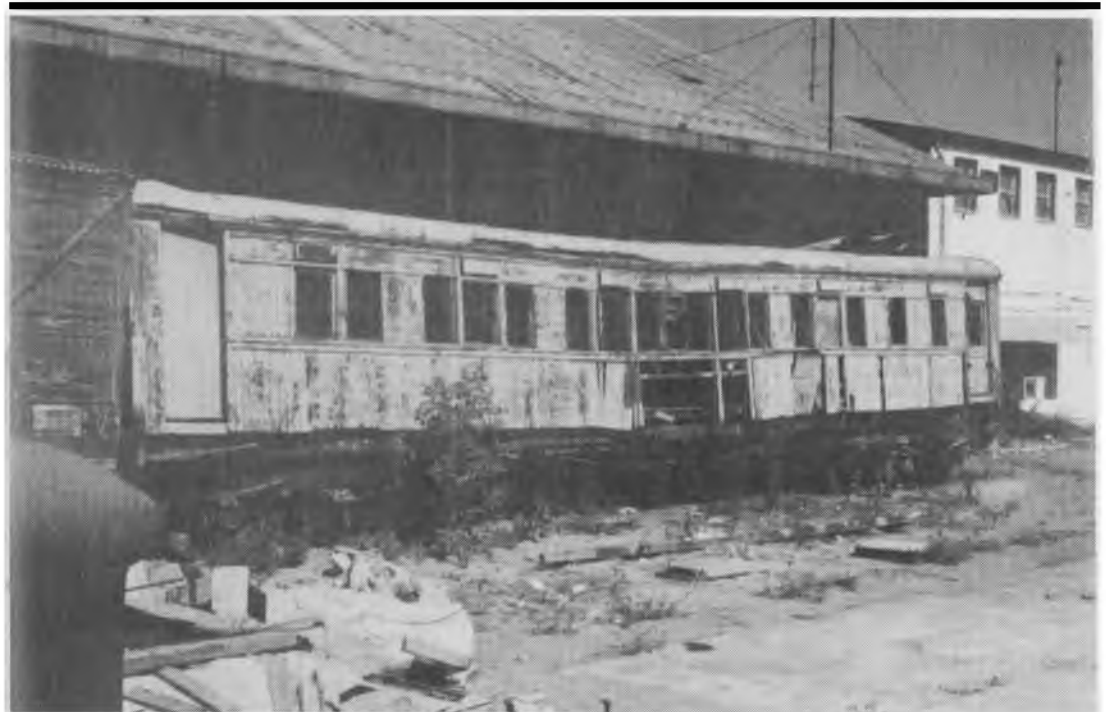
26.ii. A SURVIVING CENTENARIAN. By Paul Cotterell.

It was about twenty years ago that I was told of an old ex-LSWR ambulance coach tucked away somewhere in the port complex at Haifa. I'd been unable to verify this information for myself. Port security is extremely tight, and it's difficult enough even to get in, never mind take photos as well. [I can vouch for this ! I got in once with a permit, but couldn't get out again afterwards without thorough interrogation ! Ed.]

Although I'd written about this coach I have to admit now to a certain sense of unease as there wasn't proper verification for it. Now, at long last, comes irrefutable confirmation, not only of the past presence of this coach in the port, but also of its continued existence. It was built in 1893-4 as a first-class saloon for the American Line boat trains, was later downgraded to third class, then taken over by the War Department in 1916, rebuilt with matchboard sides as an ambulance and shipped out to Egypt for transfer to the Palestine Military Railways as part of a hospital train. Palestine Railways rebuilt it yet again for passenger use and, as such, it was one of those which entered the stock of Israel Railways. It is believed to be No. 316 in the PR/IR lists.

It is now a hundred years old at least and, as the accompanying photos show, feeling its age. I think I'm right in saying that this is the oldest piece of surviving railway equipment in Israel. It is, or certainly should be, a prime candidate for preservation. In fact I've been told that IR have expressed an interest in rescuing it. Most, if not all, of the bodywork would need renewing, but at least enough of this remains to make restoration a relatively straightforward task. The original chassis and bogies appear to be in a remarkably good state, with no evidence of sagging in the frames - always an encouraging sign. Even so, a good deal of care would be needed to move it from its present resting place

I am much obliged to Chen Melling of Haifa who took the photos on 22nd. July 1994.



THE EL JIYA WW2 MILITARY BASE. By Paul Cotterell.

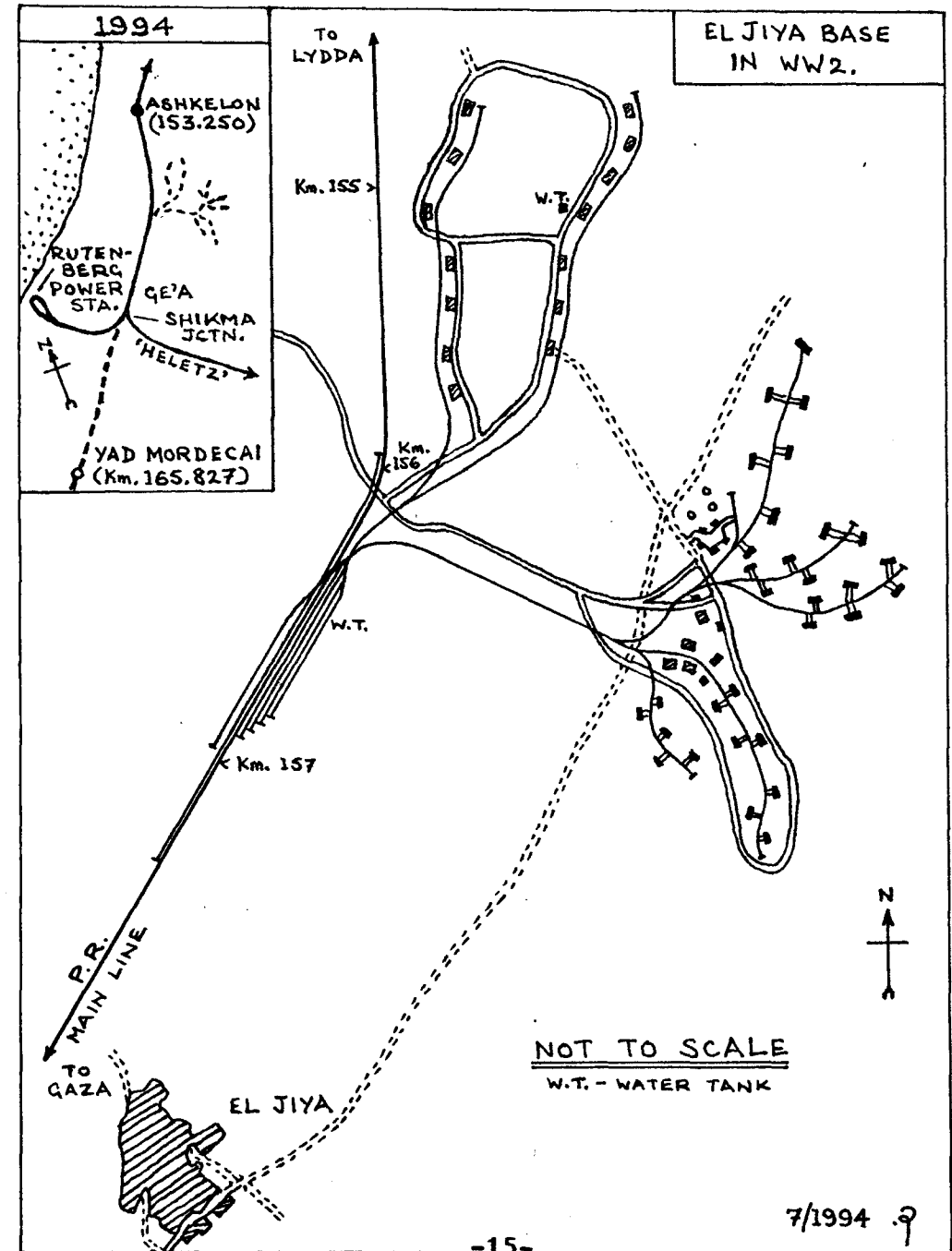
As is well known the British Army set up numerous military bases around Palestine in World War 2, and the accompanying sketch shows the layout at El Jiya. It is based on a map in the Tel Aviv University archive, and comes courtesy of Benny Haspel.

El Jiya (presumably the station/halt itself) was at kilometre 156.765, twenty kilometres north of Gaza. Reception sidings were laid on either side of the PR main line, with lengthy sidings leading off into the fuel base itself. As can be seen these were supplemented by a network of roads. I assume that the buildings alongside the two northern sidings were stores. I do not know the significance of the projections on either side of the eastern sidings, but they were probably fuelling points. Ex-Haifa Harbour Works Department Hunslet 0-6-OST No. 9 (MEF 5/WD 70241) was noted as shunting loco at the El Jiya base in April 1945, and Hugh Hughes has also recorded former HHWD Hunslet 0-6-OST No. 7 (MEF 6/WD 70240) as being there in July 1941 (see 21:9). Ex-Canton-Kowloon Railway 2-6-0 9801/WD 70219 'The Ming Dynasty Piece', seems to have put in a spell too (see 'The Railways of Palestine and Israel', p.74.).

The small inset sketch at top left shows the locality in 1994. The Arab village of El Jiya no longer exists, being replaced by the Jewish settlement of Ge'a. Nearby is the junction for the lines to Qiryat Gat (the 'Heletz Line') opened in 1982 and to the new Rutenberg Power Station opened in 1990. Ashkelon was formerly El Majdal station (though the latter was at kilometre 152.752) and Yad Mordechai was once Deir Suneid. The eastern sidings area at El Jiya is now part of the Bet Shikma agricultural settlement, but the northern sidings area is believed to be still in military use though without any rail connection.

[Note: I have a photo of 0-6-OST MEF 6 at El Jiya being worked by Sappers Lowe, Geo. Wright, Callaga, "Smokebox" and "Hutch" of 182 R.O.C., R.E. 182 Coy. worked this depot (along with others at e.g. Gilbana and the Kantara-Rafa line) from early 1942; it formed up there, initially as "HQ Z Base Depot, Rly. Operating Group, RE", then acquired its full identity in August when Coy. HQ moved to Kantara; in Oct. 1943 they moved to Beirut to work the HBT. Locos used at El Jiya included WD 31 & WD 37.

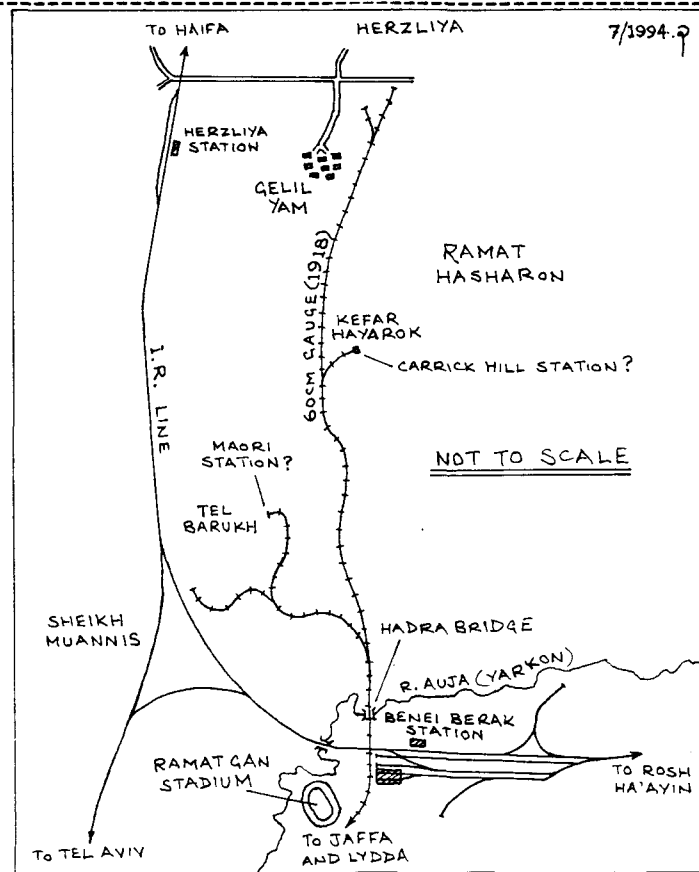
El Jiya was a BSD & BPD (Base Stores Depot & Base Petrol Depot); rail-related staff included 2 drivers, 2 firemen, 4 shunters, 4 native labourers for cleaning etc., an Arab Station Master and Indian R.T.O.'s. Ed.]



7/1994 .9

Benny Haspel, archivist at Tel Aviv University, has come up with a map which clarifies and amends my sketch in 25:13 - and I am much obliged to him for it. As can be seen from my present sketch, based on Benny's find, the main difference to note is that the WW1 60cm. gauge branch towards Sheikh Muannis did not cross the present day Israel Railways main line. I am now inclined to think that the more northern of the two spurs in what is now Tel Barukh led originally to Maori Station, and that the short branch to what is today Kefar HaYarok once ended at Carrick Hill Station (even though it is some distance away from Carrick Hill itself). It appears that Ramat HaSharon (the Heights of Sharon) was once Carrick Hill. Most of the 60cm. gauge alignment up to Kefar HaYarok is now under roads, while north thereof it is in fields and orchards. I wonder if any trace of it may remain in the vicinity of Gelilot Yam.

Benny's map appears to date from about 1960. It shows the full triangle at Tel Barukh Junction and also the loco turning triangle at the then Tel Aviv North Station (now Benei Berak). The Gelilot Sidings, south of Herzliya Station, are not shown on the map however.



These are to be found at Derech Mekor Hayim 35, in southern Jerusalem, on the 3rd. floor of a large modern building some ten minutes walk from the level crossing at Rehov Pierre Koenig. Research assistance is provided by Mr. Gilad Livneh and Ms. Sigalit Cohen, on 02-680612 and 680662, fax. 02-680670. The archive shuts at 3pm. Many of the relevant railway history files from the Chief Secretary's Office are to be found on a sequence of microfilms - there is an excellent machine available where one can flick through these films and, at the touch of a button, make an A4 or A3 photocopy at the cost of 1 NIS per sheet. Alas, there is only the one machine....

What follows here are some notes - not, unfortunately, totally complete or in a totally systematic order - describing some of the material available, from the files of the Chief Secretary of the Palestine Government. Some notes (mostly in Part 2 of this article) date from 1991, others from 1994; in the intervening period the archives moved from the Kirya in Jerusalem (where limited numbers of folders of original papers had to be ordered several days in advance) and a new sequencing system has been applied as they were placed on microfilm. The R/.... file numbers are the original, referring to "Railways Department", and the final two digits refer to the year in which the file was opened, though it may contain correspondence from later years. The "490/XX" number appears to be a new sequence on the film. In many cases I have also noted a four-digit number, which is that of the opening frame on the microfilm.

In several cases there is a file cover but absolutely no contents; in these cases I have marked the file with a (*).

Microfilm G/93/107.

R/30/31. (370/5). (0009-) Railway Rates for transport of building materials to Jewish colonies.

Microfilm G/93/109.

- R/7/38. (372/34). (0005-) Transport of Bran from Tel Aviv to Port Said for Export.
- R/8/38. (372/35). (0010-) Presentation of Colonial Accounts; Unallocated Railway Stores.
- R/9/38. (372/36). (0072-) Theft and Loss on PR; Reports of Sabotage on PR.
- R/10/38. (372/37). (0145-) Railway Suspense Account as at 31/3/37.
- R/13/38. (372/38). (0244-) Claims by Russian Orthodox Society re. land at Haifa expropriated for rly. purposes.
- R/14/38. (372/39). (0432-) Erection of Buildings in Municipal Areas (i.e. Nablus) within the

boundaries of the rly.
R/15/38. (372/40). (0435-) Proposed Establishment of a
Tourist Agency for Palestine in London.
R/16/38. (372/41). (0442-) Reduced Rly. Fares on Egyptian
Rlys. for groups of Students from
Palestine.
R/17/38. (372/42). (0446-) Claim against the rlys. by Riza
Haveyda re. land.
R/20/38. (372/43). (0464-) Monthly Statement of Approx.
Revenue.
R/21/38. (372/44). (0863-) Authority for Expenditure in
advance of the General Approval of the
1937/38 Estimates - Abstract 'F'.
R/22/38. (372/45). (0887-) Renewal of water tanks on PR. (At
El Arish).
R/23/38. (372/46). (0940-) Special rate for carriage of
pumice stones by rail from Haifa to Tel
Aviv.
R/24/38. (372/47). (0948-) Rly. rates for transporting Rice.
R/25/38. (372/48). (1008-) Rly. rate on Cement to Trans-
Jordan.
R/37/38. (372/49). (1015-) Anticipated shipment of Citrus
Fruit via Haifa during 1935-39 Season.
R/26/38. (373/1). (1036-) Theft & Loss of Railway Tickets.
R/27/38. (373/2). (1044-) Rly. rates for carriage of Melons.
R/30/38. (373/3). (1069-) Frontier barrier on the Samakh-El
Hamme Rly. Line.
R/33/38. (373/4). (1078-) Auditors' Annual Reports, 1937-8,
1939, 1940.
R/33/38. [Sic]. 373/5. (1172-) Audit accounts, 1938.
(373/6). (1313-) Audit accounts, 1939.
R/34/38. (373/7). (1450-) Curtailment of Train Services, PR.
R/36/38. (373/8). (1454-) Reduced rate for Transport of
Raisins from Amman to Haifa.
R/38/38. (373/9). (1461-) Rly. rates for Materials for the
Oil Refinery at Haifa.
R/39/38. (373/10). (1472-) Theft & Loss of Cash, Write-off. PR
-do- (373/11). (1670-) Theft & Loss of Cash, Write-off. PR
R/40/38. (373/12). (1674-) Closing of stations for Citrus
Traffic.
R/41/38. (373/13). (1724-) Claims for refund on goods lost
due to sabotage on the railway.
R/42/38. (373/14). (1750-) Applications for Special Warrants
for Abstract 'F', 1938, 1939, 1940, 1941.
R/133/38. (373/15). (1929-) Rent for Carriage Sheds, Jaffa.
R/7/39. (373/16). (2026-) Unclaimed bank balances in Iraq in
favour of the Palestine Railway.
R/2/39. (373/17). (2030-) Request by Egyptian Customs Admin.
for payment of excise duty on rly.
stores imported from Palestine for use
on Sinai Military Rly.
R/3/39. (373/18). (2066-) Provision of new boilers for HR
locos.
R/4/39. (373/19). (2082-) Renewal of Staff Quarters at

Kantara.
R/6/39. (373/20). (2087-) Procedure Regarding the Publication
of Rly. Tariffs.
R/10/39. (373/21). (2099-) Charges for clearing of Govt.
Stores at Haifa.
R/11/39. (373/22). (2127-) Services rendered by the Rlys.
Dept. to H.M.S. "Grenada".
R/13/39. (373/23). (2134-) Renewal of Radial Drill at Rly.
Mechanical Workshops.
R/14/39. (373/24). (2145-) Claims for Compensation in respect
of goods lost by rly. authorities.
R/15/39. (373/25). (2157-) Majdal Rly. Station.
R/16/39. (373/26). (2170-) PR 1937-38 Annual Report.
R/17/39. (373/27). (2369-) Rly. Printing.
R/18/39. (373/28). (2373-) Mr. Zvi Kaplan v. Gen. Man. Rlys. (*)
R/19/39. (373/29). (2378-) Land for Rly. Level Crossings.
R/20/39. (373/30). (2386-) Special Expenditure on Rlys.
1939-40.
R/21/39. (373/31). (2394-) Accident at Level crossing near
Sarafand.
(Film 109 ends at frame 2485.)

Microfilm G/93/127.

R/1/47. (490/15). (1249-) Crown Action case, Mr. S. Golombek
v. General Manager, Rlys.
(490/16). (1258-) Lecture by Arthur Kirby to YMCA, on
Organisation of Palestine Railways.
R/3/47. (490/17). (1299-) Proposed joint Egypt/Palestine
station at southern frontier. (*)
R/4/47. (490/18). (1301-) Misdelivery of Goods, Haifa Port.
R/5/47. (490/19). Construction of private sidings, The Lime &
Stone Production Co.
R/6/47. (490/20). (1329-) Transport & Shipping of Citrus
Fruit (Rly. & Port Facilities).
R/7/47. (490/21). (1365-) Railway wagons surplus to UNRRA
Requirements.
R/8/47. (490/22). Proposed demolition of various masonry
bridges on the disused Turkish railway in
the Negev.
R/9/47. (490/23) (1388-) Purchase of Goods Brake Vans and
Breakdown Cranes for PR.
R/10/47. (490/24). (1402-) Contribution towards upkeep of H.R.
R/11/47. (490/25). (1404-) Repair & strengthening of rly.
bridges.
R/12/47. (490/26). (1414-) Railway development in Tel Aviv.
R/13/47. (490/27). (1416-) P.R. Stores Vocabulary.
R/14/47. (490/28). (1420-) Proposed siding on Petach Tikva
line for Palestine Asbestos Cement Works.
R/15/47. (490/29). Agreement for joint PR/ESR Coaching Stock.
R/16/47. (490/30). (1447-) PR - Special Tariff for Carriage
of Caustic Potash - By-Laws.
R/17/47. (490/31). (1473-) Concessionary Fares for Blind

- Persons & their Attendants.
- R/18/47. (490/32). (1475-) Awards to Railway Employees.
R/19/47. (490/33). (1480-) Proposals for Improvement of
Railway Revenue; Memo by Railway Staff &
Management Response.
R/20/47. (490/34). (1497-) Quantity of American bearing
plates available at the Gold Coast.
R/21/47. (490/35). (1506-) Railway Development, double-
tracking. (*) (Contents removed to
R/17/45.)
R/22/47. (490/36). (1508-) Construction of rly. level
crossing south of Gaza. (*) (Removed to
WRD File).(?)
R/23/47. (490/37). (1510-) Reconstruction of Ras El-Ein Rly.
Stn.
R/24/47. (490/38). (1514-) PR - Proposals for Increased
Expenditure in 1948/9 Estimates.
R/25/47. (490/39). (1574-) Annual Report, 1943/4, 1944/5,
1945/6, 1946/7.
R/26/47. (490/40). Annual Report, 1942-46.
R/27/47. (490/41). (1544-) Sabotage at Qishon Workshops (*) -
"Removed to R/15/46."
R/27/47. (*) Not Available.
R/28/47. (490/42). (1596-) Appointments, PR-re.Trans-Jordan.
R/29/47. (490/43). (1604-) Visit by A. Kirby to London.
R/30/47. (490/44). (1608-) Provision of electric poles at
Kantara East.
R/1/48. (490/45). (1614-) PR - wagon turn-round.
R/2/48. (490/46). (1618-) PR Rule Book.
R/3/48. (490/48). (1623-) PR land at Tel Aviv.
R/4/48. (490/48). (1648-) Kantara-Rafah Railway; Transfer of
Operations to ESR.
R/5/48. (490/49). (1657-) Claim by Col. Hassan Mohammed
Jaber for loss of personal effects.
R/6/48. (*)
R/7/48. (490/50). (1664-) Termination of Mandate.

End of railway references.

26:15.

HO - SCALE RAILWAY MODELS.

I have been approached to assist in assessing support for possible production of railway models in HO (3.5 mm to the foot) scale - i.e. 1:87). (Most British modelling is in OO, that is 4mm. to the foot, using compatible track but non-compatible overall dimensions.) The idea would be to produce a small and limited range of models of prototypes that served in the UK and elsewhere - starting possibly with the LMS 8F 2-8-0 and the USATC O-6-OT, since these served not only in Britain but many other places too, and would of course be ideal to anyone modelling the Middle East. I know that some 'Harakevet' readers are avid modellers.

If anyone is at all interested and would like to learn more about this potential, they should contact David Armitage at 6, Namu Road, Bournemouth, BH9 2QU, England, tel. 0202-520964.

26:16.

WHITHER EL SEJED ? By Paul Cotterell.

Several old railway locations - now vanished - remain vague, even mysterious. Few more so than El Sejed. Very little has been recorded of this station. I described it as being "just short of" (i.e. just to the east of) Wadi Surar/'Junction Station'/Nahal Soreq on page 14 of 'The Railways of Palestine and Israel'. Wadi Surar station is universally believed to have been built in 1915 as part of the Turkish military line (the 'Egyptian Branch') down to and beyond Beersheba. But was it? Let us investigate a bit further. Only three references to El Sejed, of any extent, are known to me, as follows:

1. An article written by A. Vale and entitled "The Jaffa-Jerusalem Railway" appeared in the April 1902 issue of 'The Railway Magazine'. Mr. Vale expended much ink and bile (in approximately equal proportions) on castigating the Turks, but his factual reporting appears reliable enough. During his journey to Jerusalem he noted that "We pass the stations of El Sejed and Deir Abban without seeing the respective villages, or any villages at all...." Elsewhere in that article he wrote "...there exist water tanks at every station on the line, [among] the most abundant springs being those of El Sejed..." In addition he included a timetable showing El Sejed as being 40 kms. from Jaffa, but the hand-drawn sketch map accompanying his article is too crude to be of present help.

As recorded by Mr. Vale there was no village close to the line at the approximate spot where El Sejed station is supposed to have been. An old map does show a village, several kilometres and a long walk south of the J&J track, which seems to have been the place ostensibly served by El Sejed station. I have failed to find any such village on more recently-prepared professional maps, but it could have entirely disappeared in the meantime.

2. Dr. Pick in his thesis recorded El Sejed station as at km. 39.5 (and 183 metres above sea level). He wrote further, "...from Ramle the [J&J] track turned south to the village of Na'aneh (today's Na'an) and from there turned south-east to cross the lower course of the Wadi Sarrar (today's Nahal Sorek) to reach the station of (Ain) Sejed. This place seems to have been chosen for a halt on account of its big spring. Today, one solitary eucalyptus tree, unnoticed by passing travellers, marks the site of the long-vanished station.... With the building of Junction Station, the stop at Sejed, some 2.5 kms. down the line, became redundant."

3. On page 36 of 'Hedjaz Railway', Rick Turret shows El Sejed station at km. 37.8. On page 65 he states that "By 17 October 1915, a branch line was laid and opened from Wadi Surar, immediately after the big bridge at Sedjed, to Beersheba. As a result, Wadi Surar became a large junction station...which rendered useless the old station at Sedjed, some 2.5 km. down the line nearer Jerusalem. The station buildings at Sedjed were abandoned, the lines leading to the engine shed and the crossings were lifted..."

I don't know where this information came from - and I don't doubt that Rick had good cause to rely on his source material - but it does present problems. I am frankly amazed that El Sejed - if it were indeed somewhere beyond Wadi Surar - should have been such a well-equipped station, with an engine shed and station buildings and "crossings" (run-round loops and/or sidings?). I am amazed because, if this was so, then I would expect some trace of this extensive layout to have survived. None has, so far as I can make out. Having studied the ground carefully on numerous occasions (from a carriage window only, I must add) I have not been able to discern a likely site for such a station, nor any trace of any sort of station. No outline of a station yard among the fields alongside the track, no ruined foundations of station building or engine shed - and out in the open country one would expect something to have survived as a clue. Even Dr. Pick's solitary eucalyptus tree has gone unnoticed by this particular passing traveller. Anyway, why would an early engine shed be required at El Sejed? Deir-a-Ban/Hartuv/Artuf/Bet Semesh would be the obvious place for a loco shed. Water is close by and one can envisage locos being stabled here for assisting trains up to Jerusalem, but no engine shed was ever provided here so far as I'm aware. At the presumed site of El Sejed (i.e. about 2.5 kms. east of Wadi Surar or at km. 39.5/40) the need for a loco shed is not at all apparent.

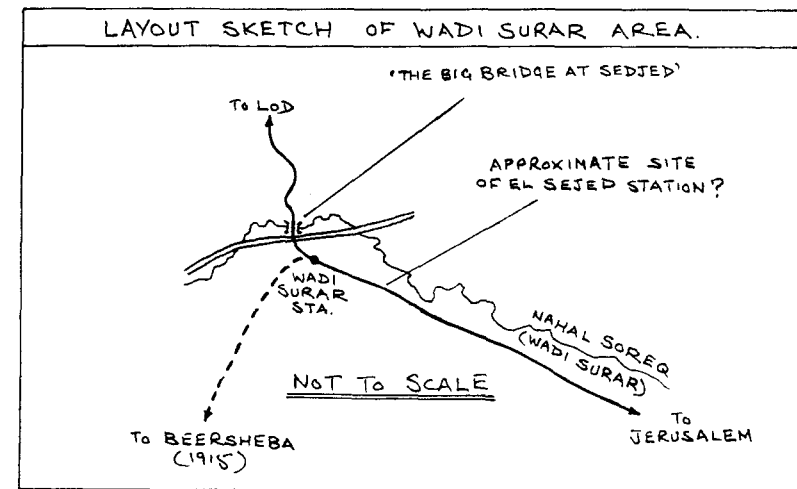
There are two photos of Wadi Surar on page 71 of 'Hedjaz Railway'. The panoramic view (plate 83) shows the stone station building at extreme right, with all sorts of other buildings in the scene. A Krauss 0-6-0T stands by what looks like a small lean-to wooden shelter at the left of the picture: a fuelling facility perhaps. Could one of the associated structures, maybe that long wooden building to the right of the Krauss tank, be an engine shed? Assuming Wadi Surar / 'Junction Station' to have been equipped with a loco shed, as was surely the case, then why would the Turks go to the bother of building one here if there was already one in existence close by at El Sejed?

A final point: Nahal Soreq (ex-Wadi Surar / 'Junction Station') is at km. 37.3 today, precisely the same as given in the PR Working Timetable No. 4 of 1945. Allowing for slight adjustments - for whatever reason - in the measuring of distances over the years, this puts Wadi Surar as near as makes no difference at El Sejed (at least as per page 36 of 'Hedjaz Railway' where it is shown as at km. 37.8). Could the other references to El Sejed being some 2.5 kms. east of Wadi Surar be wrong?

This is all pretty complicated stuff, I know, and there are enough contradictory clues to juggle more than one precarious hypothesis. Can anyone offer some hard evidence to prove or disprove my tentative (and probably outrageously heretical) suggestion that Wadi Surar and El Sejed might have been one and the same?

[Notes by the Editor:

- a). Paul has started something here - I look forward to a response from Rick Turret! Also from Professor Yaakov Wahrman of Jerusalem - for some time ago, I recall, he showed me a copy of a very old photograph of a Baldwin 2-6-0 taking water at El Sejed, over a pit (on the main line track!) If my recollection is correct, this would imply a simple small station where the loco could perhaps clear out ash from the firebox about half-way along its journey. (I am not sure whether the kilometrage was altered substantially when, during World War 1, the original J-J route through Lydda was replaced by a new loop line to the west.) I also vaguely recall Prof. Wahrman mentioning that, on a Haganah exercise, he had made a 'mock attack' on the remains of El Sejed station at a period when Wadi Surar station would have been still manned.
- b). Pick's eucalyptus tree is a clue, for such trees were planted by early Zionists at spots where there was a great deal of water (usually too much, at sites which needed to be drained) because they consume such a lot of it. There must have been a pretty good water source if the tree survived so long.
- c). Paul may have confused himself; an 'engine shed' is not necessarily the same as a 'loco shed' - it could refer to a hut with a small pumping engine for raising the water from the spring to a height where it could be poured into loco tenders. This would be quite feasible and logical at such a location.
- d). In the account of the Advance of the Egyptian Expeditionary Force (p.91) are several references to "Junction Station (Wadi Surar Junction)" - i.e. the linkage of these two names occurs from here on. However, Paul does not mention another reference: Hugh Hughes' "Middle East Railways" (p.35) which gives the mileage of Sejed as 24½ from Jaffa; he writes "...the extension southwards..took off at Wadi Sarar (1 km. before Sejed station)."





An indistinct photo of what is believed to be "the big bridge at Sedjed" over the Wadi Surar. It appears to have been taken in the winter of 1917-18, and there is evidence of a washout with temporary repairs being made. The loco is a La Meuse 2-6-2T which helps to date this view as being sometime fairly soon after the British captured 'Junction Station' in November 1917 but before the line to Jerusalem was standard-gauged the following spring. (This section converted in March 1918) (Photo: Paul Cotterell Collection).



A Belgian-built Bo-Bo at Wadi Surar about 1960 with a train for Jerusalem, made up of ex-PR coaches. The station building is just out of picture to the right. At left is the siding leading into the military camp originally built by the British in World War 2. This siding seems to have been laid on the formation of the Turkish WW1 line to Beersheba (the 'Egyptian branch'). Note the covered van just visible in the distance. The posts of two of the semaphore signals can still be seen here, as well as rusted lengths of the siding, but connections to the main line are cut.

(Photo: Paul Cotterell Collection.)

Through the courtesy of Mr. Naim E. Dangoor of London I have received a copy of part of "The Iraq Directory" of 1931. This appears to be a semi-Government publication, listing all the various Departments, their activities and staffs. Interestingly, the spelling of place names varies even on the same page, and this has been reflected in copying the text. Pages 377 - 392 cover Iraq Railways, and the following are excerpts from this lengthy entry:

"The construction of railways through the country now known as Iraq was first contemplated about the middle of the last century, but it was not until many years later that proposals took definite shape and a scheme, which had as its object the linking of Haidar Pasha [i.e. Constantinople] and Basrah was developed and a commencement in construction made.

Within Iraq only one short section of this project - viz., that between Baghdad and Samarra - was actually completed and opened for traffic before the outbreak of the Great War in 1914.

The war brought about a cessation of railway building under this scheme in Iraq. Moreover, during hostilities a great deal of intentional damage was done to the railway works and rolling stock of the section which had been opened.

When the British Army commenced operations against the Turks from the head of the Persian Gulf in 1914 it soon became apparent that railways were required to maintain communications. The railways constructed for this purpose eventually formed the basis of the railway system now in existence.

The requirements of the British Army first demanded railway lines from Basrah to Nasiriyah, on the Euphrates, and from Basrah to Amara, on the Tigris. As the campaign developed these lines were extended to Samawah, on the Euphrates, and from Kut al-Amara, on the Tigris, to Baghdad, and thence to the Iranian frontier, with various branch lines to meet immediate requirements. The Euphrates line was not finally connected with Baghdad until after the cessation of hostilities.

The general position when the railways were handed over to the Civil Administration in 1920 was that there were railway lines connecting Basrah with Baghdad by both the Tigris and Euphrates routes, with the exception of the Amara - Kut al-Amara section. The German-built line from Baghdad to Samarra had been extended to Kala Shargat, and there was line from Baghdad to the Iranian frontier at Qaraitu, with a branch to Kingerban. With the exception of the line from Baghdad to Kala Shargat, which was of standard (4' 8½") gauge, all the sections forming the main lines were of metre (3' 3") gauge. In addition to these, there were various short sections of smaller gauges which were regarded as purely temporary.

The advantages of having railways in this country were fully demonstrated during the war period, and immediately after peace was declared action was taken by the Civil Government set up by Great Britain to adapt the sections constructed by the military to the needs of the civil population.

Many changes had to be made. The sections from Basrah to Amara and from Kut al-Amara to Baghdad were redundant and the materials from these dismantled lines were used to extend the Euphrates Valley line in various directions.

The system of railways in Iraq at the present time consist of three main lines, namely:

- 1). That connecting the Port of Margil and Baghdad, with its branch lines Shaiba Junction-Shaiba, Ur-Nasiriyah, and Hindiya Junction-Kerbala.
- 2). That connecting Baghdad and Kirkuk, with its branch line Qaraghan Junction-Khanaqin (about 10 kilometres from the Iranian frontier); and
- 3). The section of standard (4' 8½") gauge connecting Baghdad with Baiji on the west bank of the Tigris to the north.

It is unfortunate that the section on the west of river Tigris is still unconnected by a bridge at Baghdad with that on the east. The construction of a bridge to correct this position is under the consideration of the Government. It will add greatly to economy in working, and will also add to the convenience of merchants and passengers.

Another capital work of first-rate importance is that of connecting Kirkuk with Mosul, with a branch to Arbil.

When these two works have been carried out the railway system may be considered to be really economic and administratively sufficient.

The length of railway lines now existing is 1,211 kilometres, made up as follows:

Basrah-Baghdad Section.....	569.
Baghdad-Baiji Section.....	213.
Baghdad-Kirkuk Section.....	323.
Qaraghan Junction-Khanaqin Branch Line.....	28.
Ur Junction-Nasiriya Branch Line.....	16.
Hindiya Junction-Karbala Branch Line.....	36.
Various Short Branches.....	26.
Total:	1,211.

The railway system was made over to the Civil Administration set up by the British Government in 1920, and in 1924 it was made over to the Government of Iraq.

The Minister responsible to the Cabinet for all matters concerning the railways is the Minister of Economics and Communications.

The management of the railways is entrusted to the Director-General and his staff. Among them are the Chiefs of the Departments of Civil Engineering, Mechanical Engineering, Traffic, Accounting and Stores - all British Officers with extensive experience of railway working. The staff of the railway is predominantly Iraqi, who in the short period of thirteen years have been trained in the multifarious duties of railway working to such an extent that the ratio of imported staff is only 3.2 per cent of the whole.

The railway system which has been formed out of the debris of the war period is believed to be the only one which has been reconstructed from such materials and converted into an efficient unit, long since proved to be a great economic asset to the country. It has been in existence as a going concern since 1920, and has been developed and adjusted to the needs

of the country. The only expenditure the Treasury of Iraq has been called upon to meet has been I.D. 343,875 to finance the construction of branches which were urgently required and the replacement of some of the temporary timber bridges on the main lines. With the exception of this contribution for purely capital works, the railways have been self-supporting from 1922 up to date.

In addition to meeting all operating expenditure, large programmes of improvements have been carried out. The workshops, for maintaining engines and other rolling stock, have been concentrated in one centre and made suitable to meet all demands. A large number of new passenger coaches, oil tanks, and goods wagons have been constructed; temporary bridges have been replaced by permanent structures; station offices and quarters have been provided, and many minor improvements have been carried out.

Further works, which will result in economies and better service to the public, are under consideration, of which the financing is provided for within the railway resources.

These railways, like those of all other countries, suffered a diminution of both passenger and goods traffic from the depression in world business which existed for some years and which, to some extent, still exists. Added to the depression, there has been the very rapid development of other forms of transport, with consequent keener competition for the decreased traffic. It has also to be remembered that between Basrah and Baghdad there are highly organised river services working in keen competition with the railways. In consequence of this competition it has been necessary to make considerable reductions in freight rates and passenger fares.

These reductions have had the effect of ascertaining the lowest economic cost at which the movement of goods and passengers can be undertaken. Further, the reductions in passenger fares proved that if cost of travel is brought within the limited resources of the people they will travel. In fact, there is a very great demand in the country for cheap travel.

The transport of general merchandise and imports can stand higher freights than can the staple exports - i.e. grains; the value of the latter is governed to a greater extent by factors over which the country has no control. Good seasons and good crops can be, and have, negatived in their results by low price levels abroad.

In the tabulated figures given below, the effect of cheapening passenger fares is clearly shown. In the case of goods freights the result is not as clear because of the comparatively small amount of export traffic as against the temporary increase of higher freighted goods in the form of imported pipe-line and machinery, general imports, and the transport of dangerous goods in the form of benzine, kerosene, oils etc. Grain is actually carried at rates varying from half a fils to one fils per ton kilometre.

PASSENGER TRAFFIC

Year	No. of Passengers carried	Passenger kilometres	Average fare charged (Fil)	Earnings I.D.
1930-31	773,077	89,036,432	1.63	160,941
1931-32	809,264	86,971,355	1.32	128,029
1932-33	1,462,447	143,563,043	0.92	142,959
1933-34	1,799,542	179,476,893	0.74	149,118
1934-35	2,112,711	209,968,284	0.69	163,139

GOODS TRAFFIC

Year	Tons of goods carried	Goods ton kilometres	Average rate charged per ton kilometre	Earnings I.D.
1929-30	489,365	162,717,914	2.75	432,301
1930-31	500,761	188,083,503	2.25	413,412
1931-32	447,442	154,588,736	2.13	317,196
1932-33	421,074	155,627,519	2.22	342,470
1933-34	459,191	178,299,607	2.27	367,309
1934-35	574,434	227,430,170	1.76	400,442

The Railway Administration has made great efforts to develop pilgrim traffic and attract tourists to this country. This has been important propaganda for the country's development.

A through service by rail and road connects Basrah with the Wagons-Lits Services of the Simplon-Orient and Taurus Expresses at Tel-Kotchek, and thence to and from the cities of Europe and Great Britain. An excellent motor service, dining cars, sleeping accommodation, and a well-equipped Rest-House at Mosul are included in this service.

The Iraq Railways' route provides the quickest means of organised travel to Iran from the Near East and Europe.

The railways also provide Rest-Houses for the use of tourists who wish to break their journey at places of archaeological interest. The Directorate have established an exchange of large coloured posters with the Publicity Department of the Railways of India, whereby Iraq Railway posters are exhibited in India and Indian Railway posters are exhibited in the stations of Iraq.

By means of established agencies in India, the Persian Gulf, Iran and Turkey, intending pilgrims to this country have at their disposal all the information they require as to travel routes, accommodation, etc. and from these agencies through tickets to the many holy places in Iraq may also be obtained. Passenger agents, specially appointed, meet and assist pilgrims at the points of entry and departure.

The railways have tourist agents in nearly all the countries of the Middle East as well as in Europe and America.

An Iraq Railway Agency has recently been opened in England, and already it has been most successful in making known the best routing of traffic and in spreading propaganda on behalf of the business of Iraq. Until this agency was opened very little was known of the attractions for trade between Iraq and England.

SENIOR OFFICIALS OF THE IRAQ RAILWAYS

The Director-General	Colonel J.C. Ward, C.M.G., C.I.E., D.S.O., M.B.E., M. INST.T.
Financial Secretary	Mr. C.F. Nicoll.
Personal Asst. to the Director-General	Mr. A. Paterson.
<u>TRAFFIC DEPARTMENT</u>	
Traffic Manager	Mr. N.P. O'Reilly Blackwood, M.B.E.
Deputy Traffic Manager	Mr. D.G. Bourn.
District Traffic Superintendent	Mr. J.A. Mole.
District Traffic Superintendent	Mr. O. St.Clair Webster.
Assistant Traffic Superintendent	Mr. J.W. Shorland.
Running Superintendent	Mr. R.F. Arnold.
<u>MECHANICAL DEPARTMENT</u>	
Acting Chief Mechanical Engineer	Mr. P.A. Challoner.
Works Manager	Mr. I.F. Roberts.
Acting Electrical Engineer.	Mr. P.J. Howe.
Assistant Mechanical Engineer	Muhammad Su'ud.
Assistant Electrical Engineer	Nadhim al-Haidari.
<u>ENGINEERING DEPARTMENT</u>	
Acting Chief Engineer	Mr. E.A.T. Dillon M.C.
Land Settlement Officer	Hussain Afnan.
Deputy Chief Engineer	Mr. C.W. Lawrence.
District Engineer	Mr. W.J. Moffat.
District Engineer	Mr. W.S. Taylor.
Assistant Engineer	Mr. A.D.M. Brown.
Assistant Engineer	Mr. S.A. Bunnell.
Assistant Engineer	Mr. L.B.S. Smith.
Assistant Engineer	Mr. K.F.W. Woods.
<u>AUDIT AND ACCOUNTS DEPARTMENT</u>	
Acting Chief Accountant	Ibrahim S. al-Kabir.
Acting Traffic Auditor	E.P. Zarah.
Expenditure Accountant	Moshi D. Shohet.
Assistant Establishment Officer	Yusuf S. Abu Ibrahim.
Assistant Accounts Officer	George Shammass.
<u>MEDICAL DEPARTMENT</u>	
Chief Medical Officer	Dr. E. Lanzon.
Medical Officer, Railway Hospital	Dr. T. Kurdian.
<u>STORES DEPARTMENT.</u>	
Superintendent of Stores	Mr. W. V. Whittaker.

INFORMATION FOR TRAVELLERS AND TOURISTS.

IRAQ STANDARD TIME

Iraq standard time is kept at all stations. It is three hours in advance of G.M.T., and is reckoned from midnight to midnight.

BOOKING IN ADVANCE

Passengers may procure their tickets and book their luggage at any time between 7 and 17 hours on any day within three days of their departure at the following City Booking Offices and Stations:

City Booking Office, Ashar; City Booking Office, Baghdad;

Maqil; Baghdad West (M.G.); Baghdad West (S.G.); Baghdad North; Baghdad East; Khanaqin City; Kirkuk.

Passengers who avail themselves of this privilege must purchase their tickets before booking their luggage, when the usual free allowance will be given for the class of ticket purchased.

The tickets must be stamped with the date of issue, and the date up to which they are available endorsed thereon in ink. When luggage is booked the tickets so issued must also be endorsed thus "L.B.", which indicates "Luggage Booked". On no account will passengers be allowed to take such luggage into their carriages. Passengers should bring and retain with them any luggage which they may require in their own compartments and such luggage will be charged for extra.

OPENING OF BOOKING OFFICES AND TIMELY BOOKING

Intending passengers should be at stations at least half an hour before the time shown in the time-table as the departure of the train by which they propose to travel. At starting stations, the windows of booking offices are closed five minutes before the departure of trains and at intermediate stations when the train enters the station.

EXAMINATION OF TICKETS AND CHANGE

Passengers should examine their tickets and change before leaving the booking office counter, as mistakes cannot afterwards be rectified.

AVAILABILITY OF TICKETS

Tickets are available only by the particular train for which they are issued unless otherwise specified.

DINING CARS

Dining-cars are attached to mail trains between Maqil and Baghdad West and vice versa, and to daily passenger and mail trains between Baghdad North and Kirkuk and vice versa.

The charges for meals on dining-cars are-

	First Class.	Second Class.
	Fils.	Fils.
Early Tea	60	40
Breakfast	190	115
Lunch	190	115
Tea	60	40
Dinner	265	150

CHEAP MEALS TICKETS

Meals-tickets at specially reduced rates are available at Maqil, Shuaiba Junction and Baghdad West for the journey between Basrah and Baghdad.

Tariff.	Fils.
First Class.	300.
Second Class.	175.

These meals tickets are available for break of journey so that passengers may stop at Hilla, Ur Junction, etc. but do not cover any meal at Rest-Houses.

Price lists of all wines, spirits etc. are available in each car.

Passengers holding first and second class tickets only will

be served in dining-cars. Holders of third-class may also take meals in dining-cars if they so desire, on payment of the difference between the third and second-class fare for the portion of the journey during which they travel in the dining-car.

Passengers having any complaints in connection with dining-cars or their staff are requested to record them in the "Complaint Book" specially provided in each car for the purpose.

REST HOUSES

The following Rest-Houses have been provided for tourists and others:-

AT HILLAH.

(To visit Babylon, Kish and Birs Nimrud.)

A house consisting of four bedrooms, bathrooms, and a dining-room - all fitted with electric light. Taxis are easily obtainable at this station for the purpose of visiting Babylon (5 kms. distant), Kish (22 kms. distant) and Birs Nimrud (11 kms. distant).

The normal charges for taxis are:-	Per Car:
Station to Babylon and back.	750 Fils.
Station to Kish and back.	1,125.
Station to Birs Nimrud and back.	1,125.

AT UR JUNCTION.

(To visit Ur of the Chaldees and Tel-el-Ubaid.)

A house consisting of three double bedrooms, bathrooms, and dining room fitted with electric light and fans.

This Rest-House is situated about 3 kilometres from the Ur excavations. For tourists visiting excavations at Ur and Tel-el-Ubaid, a motor vehicle capable of carrying four people is available at Ur Junction station at a charge of 500 fils and 1,000 fils for the round trip respectively. Previous notice must be given either at Baghdad West, Maqil, or Ur Junction Station when this vehicle is required."

AT QARAGHAN JUNCTION.

A Rest-House consisting of a combined dining and sitting room, two double bedrooms and one single bedroom and bathroom - all fitted with electric light and fans.

REST-HOUSE CHARGES.

Each of these Rest-Houses is provided with furniture, crockery, glass, napery, cooking utensils, etc. and a cook is available who will supply meals at the following rates, provided sufficient notice is given:

Early Tea	60 Fils.
Breakfast	190
Lunch	190
Tea	60
Dinner	265.

Soda waters are available, but liquors are not supplied; visitors may obtain their supplies of liquors from canteens on trains.

The normal charge for accommodation in Rest-Houses at Hillah, Ur Junction, and Qaraghan Junction is:-

1). For first and second-class railway ticket holders, 20

files per hour or part thereof subject to a maximum charge of 250 fils for twenty-four hours.

2). For non-ticket holders, 30 fils per hour or part thereof subject to a maximum charge of 350 fils for twenty-four hours. These charges include bedding.

Preference will be given to travellers by rail."

AT DIWANIYAH

A bedroom and bathroom is available, but no kitchen, servant, bedding, napery or crockery etc. is provided....."

MAQIL REST HOUSE.

Available for all travellers by land, air or sea, with 12 bedrooms accommodating 24 persons. Each bedroom has a bathroom fitted with modern sanitary conveniences. Public rooms consist of dining-room, billiard-room, bar and lounge. Fitted with electric light and fans throughout. All bedding and linen provided....."

MOSUL REST HOUSE.

Primarily for travellers by the Baghdad-London through service. It is comfortably furnished and equipped with modern conveniences....."

[There follows a complex tariff; meals are the same in both categories, but "Bed and Bath" is charged at 430 Fils for "Passengers travelling by the Simplon-Orient Express" and 280 Fils for "Passengers originating in Iraq and staying at the Rest-House for 24 hours or more", though a footnote adds that "Passengers staying for less than 24 hours will be charged Simplon-Orient Express rates." So - the locals saved money by staying longer, whereas the through passengers were 'fleeced'! Ed.]

RESERVATION OF ACCOMMODATION IN REST-HOUSES.

Telegrams reserving accommodation in Rest-Houses will be despatched free of charge. Passengers wishing to reserve such accommodation should apply to the nearest Station Master, if possible, 24 hours before starting their journey, asking him to reserve the accommodation required, and to confirm whether it is available or not. If meals are required within a short time of arrival, this should be stated in order that the cook may have due warning.

REFRESHMENT AND WAITING ROOMS.

A refreshment-room and separate waiting-room for ladies and gentlemen fitted with electric lights and fans, are provided free of charge at Khanaqin City Station for the convenience of first and second-class passengers arriving at, and leaving from, Khanaqin City by rail.

Non-railway ticket holders desirous of using the waiting rooms may do so on payment of a charge of 150 fils per person per day, but only after railway ticket holders have been accommodated.

Ladies and gentlemen's waiting rooms are provided at Maqil Station.

A first-class waiting-room is provided at Kirkuk for the convenience of passengers travelling by rail. Non-rail passengers desirous of using the waiting-rooms may do so on

payment of a charge of 75 fils per person per day.

[What is the story here? Who would pay the equivalent of lunch just to use the waiting room? There must have been nothing else to do and nowhere else to go in these dusty places. Why was the Kirkuk waiting room half the price of the Khanaqin one? Intriguing questions. Ed.]

BEDDING FOR UPPER-CLASS PASSENGERS.

A limited number of sets of bedding are available at Maqil, Baghdad West, Baghdad North, Baghdad East, Khanaqin City, Kirkuk and Baiji Stations for upper-class passengers travelling by train, at a charge of 150 fils per set per night, payable in advance.

Passengers should notify the Station Master in advance of their requirements, and at the commencement of their journey they will be issued with a bedding ticket.

On any one section of the line, if the journey necessitates spending more than one night in the train or reserved carriage or saloon detached en route, and provided a period of three nights is not exceeded and at the same set of bedding is used, the passenger will be liable for a charge of 150 fils only.

RESERVED ACCOMMODATION IN TRAINS

The Railway does not guarantee accommodation in trains unless it is reserved in advance. Intending passengers should therefore reserve the accommodation required. This may be done in writing or by telephone to the Station Master concerned, but in the latter event intending passengers are requested to ask for the Station Master or Assistant Station Master on duty to ensure that the reservation is duly registered. A charge of 75 fils per seat or berth first-class, and 40 fils second class, is made for reservation.

RESERVATION OF COMPARTMENTS

Compartments of carriages may be reserved on payment of the following fares:-

	M.G.	S.G.
First-Class, full compartment	: 2 fares	4 fares
Second-Class, full compartment	: 4 fares	4 fares

RESERVED SALOONS

A limited number of reserved saloons are available for the use of tourists on both the metre and standard gauge lines. These saloons have sleeping accommodation for three persons. Those on the metre gauge are divided into two compartments whilst the standard gauge saloons have one compartment only. All saloons have bathrooms and kitchens, and are supplied with crockery, glass, napery and coking utensils. A cook is provided.

The following charges are made for these saloons, for the use of which application should be made to the Traffic Manager, Baghdad West:-

Metre gauge - 5 first-class fares, plus third-class fares for servants.

Standard gauge - 4 first-class fares, plus third-class fares for servants.

DEMURRAGE CHARGES FOR RESERVED CARRIAGES

When a saloon or reserved carriage is detached and occupied at

any station for the convenience of the traveller, a demurrage charge at the following rates will be made, the charge being reckoned from the time the vehicle is detached from the train until it is again attached to a train, or until information is received that it is not required;-

Per hour or part of hour - 40 fils.

BREAK OF JOURNEY

The holder of a ticket for distances of more than 160 kilometres may break journey for one day for every 160 kilometres in addition to the time occupied by the journey. The break of journey may be made at any station, provided the holder arrives at destination not later than the day on which he is due to arrive according to the above calculation.

A passenger intending to break journey and wishing his luggage to be taken out at stations at which he proposes to halt should, when booking his luggage, inform the booking clerk in order that the names of these stations may be entered on the luggage ticket.

Passengers breaking their journeys are required to have their tickets endorsed by the Station Master when they alight.

RETURN TICKETS

Return tickets of all classes of accommodation are issued between any two stations at a fare and three-quarters for the return journey unless otherwise specified in the Coaching Tariff and Fare Tables.

First and second class return tickets are available for thirty days except between any two stations situated on the Al-Juwadain-Karbala-Hillah Section, where they will be available for seven days only.

Third-class return tickets are available for fifteen days.

[There follows a list of exceptions and special fares for specific tickets, Season Tickets etc. Tickets are not transferable. Ed.]

LUGGAGE

Luggage carried by passengers shall include articles of any nature, except petrol, kerosene and other oils, inflammable, explosive, dangerous, poisonous and offensive articles, furniture, perambulators, cycles, tricycles, specie and wooden country cradles.

Articles which are not luggage, as defined above, must be sent as parcels or as goods and charged for as such.....

EXCEPTION: Country-made Wooden cradles, accompanied by third-class passengers, will be treated as luggage provided they are carried in brake-vans only.

[There follow price lists and luggage allowances for the different Classes.]

The charges for luggage are 2.5 fils per five kilos or part thereof per 35 kilometres or part thereof.

BUS SERVICES

A motor bus meets all trains at Eski Kifri to convey passengers to and from this station and Kifri Town at the following rates:

30 fils single, 40 fils return, children half price, Babies in arms will be carried free."

26:18.

NOTES ON THE KUWAIT MYSTERY.

Back in 11:15 I quoted a report from the 'Jerusalem Post' of 9/11/90 to the effect that a 150km. link had been constructed between the Iraqi railway system near Basra and Kuwait - then 'temporarily under Iraqi control'. There was no other information than this, and at no point in any of the intense television coverage of the Gulf War was any glimpse obtained of anything looking like a railway line.

Andy Wilson (who spent some time in Iraq at that period) has just returned from a 2½-month assignment in Kuwait and has made a thorough search of the local terrain at editorial request. He writes:

"Regarding the existence of the Iraqi railway, I don't believe it. They had no use for one. Kuwait was under military rather than civilian government and there was no serious use of Kuwait's ports by them. A railway makes no sense unless there is a serious traffic source - obviously the Iraqis hoped to use the ports, but this never happened. There is a very adequate road to Iraq. In my view the announcement of the railway was a typical example of the way projects are announced in the Arab world - what it means is that the project is assigned some sort of official status and written into official planning. (Hence my fairly cool reaction to the Egyptian announcement about replacing the line from Kantara.)

However, looking at the Iraq railway as a serious project, with my eye as a civil engineer, the obvious route would be close to the main road. There are no serious topographical obstacles and there seems no reason to put it anywhere else. At the Kuwait end, the obvious terminals are the ports, of which there are two; Shuwaikh port on the west side of Kuwait City handles general cargo and is my first choice for any Iraq rail terminal. The other port is Shueiba on the east coast, between Kuwait City and the Saudi border, and deals mainly with oil industry-related traffic. Most of the route from Iraq is fairly level although it is at quite a high elevation just north of Kuwait bay. The ground then drops sharply to low-lying ground around the bay and to Kuwait City. This is the so-called Mutla Ridge which featured in the war reports; it is a step in the ground, not a ridge, and the land extending north from the top is flat as the Fens for many miles. So my hypothetical railway route would run close to the road as far as the Mutla escarpment, then would need to sidle down the hill (and avoid the built-up area of Jahra), eventually reaching Shuwaikh. Alternatively, if it aims for Shuaiba it would keep on the high ground circling to the south of Kuwait City and then have to descend quite sharply to sea level close to the coast near Shuaiba.

I certainly kept an eye open around Kuwait but saw nothing suggestive of a railway. I also went along the road over the Mutla escarpment for 10 miles or so, then cast west on desert tracks for a while (until I remembered my car was not 4WD and it was no place to get stuck.) Again, no trace of anything.

I did find some rail equipment in Kuwait - a contractor's plant yard at Amghara had some tunnelling equipment including 2 narrow-gauge battery-electric locos, just stored - but I have no details of them or where they were used."

26.19.

BY BALDWIN....

From Jacob Wahrman I have received a copy of a page from an anonymous American travelogue from 1893. Pages 106f. read:

"There are three ways of travelling from Jaffa, namely, on horseback, by carriage and by rail. Inasmuch as we had in contemplation a four-hundred mile trip on horseback through the Holy Land north from Jerusalem, we wished to avoid all fatigue possible; so we were soon "all aboard for Jerusalem", by rail. We felt rather strange when we approached the train as it stood in the depot at Jaffa, but thinking we recognized something familiar about the locomotive, we drew near and found on the maker's plate, in large English letters, "Baldwin Locomotive Works, Philadelphia, Pa., U.S.A.", and we felt that we were not entire strangers although in a strange land.

In due time we started, and went speeding across the beautiful plains of Sharon and Ajalon, thence into the foothills of the Judean mountains. As we penetrated into the gorges of the mountains, first climbing up one rugged face, thence bridging across to another, we obtained views of all prominent places upon the mountain top and in the valleys, and looked upon the ruins of many a castle or fortress built, in most cases, during the bloody wars of the Crusades. On up and up we climbed until the mountain tops were reached and our train came to a stop in Jerusalem station, about a mile from and out of sight of the city, for which we were thankful, as we preferred catching our first view of the Holy City from some other place than a railroad train. In reality the idea of a railroad to Jerusalem seems to jar against the "eternal fitness of things", and yet people will soon come to consider it as one of the necessary adjuncts to a pilgrimage thither. At the same time I could not help but think how strangely it would sound to say that Jonah fled to Joppa by rail, or that Peter went by the 2 P.M. train."

26.20.



A solitary chassidic Jew waits on the platform of Kfar Habad station as the 17.23 Rehovot - Tel Aviv train draws in, 26/4/94. Alas, despite the wait, the Messiah did not arrive....