

# HARAKEVET

# הרכבת

ISSUE: 27

ISSN 0964-8763

January 1995

A Quarterly Journal on the Railways of the Middle East  
Edited and Published by Rabbi Walter Rothschild,  
9 Primley Gardens, Leeds LS17 7HT. England



*27:1 Quite a well known picture: IR SAFB Bo-Bo 103 entering Haifa Mizrach from Haifa Merkaz, ca 1958 with a 6 coach train of former PR stock. (Photo: Israel Govt. Press Office: ref 11843, File 13.2.1) Note the signals - only recently removed and the American style number on the bonnet light. Why on earth is that signal in the background "off"?*

Well - they do say that, if you want to make God laugh, all you have to do is to tell Him your plans for the future. This issue is slightly delayed because I suddenly entered a four-week period of high stress which culminated in my leaving my job as a Rabbi in Leeds. The story is a long one, to do with internal synagogue politics - but the long and the short of it was that I eventually took the pay-off and left before the conflict got me further down. The penalty for speaking your mind from the pulpit ! Isaiah would have understood.

So - when I should have been doing more important things, like putting this issue together or thanking the various correspondents who have kept up a steady stream of news and articles, I have instead been ensconced with lawyers, colleagues and advisers all seeking to help get me the best possible settlement and help for my future career. At the moment plans are vague, but it looks likely that we shall be leaving Leeds in the late summer/early autumn of 1995. 'Harakevet' will come too - fear not - but there is bound to be a bit of upheaval before I can announce a new address and new subscription arrangements for any following series. Prepare for a gap after issue 28 ! I'll keep it as short as possible.

For now - here is a vast array of material that had been prepared before the fuss blew up, and a slightly shortened 'News from the Line' because, alas, it has simply not been possible to process and use all that has come in the past month. My apologies to contributors - it will be used in the next issue, even though as 'News' some of it may be slightly stale by then.

The Editor.



27:3. WD 2-10-0 No. 73674 (NBL 25460/44) at 169 Railway Workshops, Royal Engineers, Suez, 9th. Jan. 1945. (Photo: Len Redshaw.)

a). Death on the Line. An horrendous day for IR, and at the height of the holiday season, was 14/8/94. Train 49 (0735 Nahariyya-Tel Aviv) ran over and killed an elderly man as it approached Hoterim, ten minutes after leaving Bat Galim. The train was held for 1½ hours while the police conducted their enquiries. In the afternoon Train 57 (15.27 Nahariyya-Tel Aviv) came to an unscheduled stand at Herzliyya due to loco failure. The Binyamina shunter was appropriated from a local freight working and despatched to the rescue of Train 57 which finally rolled into Tel Aviv nearly an hour adrift. In the evening Train 62 (2000 Tel Aviv-Haifa) which was double-headed by 'Jumbo' 605 and the Binyamina shunting loco being worked back north, broke down between Dor and Atlit. A light engine was sent out from Haifa and Train 62 finally arrived at Bat Galim 65 minutes late and with three locos ! Spread out throughout the day, these three mishaps meant that there was no chance of returning to a semblance of timekeeping, and there were long delays to passenger trains all that day. Local and main line freight workings were disrupted as well.

There was another fatality the following day (15/8) when a woman was run over by a passenger train in Jerusalem. Suicide was suspected.

b). T44 Reports. The repaired Swedish T44-type bo-bo (still known on IR. strangely, by the appellation 'T44') was by the end of August based at Haifa depot; rumour was that it would not be used on regular passenger work again, but on local freights, perhaps as Binyamina shunter; a further possibility was that it might be transferred to Lod, also for local freight turns.

c). Station Refurbishment. Work continues. In August work began on resurfacing the platforms at Haifa Central; during the work on the island platform (Plats. 2 & 3) this was closed to passengers, which meant that the scheduled crossings of passenger trains had to be rearranged for Bat Galim or Haifa East on an ad hoc basis, with consequent slight delays.

d). New Industrial Loco. A new loco arrived in Israel during June or July 1994; it belongs to Rotem Fertilisers and shunts that firm's Negev mineral traffic at Ashdod Port. Running number is 007. Only incomplete details are known at the moment but the loco is described as a reconditioned 8-cylinder, 6-axle, GM type SWC264. It came via Canada Allied Diesel of Quebec, Canada (presumably dealers in second-hand locos). Building date, works number and previous history are unknown.

e). All Change at the Top (Again). The IR General Manager, Ya'akov Shen-Tzur, resigned on 8/8/94. The stated reason was a lack of sufficient development funds, but it may be noted that he had been under investigation for providing top jobs to personal friends and relatives.

f). Cable Plans. 'Yediot Aharonot' of 9/8/94 reported a proposal to build a cable car between Safed and Tiberias, a distance of 13 kilometres. Jack Belz, an American Jew and chairman of a large investment company, is said to be interested in investing the \$115 million project which includes a tourist complex and two hotels. "German experts" would do the actual construction. Opposition has been expressed by several groups, including environmental agencies and ultra-Orthodox Jews who fear the desecration of a nearby cemetery in Safed, as well as the prospect of the cable-car operating on Saturdays and religious holidays.

g). Belgian Coaches. According to "Today's Railways" No. 3 (Oct-Nov. 1994), p.59, the SNCB (Belgian Railways) have sold the last 23 examples of their M3-type stock to Israel Railways.

h). Syrian Locos. Also according to "Today's Railways" No. 3, p.52, Syria is interested in purchasing 30 surplus Class 232 Co-Co diesels from Deutsche Bahn (DB). These former DR (Deutsche Reichsbahn) diesel locos were Russian-built, at the October Revolution Locomotive Works at Voroshilovgrad. 709 were constructed between 1973 and 1982; they are fitted for train heating and have a maximum speed of 75 mph. Due to the fall-off in freight traffic since the German reunification many former DR locos have been made surplus to requirements and withdrawn (including the 80 very similar 230 and 75 231 classes). (Some of the above details thanks to "Rail" No. 237, p.27.)

i). Jerusalem Trams. In the 'Jewish Telegraph' (Manchester) for 7/10/94 is a piece headed "Transport Chiefs plan Jerusalem tram system". It reads: "The Jerusalem Municipality has drawn up a plan for building an electric tram system in the city, transport department head Michael Nachman revealed in Monday. The plan calls for two tramlines linking the city's outer neighbourhoods with downtown Jerusalem. Nachman added that the Ports and Railroad Authority had already given the go-ahead for connecting the proposed tram system with the train line to Tel Aviv. But he added that no money had yet budgeted for construction by the government.

However, a leading US transport company is to be formally hired by the city to study the feasibility of trams for Jerusalem.

Nachman presented a series of maps outlining the two tramlines and proposed large parking lots for commuters using the lines.

The city, he said, has been forced to consider "unconventional" means of dealing with its growing traffic problems, particularly in the downtown area around Jaffa Road."

An item in the 'Jerusalem Post' for 4/10/94 on the subject read: "A street-car line would begin near Pisgat Ze'ev and follow Route 1 to Jaffa Road, and then circle back in the direction of the northeastern neighbourhood.....

Serving western neighbourhoods, a second line would run along Sderot Herzl from near the Kiryat Hayovel neighbourhood, to Jaffa Road, and continue in the direction of the Liberty Bell Park and train station." [Implying this remains open ! Ed.]

The issue for 26/11/94 had: "Jerusalem Mayor Ehud Olmert has signed a \$400,000 deal with an American firm to plan a light rail system for the

capital. The plan is expected to be ready in four months, after which the Jerusalem Municipality and the Transport Ministry will decide whether or not to implement it. The light rail system idea has been proposed to help solve the capital's burgeoning traffic problem."

The firm is Parsons-Brinckhoff. It isn't clear why an American firm rather than one of the many European groups with LRT experience was chosen. Apparently ten months is allowed for the study - so one needn't expect much progress for at least ten years. LRT is preferred over an underground line, despite the disruption to the living, because of the vast number of graves in the area and the furore that could be caused in Jerusalem by disruption of the dead.

j). More Esslingens. Two more refurbished former Esslingen intermediate railcars entered public service on 29/11/94 following their return from Ha'argaz of Sarafand. Numbered 114 Bet and 115 Bet, they have been repainted in a livery closely approximating that of the IC3 sets but without the diagonal red stripe at the end of the vehicles. Perhaps this is the first sign of a gradual livery change or all loco-hauled IR passenger stock.

Ha'argaz has also won a tender to refurbish a total of 50 IR coaches (in two stages, of 30 & 20), for 36 M shekels.

k). Diesel Loco Renovation. On 24/11/94 in Maariv (in Hebrew) and the 'Jerusalem Post' (English) appeared a large advert for a Tender by the PRA for "renovation of the Israel Railways fleet of Diesel-Electric Locomotives", involving "The supply of new locomotives and/or the supply of remanufactured locomotives on a unit-exchange basis (trade-in) and/or remanufacturing/upgrading of PRA locomotives, and/or the supply of Tractive Effort Booster Units." Tenders to be in by 15/2/95, from tenderers with at least 10 years experience in loco renovation/remanufacturing. So - it appears the G12's and G26's may have another lease of life ahead of them !

l). Rakevet HaEmek. From Steve Tish come a few cuttings on schemes to restore part of this line for tourist purposes - a picture in "Haifa v'Tzafon" 19/10/94 and another in 'KolBo' 28/10/94, p.43, show a dummy loco of American 4-4-0 outline on a section of track at Kiryat Haroshet.

m). To Akaba ! Also from Steve, a cutting from "Yediot Aharonot' for 2/11/94, p2., according to which Yisrael Kessar, the Minister of Transport, envisages a railway line from the Dead Sea to both Eilat and Akaba ports

for the transport of phosphates. The latest 'Master Plan for the Negev' shows (as usual) the projected line from Har Tzin to S'dom and Eilat.

n). Carmelit Problems. According to 'KolBo' 7/10/94, p.21, Kessar is quoted as using the Haifa Carmelit as a good paradigm for the state's Transport policy, as "it goes nowhere" !

o). More Suburban Trains. From "Koteret", 14/10/94: The suburban service between Haifa and 'the Krayot' [the neighbourhoods to the north, en route to Akko; Ed.] is to be improved.

p). Ayalon Progress. 'Maariv' for 16/11/94 (p.5) had a picture of cranes working on the new suburban station at Hashalom, erecting 75-ton concrete beams to carry the station facilities. The station is now due to open in August 1995.

q). Beersheba Line Improvements. From 'Globes', 17/11/94: 10 million shekels is being spent on strengthening 13 railway bridges on the Na'an-Beersheba section.

r). Biblical Railways.... Many years ago your Editor bought, in Jerusalem, an old (1940's) "Map of the Holy Land in the Time of Jesus Christ, Showing All Railway Lines" ! However, 'Globes' on 14/10/94 had merely a Tender invitation for a Railway at the new Biblical Zoo at Jerusalem. The old Zoo had a fascinating elderly miniature railway of American origin, which has presumably now all vanished.

However, there is as yet no guarantee that this tender (and one for the Neot Kedumim Nature Reserve east of Lod) will actually involve anything that runs on rails, as opposed to the schmaltzy 'road trains' one often finds at such places.

Nevertheless, a new Halt had opened by Sukkot '94 on the railway line at the Jerusalem Biblical Zoo. An asphalt platform one coach-length long and a substantial stone-built staircase leading up to the carpark !

s). Family Ties. Poor Sybil Ehrlich was forced by her Editor to write "railroad ties" rather than "railway sleepers" in the following item, which appeared on 7/11/94:

"Israel Railway inspectors over the weekend traced a family suspected of stealing thousands of tons of railroad ties from the Valley railway line. Police are investigating the Afula family. Last week the commercial office of IR in Haifa received an anonymous call that railway lines had been

stolen near Moshav Merhavva.....Inspectors went out to the site and discovered that pieces of track were missing. Footprints led to Moshav Adirim, near Afula. The inspectors found piles of railroad ties in the backyard of a Moshav home. They estimated the value of the stolen ties at tens of thousands of shekels..."

Since this track has been rusting in situ for 45 years, one wonders why such a fuss is made about someone collecting it !

27:5

#### NOTES AND CORRECTIONS:

First, some from Paul Cotterell: [Some of these were originally intended for issue 26 and regrettably omitted. Ed.]

a). "Item 26:4 (w) related to the same line as 18:4 (a).

b). Re. 25:10. The incline between Jaffa and Tel Aviv was at 1-in-50, not 1-in-20 as shown on p.19. It would seem that 'The Chinese Cracker' and 'The Ming Dynasty Piece' were one and the same 2-6-0; if so, then Wyn Fear's memories of it as "a very good loco" are in total contrast to those of Ken Cameron. Perhaps Ken's labours on the engine paid off in the end after all.

c). Re. 25:9, note 3: I see no reason why HR 2-8-0T No. 300 should not have been observed at Haifa, despite the official records. It was photographed at Haifa East station by Ron Garraway, and is so shown in Harakevet 7:15, p.18.

d). Also re. 25:9: The additional comments by Ray Ellis on the pay coaches were most useful. Nevertheless I stick by my original supposition and say, as I did in 24:5, that I think the LSWR pay coach 77 would be more likely to have featured in David Smith's journey. This journey took place in January 1946, by which time coach 77 was in use as a pay coach rather than for instructional purposes, and I infer therefore that it had replaced the former ESR vehicle in the function of PR pay coach by this date. This accords with the relevant details given by Ray in 25:9."

e). From Hugh Hughes: "Re. 25:20 & 25:21: Full details (including maps) of the Western Desert and Qena - Safaga lines can be found in "New Zealand Engineers. Middle East" by J.F. Cody, pub. Wellington, New

Zealand, 1961. The relevant pages are: 30-43, 160-177, 252-279, 334-337 (HBT line), 396-401, Appendix 1."

Bill Atkin notes that one of his jobs included the dismantling of the original Qena-Safaga line.

From Jacob Wahrman:

f). The American travelogue (26:19) was actually written by Lee Stewart Smith, who travelled in the Holy Land, together with his wife, in the winter of 1893, i.e. soon after the inauguration of the Jaffa-Jerusalem line. His book "Through Egypt to Palestine" was published 1896 by the Fleming H. Revell Company (Chicago, New York & Toronto.)

g). Jordan and Syria. (& see other items in this issue).

From Bill Alborough of TEFS:

On 26:6: Apparently I got a lot of things wrong in my telephone conversation with Bill, so here are several corrections:

Mr. Aziz retired in January 1994 in Syria; the 79-year old loco driver and the heart attack incident both refer to Jordan, not Syria. The two replacements were in Syria for Mr. Aziz. Loco 23 is Jordanian. The wagonloads of papers are in Beirut station, not Rayak, and Mr. Ballakat's name should be Barrakat.

Regarding 26:9, Ray Howgego's notes on Syria:

i). Traffic in and out of Cadem standard-gauge at Damascus is frequent in the mornings and evenings. There is a huge marshalling yard near the diesel depot with constant shunting.

ii). Trains in and out of Cadem on the standard gauge are crowded. The Hedjaz 1.05cm. gauge trains are so lightly loaded that sometimes only the loco runs, with passengers in the rear cab ! The TEFS tour saw the International Train three times, with loadings of 13, 8 & 11, and around 15 staff and officials.

iii). Since only one Hartmann 2-8-2 is still active, No. 260 built 1918, the '1904 steam loco' must be a misunderstanding.

iv). The line from Amman to Dera'a is also, of course, operational. It sees the International Train Syria-Jordan on Sundays, return Mondays, plus some freights and occasional school trains.

Incidentally, TEFS intend to run ANOTHER HEDJAZ TRIP on May 25th.- June 5th. 1995, including a further trip to Rayak and Beirut. Mr. Aziz has been working to get Jordanian locos 51 & 71 into traffic, due May 1995,

and Syria expects to be able to provide 260 or 263, and 755 or 805 (SLM 0-6-2T) for the tour.

Also - Railfilms now have a Hedjaz video, based on the June 1994 tour, available through W.H.Smiths. I hope to get a copy and review it.

h). Re: 26:7 (a). Turkish 8F's. According to 'Steam Railway', TCDD recently quoted £36,500 for one of the 'scrap' 8F 2-8-0's, noting that it was not in working order and that no spare parts were available.....

The same issue noted the death, on 2/9/94 at 82, of Ron Jarvis, who in 1941 had been responsible for the erection of the Stanier 2-8-0's sent to Turkey at Sivas Works. Apparently (according to his obituary in 'Festiniog Railway Magazine' No. 147 p.97) he was sent there from Derby, with Fred Soden of Crewe Works, and "needed to improvise several modifications, particularly with the blastpipes, to enable the engines to work satisfactorily under Turkish conditions. On completion of the mission he returned to UK in mid-1942.....After the War, he was sent to Egypt to examine Class 8 2-8-0s stored there, and to recommend which ones merited return to the LMS."

i). Lance King raises an interesting question on 26:17; if it's from a 1931 Directory, how come there are traffic statistics for 1935-6 ? Alas, I have only a photocopy of the relevant pages - not the title page - so was dependent on my source for this description - but Lance is clearly correct.

j). From Peter Nothdurft: More photos of the wreck of S.S. "Thistlegorm" appeared in 'Eisenbahn Kurier' for October 1994.

27:6

MORE ON SINAI MINERALS.

Further to 23:14, I recently came across the December 1927 issue (Vol. LII, No. 6) of the "National Geographic Magazine". This issue has several very interesting articles on Palestine, Jerusalem, colour photographs of local inhabitants etc., and a lengthy article entitled "East of Suez to the Mount of the Decalogue" by Maynard Owen Williams describing a camel trek across the Sinai peninsula and back. On p.739 is the following:

"Our seventh desert day was marked by a fleeting return to civilization, first through an exhilarating swim in the Gulf of Suez, and second by halting our caravan long enough for a train to pass. It was a tiny train of ore cars joining the cable railways from the manganese mines with the loading pier at Abu Zenimeh, ancient port for the Maghara and Sarbut el-Khadem mines. But it impressed us as though it were the first we had ever seen."

Alas, no further details or pictures !

Further comments and elucidation from Hugh Hughes:

- a). J.P. Pearson ("Railways and Scenery", 1932) traversed the line in 1908. He gave Sejed as being at Km. 39.  
 b). Bradshaw's Continental Guide for April 1914 gave Sejed as 24½ miles (i.e. 39.8 Km.) from Jaffa.  
 c). 'Locomotive Magazine' for 1922, pages 135-9, gave a detailed profile of the Jaffa-Jerusalem line, with all gradients etc. "Junction" station is given as Km. 37.3 ; Sejed is shown as being just over the Km. 39 mark (although the precise distance is not given.)  
 d). "The Development of Military Railways in Palestine" (PRO WO 95/4389) refers to a small running shed at Jerusalem and a machine shop which was wrecked by the Turks. Large traffic and marshalling yards were laid at Ludd besides minor yards at Wadi Surar station, Jerusalem and Haifa.  
 e). "Geographical Handbook, palestine & Transjordan, December 1943" gave:- Wadi Surar bridge, 36.8 km; Wadi Sarah 37.3 Km.  
 f). 'Middle East Pamphlet 174' covered the arbitration between the JJR French Company and the British Government re. compensation (in 1922). It said that the Turks made a large junction station at Wadi Surar and the station buildings at nearby Sedjed were abandoned and the engine shed lines and crossings demolished (presumably the source of Tourret's comments ?). The Turks when they retreated blew up the big metal bridges (including I suppose the original Wadi Sarar bridge - hence the 'repairs' in the photo on p. 24 of issue 26?).

27:8

WHO OWNS AFULE ?

Jacob Wahrman has sent me a copy of a page from "The New Palestine" for March 27th. 1925; this is apparently a publication of "The American Zion Commonwealth" which had then recently acquired land in the vicinity of Herzliyya and elsewhere - including, according to a photograph, "The Afulah Station", the picture showing a two-storey stone building, single-storey goods shed, water tower etc. This cannot be correct, since the station remained owned and in use by Palestine Railways until 1948... Can any reader clarify this confusion ?

27:9

OLD GERMAN POSTMARKS.

From Dr. Ernst Schmidt I have received a copy of part of a philatelic auction catalogue (No. 17, July '94) issued by Peter Vogenbeck of Kalenborn. Included are postcards postmarked "Eisenbahn Sonder Kommando 6b/Werkstättenabteilung für die Bagdadbahn", from June & December 1917, sent from Bosanti and Konia by a Pioneer named Kinsche. Cost is only 150 DM each ! Clearly Kinsche and his unit was at work trying to complete the rail route through Turkey to Syria.

27:10

NOTES FROM THE LEBANON.

Quite a lot of information has suddenly surfaced in December 1994, in addition to previous notes. Some of what follows expands previous information.

From Andy Wilson, currently working in Beirut, come three letters and some photos::

"The HBT: The track exists, in derelict condition, with gaps for bridges etc. from the south, as far as the power station at Ras en Nabi Younes. Northwards to Beirut the track has been removed. There are some tank wagons on sidings near the power station and the first bit of track towards Saida (Sidon) looks much better than further south.

The track resumes at Beirut and continues north of Tripoli. The line from Beirut yard as far as Chekka is clear and something had moved on it recently, although it is not in regular use. North of Chekka, the track is obstructed by odd heaps of rubbish, advertising signs etc. but appears to be quite easily openable. Plenty of wagons at Beirut including some which look to have been new and hardly used since the 1970's. Lots more wagons at Chekka. A smaller quantity of wagons at Jounieh with a derelict German railbus and a 4-wheel-drive ex-military truck converted to rail wheels - this last being the kind of thing which used to be found in France; I guess a French manufacturer used to produce these as a cheap, small shunting unit - I don't think it is home-made.

At Beirut the spur going across to the narrow-gauge line has been destroyed by works for a new road, but mixed gauge track then resumes between the houses to the passenger station. This has 3-rail track but is seriously obstructed by rubbish, asphalted areas etc.

The St. Michel passenger station contains lots of very interesting things visible through convenient bullet holes in the perimeter wall. I wanted to get in through the front door, but had to do this on a working day when staff were on duty... The station is full of people employed there, as it is the railways HQ responsible for the operational part of the HBT. The station throat has been bulldozed and made into a car park but the rest of the station is intact and full of rolling stock. This included Hedjaz Jordan vans K 4012/ 4034/ 4035, but everything else was CEL.

Steam locos standing outside the roofless loco shed are: 303, 37, 8, 36, 10 - all robbed of brass parts. A workshop diesel contains a Moyses diesel, 201, looking complete and possibly runnable. The workshop was mixed-gauge, and also contained a standard-gauge wagon. Standard gauge rails were not

apparent elsewhere and it was not clear how the line went through to the port.

On to the port, tracks are interrupted and asphalted over but quite clearly there is a lot still there out of direct sight. There is plenty of standard-gauge track here, all derelict.

I also visited the standard-gauge depot on 20/12/94, where I was informed that there is a weekly train between Beirut and Chekka and that a loco is out-stationed at Chekka to shunt the cement factories there.

Locos present at Beirut depot were:

1201, 1202, 1203: All Cegielski, Poznan, 7.06 of 1977. (The same number appeared on all worksplates !)  
Co-Co diesel-electrics.

601, 603 : EMD, serviceable.

604. : EMD, said to be "scrapped".

202 : Moyse (converted from n.g.); derelict.

203 : Moyse (converted from n.g.); appeared complete, but apparently officially withdrawn.

Also three railbus vehicles, derelict, and a tank wagon.

Going up the mountain, the narrow gauge has very little track remaining up to the summit but on the Bekaa side, most of the track remains, as does the standard gauge to Rayak. Derelict, with gaps, so it is not just a matter of clearing rubbish to reopen.

At Rayak, the passenger station has a lot of narrow gauge wagons, mostly vans, some used as living quarters by Syrian soldiers, some used as agricultural stores by local people. No standard gauge stock there. I also visited Rayak loco shed but was asked to leave by a Syrian sentry before I had had a chance to study its contents. It was full of engines. Outside was a standard-gauge 2-8-0 (not a type allocated to Lebanon in Hughes' lists) and two narrow-gauge locos. No obvious identifications on any of them and I did not get time to look thoroughly. The standard-gauge loco had a big oval plate scar on the cab side and its tender had straight flared coping all round like American tenders of the Victorian era. Very derelict - bronze parts missing - even the steam chests opened and slide valves gone.

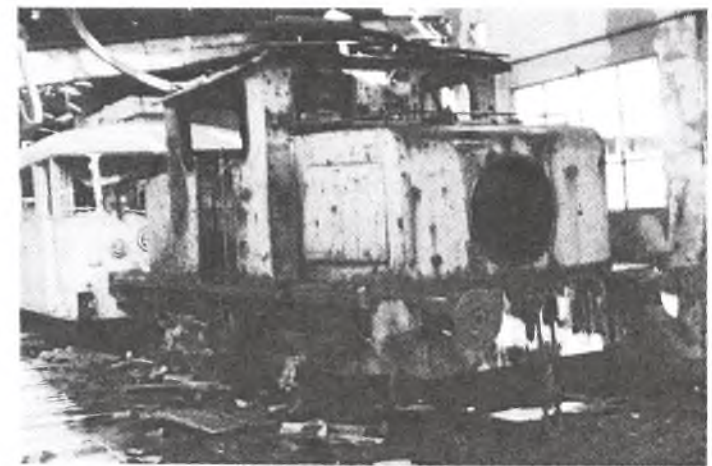
On 9th. Dec. - I had a first sighting of a working train - an EMD 6-wheeled shunter and 7 or 8 vans at Chekka proceeding southward; it must have originated at the cement works on the north side of Chekka, which has sidings obviously used, and wagons in there. The main line further north is obstructed as I noted before. I've no idea where the train was going. The loco was bright green, and looked freshly-painted; It must be 602 - its

bright green colour distinguishes it from the others.

I also got to Tripoli. The loco shed has three wide-chimney G8's inside and another (110 coupled to tender 104) outside. Also outside were two smaller 0-8-0's, one with tender no. 23, one possibly 107; derelict, of course, but not as bad as the equipment at Rayak. Some 4-wheel coaches and plenty of wagons, including some Syrian stock.

Concerning the 2-8-0 at Rayak, Hughes p.69 lower photo has the type of tender seen, although the loco may be different - slide valve cylinders whereas that in the Hughes picture appears to have piston vales.

Beirut standard-gauge shed, 20/12/94. GM/EMD Locos 601 (on right) & 603



Moyse Loco 203 at Beirut shed, 20/12/94. (Both photos: A.J. Wilson.)

27:11

We look forward to more photos for a future issue; in the meantime, 'Continental Railway Journal' No. 100 (Winter 1994/95) p.97 has:

"Lebanon: The Following notes refer to May 1994:

Beirut. Dumped at St. Michel shed, in addition to many coaches and wagons, were following 1.05m. gauge locos: Class A 0-8-2RTs 36/7 (SLM 1774-5/1906); Class B 0-6-2RT 10 (SLM 986/ 1896); Class Ba de-racked 0-6-2RT 8 (SLM 848/1894); Class S 0-10-0RT 303 (SLM 3123/1926); and (standard gauge ?) 0-4-0DE shunter 201 (Moyse/1934). At Beirut "station" the following were dumped, presumably all s.g. 0-4-0DE shunters 202/3 (Moyse/1934); 0-6-0DE shunters 604 (EMD Type GM6 25465/1960) and two more of the same type unidentifiable. Co-CoDE 1201-3, similar to PKP Cegielski-built class SP45 and ex-DB Uerdingen railcars A-10450-3, B-10450-3 and C-10450/2/3 (C-10451 being at Jounieh station).

Rayak. Dumped at the shed here (which has been converted to a Syrian army camp) are at least four steam locos probably two class S and one class A of 1.05m gauge, and possibly a standard-gauge class G 0-8-0. Full investigation was prevented by a Syrian officer. The shed is 1 - 2km. from the station, which has also been requisitioned by the Syrian army and looks like a public scrapyard. The former 1.05m. gauge line from Beirut through Rayak and on towards Damascus is still recognisable, though most of the track is lifted, stations and snow shelters are damaged and the curved viaduct near the summit at Beidar has been blown up."

27:12 JORDAN NOTES.

From the same source (CRJ No. 100, p.97):

Jordan. In June, the only steam locos in working order were Jung 2-8-2 51 and HSP 2-8-2 71, though RSH 2-8-2 23 was steamed for a visiting party. It was stated that 51 and 71 were to receive major overhauls with spares coming from dumped 2-8-2's 53 and 72 respectively. It was also rumoured that Syrian 2-8-2s 260/263 might be purchased. Occasional steam specials for the local population (weddings, children's excursions, etc.) are run northwards to Zerka, or even Dera'a. Freight traffic and the weekly passenger train to Dera'a are worked by General Electric Type U10B A1A-A1A DE locos. South of Amman (apart from the Aqaba Railway) there is virtually no traffic, though the line is useable to Qatrana."

27:13

Also from CRJ 100, p.98: NOTES ON SYRIA:

"The following notes refer to May/June 1994.

1.05m. gauge lines: The whole system is in a very poor state. The only regular traffic is the International passenger train between Damascus and Amman, which runs Sundays only and usually comprises Ganz-Mavag railcars hauled by diesel loco A-301. A freight train (mainly conveying textiles) runs about every ten days to Dera'a (for Amman) and could be steam-hauled (by 2-8-2 260) if the diesel loco AV-402 fails. There are still plans (probably just wishful thinking) to reopen the Damascus - Serghaya branch for tourist and excursion trains. This line had been cleared of stones and rocks all the way, but not of the walnut trees overgrowing the lower part of the line. The Dera'a - Bosra line appears in fairly good condition but has no regular traffic. On the remaining track from Dera'a towards Muzeirib (the former Haifa line) there is clearly no traffic as telephone wires cross it at less than the height of a train. From Muzeirib a short line branches off northwards, it is thought towards a lake. This is not the former French [actually Belgian, Ed.] line towards Damascus, and our reporter was told it was laid 20-30 years ago to open up a holiday resort, but never saw a train. Does anyone know more ?

1.05m. gauge locomotives. In working order were: Co-CoDEs A-301 (Bucharest 23rd. Aug/1977) and AV-402 (Bucharest 23rd. Aug. 23450/1977); 2-8-2 260 (Hartmann 4029/1918); 2-6-0T 130-755 (SLM 849/1893); and 4wD 747 (Schöma 3247/1970). Under repair at Cadem Works were 2-8-2 263 (Hartmann 4032/1918) and 2-6-0T 130-754 (SLM 854/1894) both being put into working order, the latter in theory for the Serghaya line, for which at least one four-wheel coach was also under repair. Also being repaired, though probably only for display, was 2-6-0T 62 (Jung 966/1906). Almost all the other surviving locos were dumped at Cadem: 0-6-0Ts 34/5/7, 2-6-0T 61, 2-8-0s 90/1/3, 106/60/2, 2-8-2s 259/61/2, 2-6-0Ts 130-751/2/3, 0-6-2Ts 031-803/4/5 and 0-4-4-2Ts 0202-961/2, plus diesel locos A-300, AV-400 (damaged in an accident), AV-401, and various railcars. Still at Dera'a were dumped 2-8-0 161, and 2-6-0T+T 66 which was steamed for a visiting party although it had not been in working order for at least 12 years."



Some interesting literature has hit the Editor's bedside-table in recent months:

1. "THE RAF MASIRAH RAILWAY". By W.J.L. Corser, published by RAM Productions Ltd., P.O. Box 134, Pinner, Middx. HA5 3YN. 1994. ISBN 1-899231-00-5. Card-bound. 95 pages, many illustrations (b/w) price £10.45 incl. UK p & p.

This remarkable book traces the history of the 2' gauge railway serving the RAF base on the inhospitable Masirah island off the coast of the Sultanate of Oman. This commenced in October 1943 and was finally dismantled in 1977. What makes the history of this line so fascinating is that it was built in a humid, salt-laden environment where steel simply rotted away quite quickly - giving most of the locos and rolling stock, not to mention the track, a short working life; further, that after the war its main function was to serve as recreational transport and simple fun for the successive servicemen stationed there, most of whom knew little of what might have happened even a few months before their arrival - so that piecing together a coherent history in such detail has been an impressive task.

Recommended.

2. "SOLDIER WITH RAILWAYS". By. Lt.Col. A.A. Mains. ISBN 0948251-70-0. Picton Publishing, Queensbridge Cottages, Patterdown, Chippenham. Wilts. SN15 2NS. £19.95 incl. U.K. p & p.

Tony Mains served in India with the 9th. Gurkhas and travelled extensively in his duties as a Field Security Officer. For 'Harakevet' readers the main interest will be his time in Iraq and Syria, but he also covers travels in India and Burma, and took extensive notes of locos, rolling stock and incidents on his journeys. Very much in the style of Memoirs, with a personal perspective on events such as the Partition of India and Pakistan and the dangers of travelling robbers. Good fun.

3. "DIE BAGDADBAHN". by Jurgen Lodemann & Manfred Pohl, pub. v. Hase u. Koehler, Mainz, 1988, ISBN 3-7758-1189-3. Hardback, 190 pp, many illustrations (incl. many in colour).

This gorgeous book was commissioned by the Deutsche Bank in Frankfurt to mark the centenary of its involvement with the financing of Ottoman railways from 1888 onwards. As such it combines commercial history (the first section includes much detail on the financing of different lines) with a description of the system as it exists today, from Istanbul to Baghdad. Illustrations include many from pre-World war 1 and such items as maps and share certificates. It's big, it's glossy, it's well-researched and it's full of rarities.

There is no price stated, but I would suggest anyone interested write to any decent German bookshop.

In Part 1 some of the Microfilms were listed; This next section covers files the Editor obtained via the older manual system rather than from Microfilm. Hence the apparently random sequence.

All file numbers start "Mem" ("Memshallah" - 'Government Office').

373/R/1/40. Oct. '39 to April '48:

Arguments over the payment of charges by the military to PR for services rendered, and different scales of charges for military traffic.

Letter, Webb, 2/4/40, re NAAFI rates of 25% discount; approved by Chief Sec. 10/4/40.

21/5/40: Amendment to agreement of 15/3/40: since all HR wagons are 8-wheeled, they are to count as the same as a 4-wh. PR wagon; Confusion over Petach Tikva line: Webb wants to keep it out, Brigadier wants consistency ! PICA wanted the line buying out ! 16/8/41: New rates agreed from 1/6/41: PR: 19 mills per wagon/km.; Kantara-Rafa 16 mills; Hejaz 46 mills.

Webb: letter to C.Sec. 19/12/41: "The arrangement for adjusting the rates every three months is working satisfactorily". 4 pages (p. 3 missing) of 5-page letter; Bills mostly paid by June '46, but some still outstanding by Jan. '47.

374/R/24/41. July - Oct. 1941.

Disposal of military stores to civilian organisations, Release in UK of stores & material required for PR. 8pp.

781/R/43/34. I. April 1938 to December 1943.

Revision of General Manager's Powers, to set rates and fares; Govt. insists all such changes go through official channels and the 'Gazette'.

370/R/29/31. Aug. 1930 - May 1945.

Petach Tikvah Railway. Arguments about its status, the land, whether PR should acquire it, compensation & payments.

376/R/9/46. 1940 - June 1946.

Nablus - Tulkarm line. Should it be lifted, sold, revamped for military use.

375/R/20/43. August 1943. Yard facilities at Haifa East for the Haifa Port approaches scheme.

with:

371/R/32/35. April 1935 - Dec. 1943. New layout at Haifa - extra loop & siding for citrus shed '35, proposed amalgamation of loco sheds '35, new 4th. line '36, new crossover for military traffic to Nesher line '43.

with:

371/R/32/35. 1935 - Nov. 1943. Revised layouts at Haifa East, and new s.g. crossover to Nesher line for military traffic.

with:

372/R/38/36. April 1936 - May 1947. Private sidings at Haifa for oil traffic; also ref. to Artuf 'Shimshon' siding, '46.

376/R/17/45. 1945 - 48. Acquisition of ex-WD & USA rolling stock by PR.

with:

376/R/19/45. Letter from Greek Consulate to C.S., 7/10/45, re. purchase of 8 locos & 150 wagons from WD sources in Egypt, for transport via Palestine, Syria & Turkey. Letter from Kirby, 15/10/45: "The movement will probably be arranged by the Military Authorities... suggestions are being made to the D.D. Mov. Levant, that the locos should work through Palestine in steam, hauling the railway trucks. By moving the rolling stock in this way, it would not be necessary to employ any PR locomotive power, and it is probable that the Railways through Syria and Turkey would similarly welcome such relief. If it is possible for the locos to be worked through in this way, I suggest that, as a gesture to the Greek Government, we should permit the trains over the PR system free of charge. If, however, it is necessary to haul the locos dead, it would be necessary to raise the appropriate haulage charges on both the locos and railway trucks. In such case it is probable that the charges will be raised through the military accounts.

P.S. Since dictating this letter I have learnt that, owing to the estimated very high cost of transport through Turkey, it is improbable that these locos and wagons will pass over-land."

This proposal for free transit agreed by Chief Sec. on 22/10/45.

GM sent another letter 24/10/45 - the locos did not travel overland.

with:

376/R/7/47. March/April '47. Purchase of locos and rolling stock, surplus to requirements, from WD by UNRRA, and sale of 24 Mikados to Turkey.

376/R/15/47. May - August 1947. P.R./ E.S.R. Coaching Stock Agreement.

(2 copies). Memos and drafts from Solicitor-General's Dept.

with:

372/R/93/37. 1937 - 1942. Arguments over costs of hiring ESR stock for military traffic in 1936 Disturbances; ref. to destruction by fire of four PR 3rds. at Haifa Carriage Shed in '36 riots.

???? R/22/42 ? 1942 Rail Transport Coordinating Committee. Correspondence re. its introduction to control wagon movements. 32pp.

R/1/40. January - December 1941. Arguments over military rates for passenger and goods traffic over S.M.R., P.R. & H.R. Requests for rebates or simplified charging structure.

with:

374/R/4/41. Jan. to Oct. 1941. Revision of scales of rebate on military passenger traffic.

373/R/25/39. 1939 - 1941. Repairs to Rolling stock. incl. increased interest & renewals contributions by the Kantara-Rafa Rly.

371/R/65/33. Nov. 1935 - 1943. Provision of facilities at Gaza station, incl. ('43) acquisition of more land; refs. to shelters provided at Kfar Baruch, Tel Yosef & Naharayim on HR.

373/R/15/39. 1939-47. El Majdal Station - destroyed by fire 1939, rebuilt 1946/7; correspondence on cost overrun.

373/R/9/40. Extension of Transporter sidings at Kantara East. 1940.

372/R/51/36. 1935/6. Supply of Biassi sleepers & tender form. 5-page memo of 3/7/36 re. Modai's contract; contract terminated 28/3/36; legal argument follows till 3/39.

with:

373/R/2/40. Dec. 1939 - Dec. 1940. Supply of sleepers from Poland and Rumania, and problems relating to fulfilment of contract.

with:

373/R/4/40. Dec. 1939 - May 1940. Contract for supply of sleepers from Poland and termination thereof. (cf. R/26/39 - not copied - deals with purchase of Canadian sleepers). Letter of 11/1/40, guarantee deposit of £P2,610 of Messrs. Ginsburg & Engel was entreated on 28/12/39. Legal argument follows. Deposit refunded May '40. Argument follows about interest charges of £P69.975 whilst deposit had been held; payment refused.

with:

373/R/21/40. June 1940 - Nov. 1941. Supply of railway sleepers to match wartime requirements. Army now providing its own for military depots.

372/R/133/36. Nov. 1936. Emergency expenditure in connection with the Disturbances of 1936. Plus: letter 31/8/39: Request for fly- and mosquito-proof windows at Hadera and Tulkarm stations for Pal. Police Rly. Detachment.

371/R/26/34. 1936, 1938 & April/May '45. Transport of Cereals from Transjordan to Palestine - rates for HR line. 1934: Tariff of 250 mils per ton set for cereals, Haifa - Semakh.

370/R/4/31. Redistribution of Hedjaz Rolling stock. March 1934 - Oct. 1935.

Dispute with the Syrians over stock, rails, sleepers of Damascus-Muzeirib line and other assets used by the Turks in Palestine during 1915-17.

376/R/104/46. 1946. Correspondence on the raising of freight charges.

376/R/106/46. 1946-7. Correspondence re. military aid to PR during strike of 15th-24th. April 1946 & claim for compensation. Military ran 21 trains in this time, & charged PR £P10,111.288 for their services!

Reduced bill of 50%, i.e. £P5,055,644 accepted.

with:  
376/R/13/46. April 1946. Emergency Circular No. 4 re. operation during railway strike. 4 pp. "Operation by the Military of the PR".

376/R/17/46. June 1946. Operation of lorries between Samakh & El Hamme stations, due to sabotage of bridge.

373/R/26/40. July 1940. Temporary suspension of public goods traffic Egypt-Palestine due to congestion.

374/R/44/40. 21/10/40. Letter re Wadi Sarar Military Sidings, construction due to be begun soon.

376/R/5/45. 24/3/45. Revision of fares (50 % increase) on Hijaz Rly. in Palestine & Transjordan, but not on Haifa-Acre route due to road competition.

376/R/13/45. June/July 1945. Letters from Kirby re. future plans for PR, HR, Kantara-Rafah Rly. etc., demanding to know Govt. policy on future investment before his trip to London.

376/R/8/46. Letter, Kirby to C.S. re. purchase of land at Lydda, Sukreir, Rashida & Gaza stations, originally acquired & developed for military purposes. Plus letter of 21/3/46 from B.C.Gibbs for Chief Sec., approving action proposed in paras. 2 & 3.

375/R/2/43. Correspondence Oct. '42 to Oct. '44 re reintroduction of passenger services Haifa-Jerusalem, cut due to pressure of military traffic on loco & rolling stock resources. Feb. '43: introduction of additional 0500 Jerusalem-Lydda and return 1900, as 1-month experiment. Sept. '44 - additional service Jaffa-J'lem, in face of opposition from military and collapse of 1895/1906 coaches.

376/R/15/45. Letters re. new Haifa - Nahariyya service from 1/7/45.

376/R/10/46. Correspondence re. PR joining the Simplon-Orient Express agreement and the Middle East Rlys. Conference at Istanbul, 8-10/10/47.

374/R/36/40. Sept./Oct. 1940. Correspondence re. maintenance & costs of Kantara-Rafah Rly. Warrant as requested granted 18/10/41, for LP 1,100,

376/R/101/46. Rates and Fares, new Bye-laws in Gazette 1519 Supp. 2, pp.1049-52, and correspondence with Arab Chambers of Commerce thereon.

374/R/35/40. Correspondence Aug/Sept. 1940 re. use of Beer Yaaqov as possible WD site, availability or otherwise of sidings (PR has earmarked them for use in Sinai), eventual choice of Beit Nabala instead as Stores Depot.

R/15/44. Deterioration of Quality & Output of Labour. Letter of AFK, 17/8/44.

374/R/22/42. 25-page text of lecture to be read at Palestine Economic Society, 9/2/44, by Kirby, and correspondence concerning ban on its publication for security reasons.

376/R/14/46. Lectures and Lecture Material. Includes:

a). 11th. June 1946. Uncharacteristically hostile correspondence from Kirby re. a request for a contribution to "Palestine & Middle East" magazine, following sabotage the previous night.

b). Lecture to YMCA, 28/5/46, on "Development of Railways in Palestine." 33 pp.

c). Address to Rotary Club of Jaffa-Tel Aviv. No date, 10 pp of text plus 5 of accounts re. April '45 to Jan. '46

d). "Transport in Palestine: Notes of an Address given by Mr. A.F. Kirby, GM, PR to the War Economic Advisory Council on 4/1/45." 10 pp.

376/R/2/48. Letter to Editor (publication unspecified - prob. "Palestine Post" ?) - by Kirby. 17/2/48.

R/5/43.a). Accident to Goods Train No. 260 at Battir, 15/7/45. Proceedings of Joint Enquiry, and correspondence.

b). Accident at L.C. at kilo 3, Jaffa/Tel Aviv, 31/10/44, results of Committee of Enquiry, & correspondence re. replacement of L.C. by an overbridge.

c). Collision at Beit Nabala, Train 82A & a lorry; 6/1/44. Statements.

& R/21/1/42. More accidents:

d). Derailment of Cairo-Haifa passenger train near Khan Yunis, 8/11/44 due to flooding.

e). Collision of train 152 and lorry at kilo 128, 3/12/44.

f). Runaway & derailment of goods train at kilo 78, J-J line, 28/5/44.

g). Collision between ESR goods train & troop train at Kantara, 10/5/44.

h). Collision of train 206 & Army truck, kilo 81, J-J line. 14/5/44.

i). Collision between Goods 120 & Passenger 2 at Rashida, 30/7/43.

j). Collision between Goods 123 & Passenger 2 at Rashida, 5/5/43. ME (WD) 2-8-2 badly damaged, BPL 551 partially telescoped.

k). Derailment of loco 906 at Lydda, 20/12/42. Suspected sabotage as well as negligence.

l). Collision between train and car at LC on Ramleh-Lydda road, 15/10/42.

m). Collision between Goods 93 and wagons at Kafr Jinis, 21/9/43.

n). Collision at Midan, (Sinai) 27/3/42, due to negligence by driver Mohammed Kheir, leading to death of Mr. F.C.Ferguson.

o). File 375/R/73/II. Report of derailment of passenger train 203A Jaffa-Jerusalem, near Bittir,

13/10/44.

376/R/4/48. Transfer of operations of Kantara-Rafa Rly. to E.S.R.; letter of GM to CS re. publication in Gazette, issue 25/3/48, pp.463/4; w/e/f/ 1/4/48. inc. abolition of through bookings.

376/R/7/48. Termination of Mandate - Custody of Railway and Port Assets after 15th. May 1948. Letter from GM to CS. 2pp.

376/R/28/47. Correspondence re. personnel: Sept. '47, Baker to be Acting GM; Dec. '47: No British staff left to supervise Hijaz Rly. in Transjordan; letter from Colonial Office re. appointment of Transport Adviser.

376/R/24/47. Correspondence and draft proposals for the 1948-49 Draft Estimates. Projects as at Nov. '47. 44 pp. (plus notes).

376/R/105/46. GM's Circular No. 14/46, re. security at Khoury House and other offices.

375/R/23/43. Correspondence 1943-45 re. needs for future locos and rolling stock postwar. Includes proposal for complete dieselisation, many new coaches & wagons, etc. Also regrading & realignment between El Majdal & Isdud stations.

376/R/11/47. Repair and strengthening of railway bridge, kilo. 51, J-J line. and discussion on financial approval of expenditure.

R/2/46: P.R. Advertising. Correspondence over problems of wording, congratulations from H.L.G. Gurney on publication of PR 1948 Diary; GM's worries over security if publicity was too free.

Mem 376 /R/11/47. Repair and Strengthening of Railway Bridge.

a). Letter 5/6/47, GM, Haifa, to Chief Secretary:  
"Strengthening of the Railway Bridge at km. 51.472 Jaffa - Jerualem line.

I shall be glad if an early reply may be given to my letter no. F.6/4/58 dated 2/5/47, regarding the strengthening of the Railway Bridge at km. 51.472 Jaffa-Jerusalem line."

b). Handwritten Memo back from Chief Sec. asking for a copy of the original letter !

c). Copy of letter mentioned:

"The abutments of the above-mentioned bridge are cracked below the girders and there is also some lateral movement of the girders as the masonry on either side is slightly displaced. It is therefore essential, for safe running, for the above bridge to be strengthened at an early date.

Provision of £P 1,420 has been made under item 11 of Abstract 'F' of the 1947/48 Railways Draft Estimate for the above work and in anticipation of your approval authority is being given for the above work to be put in hand forthwith. I shall be glad if covering approval for the action may be given.

A.F. Kirby."

d). Copy - covering letter sent 23/6/47.

e). reply from G.C.M. Heathcote, for Chief Secretary: 7/747:

"I am directed.....to convey covering approval for the expenditure on this work to be charged to Item 11 Abstract F.....

As the 1947/48 Estimates have not as yet been approved by the Secretary of State, you should submit the usual Requisition to Incur Expenditure.

cc.: Accountant General; Auditor."

f). Letter 6/9/47, from A.F. Kirby to Acting Chief Sec.

"It is not the practice for this Department to submit requisitions to incur approved expenditure, and I assume, therefore, that one is not required in this case."

g). Cover memo [i.e. handwritten memo on cover of file] of 12/9/47 to P.A.S. (F) (Permanent Acting Secretary, Finance ?) asking for clarification.

h). Cover memo, 13/9/47:

"The Railways have always been regarded as a separate administration and internal financial matters are left to the General Manager. They are subject to the usual formalities regarding Special Warrants, but again special powers are delegated, and Requisitions are not required to be submitted to the Chief Secretary for items of special expenditure which have not received the Secretary of State's approval."

i). Cover memo: "Thank You".

R/24/47: 1948/9 Estimates:

a). 51 pp. - photocopied.

b). Letter of 14/8/47 - page 1 copied; p. 2 reads:

"7: Revotes in respect of capital, renewal and minor works provided for in the 1947/8 Estimates are not included. In some cases it will be necessary to seek increased provision as a result of rise in labour costs and overseas prices.

A.F.K. (G.M.)"

c). Letter of 6/11/47 to G.M. - copied.

Memo on cover: "Note: Action proceeding on F/Est/46/47, a copy of folio 1 has been placed in that file. N.f.a.n. P.A.S. 29/1 (48)."

[ i.e. "No further action now" ??]

R/15/44. Deterioration of Quality and Output of Labour.

Letter from AFK to Chief Sec., 17/8/44; ref. P/6/0/A.

"Deterioration of quality and output of labour.

I feel that I should report for record purposes the increases in working and construction costs owing to the serious deterioration in labour, coupled with the current high level of wages. For some time past I have received constant reports regarding the low output from the labour and that the only men upon whom we can place reliance are those who have spent most of their working lives on the railway. The reason for this appears to be that the type of casual labour upon which we relied before the war have become accustomed to drawing high wages from military establishments and contractors, and at the same time having a relatively easy time....."

R/23/43.

(Pages 1 - 13 photocopied,)

Also: telegrams confirming that steel, not wooden sleepers are required.

Also: telegram from Sec./State, 8/11/43:

"Present intention is that essential needs will be met from War Department sources as before. Items listed have been noted by War Office and will be subject to review through military channels."

Also: A map (not reproduced) of kms. 140 to 152.500 (El Majdal to Isdud Stations.)

Correspondence re. regrading to eliminate gradients between kilos 145.800 and Majdal Station - estimated cost £P 6,500 in 1945/6, plus £P 6,000 in 1946/7.

Letter from Kirby, 4/10/45:

"Following upon a severe accident due to flooding in Nov. '44, a priority has been given to track and grade improvements."

This section - one of the worst.

"The approach to Majdal station from the north is over a low-lying length of track between kilo 145.800 and the station at kilo 152.750. In this length of 7 km. the grading is bad and the line has been repeatedly flooded with consequent delay and interruption to traffic and deterioration of the running surface. On ten occasions between December 1940 and January 1945 the flood water has overtopped the rails..."

- estimated probable cost of LP 1,000 each time for repairs.

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R/2/46. P.R. Advertising.

-a- Some correspondence over problem of wording of legal terminologies.

-b- Letter of 11/2/48 from H.L.G. Gurney, for Chief Secretary, congratulating on the publication of the PR 1948 Diary.

-c- Strong 3-page letter sent to Palestine Post and published 27/2/48.

(NB -in folder III )

-d- Memos written on file cover:

(i) "PAS (E) Folio (2) is submitted.

It seems to me that it is no good advertising P.R. unless we have something to offer over and above the normal routine running, such as a quick delivery service, special fares for parties, etc. I do not think the public are impressed by hum-drum figures giving the tonnage of goods carried and the kilometrage run, etc. These no doubt impress

the expert, but I think they are of no interest to the layman at all. We are not even in the position of Egypt of being able to advertise the Railways as a quick and easy method of visiting the sights of Palestine, as everyone knows that railway travel here is slow and involves endless delays waiting for trains at Lydda, as the connections are nearly always late. It seems to me, therefore, that the present is not the time to start a railway publicity campaign. W.B. (?) 20/5/47."

(ii) "The background is that I visited Haifa Rlys. workshop about a fortnight ago and was so impressed that I suggested in Publicity Committee that this was an activity of Government which merited publicity and praise. All agreed but Dir. P.B.S. [Palestine Broadcasting Service ?] pointed out that he was very keen on publicising railway work but the G.M. objected on security grounds. C.S. then directed that I should enquire from the G.M. explaining purpose.

G.M. readily responded and 2 films are being made:

a). Engine coming in for repairs and leaving shed after overhaul;

b). Repair of track.

G.M. explained that his objection was to large parties (security), not a few people at a time such as a PBS or PIO officer or photographer.

As to that aspect, no further action is required. PIO has it in hand. I think object of folio (2) is to rub in G.M.'s applications on other papers fr locos, wagons, coaches, etc. W.B. 20/5/47."

(iii) Margin note - "Undoubtedly ! And we can appreciate his feelings, since we share them."  
(signature illegible).

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Additions to file Mem 373/R/2/40:

Telegram, 29/7/40, to H.M. Minister Bucharest:

"Sleepers for P.R. Shall be grateful if you can inform me what prospect there now is of obtaining shipment."

Reply telegram: 7/8/40.

"Your telegram 448 (12500 ?) sleepers loaded abodurbar (sic) Roumanian s.s. Ordeal early in June; but steamer has since been retained in Galatz by Roumanian Govt. other shipping possibilities are being explored."

Telegram, High Commissioner to H.M. Minister, Bucharest:

"Gutman has not yet arrived in Palestine. Meanwhile Rlys have possibility of purchasing sleepers from other source, and I shall therefore be grateful if you will telegraph whether any progress has been made towards shipment from Roumania."

Reply 13/9/40.

Letter from Webb, 19/12/40.

23/12/40: telegram sent, ending the matter.

Mem 376/R/101/46: Rates & Fares. Bye-Laws.

31/7/46: R.F. Scrivener as Acting GM.

29/8/46: Appears in Gazette No. 1519, Supplement No. 2, pp.1049-1052.

Correspondence with Arab Chamber of Commerce, and Jaffa Chamber of Commerce.

13/11/46: Final letter to Jerusalem Arab Chamber of Commerce: "...to inform you that your representations in this matter have been noted."

Mem. 374/R/35/40. Beer Tuvia.

27/8/40: Letter from Brigadier i/c Administration to Chief Secretary:

"There is a possibility that a WD depot will be required in the vicinity of the old Beer Yaaqov station (Lydda - Kantara line).

Will you please inform me whether there is likely to be any objection to the WD taking over the Beer Yaaqov siding complete, for use in this depot, should the need arise."

PR answer, from C.R. Webb, 26/9/40:

"I had gathered from the DAD Tn. that the Beer Yaaqov scheme had been abandoned by the army in favour of another locality.

.....We could not hand over the Beer Yaaqov sidings complete as we had earmarked the points and crossings there and some of the track for new sidings and stations which will be required in Sinai."

"Secret" letter of 30/9/40: Lt.Col. C. Baker for Brig. i/c Admin:

"A site for the R.E. Base Stores Depot has now been selected to the west of Beit Nabala whence it is proposed to lay a siding leaving the Beit Nabala Railway spur between km. 3 and km. 4.

In view of the above, the sidings at Beer Yaaqov will not be required."

27:16

INDUSTRIAL ARTICLE.

Paul Cotterell has published the fourth in a series of articles on industrial locomotives of Palestine/Israel in 'Industrial Railway Record' No. 137, June 1994, pp. 313f; copies may be obtained from the Industrial Railway Society, R.V. Mulligan, Owls Barn, The Chestnuts, Aylesbeare, Exeter, Devon. EX5 2BY., price £2.50.

The topic covered is the converted tractor locos to be found at Bnei Berak.

Part 1 dealt mainly with the voluminous regulations for internal traffic; in this section we shall record the equally extensive regulations for international traffic, redolent of the days of long-distance overland travel in the days before the airlines.....At this time, of course, the standard-gauge line eastwards across Syria stopped at Tel Kotchek at the Iraqi border. Hughes ("Middle East Railways" pp.89f) gives details and dates slightly at variance with this contemporary account. The through line was not opened until July 1940.

" THROUGH SERVICE TO ALEPPO, ISTANBUL, SOFIA, BELGRADE, TRIESTE, MILAN, PARIS, LONDON AND PRINCIPAL CITIES IN EUROPE IN CONNECTION WITH TAURUS AND SIMPLON-ORIENT EXPRESSES AND BUDAPEST, PRAGUE, BERLIN, VIENNA, MUNICH, STUTTGART, COLOGNE, BRUSSELS, AND OSTEND.

GENERAL INFORMATION

Trains with restaurant cars attached run between Basrah-Baghdad West and Baghdad North-Kirkuk, affording onward connection to Tel-Kotchek by a Motor Car Service of Rolls Royce Cars. From Tel-Kotchek sleeping and restaurant cars of the International Sleeping Car Company provide a luxurious service to Aleppo, Istanbul, and to the principal cities of Europe by Taurus and Simplon-Orient expresses.

The motor service between Kirkuk and Tel-Kotchek is owned and managed by the Iraq Railways Administration. This portion of the journey is performed in two stages, one night being spent at Mosul in the well-equipped Railway Rest-House.

The trains of the Iraq Railways provide comfortable lying-down accommodation. Bedding will be provided free from Basrah to Baghdad and from Baghdad to Kirkuk.

TICKETS

Where issued: Through tickets to Aleppo, Istanbul, and the chief cities in Europe served by the Simplon-Orient Express may be obtained from the Traffic Manager, Iraq Railways, Baghdad West; the Assistant Traffic Superintendent, Maqil Station, (Basrah); from any office of Messrs. Thomas Cook and Son, Limited, and the Cie. Internationale des Wagons-Lits.

Break of Journey: Passengers may break journey at any place en route provided arrangements to do so are made at the time of booking and that the total period of availability is not exceeded. It is essential to give notice of intention to break journey in order that accommodation may be arranged by the different trains. If, however, stops are made in Syria, Turkey, Bulgaria, Yugo Slavia, and France, tickets must be date-stamped at the stopping station, otherwise they will not be valid for the remainder of the journey. In Turkey and Bulgaria, break of journey may only be made at the terminal stations shown on the coupon or at one intermediate station.

In the case of break of journey, the Wagons-Lits charges are liable to a slight increase.

These facilities enable passengers to visit conveniently the principal cities en route to and from Europe. Availability:- Periods of availability of through tickets vary with the length of journey made; one day being allowed for

each 150 kilometres. Examples of availability of tickets from Baghdad to some of the more important destinations are shown below:-

[There follows a lengthy table, ranging from Aleppo, 8 days, through Istanbul (13), Sofia (22) Belgrade (25), Trieste (30), Venice (31), Milan (33), Lausanne (35), Paris (38) to London (42 days). Ed.]

**Children's Tickets:-** Children under four years travel free, if no separate seat or berth is claimed. From 4 to 10 years, fares at half railway rates plus certain small surcharges are charged, but the full sleeping-car supplement is payable. Two children under ten years of age may, however, occupy the same sleeping-car berth on payment of one full supplement.

**Reservation of Accommodation:-** Reservation of accommodation from Baghdad onward is necessary in order to avoid disappointment. Sleeping-car accommodation is limited, and as much notice as possible should be given by intending passengers. If ample notice is given no telegraph charges will be incurred, but any telegrams necessary to secure accommodation will be a charge against the passenger.

#### MEALS

Meal tickets for the restaurant service on the trains of the Iraq Railways Administration may be purchased separately for the following inclusive rates or individual meals may be paid for as required. The charges for the various meals over the various sections are as shown below:

Basrah to Baghdad or vice versa:	Adult	Child
First-Class	300 Fils	150
Second-Class	175	90

The above charges include dinner and early tea.

Baghdad North to Kirkuk or vice versa	370	185
Kirkuk to Khanaqin City	370	185

These charges include dinner, early tea and breakfast.

Kirkuk to Tel-Kotchek	1,150	375
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These charges include lunch at Mosul and afternoon tea on the road - Mosul to Tel-Kotchek.

Tel-Kotchek to Kirkuk	1,050	525
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These charges include food and accommodation for one night at the Mosul Rest-House and food on the road journey Tel-Kotchek to Kirkuk.

From Tel-Kotchek onwards, meals are provided by the Cie. Internationale des Wagons-Lits at a charge amounting to approximately 900 fils per day, children under 10 years being charged half rates.

Tickets covering all meals from Tel-Kotchek to Istanbul, Paris and London are obtainable from Messrs. Thomas Cook & Son, Ltd. or the Cie. Internationale des Wagons-Lits at the following approximate price:-

Tel-Kotchek to Istanbul	1,720 fils.
Tel-Kotchek to Paris	4,200
Tel-Kotchek to London	4,500

Passengers are advised to obtain vouchers for all meals on the journey, as this reduces the amount of money that is required en route.

#### PASSENGERS TO AND FROM SYRIA, PALESTINE, EGYPT ETC.

The route via Mosul-Tel-Kotchek, and Aleppo provides a pleasant alternative to the cross-desert journey, in that it can be made in comfortable stages.

There is a good hotel at Aleppo, from which town the train for Beyrout, Damascus etc, leaves in the early morning. Details will be supplied on application.

#### PASSPORTS

Passengers from Iraq to England by the direct route, pass through the undermentioned countries, for which their passports must be in order:-

Iraq; Syria; Turkey; Bulgaria; Yugo-Slavia; Italy; Switzerland; France.

The visa for Yugo-Slavia can be obtained on the Simplon-Orient Express at Tzaribrod at approximately 170 fils, and the visa for Bulgaria at Svilengrad at approximately 760 fils. Passengers breaking journey at Istanbul must obtain the Bulgarian visa before leaving Istanbul, otherwise double the above charges will be levied on the frontier.

#### CONCESSION ON BOOKING TO AND FROM IRAQ

Special attractive reduced fares are in operation from Iraq to Trieste, Milan, Paris and London. Single fares between these points have been reduced by 10%, whilst return journey tickets available for two years are issued with a further reduction of 25% on the cheap single fares referred to. These reductions apply equally to the Wagons-Lits Supplement.

[There follow extensive details - two full pages ! - of luggage allowances and charges, free allowances (Except on the Bosphorous crossing and the Bulgarian, Yugo-Slavian, Italian and Swiss railways), definitions of hand luggage etc.]

#### TIMINGS OF TRAINS.

The through service is at present run twice weekly in both directions. For information in respect of connections via Vienna to Ostend and London, and via Budapest to Prague and Berlin, application should be made to the Traffic Manager, Iraq Railways, Baghdad West, any office of Messrs. Thomas Cook & Son. Ltd., or the International Sleeping Car Company.

**THROUGH CONNECTIONS BETWEEN VICTORIA AND STATIONS ON THE LONDON AND NORTH EASTERN AND GREAT WESTERN RAILWAYS**  
Motor buses run between Victoria and Kings Cross, Marylebone and Paddington, enabling connections to be made between Southern Railway boat expresses and the express train services of the abovementioned railways to the principal trains in the north and west of England.

There is a through coach connection at Gare Sirkedji, Istanbul, with a new coach which will run via Budapest, Vienna, Munich, Stuttgart to Paris (Est) and London."

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Even summarised and abstracted, this lengthy entry reveals a great deal of fuss and bother about what was really a very scarce (but vital) traffic link, from Maqil to Marylebone. Why did the L.M.S. lose out, one wonders ?

By Rick Tourret.

In 26:5, Uri Ben-Rehav refers to Item 10:18 which expressed surprise at the lack of reference to Travelling Post Offices in my book "Hedjaz Railway". There were no TPO carriages in either carriage diagram books nor carriage lists. However, doubtless all passenger trains carried mail, since this would be the fastest and safest mode of transportation in those days.

As to Wadi Birah (Nahal Tavor), so far as I can tell from World War 1 military maps and an Israeli map, this is south of Lake Tiberias, about halfway between Samakh and Beisan. It is therefore close to Jisr-el-Mejamie, where I have listed on p. 32 a five-arch masonry bridge, which was at the lowest point of the line. This was north of Jisr-el-Mejamie and crossed the River Jordan. Is Uri Ben-Rehav suggesting another masonry bridge south of Jisr-el-Mejamie crossing Wadi Birah, a sometime tributary of the Jordan? If so, OK by me, if it actually exists on site, but it seems to have escaped contemporary records.

Re. 26:16, my friend Paul Cotterell queries the existence of El Sejed. The Editor looks forward to my response and then goes on to add a fourth reference to Sejed! Vale, Pick and Hughes would seem a formidable set of three references! I would suggest that the engine facilities at Sejed were limited, despite being the mid-point operationally of the Jaffa-Jerusalem line, since larger facilities would be expected at each end. If the pit was on the main line as suggested by the Editor, they certainly were limited! Thus, when the Turks pushed south from Wadi Surar (Junction), they had no particular reason to branch off from Sejed, but took the easiest-looking route. Of course, once there was a junction, more elaborate facilities were needed.

27:19 THE LITTLE TRAIN OF YARKON PARK - ITS FATE REVEALED..

Way back in 'Harakevet' 8:2 and 10:8 the question was asked as to what had happened to the 2' gauge line that used to run in Yarkon Park, Tel Aviv. Well, Uri Ben Rehav, who is heavily involved in the Israel Model railway Club that meets at Kibbutz Netzer Sereni, recently stumbled upon the answer, when he came across a little loco being used as a 1:1 scale toy at the Childrens' House....

After enquiries the story unfolded as follows: The Municipality of Tel Aviv decided, "out of their bottomless wisdom" to dismantle the Park's railway. The Holon Municipality thereupon purchased it but never installed it, letting it rust in one of the municipal storehouses. Along came two scrap dealers, and the train changed hands. Eventually they sold the lot, bar the bodies of the two locos, to some unknown foundry to be melted down. But, the two bodies and the underframe of one of the coaches was donated (the exact identity of the donor is still uncertain) to Kibbutz Netzer Sereni! One loco's body was fitted to an old tractor, towing platforms and floats at festivals, doing its duty to this day; the other has its final (?) resting place at the Children's House.....

I have already enthused over the Hebrew book "Looking Twice at the Land of Israel" by B.Z. Kedar, and so so now again. It really does repay close study. But, as so often happens the more one researches obscure subjects, the more anomalies, paradoxes and plain contradictions arise to confuse the honest and diligent student. Thus it is with the matter under present review: Lydda in 1918. On pages 80 and 81 of Kedar's book are two identical aerial photos, one taken on 24 July 1918, the other on 18 December 1990. Accompanying these two photos are two small maps. One of these shows modern Lod, the other is a German map of Lydda dated 17 May 1918. We need to address the WW1 photo and map, and compare them with the map on page 22 of 'The Railways of Palestine and Israel'. Discrepancies are apparent.

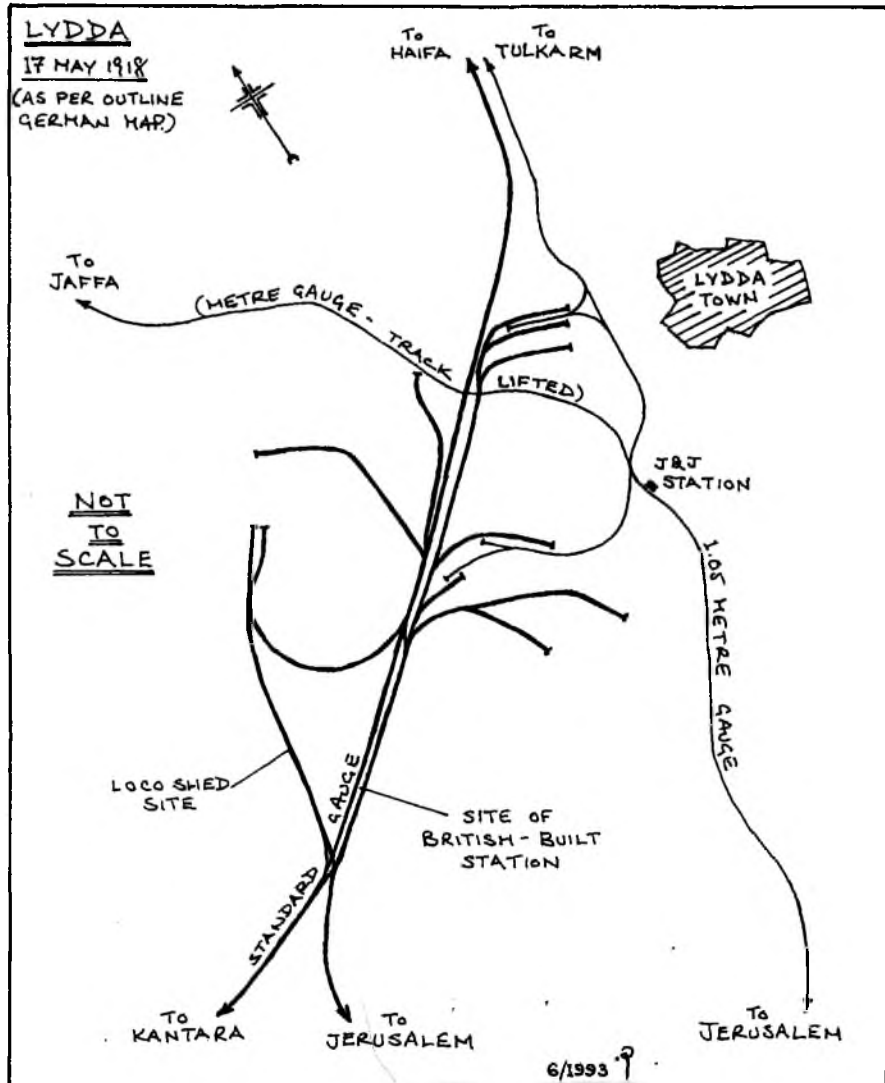
The sketch map accompanying this article is based on that on page 80 of Kedar's book. The only liberty I have taken with it is to differentiate between the standard gauge lines (shown here in thick ink) and those of 1.05 metre gauge (shown by the thin line). The photo in Kedar's book was taken from a height of 5,100 metres so details of sidings etc. at ground level cannot be made out. Nevertheless, the formations of the various lines are readily apparent and match-up with the German map. The basic layout also agrees with that shown in my book - but there are differences. The main discrepancy concerns the 2 ft. 6 in. and 60 cm. gauge lines laid by the British, which are certainly believed to have been in existence by May 1918. They are not shown on the German map, nor can they be identified in the aerial photo, but the extracts from the War Diaries presented by Hugh Hughes in 14:19 definitely point to these narrow gauge military light railways being already built, or in the course of construction, by May 1918. The extracts from the War Diaries are often rather cryptic but do seem to vindicate the Lydda layout shown in my book. As already pointed out, the aerial photo is good only for showing the railway formations - at 5,100 metres one can hardly hope to tell differences in track gauge! Presumably relevant parts of the 1.05 metre gauge formation had been appropriated for the 60 cm. and 2 ft. 6 in. gauge lines by the time this photo was taken. It is possible, also, that certain of the light railway sidings simply do not show up in this photo.

I am afraid that this is all pretty speculative. It is my intention only to raise certain misgivings over the previously accepted layout at Lydda in 1918 and present some queries, rather than attempt a definitive answer to them.

Anyway I think that, on balance, the discrepancies can be explained by the fact that the German and Turkish troops had retreated from Lydda six months previously, so the German cartographer would not have known the extent of the alterations to the railway system around Lydda carried out by the British in the meantime. In short, this German map could well be a red herring.



If Kedar's book raises questions, it also resolves others. The modern aerial shot of Lydda gives a splendid view of how much things have changed on the ground. The old Arab town has completely disappeared, and the area between the 1.05 cm. gauge line to the east and the standard gauge to the west has been entirely built upon. Some of the roads evidently follow what used to be sidings to military camps among the olive trees which once dotted the whole area. Another query which has bothered me for a long time can also be cleared up from Kedar's book, for the WW1 and aerial shots of Ramle show that the British standard gauge formation joined up with that of the old J&J about 200 metres north of Ramle station. The J&J route appears to have been completely obliterated, but a field study might prove rewarding.



The old J-J station building at Lod on 14th. October 1987, in use by the municipality but considerably altered from its original appearance.



G12 115 leaving Lod with the Haifa-Jerusalem train (since withdrawn !) on 23rd. February 1990. The loco shed is at far left. The station was built after World War 1, but exactly in which year ?

(Both photos: Paul Cotterell.)

MOVEMENT CONTROL ORDER.

A copy of the following document, marked 'SECRET', was passed to the Editor by Bill Atkin of Kendal, who obtained it when involved in operating the railways in Persia.... It gives an authentic flavour of wartime railway operating methods.

"Movement Control Order. The following had better be included in handing-over notes compiled for your successors.

It should be pointed out that observance of these instructions may eliminate up to 50 per cent of the usual delays.

LANGUAGE.

1. A knowledge of the language is essential. The words "burre", "Sabkon", "mush-mush" and "nisht" comprise the language. There are a few other words, but only Iranians use them.

OPERATING.

2. In order to persuade a train to leave a station it is necessary to carry out the following:-

1. Wake the guard.
2. Send to town for the driver.
3. Reseal and check six unsealed wagons.
4. Uncouple and couple all U.S. wagons.
5. Take three wagons off for your station that were not advised forward.
6. Lure two engines off the depot.
7. Reblock all Oilfits and Warflats.
8. Make out the wagon reports in three languages.
9. Sign for five missing invoices.
10. Throw fifty Iranians out of the brake caboose.
11. Draw up for water.
12. Reverse the engines.
13. Change the washers on four brake hoses.
14. Wake the guard.
15. Kick the driver.
16. Kick the pointsman.
17. Kick the stationmaster.
18. Get the ticket yourself and hand it to the driver.  
Blow the whistle and wave green flags every time the train stops until it gets out of sight.

CONTROL.

3. The following instructions will be found useful when there are 3 trains at one station.

1. Tell the stationmaster what you want done.
2. Do it yourself.
3. Put the fire out on the third train's engine and camouflage it as a dead engine. This deceives all concerned, who then think there are only two trains and, of course, everybody knows how to deal with two trains.

4. HOW TO CONTACT TEHRAN CONTROL.

1. Lift the receiver and place two rials on the table (for luck).
2. Ring once.
3. Ring again several times and then once again.
4. Pause, to repair damaged eardrum.
5. Get military exchange to ring switchboard at the other end; signals there go across to the Control and tell Iranians to wake the English controller up and hand him the receiver.

5. LOCO RUNNING.

No engine shall leave any shed except under pressure from the traffic department and the following conditions must obtain:-

1. Both piston glands must be blowing. This reduces boiler pressure and saves the firebox. See my TN/3e/12345.
2. One big end should knock and the crosshead should be removable. This tells the pointsman that the engine is coming and is a great safety device.
3. All tender connections should blow. This conceals the train from the driver and gives him greater confidence.
4. Both gauge columns should be blanked off. This saves water.
5. The burner should be high as this is much more satisfactory for heating up tins of sausages etc. See my Loco Running Circular No: 0000000, "Constipation on the Footplate".
6. The steam brake need not work. What is the reversing lever for anyway?
7. It is essential that the engine fails away from home, so that all necessary repairs may be done by someone else.

Distribution.

Mov. Andimeshk (2)  
 Mov. Bandar Gulf (2)  
 Mov. Khorramshahr (2)  
 R.T.O. (P.) Ahwaz.  
 R.T.O. (G.) Ahwaz.  
 R.T.O. Ahwaz Wharf.  
 Ops (Control) Ahwaz.  
 Ops (Yardmaster) Ahwaz.  
 A.D.Tn. (M).  
 S.C. (Q).  
 S.C. Tn. (2).  
 Traffic Office.  
 O.C. 1XX Rly. Optg. Coy. RE. ("").  
 File (2).  
 War Diary. (2).  
 Spare."

[Editor's Note: Clearly a document written from the heart. Reference to 'reblocking' means new brake blocks, which wore out quickly on certain heavy wagons on the severe grades; the USATC wagons caused some initial problems with couplings - hence Instruction 2(4). I presume the distribution list is essentially the standard one.]

MORE ON KUWAIT. By Shmuel Rachdi.

From Shmuel Rachdi of Winterthur, Publisher of 'Fahrplancenter News' and with an encyclopaedic knowledge of rail developments worldwide, comes a letter on 26:18:

"More than ten years ago I read in a Tunisian newspaper that the Governments of Iraq and Kuwait were discussing construction of a railway line from Basra to Kuwait, with an eventual extension to Dammam in Saudi Arabia, especially for speeding up goods traffic between Kuwait and Saudi Arabia and the Mediterranean coast (Syria and Turkey). The same article said that construction would not begin before 1988 and would take two to three years. Iraq would supply its know-how and the work-force, and Kuwait the finance. It was planned to order rails and other infrastructure materials from the then-USSR and rolling-stock from the different Eastern European states (especially the DDR, CSSR and Poland.)

However, even though Tunisian newspapers are not usually critical in their approach to other Arab countries, this article ended by questioning whether the project would ever be realised. I therefore discounted it. Further, since Iraqi railways suffered extensive damage in the Iran-Iraq War and it took a long time to repair all the damage, it appeared too difficult to construct an entirely new line as well. Even the new line to Turkey via Zakho (to avoid transit through Syria) is still only on paper, though this line would of course be more important for the Turkish and Iraqi economies. With the occupation of Kuwait and the following war, the question appeared to me to be decided firmly in the negative - this line would never be built.

Andy Wilson's note, that such a line would have paralleled the main road for most of its length, is correct; it was so planned. The Basra Junction was intended to be just outside the station with a Triangle, so that trains could depart either from Basra station or run through from Baghdad direct to Kuwait, without the need to reverse at Basra. Later electrification of this line was not excluded.

On the other hand, the statement that it is widespread and somehow 'normal' in the Arab world for projects to be announced but never built is also not correct. It is true that there are some countries which suffer from this credibility gap and are making little progress - e.g. Libya, Jordan and Sudan. On the other hand Morocco completed within the last 10 to 12 years two completely new lines (Casablanca - El Jadida and from Casablanca to the Mohammed V International Airport.) Syria's and Iraq's networks have been expanded; Iran has built a line to the Persian Gulf at Bandar Abbas which is now in operation to Sirjan and a new link with Turkmenistan is under construction. Tunisia has built a line between Gabes and Gafsa, and an electrified suburban line from Sousse to Monastir with a prolongation (diesel) to Mahdia. A third track is nearing completion between Tunis and Borj Cedria and there are now double tracks from Tunis to Jedeida. Other new lines

are under construction. In Egypt double-tracking is under way on the Cairo-Assuan main line and a large part of this is complete; some other lines (except the Sinai project) are to be heavily upgraded in the next few years.

I suspect it is more an economic problem for most of the countries; it is only a few - such as Saudi Arabia, Oman, Kuwait and the Emirates - which have a lot of money, but the solidarity with the remaining Arab world is limited mainly to helping religious or some humanitarian developments. Tunisia has, for example, received only 12 million US\$ from Saudi Arabia for infrastructure projects (peanuts compared with the the nearly 500 million US\$ which this country has received from diverse sources since 1980). It is therefore no wonder that most of these countries are expending any money which is available for railway projects on schemes designed to improve their own national interests - such as suburban lines in cities or internal goods traffic for their own exports.) That will also be the problem with the reconstruction of the Sinai line from Egypt through Gaza to Israel. This region has little economic value to Egypt, so the rails will reach it only when all other transport needs within the country are fulfilled."

27:23

ISRAEL RAILWAYS TICKETS.

Israel Railways has used a variety of tickets during its history - some of these have been discussed by Paul Cotterell in 12:21, 13:4,5 & 18:10. From Ilan Falkov, now Director of the Railway Museum at Haifa, come the following notes:

The oblong card tickets with the loco and coach design were introduced in 1979; printers were the Government Press "Hamadpis Hamemshalti" in Jerusalem. Because of the inflation of that period no fixed values were printed, but the fares were overprinted. There were eight different base colours for different purposes, including one for reserved seats and one for use in railway parking lots.

It is intended to prepare a sheet of samples of these different tickets for display in the Museum.

Soldiers used to receive free tickets, distributed (one assumes) more for accounting than control purposes. These were green paper, torn from a stapled book. In 1993 a new system was introduced - smaller oblong paper tickets of different colours for different stretches of line, each printed with the relevant route and also taken from a stapled book:

Haifa - Nahariya	: Light blue.
Haifa - Tel Aviv	: Green.
Netanya - Tel Aviv	: Yellow.
Tel Aviv - Rehovot	: Orange.
Tel Aviv - Jerusalem	: Pink.

A new design of reservation tickets for the railcars was introduced in autumn 1992, to distinguish them from those for the regular loco-hauled trains.

THE COLLAPSE OF THE OTTOMAN EMPIRE.

Dr. Ernst Schmidt of Grosshansdorf, Germany, has sent several excerpts and translations from the book "Der Zusammenbruch des ottomanischen Reiches" by Joseph Pomiankowski, first printed Vienna 1928, reprinted Graz 1969. Pomiankowski was Feldmarschalleutnant (Lt. Gen.) and Military Plenipotentiary (Austria-Hungary) to Turkey during the period of the Central Powers' campaigns in the Near and Middle East.

Two of the following excerpts throw a much greater light on the tales in 24:11 and elsewhere in Katinke's memoirs of the desperate shortage of water and fuel on the Turkish railways in World War 1 and the use of the "Wunschelrute". Ernst adds that "Rute" is the German word for "Rod", as well as an old German (and English) measure for length. St. Nicholas in old stories uses a "Rute" for beating naughty children. A great-uncle of his adhered to the "Wunschelrute", preferably hazel, up to his nineties, telling people where to site their beds in different rooms because there was ground-water; mostly there was, which was the interesting thing!

Von Griebel's "aluminium branch" seems to be a true follower of the Campetti/Amoretti bi-polar metal cylinder. There is a long history of controversy surrounding the use of such equipment.

From pp.203-204, in a report dated 1916. The spellings of place-names follow those in the Poniakowski text. Dschemal Pascha (Djemal Pasha) was the Turkish General Officer Commanding in Syria:

"On February 27th. we undertook an excursion to the Front, travelling by automobile via Bethlehem and Hebron to Bir Seba and stayed there the whole day, as Enver wished to discuss the forthcoming campaign against the Suez Canal with Dschemal and Oberst Kress. [Presumably the Kress von Kressenstein referred to by Pick. Ed.]

On February 28th. we took the army's route towards the Canal used by the main column of the Expeditionary Corps in 1915. A newly-built railway embankment without rails was close to us as far as the Syrian-Egyptian border near Asludsch. Before the war and apart from the existing Hedjaz Railway beginning at Damascus and leading via Deraa east of the Dead Sea to Maan and Medina, there were only two short lines to the Sea, viz. Haiffa-Deraa and Jaffa-Jerusalem. Since the beginning of the war and in order to form a through connection far to the south and west of the Dead Sea Dschemal had first built the track between Afule (south of Nazareth on the Haiffa-Deraa line) - Nablus - Ramleh (on the Jaffa-Jerusalem line), then Wadi Serrar (on the Ramleh-Jerusalem line) - Et Tine - Bir Seba - Asludsch. Later on the line Et Tine - Gaza had been added. Rails needed for these tracks had been taken by removing the old French line Damascus-Muzerib long since disused, and other tracks of minor importance.

Following the advance line to the Suez Canal, leading generally from Bir Seaba southward and west via Hafir el Audscha, Ibni and Chabra we visited the artesian wells drilled by German well-borers at a distance of about 20 kms. serving the needs of the expeditionary corps with drinking water. The

boring spots had been found by special experts using "Wunschelruten". The depth of the wells was between 40 to 100m. Huge reservoirs near the wells, installations for easy water-taking, also for the watering of as many animals as possible at a given time, had been made of concrete.

For defence against English cavalry or Beduin gangs all water-supply installations were protected by trenches and surrounded by barbed wire obstacles. Working on these were thousands of conscripted, almost naked Arabs, who had been formed in so-called Amele (Labour) Battalions. As Enver passed by these men many of them showed him their bare flesh and made it clear that they were frozen and begged for clothing. Enver answered bluntly that he had no clothing for them.

I have never seen such misery as in Southern Palestine. At many villages that we passed we saw whole colonies of people who lived in holes in the ground, walked around almost naked, had no tools and slept on the naked earth.

We travelled by not very good, rather sandy but not too poor communications up to the outermost Turkish post, some 60km. distant from the Canal. Everywhere there was complete quiet, and there were no English to be seen. That afternoon we turned back and returned by evening to Bir Seba once more.

On 29th. February Enver with his Turkish (Moslem) companions set off by car to Maan (about 150km.), from there to travel by train to Medina, to meet with the Sherif Hussein. We Unbelievers, forbidden to tread on the holy ground, returned to Jerusalem to await there Enver's arrival...."

From pp. 345-6: "The status of the railways was of special interest. In Asia Minor the locomotives were fired partly with German coal, partly with lignite. ["Braunkohle" - Young Coal. "Pacham Tzeir is a fine word for it !] The latter resulted in much residual matter so that the firegrate often plugged up entirely. Trains came to a standstill somewhere on the line and could only be moved again after careful cleaning and making the fire anew.

In Syria locomotives were exclusively burning wood. But at the end of 1917 all the woods that could be reached in the Taurus, Amanus and Lebanon had been exhausted and used for firing. Thus wood could not be found anywhere. Since the beginning of 1918 olive-trees, one of the most important sources of food, had to be used for firing the locomotives. Thus by October 1918 60% of the olive tree stock seems to have been destroyed.

Two events may show how the railways in Syria were functioning. [Around April 1918] At a small station south of Deraa my train had to stop. I learned that the well had been damaged and that there was no water for the locomotive boiler. Fortunately, after a three-hour stay, a goods train from the opposite direction arrived. Out of consideration for me the Station-Master politely agreed to let water be poured from the locomotive that had just arrived into that of my train. However, for the carrying out of this operation there was nothing to be found in the station area except a not very large pot [!], and in consequence the transfer of water lasted all night. Early on the next morning my train departed and just reached the next station at which the locomotive could take water for the following stage. Arriving at Deraa at about

9am. I was given to understand that the train was to leave only that night or the next day for Damascus because there was no wood cut for firing the locomotive. Labourers had to be requisitioned, and only after a fourteen-hour stay could the train move on."

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A third excerpt, from p. 282, deals with the 'Yilderim' campaign against Mesopotamia in 1917, and shows again the enormous transport problems facing armies in the region:

"It was decided to replace Cavalry with infantry mounted on lorries. Germany should also, as indicated, provide the 7th. Army with a complete 'Flying Corps'.

The combined strength of the 6th. and 7th. Armies was calculated by Lossow as about 150,00 fighting troops and 250,000 support troops.

Regarding the railway, general opinion accepted that the tunnel through the Amanus should be ready by August. The Baghdad Railway might reach as far as Mossul by the end of September (perhaps by a provisional military railway). Questions relating to the fuel necessary because of the increased military traffic remained an unsolved problem.

For the organisation of the staged advance at least 20 motorised transport columns with around 500 lorries were needed. As the German vehicles (with 3 ton capacity) were too heavy for the Mesopotamian roads, it was desired to form the columns from Austro-Hungarian so-called "Tripolis" lorries of 1½ ton capacity. Where these vehicles were to be obtained was not known to me.

On the Euphrates transport would need to be provided by the Schachturs, the local form of raft. The problems here consisted of ordering the required quantities of timber and bringing it to Dscherabolus (the beginning of the navigable river). Also 25,000 camels (each costing 14 Turkish pounds) had to be purchased.

The provision of rations and drinking water was a major worry for General Falkenhayn. The relevant conditions were made even more difficult inasmuch as the region between Aleppo and Mossul had had a very poor harvest in the year 1917. To take command of the supplies of water and foodstuffs along the three lines of operation (along the Euphrates, the Tigris and the line Erbil-Kerkuk-Deli Abbas-Bagdad) the German General Back was recalled to Iraq.

In order to meet the rising costs associated with this question General von Falkenhayn received monthly from the German side May onwards 200,000 Turkish Pounds in gold."

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A photo facing p. 313 shows Indian Prisoners of War working on the railway near Derbessi (west of Mossul), picture taken either Nov. 1915 or Nov. 1917, with standard-gauge box vans in the background and steel sleepers under the rails.