

HARAKEVET -----

הרכבת -----

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A Quarterly Journal on the Railways of the Middle East.

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36:1 The first day of public Push/Pull services on IR, Monday Dec. 9th 1996. The first operational IR set of push-pull coaches awaits departure southbound from Haifa Bat Galim as Train 55 (13.40 Nahariyya - Tel-Aviv), with "Jumbo" 610 providing the motive power at rear. A suburban working to Qiryat Motzkin, made up of an IC3 set, stands at Platform 2.

(Photo: Paul Cotterell)

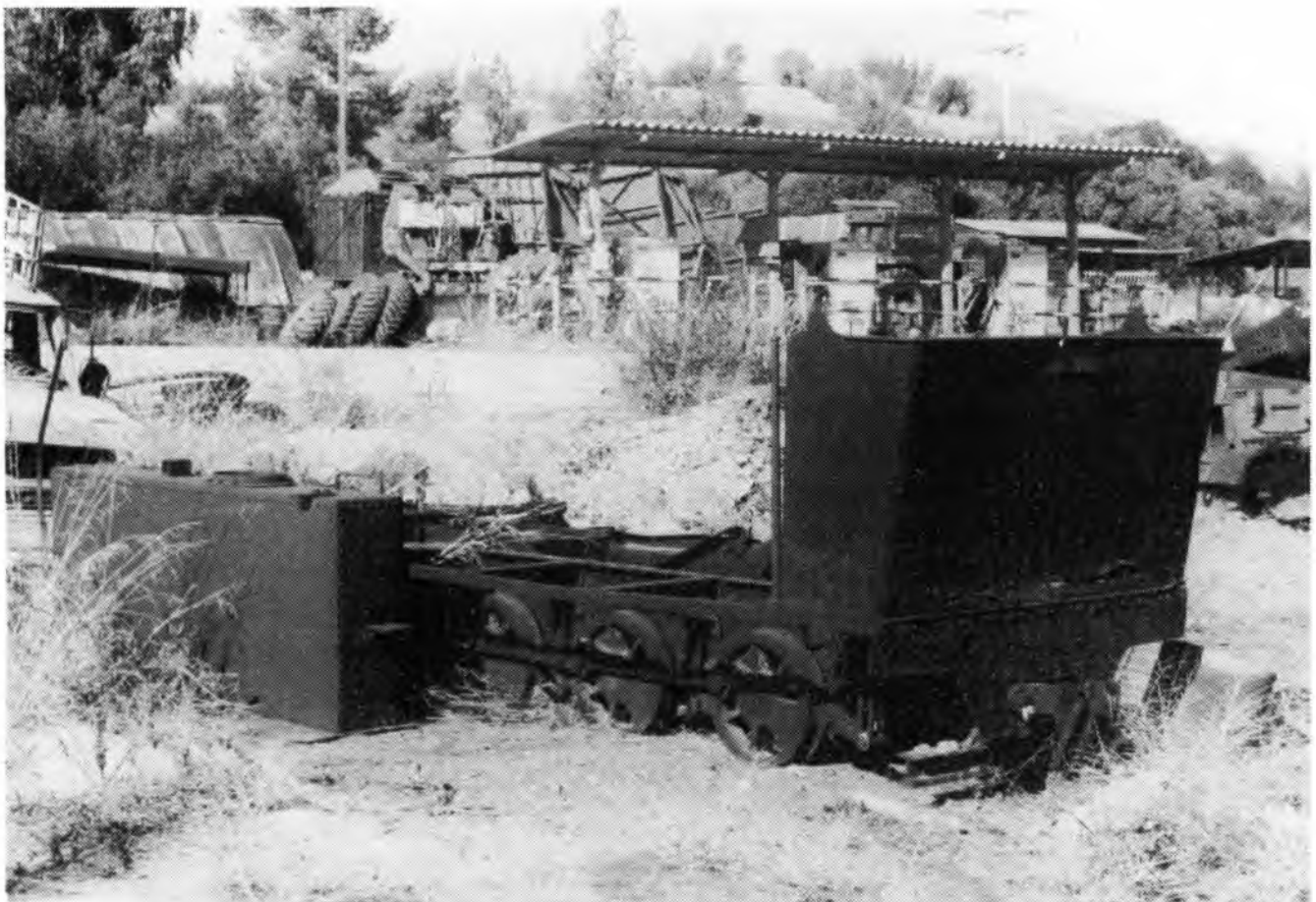
36:2: EDITORIAL. Your Editor has spent yet another few months travelling the world looking for full-time employment. It's an interesting way of spending the time, though at the cost of some "Repetitive Train Syndrome". In the meantime there has been a steady stream of material from contributors, some of which has had to be kept back for future occasions. Many thanks !

One major worry has been deciding which address to put on the Subscription Renewals form due out with this issue. In the end, we are sticking with Leeds - for now. It could be that future issues may emanate from Eastern Europe, or the Caribbean, or..... well, how does one make God laugh ? One tells Him one's plans for the future.....

This issue is a little unbalanced; firstly because the new rolling stock developments on IR have led to a lot of information; secondly because there was an opportunity to "clear the decks" with some of Andy Wilson's Lebanese material (though many photos remain on file); and thirdly because a chance encounter, a letter out of the blue and an opportunity to make a home visit has resulted in a sudden wealth of information on C.R. Webb, a former P.R. General Manager in the 1930's - and rather than split this over two issues it was felt better to publish it together. But there is plenty more besides to even out the coverage.

Enjoy !

36:3. The frames, wheels, bunker and a side tank of Hunslet 60cm. gauge 4-6-0T 1265 at Kibbutz Gesher, on 3rd. Jan. 1997. (*Photo Paul Cotterell - see story later - 36:11.*) If restored, this will be only the second steam locomotive preserved in Israel.



36:4. NEWS FROM THE LINE.

a). Can a Loco Change Her Stripes ? Esslingen 0-6-0D No. 223, plinthed at a park on Galil St. at Kfar Saba, has been repainted some time in 1995 into a quite garish but attractive livery - black body with two wide green strips and yellow flashes, and light grey underside.

b). A New Islamic Railway Pilgrimage ? "Yediot Aharonot" of 9/12/96 reported on a secret meeting, said to have taken place about three weeks previously, between members of Forum Israel 2000, the head of Jordan Railways, a representative of Egyptian Railways, and representatives of an unnamed railway company in Britain which is "particularly interested in this region". Intended to be divorced from the political/diplomatic process, the idea is to link Israel with "the rest of the western world" and provide a route for trade from Europe and the east coast of the USA" to Arab countries, with "an option" for Islamic tourism to the holy sites in Israel. Connections are said to have been forged already between Forum Israel 2000 (instigators of the scheme) and the railways of Egypt, Turkey, Jordan and "another country with whom Israel has no diplomatic relations" (i.e. Syria or Lebanon). An Arab source, reported to be the adviser to the head of the Islamic Front in Sudan (!) is supposed to have raised the idea of pilgrimage to Jerusalem via a network of railways.

A more disparate lot of participants it would be difficult to imagine. It is undoubtedly pertinent, though hardly likely to engender enthusiasm for a successful outcome to the project, to learn that Forum Israel 2000 includes among its members several university professors and the Israel-Arab Friendship Society.

[Ed.: Thus far Paul. This item raises so many intriguing ideas ! Apart from the link with the USA (obviously meant to mean a sea and not a rail link) and the use of the "2000" tag - which refers to the Christian millennial dating and not Jewish or Moslem ones - and which is severely overused, bearing in mind we are only a couple of years away now from this), there is the political significance of loading the State of Israel suddenly with numerous Moslem holy sites..... If pilgrimage by rail is so important, one can think of certain other cities whose rail link was either never built or has lain disused since 1918.....]

c). The New Line to Jerusalem ? See 35:4:(m). This may become a regular heading. A report in the "Jerusalem Post" on 18/12/96 gives the following information on the current situation:

"The new route of the Tel Aviv-Jerusalem railway was decided upon this week by the Ports & Railways Authority steering committee. This is only the first stage of approval for the \$390 million project which includes the construction of 40 kilometres of track, 15 km. of which will be through tunnels.

The line will run from Tel Aviv, north of Highway 1, via Ben-Gurion Airport, Modi'in, Sha'alvim, Ma'aleh Hahamisha and Mevasseret Zion, before arriving at an underground terminal to be built beneath the new Egged bus terminal in Jerusalem.

Actual travel time will be 28 minutes, but with stops at the stations at Ben Gurion and Modi'in the journey will take an extra 5 minutes.

The committee examined six other possible routes, including that preferred by the National Infrastructure Minister Ariel Sharon, almost half of which would have been constructed in the territories. Sharon accepted the decision, saying he will bide by the view of the professionals. *[See 35:4:(i). Ed.]*

It is anticipated the approved route will carry some 28,000 passengers each day. Now the authority's planning and construction committee must consider the proposal before it is presented to Sharon and then the government.

In addition to the new line, the existing route would be shortened by 11km. to 75.6 km. and be officially designated a tourist route."

d). Repetitive Grain Syndrome. After an absence of six months, during which time G12s were exclusively employed, an Esslingen 0-6-0DH was noted on the Dagon trip workings on three occasions in December 1996. This was No. 227 which had been repainted in a simplified form of the original IR maroon and grey livery. Perhaps it is as well there are no train spotters in Israel, since 227 was running without a number ! The anonymous 227 also worked the Dagon trip regularly in January 1997.

e). Future Orders & Deliveries. At the press conference held on 16/12/96 to launch the new push-pull stock it was stated that IR want to purchase a further five sets of Kronoim, and put out a tender for supply of double-deck units. It was also stated that receipt of the first of the 18 main line diesel locos will be in December 1997.

f). Funding Problems. A major 1½ page article in "Maariv" Business Section for 8/11/96 featured the investment blocks which are holding up funding for various IR projects.

g). Politicians, Plans and Rubbish. Note the distinctions ! The "Jerusalem Post" for 13/1/97 had an article by Sybil Ehrlich (sent in by Dennis A. Cavagnaro) on a two-day visit by the Knesset Economics Committee to view railway development plans. The committee was headed by Eli Goldschmidt MK and included MKs Nissim Dahan and Rafi Elul. Starting with a guided tour of Hashalom station in Tel Aviv, which will eventually be a part of a wider suburban rail system, they travelled by regular train to Rehovot. Thence by bus to Har Tzin. En route they had a video presentation on IR plans to develop the ports at Haifa, Ashdod and Eilat, with a presentation by Pinhas Ben-Shaul, the head of Planning for the Ports & Railways Authority. "A serious problem is the difficulty of constructing lines where land has not been allocated for that purpose. Local authorities generally prefer businesses and hotels, which they see as more profitable."

"The committee's tour continued by bus to Har Tzin, the southern outpost of Israel Railways, on a line used only for transporting minerals. The railway works in co-operation with the Rotem Company, which has mined phosphates in the area since 1952. The site could easily accommodate a waste-disposal facility for the whole Tel Aviv area. Two trains a day - the equivalent of 40 road trucks - would be sufficient to transport all Tel Aviv's waste material. The Dudaim and Hiriya dumps are to be closed in the near future, and the Har Tzin landfill site is the only spot in the country to which there is no environmental objection by local residents. *[Ed. notes - not surprising - there are no local residents ! I've been there ! If the Hiriya rubbish dump grows any more, it has been cited as a potential hazard for planes landing at Ben-Gurion Airport.]*

The Economics Committee then continued along the line of the future railway to Eilat from Har Tzin into the Arava. It will be difficult to take the line into the town itself. The best solution, from an ecological, economic and geological point of view,

officials said, is to build a terminus 7 kilometres north of Eilat. Freight would then be transported on a bypass road to the west of the town and into the port."

[Ed. notes: Who says a freight transshipment point only some four miles from the port makes any economic sense at all ?]

h). Hadassah Special. From the "Jerusalem Post" 15/1/97: Hadassah and other women's organisations hired a special train from Haifa to Tel Aviv on 14/1 to publicise a new campaign aimed at reducing road accidents and pollution.

36:5. ROLLING STOCK NOTES.

a). Alsthom Locos. The order now is for 10 main-line and 8 freight locos. The former are classified IT42B, (Bo-Bos), the latter are IT42CW (Co-Cos.)

Delivery is apparently scheduled as follows, though who knows what will happen?

	<u>IT 42 B</u>	<u>IT 42 CW</u>
27/3/98:	1	-
27/4/98:	2	-
27/5/98:	2	1
27/6/98:	2	2
27/7/98:	2	2
27/8/98:	1	3
Total:	<u>10</u>	<u>8</u>

b). Jumbos in Action. During the autumn of 1996 there seemed to be a spate of G26 Co-Cos in use on passenger services on the Tel Aviv-Haifa main line. Evyatar Reiter noted Nos. 601, 602, 605, 606, 608, 610 & 612 within one week ! Though this is not the first time they have been used, until now these locos have predominantly worked freight services.

c). Premature Withdrawals ? Once the 18 new GEC-Alsthom locos have been brought into service, IR intends to commence planned withdrawals of some of the GM G12 Bo-Bos that have symbolised IR workings for so many decades. Probably among the first to go will be Nos. 101-103 (the SAFB Bo-Bos), 104, 109, 110 and 127-9.

102 is currently stored in Qishon Yard. Gregory Mitzengendler, the Manager of Qishon Works, reckons he can get her repaired and back into service within a week, if he gets the instructions and two small transmission motors from Haifa. All now depends on Yosef Kasuto, the Diesel Manager at Haifa.

d). Push-Pull: The new GEC-Alsthom Coaches.

(i): Introduction to Service: As noted in 36:1, the first public service on IR employing Push-Pull (P/P) stock was operated on Monday 9th. December 1996, on Train 55 (13.40 Nahariyya-Tel Aviv). The "official" introduction of the stock into service was 16th. Dec. 1996; the first day of general instruction at the railway training school at the former Tel Aviv South (Mikve Yisrael) station had been on 30th. Nov. Much of the following information is from Steve Tish:

(ii): Official Specifications:

Power Coach: Nos. 301 - 305.

Max. Speed: 160 Kph.

Passenger Capacity: 38 seated, & 55 standing.

Tare Weight: 50.6 tons.

Weight in Service: 56.1 tons.

Length over Buffers: 26.680 metres.
Distance between axles: 18.4 metres.
Height above rail level: 4.050 metres.

Max. Weight: 63.6 tons.
Width: 2.867 metres.

Passenger Coach: Nos. 311 - 343.

Max. Speed: 160 Kph.
Passenger Capacity: 86 seated + 118 standing.
Length over Buffers: 26.40 metres.
Distance between axles: 18.4 metres.
Height above rail level: 4.050 metres.

Tare Weight: 44.7 tons.
Weight in service: 45 tons.
Max. Weight: 61.3 tons.
Width: 2.867 metres.

(iii): Current Unit formations are:

- Set 1: 302 / 311 / 312 / 313 / 314. (Entered service 9/12/96 with Train 41 Haifa Mizrach dep. 05.48 to Tel Aviv Hashalom.)
Set 2: 303 / 318 / 319 / 320 / 321. (On test since 17/11/96, due to enter service late Jan. 1997.)
Set 3: due to enter service late Jan./ early Feb. '97.

(iv): Operations. Apparently three locos are initially needed for push-pull operations, though it is thought at least five locos will be prepared; So far Nos. 125 & 610 have been converted.

As at 16/12/96 all 20 coaches of the initial order had been delivered to Ha'argaz, and it was hoped that all would be run-in by the end of March '97. Since there are only three Power Coaches in the initial order (of 17 + 3), and assuming the first two sets remain permanently coupled with five vehicles, the third set will form a "long train" of ten (1+9) coaches. (The maximum number of ordinary Coaches that can be formed with one Power Coach is Nine.)

On 17/12/96, i.e. after having entered passenger service, Set 1 worked a trial run to Beersheba.

(v): Identification. Numbers are painted on the solebars. There appear to be no actual works number plates, though the bogies bear plates in the series 200X A/B on the Power Coaches and 100X A/B on the Passenger Coaches - though these are not consecutive; Set 1 has 1995 dates on the bogie plates, though all coaches are officially of 1996 manufacture.

(vi): Reactions: One correspondent was scathing, describing them as "like something you might build in your garden shed out of recycled cardboard and tinfoil. There is a huge expanse of mirror-like stuff along the side that will make photography difficult., The red tail end is the only attractive part." (!)

But: Paul Cotterell took a ride on the new push-pull train on 24/12/96, and reports as follows, not only on the vehicles but the infrastructure changes for new suburban services:

"I took the midday working from Bat Galim to Nahariyya, Train 422, 12.15 ex-Bat Galim, returning as Train 57 (13.40 to Tel Aviv). It had been far too long since I'd last travelled this line. Change was evident all the way out to Qiryat Motzkin and beyond, but thereafter things were pretty much as I remember. The Haifa Bay area is rapidly being developed, with new road schemes and buildings everywhere. Qiryat Haim station is unrecognisable from the single dirt platform that I recall; two spiffy platforms

were in course of construction and Qiryat Motzkin station was being given the same treatment. The line had been fenced-off on either side from somewhere around Qishon to north of Motzkin; a previously almost-unheard-of innovation with the exception of short sections in residential districts of Haifa, Tel Aviv and Jerusalem. Although double-tracking had been completed to Motzkin two or three years ago, only one line was in use for traffic with the other being upgraded - a lengthy process. Nahariyya station, too, was looking nicer than the last time I dropped in.

Ah yes, the train ! This was my first ride in the push-pull and I was impressed. The standard of comfort is at least up to that of an IC3; in fact I found the seats in the push-pull more comfortable than in the IC3. Seating is 2+2, aligned with the windows, spacious, and provided with tables. I missed dividing armrests, though. Internal decor is restrained and pleasant. Predominant colours are grey and off-white. Luggage racks have clear perspex so you can glance up and check that nobody walks off with your belongings. {Or leaves something they shouldn't. Ed.} Lighting is subdued and hidden, but in daylight it was impossible to tell how effective this is after dark - but a later nocturnal investigation proved this to be excellent. The journey was as quiet and smooth as in an IC3. A recorded female voice announced upcoming station stops, but I found the various pings, bells and jingles which accompanied her, and the opening and closing of external doors, irritating conversation-stoppers.

One definite potential defect is the handle of internal doors between coaches. This is a peculiar device, and its inventor should be made to repair them when they begin to give out (which will be very soon). You have to press the upright handle lightly to one side and the door then opens in the middle after a slight time-lapse. This sounds simple enough - and indeed it is - but I found it somehow illogical and confusing on first acquaintance. And not just me. The conductor told me that these door handles were already just about "on the blink" in one coach. Other folk were having problems with them as well, in particular that slight pause while the gadget responds and you're not certain if it is responding so you give it a heftier shove.... You become used to the action after a couple of tries, but with everyone having the same initial difficulty, it won't be long before handles begin to drop off and the doors have to be forced open....

I'd heard grumbles from some drivers about the push-pull set but could find nothing to justify these complaints on my trip. I travelled up to Nahariyya in the cab of the driving trailer which was at the rear in that direction, with 'Jumbo' 610 pulling conventionally up front. Sitting in the driver's seat of the trailer, watching the scenery recede into the distance through the large panoramic window, I contemplated my quiet and comfortable immediate surroundings. I could find nothing to complain about, particularly when compared to the noise being experienced in the cab of the 'Jumbo'. Indeed Diko, who accompanied me, didn't know why some drivers were moaning either; he reckoned they were just born that way. He did point out one drawback; a small thing, but telling. The sun shade was operated automatically by a switch on the control console, but there was no manual override. If the mechanism failed with the blind down then it would be impossible to drive the train without cutting a large peep-hole in the shade.

Despite these two small defects my impression, whether from the driver's or a passenger's seat, was overwhelmingly positive."



Two views of the interiors of the new Push-Pull coaches - above, Driver Natan Binto in the cab of Driving Trailer No. 302; below, a passenger saloon. (*Both: Paul Cotterell*).



e). Liveries News.

In IC3 Livery: Nos. 104, 108, 111, 114, 116, 117, 120, 122, 124, 126, 607, 610.

f). Esslingen Shunters: Correction: As at 12/1/97, the situation was:

221: Working.

225: Out of service, awaiting a reconditioned engine.

227: Working. Having had a fresh coat of grey paint in 12/96 (though not of very professional quality !). See above, 36:4(d).

g). Coaching Stock. Power Coach 616 was converted at Ardan, Paint date 12/96, entered service 12/1/97.

Power Coach 641 returned to Ardan for modifications, 15/12/96.

At Qishon Works, awaiting Scrap: 51, 54, 57, 58, 687.

From the Fire at Haifa East: 604, 605: Possibly for scrap.

614, 615: awaiting decision.

111, 621: to be refurbished.

Returned from Ha'argaz: 84. Repainted 10/96, no paint date but Haargaz sticker.

622. Repainted 10/96, with paint date & Haargaz sticker.

619. Returned 8/11/96.

626. Returned 21/11/96.

627. Completed 22/12/96, in service 1/1/97.

To be sent to Ha'argaz for refurbishment:

613 ex-Haifa 10/11/96.

625 ex-Haifa 14/10/96. Due back shortly.

636 ex-Haifa 25/11/96.

629 ex-Haifa 15/12/96.

631 - to be sent shortly.

h). The Yugoslav Coaches. Not really News, but your Editor recently found himself passing through Maribor recently en route from Vienna to Zagreb. Musing at the restored four-wheel coaches for the Slovenian Railway Museum at Ljubljana, it crossed his mind that the large series of bogie coaches for Israel Railways was built here, at the (then) Boris Kidric Works. These coaches with their double-end doors and sliding full-pane windows look distinctively European, and yet are unlike any other coach noted on the railways in Germany, Austria, or the present Slovenia, Croatia or Bosnia.... Were they a specific new design, and if so by whom? Why did the new state turn to (then-)Yugoslavia for its rolling stock? Was the price really that much better? Had some of the Israelis who had used Yugoslavia as a staging-point for arms and other shipments in the late 1940's built up specific contacts there? Who let the contracts, when and why, and how much was paid - and in what currency - per coach? All sorts of unanswered questions. Maybe a reader can help?

In the meantime, and with the help of Klaus Matzka and the Slovenian Railways office in Vienna, I have learned that the Boris Kidric works is now known as: "TVT-Druzba za proizvodnjo in remont tirnih vozil, d.d.o.o., Valvasorjeva ulica 73, Slovenija-2,000 Maribor." Fax: 00+386-62- 104-251.

Further musings: Israel has some coaches built in West Germany, Syria has some built in East Germany. Will the twain ever meet?

i). "**Kronoim**". Walter Zanger asks the question, where does this word come from ? "*Karon*" (for "coach") is a masculine word but has a feminine ending "*Karonot*" - yet this term is the one applied to the motorised coaches - i.e. multiple units - on I.R. There must be an article waiting to be written by someone about the coining of these technical terms.....

36:6. ANOTHER HEDJAZ TOUR!

Bill Alborough of TEFS is planning yet another "final trip" to the Hedjaz Railway - yes, I know it sounds daft, but so long as the lines and locos are there, it makes sense to keep visiting, using and recording them. Preliminary details - there should be more by the time this issue goes to press or soon thereafter - are as follows:

The trip is planned for May 31st. to June 15th. The tour includes London-Amman flights, runpasts and charter trains on the Jordanian system (including the Aqaba-line diesels) - and, amazingly, especially for Bill the Syrian Railways seem to have been busily restoring lines and locos to operation ! Bill's introductory trailer (published also with colour illustrations in "Railway World" Jan. 1997, p.66) comments:

"This part of the globe continues to be torn by rival factions, and little co-operation exists even now between Jordan and Syria, though the only passenger train of the week between Jordan's Capital Amman and Dera'a (the border town just inside Syria) does sport a Jordanian diesel hauling Syrian rolling stock for this part of the long, slow journey. Onto Damascus, the Capital of Syria, fortunate foreign railfans found a Hartmann 2-8-2 in action for part of 1995 while the Romanian diesels owned by Syria completely gave up the ghost, though 1996 seems not to have had a repeat of this event.

Jordan boasts four active steam locomotives, used on very expensive Incentive Tours and similar special workings between Amman and Jiza, close by Queen Alia Airport. These feature (at extra cost) an attack by Bedouin bandits on horseback - which is hardly likely to amuse readers of this publication ! Most frequently used is Jung 2-8-2 No. 51, a massive beast for the 1.05m gauge which makes easy work of almost any load on the steep climb out of Amman. Haine St. Pierre 2-8-2 No. 71 is the second choice, whose oil burners are guaranteed to put a black pall over the city. Haine St. Pierre 2-6-2T No. 61 is a new addition to the active fleet, but a meagre water capacity severely limits its range in both time and distance. Finally, Robert Stephenson & Hawthorns 2-8-2 No. 23 is of typical Indian WG outline, if perhaps a little more massive, but this loco has only been specially steamed for TEFS special parties of Railway Enthusiasts since steam haulage of rail traffic to the Customs House ceased in 1982.

Hedjaz Syria Railways has a new General Manager who has adopted a pro-steam policy following his experiences with the Romanian diesels in 1995. SLM 2-6-0T Nos. 754/5 shared the holiday season trains with diesels to El Fijeh and Zabadani on the old line to Beirut, while Hartmann 2-8-2 No. 263 worked to Dera'a and Bosra as required, assisted by No. 260 after it had been re-tubed. Plans to steam SLM 0-6-2T No. 805 (like Nos. 754/5 built in 1894 !) before Christmas 1996 are currently on schedule. For 1997, in addition to clearing the Yarmuk gorge line (towards Israel !) for excursion traffic, extra steam motive power for those trains is planned to come from the pool of

Borsig 2-8-0 No. 162 (currently stored at Dera'a) and Hartmann 2-8-0's Nos. 90/91/93 (at present just hulks dumped in the undergrowth at Cadem Workshops). We shall see!

Finally, Jung 2-6-0T+T No. 66, which has been steamed in dramatic fashion for TEFS in Dera'a Yard on various occasions (without brakes / with jammed-open regulator / with inoperative injectors...) is now scheduled for a proper overhaul in anticipation of possible 1998 use."

As of 29/10/96 the line had been cleared of earth-slips etc. as far as Muzeirib and the line on to Zazoun was expected to be clear "soon", with the Zebadani-Serghaya line completely clear and open again. Bill expects that at most one of the Hartmann 2-8-0's will be restored out of bits of the three listed, (they were apparently known for problems with cracking frames), but has received a fax which is "happy to inform him" that the "future plan of the Hedjaz Railway is to reform the rest of the locos they have" - there are approximately 31 in various stages of dereliction ! A German tour-operator is planning fairly-frequent or regular trips on the Bosra line, employing a bus for the Damascus - Dera'a leg. Mr. Aziz has stated that he would prefer a Hartmann loco any day !

There is still a hope of visiting the locos stored at Rayak, though at present the standard-gauge workshops remain "out of bounds" and inaccessible, only the former station being open for visits. On the last tour they were able to see from behind a chain some mouth-watering glimpses, but were of course unable to take any photos !

36:7. NOTES AND COMMENTS.

a). The S.S. Belpamela. The "Belships" were well-known in the past for being specially designed for the transport of locomotives for export. As such some were employed bringing WD locos to the Middle East, and probably also brought PR locos before that.

In the "Newsletter" of the Friends of the National Railway Museum, York, No. 77 (Nov. 1996) p.19 is a photo of a Chinese 4-8-4 being unloaded from the "Belpamela" at Shanghai in 1936, and the following information by Philip Atkins:

"The 'Belpamela' (3215 tons) was built at Newcastle-on-Tyne in 1928 by Armstrong Whitworth & Co. for the Oslo-based Belships Co. Founded by Captain Christen Smith (died 1940) the Belship concept had been instituted in 1924 with purpose-built ships with derricks on their decks to load and convey fully-erected locomotives from European ports to overseas destinations.....

Having survived the continuous threat from aerial attack and torpedo for so long, ironically the vessel sank with all hands in a ferocious gale in mid-Atlantic in early April 1947. At the time she was conveying sixteen 141R 2-8-2s from US builders to France - which were never recovered."

b). On 35:8 - Old Turkish Remains at Mashavai Sadeh. It is amazing what comes to light.... From Peter Erwood, of The Manse, Fleet Hargate, Lincolnshire PE12 8LL, comes a note: "You may not know it (in fact I doubt if anyone does now !) that I am Honorary Stationmaster and Acting Railway Transport Officer for Bir el-Mahata (as it was transliterated on British Army maps in 1947, when I was there.) In view of my pre-war railway connections, I was unanimously voted into the job by the officers of 41 Field Regiment, Royal Artillery on April 1st. (!) 1947. There was some idea of engraving my appointment on stone from Mount Sinai, but it came to nothing. At all

events, I have received no notification of my appointment being cancelled, so I suppose it is still valid !"

In the end only one of Sybil's photos got into the last issue, so here is another, showing the "Tourist Information - Historical Site" sign, together with one of Peter's taken in March 1947 ! The warning concerning difficulties of making out a small heap of dust against a background of larger heaps of dust remains valid, but such historic shots as these, however lacking in contrast, deserve publication nonetheless !



c). **On 35:5 (g): More on Withdrawn G12's.** Paul notes: Way back in 5:5 & 6:2 there were updates on certain IR locomotive matters to which additional items of information can now be added. GM Bo-Bo G12 106 was withdrawn following an accident on 6th. March 1973. It was hauling a passenger train from Beersheba to Tel Aviv when it collided with a truck loaded with sand on a level crossing. 106 and three coaches of the train were derailed. Thirteen passengers were injured, three of them seriously.

G12 119 was withdrawn following another collision with a truck, this time at the infamous kilometre 45 between Binyamina and Hadera, on 19th. September 1973. The accident happened when the Egged bus co-operative was on strike, so there was practically no public transport between Tel Aviv and Haifa that day, with the exception of the "Sherut" shared-taxi service. A steam crane of IR was used in clearing wreckage, apparently the last time a steam-powered crane was operated.

As a footnote of interest: 106 and 119 were photographed double-heading a Tel Aviv-Dimona passenger train at Na'an Junction in April 1969 (probably the only shot in existence of both of them together on a train.) The photo appeared with an article in the magazine 'Railway World' of May 1973, though the reference in the caption to iron ore mines at Oron is wrong."

[NB: Some of the above contradicts information given in the last issue. Ed.]

d). **A Pinch of Salt**. The photo on p. 32 of Harakevet 35 refers to the preceding article on the 'Locomotives of the Israel Salt Company'. It shows the remains of Ruston and Hornsby 4-wheel diesel 175415 on the company dump at Atlit, and was taken on 29th. May 1987.

e). On 35:4:(j): **"Money Down the Hole"**. A respected "Jerusalem Post" journalist (who shall be nameless) comments that an unsubstantiated report from 'City Lights' should be taken with about 10 kilos of salt. Its local nickname is "Shitty Frights" !

f). **More on Tickets**. Sybil Ehrlich notes that, further to the report of purple in the new style of IR tickets, she has seen red on white, and green, orange and blue - all on white.

g). On 32:8: **The Preserved Turkish Middle East 2-8-2**. An article in the latest "Continental Railway Journal" No. 108 (Winter 1996/7) p.489 contains more details of this extensive open-air museum, with a sketch map of the layout and location of plinthed stock. The site is about 12km. inland from the seaside resort of Kusadasi, and as at June 1996 there were 35 items on site, including a railbus and a rotary snowplough. From a specifically "Middle East" perspective the key items are Alco 2-8-2 70111/1942, TCDD 46244, and North British 2-8-0 24670/1941, TCDD 45161 (i.e. LMS 8F type, exported to Turkey during the war.)

h). **Books**. The following books have been mentioned or reviewed several times in previous issues. From the "Continental Railway Journal" we note the following new details, and recommend these books to any 'Harakevet' readers who do not yet possess them:

"The Railways of Palestine & Israel", by Paul Cotterell. Tourret Publishing. UK £15.90; Overseas £16.95.

"Hedjaz Railway". Rick Tourret. UK £16.95, Overseas £17.85.

"Allied Military Locomotives of the Second World War". Rick Tourret. UK £29.85; Overseas £31.95.

"Middle East Railways". Hugh Hughes. £3.50, UK & Overseas. (Slightly-sub-standard copies - some illustrations imperfect.)

All the above are obtainable from: Lance King, C.R.J., 25, Woodcock Dell Avenue, Kenton, Harrow, Middx. HA3 0PW, England. Cheques payable to "Continental Railway Circle" (round up if necessary !). Overseas prices include postage by Surface Mail.

i). On 34:7: **"Die Hedschas Bahn"** (Published by DGEG).

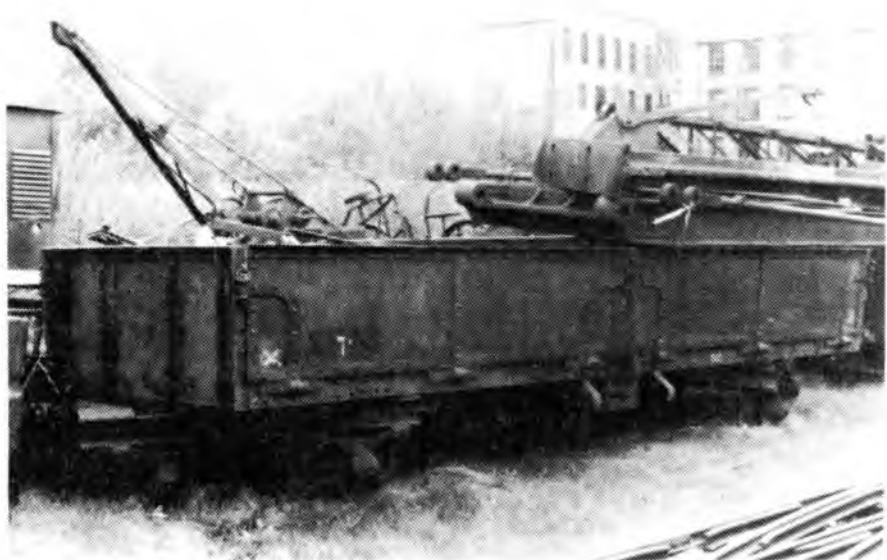
Andy Wilson notes:

Page 26: The photograph of materials being unloaded at Haifa. The track in the foreground looks too wide for the HR gauge - and could therefore be the sole known photograph of the standard-gauge tracks originally laid by the Syrian-Ottoman Railway.

Page 107: HR Construction Train. The wagons in the middle of the train appear to be 4-wheelers (i.e. not HR) with lengths of rail spanning the gap between the wagons to support the piles of sleepers. Also the engine is not a TL type (see Tourret & Hughes). It is the same as in the upper picture on p.34.

Page 111. The similarity of the locomotive to a DHP type is indisputable. It is a DHP Class E and not a TL engine as first suggested. In fact the whole train is DHP, or ex-DHP, but where is it ? The scenery looks rather desert-like and this is supported by the extra water tank on the first wagon. The scenery does not fit the Beirut-Damascus section. Could it be in the South of Palestine during the war period ?

j). **Gezira Wagons.** In 33:4:(c) reference was made to some narrow-gauge wagons now stored at Armley Mills Industrial Museum in Leeds. The accompanying photos from Paul Cotterell show wagon No. 60, the Arabic inscription referring to the Gezira Railway.



k). **WD 8F Disposals.** The Autumn 1996 Newsletter of the Stanier 8F Locomotive Society, No. 98, p.35 notes that on 24th. Aug. 1952 the following arrived at Derby Works for reconditioning after WD service: 70307 & 70320. They had arrived from the Middle East via Birkenhead. Also present were 70583 (ex-LMS 8025, Iran 41.184); 70508 (ex-Iran 41.186), with bullet-holes in the smokebox; 70320 (ex-LMS 8246, Iran 41.153); 70307 (ex-LMS 8233, Iran 41.109, paintwork in excellent condition), & an unidentified chassis, bearing "LMS Crewe 1937" plates.

l). Re: 35:7(g): Esslingen Railcars. In reply to Chen Melling's query, Paul says that the last of the old Esslingen/LHB railcars saw out their final years of public service in the then IR passenger coach livery of light and dark blue bodies with oxide red roofs. The red oxide did have a rusty tinge to it, accentuated over the long years of disuse. It should be noted that not all these German railcars received this livery, several being withdrawn previously still in the overall blue with white roofs which weathered to light grey.

m). Re: 35:10. Mouchly. Also from Paul: "A Palestine Railways internal memo of 1930 noted that Mr. J. Mouchly (Works Manager) of Haifa was granted permission to patent "A design of Buildings to Render Them Earthquake Proof". This was on condition that PR could make use of the design free of royalty payments !

Jacob (Yaakov) Mouchly published a booklet entitled "L'architecture amusante" (Haifa 1947); in the foreword to this small English-language volume it was announced that among four other books in preparation by the same author was one entitled "Palestine Railways". Nothing has been heard of such a work since, so presumably it was never published, but the author's notes for this would be of great interest. I am trying to track these down through his surviving descendants.

Mouchly was evidently a man of wide-ranging interests and talents. He published at least three other books, apart from "L'architecture amusante"; his interests included the citrus industry, yachts and other boats, national identity, and irrigation !"

n). Museum Closure. It is with sadness that "Harakevet" reports the closure in January 1997, on financial grounds, of the Museum of Army Transport at Beverley, North Humberside. Founded by Major "Tubby" Robins, this is/has been/may yet be a wonderful repository for all sorts of vehicles - rail, road, tracked, amphibian etc. - and an archive including some wonderful materials salvaged (literally) from military rubbish heaps. Hopefully this wonderful place can still be salvaged yet again.

o). Personalia. You Editor flits around, and cannot promise to answer every note personally, but it is only right and proper to note with thanks the hospitality given by Matthew Kessler of Far Rockaway, New York, during a recent visit (and an excuse to ride the Long Island Line and the "A Train"), and to wish "*Mazal Tov*" to PR model builder Jan den Haan on his wedding in Amsterdam in March.

36:8. MODELLING NOTES: "Branch Lines" have now released their HO scale model kit of an ROD (ex-GCR type) 2-8-0 - a type used in World War 2 on PR and the HBT, as well as in Iraq and Egypt. The kit costs £125 in the UK, and can be ordered from Branch Lines at P.O. Box 31, Exeter EX4 6NJ, or tel./fax: 01392-437755. A kit for a USATC 0-6-0T, also used in Palestine and by IR, is in preparation.

In addition, it is noted in "Satellite 1:87", the Newsletter of the British 1:87 (HO) Scale Society, Issue 9 (Feb. '97) p.2, that an HO Scale kit of an 8F 2-8-0 is planned by Acorn Models of Unit 18, Long Lane Trading estate, Long Lane, Halesowen, B62 9LD, UK. Apparently they already produce a 7mm-1ft. (O Scale) kit for this loco. No price or release date is available as yet.

36:9. OTHER MIDDLE EAST RAILWAYS.

A). IRAN. From "Fahrplancenter News" No. 24, Dec. '96, p. 20:

(i): International Links. The planned rail link between Iran and Azerbaijan is not moving as quickly as Iran would wish; the Azerbaijani government is pushing the construction of a motorway road link around the Caspian Sea as quickly as possible; the road link is meeting resistance from Iran and Turkmenistan, but is being demanded by the other adjoining states.

A 3km. long spur has been built (in 1996) between Artyk on the Parakhat - Krasnovodsk line of the Turkmenistan State Railway across the border to Lotfabad in Iran; this place is reached by road from the south, and goods can be transhipped to the TSR (which is 1524mm gauge, being a former-USSR system) for transit across the border and further.

(ii): Other IIRR Projects. In addition to projects mentioned in 35:6:(f):(vi) there are several other projected schemes which should be either commenced in 1997 or at least before 2000:

Teheran - Qom,	151 km., a new and faster route.
Isfahan - Shiraz,	550 km., a new line.
Marageh - Orumieh.	180 km., a new line.
Bad - Meybod.	254 km., a new line.
Ardakan - Chadormalue,	217 km., a new line.
Shabadan - Bahram,	61km. an old project but now under way.
Nezamieh - Miyandasht,	37km., new line.
Astara (Iran) - Astara (Azerbaijan).	10km. Construction commenced but suspended at present.
Mohammadih - Saghe.	31km., new line.
Qom - Kaveh,	65km., new line, construction well under way.

It is not planned that any of these lines will be electrified.

(iii). Teheran Metro. Alcatel SEL has gained a contract worth 20M \$US which includes the installation of signalling for Teheran Metro Line 1.

B). LEBANON.

From Andy Wilson come some further notes.

"On 20th. Sept. 1996 I called upon Imad Marwan, the Director General of the Ministry of Transport in Beirut, to enquire about the status of the railway equipment at St. Michel station. (See 34:22). I am not exactly certain of his position, but I am pretty sure that he is Director-General of the Ministry, not of the railway only; A top man.

So far as the CEL narrow-gauge equipment is concerned he said that they had no intention of disposing of any of it in the next two years - maybe they would sort out some pieces for a museum later on.

However, I have previously encountered someone from the bus organisation, and they would dearly like to clear the "junk" away and take over the site at St. Michel. For the moment, it seems that higher-ranking people don't want to lose the railway, but I am sure there will be political pressure to make changes. We shall have to see.

I also asked Mr. Marwan about the scheme to rehabilitate the coastal railway, and he said that they had hoped to let a concession on a Build/own/operate/transfer

basis, but potential bidders were unwilling to come forward because the project was seen as financially unattractive. However he stressed that he was hoping to find other financing for the project."

Andy appends a list of the rolling stock at St. Michel station on this date (20/9/96); locos are presumably unchanged, Nos. 8, 10, 35, 36 (0-10-0T) & 201.

Key: CEL : C. de F. Etat Libanais.

CDS : C. de F. Damas-Serghaya. (i.e the Syrian part of the line from Beirut).

HJR : Hejaz Jordan Railway.

CFH : C. de F. Hedjaz.

DHP or no markings : Almost certainly CEL ownership.

Incidentally - the spellings 'Hejaz' or 'Hedjaz' reflect French orthography - since French does not have a strong "J" sound, whereas the Arabic spoken in Syria most certainly does.

Notes: The CEL numbering for the coaches and fourgons appears to correspond with Tourret's list of 1944, even though the surviving vehicles on the CEL (there are a few more at Rayak) have been rebuilt with new steel bodies - wooden bodies survive only in Syria. CEL C14 is a short bogie coach only slightly longer than the 4-wheelers, so it is clearly one of 13 & 14 as listed by Tourret.

CEL freight stock has obviously been renumbered, except one or two derelicts such as K520. CDS freight stock has also been renumbered into blocks which are clear of CFH numbering.

There are several wagons which I describe as long-wheelbase 4-wheelers which do not correspond with anything listed in Tourret. (cf. pp. 148, 149, 153, 159). These are probably about 8m. long; very noticeably longer than the normal 4-wheelers; they have a prominent strengthening truss under the frames like traditional bogie coaches. There are quite a lot of these at Rayak also, but I do not recall any in Syria.

When I have noted damage to vehicles, this is of a serious nature. Other vehicles have odd bullet holes and minor damage in many cases.

<u>Ownership</u>	<u>Class & Number.</u>	<u>Remarks.</u>
<i>(as marked on vehicle)</i>		
CEL	K5709	Bogie. Steel van. Brakeman's Platform.
CDS	Kv 10502	Bogie. Steel Van.
CEL	Kdf 5706	Bogie. Steel Van. Brakeman's Platform.
?	Kh 1149.	No details noted but this number corresponds to a CFH bogie van.
HJR	Kh 4034	Bogie. Steel Van. 30T Capacity.
CEL	P 7601	Bogie. Low side Open.
CFH	K 1121	Bogie. Steel Van.
CFH	Kf 1065	Bogie. Steel Van.
CDS	Kdf 10678	Bogie. Wooden Van.
-	-	Long wheelbase 4-wheeled chassis; no bodywork.
HJR	Kf 4035	Bogie. Steel Van. 30T Capacity.
-	-	4-wheel. Single bolster.
CFH	Khf 1054	Bogie. Wooden Van.
CDS	Tf 12515	4-wheel. Steel Open.

CEL	Kf 5501	Bogie Van.
CEL	Tf 7130	4-wheel. Steel Open.
CEL	Tf 7021	4-wheel. Steel Open.
CEL	Tf 7105	4-wheel. Steel Open.
CEL	Tf 7351	Long-wheelbase 4-wheel. Steel Open.
CEL	Tf 7357	Long-wheelbase 4-wheel. Steel Open. <i>(War Damaged.)</i>
CEL	Tf 7252	Long-wheelbase 4-wheel. Steel Open. <i>(War Damaged.)</i>
CDS	K 10006	4-wheel. Steel Van.
CDS	Kv 10008	4-wheel. Wooden Van.
CDS	Kd 10684	Bogie. Steel Van. Brakeman's Platform.
HJR	Kh 4114	Bogie. Steel Van. 30T Capacity.
CDS	Kdfv 10682	Bogie. Wooden Van. Side missing.
CDS	Kfv 10651	Bogie. Steel Van.
CDS	Mfv 16501	Bogie. Steel Open.
CFH	Kh 1143	Bogie. Steel Van.
CDS	Tfv 12518	4-wheel. Wooden Open.
CDS	Kfv 10266	4-wheel. Wooden Van.
CDS	Tfv 12511	4-wheel. Steel Open.
HJR	K 4012	Bogie. Steel Van. 30T Capacity.
CDS	Tfv 12508	4-wheel. Steel Open.
DHP	K 5211	Bogie. Steel Van.
CEL	Ff 5120	4-wheel. Steel Open.
CEL	Tf 7008	4-wheel. Steel Open.
CEL	Df 93	4-wheel. Steel Fourgon.
CEL	Df 101	4-wheel. Steel Fourgon.
CEL	Kf 5505	Bogie Van.
CEL	Cf 178	4-wheel. Steel Coach.
CEL	Cf 180	4-wheel. Steel Coach.
CEL	C 15	4-wheel. Steel Coach.
CEL	C 14	Bogie. Steel Coach.
CEL	Cf 176	4-wheel. Steel Coach.
CEL	Ff 5102	4-wheel Van.
CEL	Ff 5012	4-wheel Van.
CDS	Mv 16004	Bogie. Open.
?	K 520 or 620.	Bogie. Steel Van. <i>(K520 is in DHP 1944 list. Shot up, markings not clear).</i>
?	W 51	4-wheel. Wooden Van. Long wheelbase. <i>(Bodywork fire-damaged. Appears to be a Fourgon with original bodywork. Probably the Beirut Breakdown van.)</i>
CEL	Sh 5801	Tank Wagon. 4-wheeled. La Brugelloise, 1927. Also plate: "DHP 120-P."
CEL	Sh 5802	Tank Wagon, 4-wheeled. <i>(Bigger tank than 5801).</i>
CEL	H 8028	Std. Gauge. 4-wheel Open.
CEL	K6450	Std. Gauge. 4-wheel Van.

CEL	Cf 76	Std. Gauge. 4-wheel Steel Coach.
CEL	F 5007	4-wheeled. Van.
CEL	?	4-wheeled. Steel Fourgon. Number illegible.

[All the above are 105 cm. gauge unless otherwise indicated. The wagon codings involve a capital letter and then a smaller capital letter either superscript or subscript - for ease I have typed these as lower-case letters instead. Ed.]

C). EGYPT. Also from Andy Wilson - this chap does get around ! - he made a trip to Egypt in Jan. 1997 and notes:

(i). "The first part of **Line 2 of the Cairo Underground Metro** system has opened, around September or October, from Mubarrak Station (at Ramses Square, next to the ER main station in Cairo) to Shoubra el Kheima, which is the first ER station on the line to Alexandria. A further section is still under construction from Mubarrak, looping through the city centre to Sadat Station (at Tahrir Square), The line is planned to continue to Giza, but I am not aware that construction has started yet, west of Sadat Station. [See below. Ed.] Line 2 is 3rd.-rail electrified, with a well-protected, apparently under-running (can anyone confirm ?) conductor rail, and mostly in double-track bored tunnel, though the line does come into the open at Shoubra el Kheima, rising up to cross over the Ismailia Canal, then the ER main line, before dropping to the ground level terminus. This is separate from but close to the ER station. There is a car depot here; trains are of smaller profile than ER (or Metro Line 1 which is full-size.)

(ii). The **Cairo Underground Metro Line 1** is electrified with overhead 1500V DC, and includes the Helwan line, originally electrified in the 1950's, a new section through the city centre, opened in 1987, and continuation of the old "Matasia" line to El Marg which was commissioned as an electric line in 1989, replacing diesel push-pull working. Line 1 is full-size, and is still connected to ER at various places, although the connections are generally gated and not normally used. The only place where ER diesel trains run "under the wires" is at Tura, and I think only on lines serving the Metro depot and workshops there.

(iii). The **Heliopolis Metro** is metre gauge and is essentially a tramway, but it does have about 3 miles of private fenced line from Ramses Square in Cairo to Roxy in Heliopolis, after which it runs generally in reserved tracks in the centres of wide roads. It has a very small amount of genuine street tramway track, so its trains run on the right whereas the ER and the underground Metro keeps left, in accordance with the practice established by Robert Stephenson in 1852.

(iv). The **new "large" ER locos** are, I think, an updated equivalent of the G26 class, of Co-Co wheel arrangement. There is no short hood and the cab end is very reminiscent of the Irish 201 class. The grain trains have American centre couplers which are fitted also to some locos, the side buffers then being folded up into a vertical position.

(v). **Diesel Locos.** I had not seen any G12 Bo-Bos for some time but on the occasion of this visit two passed through the station of Shoubra el Kheima within a few minutes of each other. (This is a very busy place - almost all northbound traffic

from Cairo passes through). ER have been buying very large quantities of G22's, since the early 1980's. The J22T class are GM's own-make equivalent of the much more numerous Henschel AA22T which have GM machinery in a German structure. All the early Henschel main-line diesels have long gone, even though they incorporated GM machinery and the contemporary "real" GM's are still around. The numbers of the early Henschels have been re-used for the newer locos. (See below).

(vi). Midan Station in Cairo. I think that this was the original Cairo terminus for the Helwan line, superseded many years ago by the Bab el Louk terminus nearer the modern city centre (and now replaced by the underground Metro Line 1 link.) Wiener, writing in 1932 ("*Egypte et ses Chemins de Fer*") says that Midan was then in use by the military. It still was up to mid-1980 and I saw a very occasional train there, but it then closed and the army have now gone, and the station site is occupied by a new telephone exchange and other users.

(vii). More on the Underground. From Dennis A. Cavagnaro comes a cutting from "The Egyptian Gazette" of 17th. Jan. '97:

"Underground Vital means of Transport for Cairenes. Over 1.5 million passengers use the two underground lines daily, said Minister of Transport and Communications Soliman Metwalli. Following a meeting yesterday with Mohamed Maher, the head of the Underground Operation Agency, Dr. Metwali asked for new trains for the two lines during the rush hours in Ramadan. On the Underground's second line, the Ministry noted that work is under way in putting the final touches to Attaba, Abdeen and Sadat stations so the line will be operational by October.

On the part linking Al Tahrir Square to Cairo University, the minister said that the 468 metre tunnel of this part's southern entrance has already been completed. He noted that the Alexandria Underground project contract will be signed this month, adding that the study for this project is to be finalised within 18 months."

(viii). New Locos. In "Today's Railways" No. 17 (Feb.-March 1997) p. 48 notes that ADtranz has sub-contracted the construction of loco bodies for a new series of German 101 electrics to "Pafawag" in Wroclaw, Poland - "Pafawag is also to produce parts for future DB Class 145 electrics and ADtranz diesel locos for Egypt."

D). JORDAN. (i): A Hedjaz Railway Query: A 1961 "Survey of Israel" map of 1961, "partially revised" and printed in 1982, on display in the Editor's daughter's school, also covers the very western part of Jordan and sections of the Hedjaz Railway (not the Aqaba line). As well as a detailed view of the Ma'an - Naqb el-Ashtar line, this also shows a "Disused Railway" diverging westwards from Mahattat 'Uneiza, heading almost straight due west for about 20km. past Jebel Uneiza, then turning south for about 4km. to Umm Suwwana or Wadi Umm el Weizat. Names are taken from this map. The line is clearly that referred to in Turret p.67 as "A 40km. branch line...built in 1915, starting from Aneiza...and sweeping in a wide semi-circle to the west.... this was used to transport wood cut in these (Hisheh) forests for use as fuel for the trains to Medina."

The query is: If this temporary branch built for fuel 46 years earlier was still marked on the map, what actually remains of this line ? There must have been something - earthworks or more - to indicate its presence and make it work marking

on a map in 1961. The line is not shown on Turret's Map 12, p.85, which indicates the Aqaba line in relation to the Naqb Ashtar and other, later phosphate branches.

(ii). Cementing Relations. From Prof. Trevor Kletz comes a section of the newsletter "Wastelines", the organ of the nuclear waste disposal industry, and published by NIREX ! (It's amazing what people read). (No date, but recent, and pages 6-7). Relevant to "Harakevet" is a description of the geological structure of the Yarmuk Valley Gorge (scene of several earth slips on the Hedjaz Railway branch there in times past):

"In 1985 a paper was published by Professors Hani Khoury and Elias Salameh, of the University of Amman, which described the geology of the Maqarin area of northern Jordan. [This is the station described as "Makaren" in many accounts. Ed.] Here. clayey limestones of Cretaceous age contain bitumen at depth. At some time in the geological past - perhaps 80,000 years ago - this bitumen ignited in places and produced cement materials, just as in a cement kiln. Modern day groundwater percolates down through the overlying sediments, contacts these "cement zones", flows on the interact with the surrounding rocks and then emerges as high pH springs.

When it was realised that the site was a natural analogue for cementitious repositories, Nirex, Nagra, SKB and AECL - subsequently replaced by the Environment Agency - joined forces to carry out a joint research programme.

Maqarin lies next to the Yarmouk (sic) River, which marks the border of Jordan with Syria. The river has formed a deep gorge, exposing the bituminous rocks. Until fairly recent times, the Amman to Damascus railway [wrong ! Ed.] wound its way along the gorge and the bituminous rocks were used as low-grade fuel to power the steam locomotives. It was this same railway that Lawrence of Arabia attacked in 1917, destroying one of the bridges in his guerrilla campaign against the Turks. Over the past 30 years, the continuing tensions in the Middle East have caused the area to be militarised and the railway to be dismantled. In the early days of the project, it was quite difficult to carry out activities close to the river and the Syrians would fire warning shots when they thought people were coming too close. With the Middle East peace process, access has become easier and some of the most useful information has been unearthed as a direct result - an unseen benefit of peace.

Access to cement zone material is obtained via an adit - a horizontal passage into the valley side mined as part of an earlier feasibility study for a dam across the gorge. Visits to the adit are enlivened by a hyena, which has made its home there. Its ferocity is demonstrated by the corpses of a number of wild dogs strewn around the entrance....."

And so forth. Apparently - and keeping the rest of this short - it appears that the geological make-up of the area leads to the formation of natural cement which seals off areas, and makes it ideal for the deposit of long-term nuclear waste. Whether the Syrian-Jordanian border is a good place to deposit anything of even the slightest potential danger is, of course, another question entirely. Photos accompanying the article show parts of the old HR trackbed and viaducts in the background.

36:10. HEDJAZ RAILWAY BRAKES.

Through courtesy of Keith Chester I have been sent a copy of a letter published in "The Locomotive" for Sept. 15th. 1945, p.142. Clearly a part of an ongoing correspondence on the topic of "Locomotive Steam and Counter-Pressure Brakes", and referring to the Dec. 1944 issue, a Mr. H. F. Hilton is keen to set the record straight on the invention of the Counter-pressure Brake in 1856, and adds:

"It may interest readers to know that at the present day the counter-pressure brake is successfully used where conditions are favourable. ...My son...sends me the following comments after a trip on the footplate of a German-built engine working a through express train on the Hedjaz Railway. The gradients and curves on the line are severe, so that high speeds are unattainable. On the long down gradients the speed was regulated almost entirely by the counter-pressure brake, including compulsory stoppages on gradients to allow the fireman to get off the engine and place a "stop ticket" in a box fixed to a post beside the line, so as to make sure that the train was brought to rest.

When the brake was applied a small amount of steam and fine spray (in the dry atmosphere) was emitted from the chimney, and no strain or uneven motion was imparted to the engine.

Speed was high under the circumstances, too high in the opinion of some of the passengers in the dining car. In conversation with the Locomotive Foreman at the end of the journey, he learnt that this brake was considered to be efficient and economical, saving wear of tyres and brake-blocks without causing any disadvantage to the working of the engine.

The Arab drivers are fearless and reliable in an emergency, and he had been lucky in riding with one of the best of them. It is perhaps needless to remark that on railways where speeds are normally high the counter-pressure system could not be used with safety to the locomotive or to any advantage."

36:11. THE HUNSLET AT NAHARAYIM. By Paul Cotterell.

[See 28:15 for an account of this loco's original (re-)discovery, & 36:3 for photo.]

The extract from 'Arkia' in-flight magazine, quoted in 35:7(e), coincided with other local reports and rumours which I checked out immediately with Evyatar Reiter, who kindly agreed to chauffeur me. On 3/1/97 we drove to Old Gesher, just off the main road through the Jordan Valley and opposite Kibbutz Gesher. Situated right by the Hedjaz Railway bridge over the River Jordan and close to the ruins of Jisr el Mejemie station, Old Gesher is a small museum which tells the story of Kibbutz Gesher and relates local history including, of course, the Rutenberg electric power station. Here we talked with Omri Shalmon who told us that the remains of the 60cm. gauge Hunslet 4-6-0T had been extricated from the power station in February 1995, a few months after the signing of the peace treaty between Israel and Jordan (See 28:10). A D10 bulldozer had been used as a makeshift mine-sweeper in this operation.

From here we went across to the Kibbutz garage to view the bits and pieces of the Hunslet. These were more extensive than I had previously thought. The frames and wheels were complete with cylinders and motion. Lying separately were the two side tanks and top half of the cab, and most of the sand dome. No maker's plates were left, but I lay down in the dirt to rub off the rust of decades from various areas of the loco's lower anatomy to reveal motion numbers still clearly stamped on different parts. These indicated that the loco is HE 1265 of 1917, War Department 353 and Palestine

Electric Corporation H7. One exception to this was a right-hand brake hanger stamped 1255 (WD 343/PEC H1). It appears that, as so often happens, a few parts had been swapped with sister engines during repairs made in the dim distant past.

In his office Omri showed us a photo he'd taken during a visit to the power station site; This was of a steam loco boiler lying abandoned, minus chimney, where the PEC loco shed had once stood. It appears to be from a Hunslet 4-6-0T as well, so there is the possibility of reuniting this with the already salvaged remains at Kibbutz Gesher to make an almost complete loco. I urged Omri to recover the boiler and he replied that he was already working on this. I nearly jumped up and down with anticipation !

A good deal of work would be needed to restore the loco for display - rust to sand-blast off, wasted bunker side sheets to repair or replace, one or two missing parts (particularly the chimney) to fabricate from new. But there is no doubt that the kibbutz is quite capable of doing all this. Omri showed us several old British Bren gun carriers that he had collected together from various locations around Israel. All had arrived in scrap condition but he had painstakingly restored one of them to its original appearance by using parts from the others. Very fine it looked, too - and it went, as he told us with evident satisfaction. If the abandoned loco boiler can be retrieved then there is a very real possibility of seeing a re-assembled Hunslet 4--6-0T again some time in the not-too-distant future."



36:12. SEWAGE DISPOSAL IN TEL AVIV. By Paul Cotterell.

Railways have gone just about everywhere man himself has ventured, from the very tops of mountain peaks to the depths of the sea. So far, however, no rusty rails have been discovered in outer space; though there was once a rumour abroad in England (unsubstantiated as yet) that when man landed on the moon he would trip over a branch line of the aggressive and ubiquitous London & North Western Railway. The subject of this short article is far less astronomical, but intriguing nonetheless.

The accompanying photo, courtesy of the Central Zionist Archives, shows new sewage works at Tel Aviv in 1948. It was taken twenty metres underground during the construction of an overflow outlet tunnel below the Mediterranean Sea. Four workmen are standing in a lift cage which raised and lowered them to and from the surface. Two of the workers have one foot resting on a small trolley wagon that is standing on a section of track laid on the floor of the cage. In the foreground can be seen another piece of track. This led away through the depths of the tunnel to the outlet site. Another photo, not reproduced here, shows this overflow tunnel stretching into the distance, with lights strung from its roof. I know nothing else about this underground sewage railway.



36:13. SOME NOTES ON COAL AND OIL. By Paul Cotterell.

I have not made any particular study of the subject of locomotive fuel on PR, but I noted some basic details during wider research. While the following figures are anything but exhaustive, they reflect what little I came across. All details and quotes are from the Annual Reports of the PR General Manager.

1930: Approximately 28,000 tonnes of Welsh coal imported for loco use.

Also noted: Oil-burning experiment on one loco at the expense of oil company. Not considered worthwhile to convert more locos at the time.

Year ended 31/3/33: 28,852 tonnes of Cymmer and Lewis Merthyr (Welsh) coal imported.

Year ended 31/3/34: 31,947 tons (sic) of Lewis Merthyr and Great Western coal imported. This was "of good quality but had a large percentage of small and fine coal".

Year ended 31/3/37: 42,000 tons of Welsh coal imported.

1942-46: Decision taken "at end of 1941" to convert "a few" standard gauge locos to oil firing. It became necessary "early in 1942" to convert all locos of both gauges to oil burning in order to save coal shipments. Locomotives to be converted to system in use in Syria and Iraq; this readily convertible back to coal if desired. This Chemin de Fer du Hedjaz system had serious disadvantages:

- a). Poor atomisation and incomplete combustion.
- b). Necessity for auxiliary coal fire.
- c). Lack of control of air entry.
- d). Excessive wastage and burning of roof stay nuts, superheater elements and tube ends.
- e). Poor steaming resulted.

Several successive modifications eventually gave satisfactory results, though smokebox alterations were necessary on some locos. Oil storage tanks were of reinforced concrete and mostly below ground.

"It was to be expected that the adoption of oil burning in the circumstances mentioned would not be without difficulties. The conversion was undertaken hurriedly, without adequate research, and the new system was introduced to staff who had no previous training or experience in the technique of oil burning. At the same time every locomotive possible was being pressed into service to cope with the increasing demands of military traffic. Running maintenance was being sacrificed and there was little opportunity for experimental work upon oil burning. The hasty introduction of a new system, with untutored staff, soon resulted in much damage to boilers and the availability of locomotives fell to dangerously low levels during the years 1942 and 1943. Experience was dearly bought".

Ed. Notes: Coincidentally: In "Backtrack" Vol. 11 No. 1, Jan. 1997 (ed. Michael Blakemore, pub. Atlantic Transport, Penryn, Cornwall) is an article by Jeffrey Wells on early British experiments with oil firing of locomotives, stimulated by the rising price of coal generally and the increasing vulnerability of supplies to industrial action in the coalfields. In 1920/1 several locos on the LSWR, NER, SECR, LNWR, GNR, HR etc. were converted to oil burning for trials, using two main systems - the Scarab and the Holden, a variant system being tried also on the NSR. From this article are taken the following excerpts:

"The history of the Scarab Oil Burning Co. is in itself of interest. "The Engineer", Nov. 1918, outlined the burner's origins, tracing the story back to Egypt ! Towards the

close of the Great War, imports of coal into Egypt has ceased and much reliance for domestic purposes fell on newly-discovered Red Sea oilfields. The latter were developed by the Anglo-Egyptian Oil Company, which attempted to utilise the heavy, viscous residues, or "mazout". In 1918, E. C. Bowden-Smith, living in Cairo, devised an efficient system for combustion together with a simple liquid oil burner for domestic purposes. It was a short step away from the latter to the sophisticated Scarab burner used in locomotives, manufactured commercially by a company directing its products to the railway world."

"The Scarab system differed from the Holden system in the manner in which the fuel oil was injected into the firebox and in the way it was atomised.... The Scarab burner (also known as the Weir type or the Mexican Trough) atomised the oil by a jet of air or steam (about 15 lb. psi for maximum burning down to 5 lb. psi for minimum burning.)"

[Incidentally, travellers on the "Eurostar" service to Brussels can still see, on the end of a house where the line from Lille joins the Belgian network, an old painted advertisement for a merchant selling coal, coke and "Mazout" - the only reference I have seen in Europe to this material. Ed.]

36:14. A Close-up view of the new IR Driving Trailer / /Power Car No. 302. Base livery is white with dark blue stripe over the windows, light blue stripe downwards from the roof near the front, and a red front carried round diagonally over the driver's door. Light blue panel on front carries the IR Logo. Bogies and underframe are black, cowcatcher / guard yellow with black chevron.

(Photo: Steve Tish).



17/8/1887 - 4/4/1974.

It is interesting how some people remain mysterious and forbidding figures, simply through ignorance of their more human side. C. R. Webb was General Manager of Palestine Railways for over a decade - and a very difficult decade it was. It was he who introduced the "Annual Reports", sturdily bound and stuffed with statistical and other information, which provide such useful material for historians. Written in the style of the time, they appear rather stilted, even pompous at times now.

Recently, however, I was fortunate to be put in touch with Jeremy Webb, his son, now living in Malvern. The following notes, based on an interview with and notes from Jeremy, cannot claim to be a complete biography, but may serve to add some human colour and interest to the bare facts of an official career. Since many papers were lost and the person most involved is no longer around to be questioned, there are a few areas where there is some doubt, so many decades later, about exact sequences and locations. As Jeremy notes, "it is sad that he may have acquired this mysterious and forbidding image, as he was in fact a likeable man with a good many friends, who enjoyed cricket, the tennis and outdoor activities of Palestine. However, he was what would nowadays be described as a "private person", with a strong aversion to any kind of ostentation or self-promotion, and was not over-keen on the social duties demanded of his position. Evening dress was essential in those days and it involved shirts with collars, fronts and cuffs starched to an almost metallic stiffness. I remember him often entertaining me while he changed before going out by giving me his ideas on what he would like to do to the man who invented them."

Cecil Richard ('Dick') Webb was born in the village of Appleford Roebuck, Saxton, near Tadcaster in Yorkshire, on 17th. August 1887. His father was a local clergyman, of modest means; one brother settled in Australia and joined the Merchant Navy, serving in both World Wars; another became a Bank Manager in South Africa. So the three sons from this small Yorkshire village moved to three continents ! At the time, when work was very scarce in Britain and the Empire beckoned, this was not uncommon.

On leaving school Webb worked for the NER for ten years, as a Wages Clerk and suchlike; he saw no future in this and in 1911/12 got a job with the colonial railway service in Tanganyika; he stayed there throughout the War, being involved in some capacity in the campaign in German East Africa. He joined the Royal Engineers, in the temporary rank of Major and earned the Military Cross. Just after the war he married Beatrice, in Mombasa.

In 1923 he was appointed from Tanganyika to be General Manager and Traffic Manager of the Sierra Leone Government Railways, in West Africa. This was not a pleasant place, and people couldn't wait to get away from there ! Although Americans were familiar with refrigeration by that time, none was apparently made available to British expatriates employed by the Colonial Service; the humidity was frightful, all wooden furniture had to be stood in pots of water to prevent it being eaten by white ants, and one lived off tinned food and whatever the occasional ships brought in. Even though Webb was General Manager there, he was glad to be "voluntarily transferred" to Palestine in 1930 - it was seen as a comparatively civilised place ! On the whole, though, he found the problems of Palestine complicated and frustrating, and preferred Africa, where life was in many respects much simpler.... On PR his salary was £2,000

p.a. - hard to equate to modern times, but the differentials are revealing - the Assistant G.M. got £1,100, whereas the other senior officers - C.M.E., Chief Engineer, Chief Accountant, Superintendent of the Line - were on £1,000 !

He settled into a little house on the edge of Haifa; photos show it to have been a single-storey Arab house (designed to have another storey added when the landlord could afford to do so), built in 1926, at the end of a row of three set in the fields near Hof Carmel, at the extremity of what was becoming the suburb of Bat Galim. Jeremy recalls that across the little road was a field where a wrecked ship was being slowly dismantled by someone, the area being littered with lumps of rusting metal. Later the family moved to a modern town house at the top of Allenby Road or Carmel Avenue ("Up the hill from the sea, then turn right..."), close to the German Colony and finally to the top of Carmel, not far from the Stella Maris monastery, where Jeremy vividly recalls the monks playing basketball with their habits tucked into their belts ! (*Some of these moves may have been connected to the security situation - see below.*)

Jeremy was born in 1931, and his sister Jennifer in 1934; prior to that tragedy had struck when their first child, Felicity Ann, was scalded by a pan of boiling water at the age of 18 months; she was buried in the small Protestant Cemetery on the Jaffa Road. [*The grave is still extant. WLR.*] Beatrice never really recovered from this blow.

Jeremy went to a Nursery School in the German Colony, then to a mixed school towards Hadar HaCarmel, and later in Jerusalem, at the small "British Community School". He recalls that the German Templars ran a wonderful toy shop in Haifa that made all the English ones seem pallid in comparison; a Templar barber was rumoured to be a spy. At some point in the mid-1930's (maybe 1935) a curious incident took place when a German ship arrived, anchored off the 3-mile limit, and all the German inhabitants of Haifa were summoned to sail out to it and register as members of the National Socialist Party. Some did, some didn't. There was also a local Italian Fascist, a character who drove a red sports car with at least forty Car-Club stickers on the front, and who was looked down upon by the English as displaying poor taste !

Since Jeremy left Palestine at the age of 9, memories of the railways are of course sketchy. He remembers Scrivenor well, and Campigli - an Australian, rough and tough, a frequent visitor to the house, whom Webb liked. Conversely Webb had a major argument with General Montgomery; after a terrorist incident a lot of PR staff headed into the hills; Montgomery wanted to pursue them, but Webb considered they would return in a day or so, and prevailed - and was proven right.

Several times Webb took his personal Saloon (No. 98.) down to Cairo on official business, and twice Jeremy accompanied him. At this period passenger trains terminated at Kantara East and passengers had to transfer across the Canal by ferry, but the VIP Saloon was conveyed across on the Wagon Ferry. Another character he recalls was Charlie Soper, a Devonian, who had served with T. E. Lawrence and stayed on, and was a PR employee and Webb's official Driver; he also drove the armoured railcars which travelled in pairs, both engines running so that a quick reversal and getaway could be made on encountering trouble, and pushing a small trolley laden with concrete blocks in front to detonate booby-traps.

The internal political situation worsened (*see documents below*) - one night bullets hit their house in the German Colony and he was dragged out of bed to shelter - it transpired Arabs were shooting at a Jewish bus on its way up Carmel. On the other hand, there was always a lot of blasting of rock to prepare foundations for new buildings, so it was not always easy to tell what was a "civil engineering" and what a "terrorist" explosion. The Arab attitude to the Jews Jeremy recalls and summarises

with the following anecdote: There was a Jewish Gliding Club in Haifa, and one day as the family was coming back home from the beach they stopped to watch a glider coming in low to land. As it came low over a field owned by an Arab family they picked up stones and threatened to attack it, but the plane continued and landed just off their land in the next field - so they swarmed round the pilot to earn some money by dragging it to the nearest road !

He recalls seeing the S.S. *Patria* blown up in the harbour.

After a while Webb began to feel he was being passed over for promotion or honours. The Indian Railways were always seen as rather a self-contained élite, but there were plenty of other Colonial railway systems, and the PR were considered rather "meagre". Ironically, when he did eventually have to leave Palestine in 1941, having contracted some medical condition - a prostate or something similar, serious enough but now easily curable - he was about to be posted to head the Iraq State Railways, where he might well have ended up knighted - though perhaps posthumously, considering the subsequent events in that country..... The Colonial Office had informed him he would be moved in a year, but instead he had to take an extended Sick Leave and went to South Africa for a while. Even before he developed his medical condition, he had decided in 1941 that it was time for his wife and children to leave, along with many others. (Their views may have been influenced by the fact that Beatrice's sister and most of her family were in Shanghai as prisoners of the Japanese.) He travelled with them to Port Tewfik and saw them onto the S.S. "*Georgic*", then left to return. This ship was then attacked, bombed and burned out with much loss of life, (though later salvaged and restored to service). Although the Webb family was probably the only one, or one of the few, to emerge physically unscathed and without personal loss, all their property and papers were destroyed.....

Immediately on reaching Haifa Webb received news of the disaster, being told that his wife was safe but with no word about his children; Without stopping he returned immediately to Port Tewfik, where he found them all.....

In 1942 they left again; This journey was also traumatic; first the train on which they travelled to the Suez Canal (in Saloon 98) suffered a head-on-collision in the night somewhere near El Arish with an oncoming freight train; Webb was thrown out of his bunk and catapulted across the coach, suffering a black eye. A bit embarrassing for a General Manager on his farewell trip ! One of the engine crew was killed and the other lost a leg when trapped under a steam-pipe. Apparently there had been irregularities with the token exchange. Then the family had to hang about interminably in Cairo before finding space on a ship.

He was taken on by the Ministry of War Transport in Africa, and later in 1945/6 moved back to Britain, still with the Ministry. He later retired again, and died on 4th. April 1974, at Bexhill on Sea, Sussex, aged 87.

(Based on an interview; 28/12/96.) (W.L.R.)

The following typescript documents are partly personal to Webb, partly of more general provenance, but are appended here as surviving fragments of his personal papers and an indication of the conditions under which he lived and worked. Clearly it must have been a difficult job in any circumstances leading such an organisation with a depressed wife, a personal bereavement and two young toddlers; but when the railway was threatened, and the whole city under curfew, it must have been worse. There are also insights into Webb's feelings that he was being "passed over" for

promotion or honours, or not being appreciated by those in authority. This may have contributed to his desire to produce voluminous Reports !

1. Letter, from High Commissioner for Palestine, Jerusalem, 14th. March 1934.

My dear Webb,

I must write to thank you for the admirable arrangements you made for my comfort at Tulkarm station : the coach was very comfortable and charmingly decorated. Owing to your orders I was not at all disturbed by passing trains. Thank you again for your trouble. Would you convey my thanks also to the District Superintendent.

The Princess Royal has written to me, expressing her appreciation for the arrangements made for her journey.

The Princess Royal was much pleased with your arrangements. We shall have to arrange for my coach to be taken thence from Haifa to Jaffa, about 22, I think.

Yours in Haste, Arthur Wauchope.

2. Letter, High Commissioner for Palestine, Jerusalem, 5th. September 1935.

My dear Webb,

I was delighted to learn yesterday that the strikers had decided to return to work on terms imposed by you and without any concession having been made to their demands.

I congratulate you upon your firm and skilful handling of what was undoubtedly a difficult and awkward situation.

We are not, of course, out of the wood yet, but owing to the way in which you dealt with the situation, at least we have lost no ground.

My renewed congratulations,

Yours Sincerely, J. Hallam Hall.

3. Letter, on notepaper "a/b m.s. "Marnix van St. Aldegonde". 26th. January 1935.

My dear Webb,

Just a line to thank you for all the arrangements made for the comfort of myself and my family en route to Kantara. We had a most pleasant and enjoyable trip. Also my many thanks for the supremely good lunch and excellent tea. It went against the grain to leave the marvellous cake behind us !

I had a long talk with your Station Master at Kantara (Hardy ?), and I am indeed glad that you raised his case in Estimates Committee and that we decided to do something to help him. It must be a poor life for him with his wife & family in Haifa. He struck me as an efficient and energetic officer, and my opinion was confirmed by Parkhouse. The new boiler functioned well as we arrived at Kantara punctually.

Do not let yourself become depressed about your position in Palestine. Your difficulties & the way in which you are grappling with them are fully realised by the S. of S. [*Secretary of State. Ed.*] I feel sure, & certainly by the High Commissioner, to whom I spoke about you before I left. Incidentally I showed him your letter to me, & he assured me that there was no foundation whatever for the story that the S. of S. & he had discussed the "inefficiency" of the railways administration & considered you responsible.

I shall nevertheless put in a word for you in connection with the T.T. appointment when I get home; but I think that it would be a pity for you to leave Palestine just when funds are available for the expenditure for which you have pressed for so long & when you are likely to get much greater independence & authority.

I hope that your cold is better and that Mrs. Webb's leg is now well on the way to being cured.

Our kindest regards to you both. Yours v. Sincerely,
J. Hallam Hall.

4. LETTER, Chief Secretary's Office, Jerusalem, 4th. June 1935.

"My dear Webb, I am indeed grateful for your letter of congratulations. Where so many have earned recognition it is a little invidious that I, the newcomer, should be picked out for distinction; but that does not mean that your own valuable work in a position at least as difficult and arduous as mine, is not fully appreciated both here and at home.

Again many thanks for your letter which I really value.

Yours v. Sincerely, J. Hallam Hall. "

5. HAND-WRITTEN NOTE BY WEBB, LISTING OTHER COLONIAL RAILWAY GENERAL MANAGERS ETC. AND THE HONOURS THEY HAD RECEIVED.

(Clearly an aide-memoire to himself, to reinforce his feeling of being "passed over" and neglected. "F.M.S." = Federated Malay States. Ed.)

<u>Name</u>	<u>Railway</u>	<u>Age</u>	<u>Service</u>
		C.M.G.	
Bland	Nigeria	49	25
Anthony	F.M.S.	45	14 (Federated Malay States)
Cozens Hardy	Gold Coast	54	20
Maxwell	Tanganyika	49	15
Elias	F.M.S.	54	15
Robins	Tanganyika	46	13
Eastwood	Kenya	-	21
		C.B.E.	
Finart [?]	F.M.S.	47	23.
Holmes	Palestine	?	9 years in Palestine.

(Heads of Railway Depts. (Branches) -
Kenya & Tanganyika C.B.E.:
Atkinson, Haints (?), Dalton, Gilman.

Webb	Palestine	55	28
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6. TRANSLATION: Warning from the "COMPANY OF BLOOD" at Haifa to the General Manager, Palestine Railways.

We have (received from) been ordered by the Headquarters of the Palestine rebellion to kill you:

1. If the protection at the station remains in the hands of Jewish Ghaffirs you will be put to death by shooting although you may be in an aeroplane or if your troops at the station are re-inforced. [sic.]
2. You must endeavour to persuade the authorities concerned to accede to this request.
3. Every Jew employed at Haifa Station must be transferred, otherwise he will be shot dead within his room without any further warning.
4. Every railway officer must go on strike until Jewish Ghaffirs and Jewish officials quit the station, otherwise they (Railway Officials) will be shot dead.
5. Anyone desirous of being put to death may not obey this order - this is why you are being advised in writing.
6. We have a Force as your Government has.
You have arms and we have arms.
Your Government has troops and we have troops.
We have men willing to undergo martyrdom which your Government has not.

In the past we gave strict instructions to our martyrs not to assassinate British troops, British Police or (members of) the British Army but if your race does not show integrity, if you do not grant the above demand Britishers will be fired upon without warning and your action will be registered in our hearts when necessary.

7. Anyone who removes this warning will be put to death.

Seal: God is most great.

No date. "COMPANY OF BLOOD".

Haifa.

7. Letter, headed "Nashashibi Quarter, Jerusalem", 26th. June 1936.

My dear Webb,

Very many thanks for your letter of congratulations on my C.M.G. [*Cross of Michael & St. George. Ed.*] I very much appreciate your good wishes. We both hold very difficult jobs and I trust that some recognition will also come your way soon.

Yours Sincerely, W.D. Winans (? Signature illegible)..

8. LETTER: CF/271/37. From Chief Secretary's Office, Jerusalem.
7th. July 1937.

MOST SECRET.

District Commissioners, Jerusalem District, Northern District, Southern District.

A summary account of the recommendations of the Royal Commission will be broadcast this evening together with the conclusions of His Majesty's Government.

These documents will also be published in the press in the three official languages on Thursday the 8th. July.

It is anticipated that one of the effects of this event may be a renewal and intensification of sporadic acts of violence including murderous assaults on individuals, in particular on senior British officials. The object of this letter is to put you on the qui vive against such attacks. Senior British officials in your Department should be advised not to walk to their offices if this can be avoided. They should go to their offices in cars and, in order to simplify the task of the police, they should not go singly. They should also vary their habits in respect of time and places. Heads of Department will realise the need for tact and discretion in conveying advice to their officers on this matter so as to avoid the creation of undue alarm.

(Sgd.) W. D. Battershill. Chief Secretary.

Copies to: Assistant District Commissioners and all Heads of Departments.

9. LETTER: From Divisional Police Headquarters, Haifa Urban Division, 10th. July 1937.

To: Central Police Station.
Eastern Police Station.

Subject:- Precautionary Patrols.

I have to confirm verbal instructions issued by this office yesterday. The following precautionary measures shall be taken until further orders to safeguard senior officials of the Palestine Railway when proceeding to, and leaving their offices:-

1. A patrol of one British constable and one Palestinian constable armed with rifle shall patrol Kingsway from the steps leading into the suq behind Central Police Station as far as the gate in the Railway wall some 50 metres north west of Feisal Square.
2. The Eastern Police Station railway patrol shall extend their beat to cover the Feisal Square junction with Kingsway.

These patrols shall operate from 7 a.m. till 9 a.m. and from 1 p.m. till 2.30 p.m. each day except Sunday, and shall pay particular attention to loiterers and suspicious characters within the perimeter of their beat. No unauthorised person shall be allowed to loiter within the vicinity of this gate and anyone so doing shall be searched thoroughly and moved on.

These patrols shall be held responsible for the safe custody of Railway officials passing through their area and shall organise their system of patrols intelligently with this end in view.

(Sgd.) E.M.V. James.
D.D.S.P. Haifa Urban.

Copy to:-

- 1). District Commissioner - Reference : His Telephonic conversation with Mr. James.
 - 2). General Manager, Palestine Railways, Reference: Mr. James's visit.
 - 3). Northern. For information.
-

10. LETTER: CF/271/37. From Chief Secretary's Office, Jerusalem. 1st. October 1937. [NB: See 7th. July letter above. Ed.]

MOST SECRET AND IMMEDIATE.

District Commissioner, Jerusalem District.

District Commissioner, Southern District.
District Commissioner, Northern District.
A/District Commissioner, Galilee District.
General Manager, Palestine Railways.
Director of Customs, Excise & Trade.

I am directed to inform you that it is possible that there may be in the near future a renewal and intensification of sporadic acts of violence including murderous assaults on individuals, in particular of senior British officials. The object of this letter is to put you on the qui vive against such attacks. Senior British Officials in your Department should be advised not to walk to their offices if this can be avoided. They should go to their offices in cars, and in order to simplify the task of the police, they should not go singly. They should also vary their habits in respect of times and places. Heads of Departments will realise the need for tact and discretion in conveying advice to their officers on this matter so as to avoid the creation of undue alarm.

(Sgd.) D. C. Thompson. for Acting Chief Secretary.

Copy to:- All Heads of Departments.

11. LETTER: CF/271/37. From Chief Secretary's Office, Jerusalem. 26th. October 1937.

SECRET. I am directed by the Officer Administering the Government to refer to recent circular instructions in the subject of the precautions which it is necessary in present circumstances for British Officers in the service of the Government of Palestine to observe in the interests of their own safety and protection from the risk of assassination.

2. I am to impress upon all Heads of Departments and their British officers that it is considered essential that such precautions to this end as are possible should in no way be relaxed and that any advice or instructions which may be given to Departments or to individual officers by the Police must be regarded as orders by Government and must be scrupulously obeyed by those to whom they are addressed.

(Sgd.) S. Moody. Acting Chief Secretary.

Distribution: Heads of Departments and District Commissioners.

12. Typescript List.

Number of attacks and incidents on the railway during the Disturbances, 1936-1939.

1873.

These included:-

Derailments of trains.	72.
Derailments of patrol trolleys.	84.
Stations, signal cabins, permanent way ganhouses etc. destroyed or damaged.	60.
Rolling stock damaged or destroyed while standing at stations.	44.

Railway staff :-

Murdered on duty.	9.
Attacked and injured on duty.	28.
Killed by acts of sabotage.	12.
Injured by acts of sabotage.	123.

13. CIRCULAR No. 2, SF/60/38, 4th. January 1939. From Chief Secretary's Office, Jerusalem. "Secret and Personal".

I am directed to refer to this office circular No. 93 of the 26th. August regarding the necessity for British officers in the service of this Government to observe certain precautions in the interest of their own safety and that of their families.

It has become apparent that there is a tendency on the part of some officers to assume that the need for exercising due caution no longer exists.

2. The High Commissioner wishes it to be clearly understood that so long as the present situation persists, he expects that everyone will strictly adhere to the terms of the above mentioned circular.

3. It is unsafe to travel on any road outside municipal boundaries, except the Jerusalem-Jaffa road, unless travelling with an escort, in less than pairs of vehicles and with each vehicle containing at least two men. Full advantage should be taken of planning any journey so as to proceed with the protection of police or military patrols; but should this not be possible the journey should not be undertaken save in pairs of vehicles as described above. All travelling outside municipal boundaries should be confined so far as possible to travel on duty.

4. I am to request you to bring this communication to the notice of all your British Officers.

(Sgd.) W. D. Battershill. Chief Secretary.

Distribution: All Heads of Departments and District Commissioners.

Copy to:- General Officer Commanding, British Forces in Palestine and Trans-Jordan, Jerusalem.

14. CIRCULAR. Chief Secretary's Office, Jerusalem. 11th. January 1938.

SECRET - IMMEDIATE.

I am directed by the High Commissioner to inform you that His Excellency desires that so long as present conditions regarding public security exist all officials and others whose duty or work requires them to travel by road, and who may be the potential targets for attack, should avoid, to the utmost possible extent compatible with their work, travelling between the hours of dusk and daylight.

2. I am to invite the attention of District Commissioners to the fact that this Circular does not apply exclusively to officials but should be communicated as soon as possible as a warning to all those in their district to whom its terms may be said to apply.

(Sgd.) S. V. W. Shaw. Acting Chief Secretary.

Distribution: Full.

15. LETTER, Chief Secretary's Reference No. R/75/37. Palestine No. 299, Downing Street, 25th. March 1938. (to the High Commissioner, Sir Harold MacMichael, K.C.M.G., D.S.O., etc. etc. etc.) (Copy.)

Sir, I have the honour to acknowledge the receipt of Sir Arthur Wauchop's Despatch No. 72 of the 18th. of January, forwarding copies of the Report on the Palestine and Operated Railways for the year ended 31st. March 1937.

2. I note with appreciation the satisfactory manner in which the services of the Railways were maintained and indeed new records achieved during a year of exceptional difficulty. I note in particular the encouraging loyalty displayed by the Palestinian staff.

I have the honour to be Sir,

Your most obedient, humble servant,
(Sgd.) W. Ormsby Gore.

16. LETTER: From DISTRICT COMMISSIONER'S OFFICES, HAIFA & SAMARIA DISTRICT, HAIFA, 5th. April 1939. Confidential.

To: All Government Departments:

In view of the recent attacks on British people which have been made in various parts of Palestine, I shall be glad if you will impress upon your staff the importance of taking special care in their movements about Haifa Town.

2. The Military Authorities have put the whole of Haifa out of bounds which lies to the east of the New Business Centre and to the south of Herzl Street. While I do not suggest that British civilians should necessarily observe these same bounds, you will appreciate the need for exercising as much caution as the calls of their daily routine will permit.

(Sgd.) T.V. Scrivenor, for District Commissioner.

17. LETTER, "Confidential", from Government House, Jerusalem, dated 15th. May 1939, annotated by Webb received 18/5/39:

"Dear General Manager,

I am directed by the High Commissioner to send you, for your personal information, an extract from the General Officer Commanding's despatch dated 24th. April 1939, to the Secretary of State for War on the operations carried out by the British Forces in Palestine and Trans-Jordan during the period 1st. November 1938 to 31st. March 1939, which His Excellency feels sure you will appreciate.

Yours Sincerely, D.C. MacGillivray." (? - signature almost illegible.)

attached to: **18. TYPESCRIPT DRAFT (Undated, but presumed April 1939).**

"I have before now referred to the difficulty of a situation in which side by side with a state of rebellion in the country, there is also being carried on the normal life of the community, involving commercial interests, rights of foreign nationals and a host of other considerations which are accentuated and made more difficult owing to the religious and cosmopolitan complexion of Palestine.

In this connection I want to take the opportunity of acknowledging the valuable assistance and sympathetic understanding that has been given and displayed by the

Civil administration in its various departments. Looking back, it is my opinion that real co-operation was achieved far in excess of what I had ever considered possible.

Where differences arose they were smoothed out by personal liaison, for which the various local Security Committees, consisting of members of the Government, Police and Military and reporting to and receiving instructions from the Central Security Committee in Jerusalem, proved an excellent medium.

The mutual co-operation of the Area Commanders and the District representatives of Government was, generally speaking, both full and effective. The reorganised and enlarged Palestine Police Force, operating under the general surveillance of the Area Military Commanders, have co-operated in an increasing degree, and have developed a technique and efficiency within the Urban area that is remarkable when one considers the set-back that the disarming of the Arab portion inevitably produced. With the construction of Police Posts and Barracks in Rural areas, their control will progressively extend throughout the country.

Without the ready assistance and advice, based on their knowledge of local conditions, so freely given by the various departments of Civil Government, the task of the armed forces would have been a vastly different business.

I am glad to put on record the indebtedness of the Military Forces to [sic] the Government of Palestine, for their never failing readiness to help and their ungrudging co-operation."

19. LETTER: ref. CF/434/38. From Chief Secretary's Office, Jerusalem, 25th. July 1939.

To General Manager, Palestine Railways.

I am directed to inform you that in a despatch to the High Commissioner the Secretary of State has expressed his appreciation of the notable achievement of the Palestine Railways in effecting, in circumstances of great difficulty, the carriage to Haifa during the past season of the highest figure of wagonloads of citrus fruit that have yet been recorded.

2. The High Commissioner desires to associate himself wholeheartedly with the Secretary of State's remarks.

(Sgd.) J. F. Cornes, for Chief Secretary.

20. Translation of Leaflet in Arabic dropped by Italian aircraft over Haifa on 21/9/40:

ARABS OF PALESTINE.

The thing which you could not attain up to the present time owing to the overpowering forces of the usurper, you shall now obtain with the help of the Italians who by destroying the oil reservoirs at Haifa will complete the action which you had tried on several occasions to do by destroying the pipe line which pumps the wealth of your country into the British steamers.

Therefore join in with the Italians and by this way will the usurpers be driven out of Palestine as happened to them in the British Somaliland where they were thrown into the sea.

21. General Manager's Circular No. 3/42 of 19th. February 1942.

On my departing from Palestine on retirement I wish to thank the staff of the railway for their good work, often in unusually difficult circumstances, during the twelve years I have been Head of the Department. I appreciate especially the work, and often also the courage, of the staff during the troubled years of 1936 to 1939.

The Palestine Railways have acquired particular importance in connection with the War, and the manner in which the staff have met the call upon them for still more arduous service is admirable and gratifying.

I hope they will continue to display this spirit, however difficult the conditions may be, and thus ultimately have the satisfaction of knowing that their efforts have contributed very considerably towards the successful outcome of the War.

C.R. Webb. General Manager.

TELEGRAMS:

22. From High Commissioner. 20th. Feb. 1942.

As you leave Palestine I desire to send you on behalf of all in the country our warm thanks for all the fine work you have achieved as General Manager of Railways and our best wishes for the future to you and yours.

MacMichael.

23. Answer, same date:

I thank you for your Telegram which has given me great pleasure. Webb.

24. From Haifa: 22nd. Feb. 1942. "To Webb General Manager Railways c/o Traffic Superintendent Kantara East:

On the occasion your departure from Palestine I express in behalf of officers and employees of railways our very best wishes for your health and happiness in many years of retirement we congratulate you all on your providential escape Friday and sincerely hope you and family reach destination safely bon voyage. Campigli."

[NB: Many corrections to spelling made ! Ed.]

25. Letter, from Colonial Office, Downing Street, 31st. May 1943. ref. 6020 C.R.

Sir, On the occasion of your retirement from the Colonial Service, I am directed by Colonel Oliver Stanley to convey to you an expression of his warm appreciation of your long and distinguished service on the staff of Colonial Railways over a period of nearly 30 years. During this time you rendered devoted and valuable service to four Railway Departments; in particular the Government of Palestine has cause to remember with gratitude the manner in which you administered your Department during the exceptionally difficult and arduous conditions which prevailed during the latter years of your tenure of the General Managership in that territory.

2. Colonel Stanley trusts that you have by now fully recovered from the ill-health from which you suffered towards the end of your service in Palestine and he asks me to convey to you his good wishes for the future. He much regrets that by an oversight, due to the fact that separate correspondence has been proceeding about your pension, this letter has been so long delayed beyond the actual date of your retirement.

I am, Sir, Your obedient servant, C. J. Jeffries.

To: C. R. Webb, esq., O.B.E., M.C.

26. Two Cuttings - undated, but from "The Palestine Post", presumably 1942 !

a). "Reception for Mr. C. R. Webb, General Manager of P.R. Retiring.

The Haifa Jewish Chamber of Commerce and Industry gave a reception at its offices this week for the General Manager of the Palestine Railways, Mr. C. R. Webb, who is retiring.

In addition to members of the Chamber, those present included the Mayor, Mr. S. Levy; the Deputy General Manager, Col. G. M. Campigli; the Head of the Jewish Agency's Political Department, Mr. M. Shertok; Mr. B. C. Meerowitz, of the Agency's Marine Department; and a number of representatives of leading institutions.

Speeches were given by the Chairman of the Chamber, Mr. Nathanson, Mr. Shertok, Mr. M. G. Levin, Mr. P. W. Etkes, and Mr. B. Binah.

Mr. Webb, in replying, stated that he was leaving the country against his desire on doctor's orders as the climate of the country in which he had served before had affected his health to such an extent that he must now retire.

Mr. Nathanson expressed the hope that the good relations between the Chamber and the Palestine Railways Administration would be maintained under Mr. Campigli's acting general managership."

b). "Twelve Years of Railroading in Palestine: Mr. C. R. Webb, O.B.E., M.C.

Cecil Richard Webb, who is leaving Palestine today on retirement, has been a Railway-man all his life.

From the North Eastern Railway in England where he obtained his early training, he came, via pre-war and war service in East Africa and post-war service in West Africa, to Palestine, to take over direction of the Railways in May 1930.

In any new country the progress of its railways is a measure of its progress of its development and this applies equally in the old-new country of Palestine and any description of Mr. Webb's work must of necessity be one of the sequence of events in which the Railways of Palestine have played a part.

The year 1930 was peaceful, following one in which there was some political unrest but, in so far as the Railway was concerned, it was a year of depression and enforced economies. Hence Mr. Webb found himself faced, as the first task of his new appointment, with the unpopular one of wielder of the "axe".

In the midst of this depression, however, there appeared the first glimmer of the hope of better times to come, and the Railway found itself quite actively involved in the planning and execution of the preliminaries of construction of Haifa's new harbour. In that year also the erection of the new Railway Locomotive Workshops was begun, and these two works, together with the transportation of materials for the Iraq pipeline, kept the Department busy until 1933 by which time the country was beginning to enjoy a considerable "boom".

The years 1934, 1935 and 1936 were successively and progressively busy and interesting with the Railway seeking to overcome the usual time-lag of supply to demand, by importing new locomotives and rolling stock to cope with the increase in traffic. In this year also, the Railway, thanks to the new harbour construction, was able to open a brand new and modern passenger Station in Haifa.

The first public service rendered by this new station was as the setting for the ceremonies connected with the celebration of the coronation of King George VI and Queen Elizabeth.

But 1936 saw also the beginning of the years of the disturbances when the state of public security in Palestine deteriorated to such an extent that by 1938 the country was seriously suffering from the effects of rebellion.

The Railway, during this period, was the frequent victim of the saboteur whose daring and ingenuity increased from day to day and forced the Railways Administration to take such counter-measures as erecting block-houses to protect the line and bridges and providing armoured patrol trolleys to safeguard the tracks and trains; indeed, the equipment of the railway at that time resembled that associated with a state of war.

The height of the disturbances period coincided with the peak year of citrus fruit production and in spite of all the discouragement of the saboteurs the Railway carried some 7,000,000 cases of citrus fruit from the groves to the ports in that year.

The next year saw also the beginning of construction of the Oil Refinery, and the placing of Haifa on the map as one of the world's great oil ports.

This chronological record of events leading up to the outbreak of war in 1930 is also a record of Mr. Webb's services in the country, and there can be few men whose problems have been so diverse as those with which the General Manager of Palestine Railways has had to deal in the past dozen of eventful years. ANON."

36:16: Egypt: Two trains pass at Shoubra el Kheima station on Cairo Metro Line 2; 6/1/1997. ER lines on the left. (See 36:9:C (i).) (Photo: Andy Wilson).



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