

HARAKEVET -----

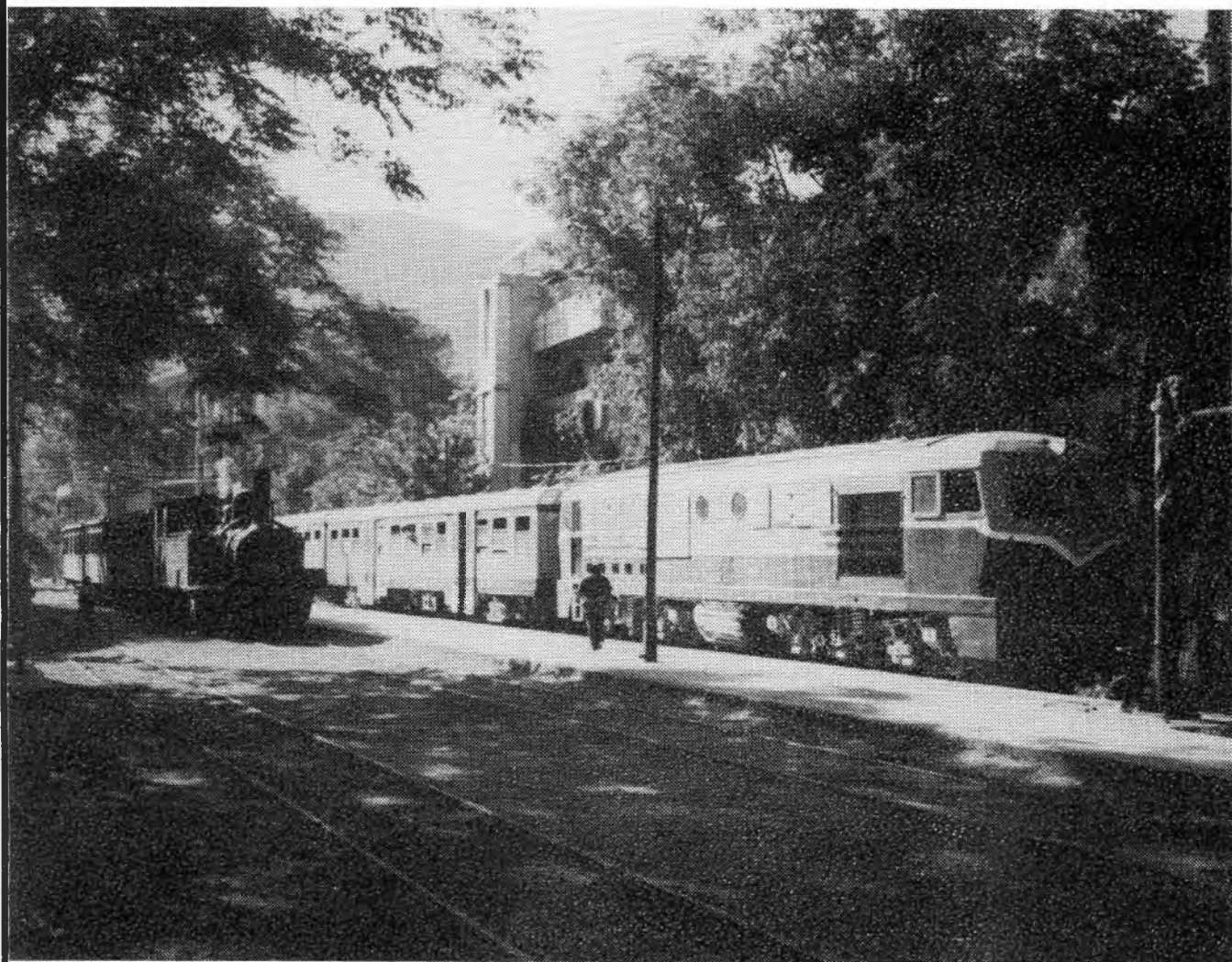
הרכבת

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A Quarterly Journal on the Railways of the Middle East.
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*39:1. On the Serghaya Branch, Romanian built A300 diesel pauses for breath with an old SLM 2-6-0T.
Photo J L Alexander*

39:2. Editorial.

Issue 38 had an unusual style, which caused some dismay to readers. The reason was a simple one - I had sent the printer a disc with the magazine text on - but set for the "American Letter" size of paper, which is different to A4; to get it to fit A4, so as to be reduced to A5, involved a few headaches for Steve Waldenberg of Butterworth & Pilkington Ltd., and one consequence was that a lot of BOLD headings, paragraph indentations, lines between items and so forth had to be sacrificed, some items shifted across two pages, illustrations moved, etc.... Hopefully we have learned from this experience ! At the time of writing this item, I have lived here just over four months. Last week bookshelves were finally installed in my Office, and soon I shall have a filing cabinet that - yes, you guessed ! - takes "A4" rather than "American Letter" size papers. Such is progress here. Some of the "News" his time is a little dated, as material stowed at the bottom of the pile was inaccessible until now..... and I am also taking the opportunity to include some more of Paul's work on researching obscure industrial lines, plus a lot of recent reports on the Hedjaz system..

39:3:

39:4. NEWS FROM THE LINE.....

a). A Bittir Pill.
More on 38:4(i).
On 11/90/97
Train 51
(Nahariyya - Jerusalem) derailed

at Km. 67.500 (between Bar Giyyora and Bittir) when, at about 11.45, the bogie of one coach left the rails. The train was quickly brought to a stand and nobody was injured. Stuck on a mountain ledge, with almost perpendicular slopes on one side and a deep drop into the wadi on the other, recovery was a lengthy business. A light engine was sent up to retrieve the rear coaches and work them back to Lod, but the front portion of the train only reached Jerusalem at 17.45. It is not known how and when the passengers were rescued.



Slumbering in the undergrowth at Beirut St Michel, 3 ancient locos. Photo J L Alexander.

b). Bittir Pill 2. At approximately 10.10 on 22/10/97 the Fridays & Eve of Holidays Only train from Tel Aviv to Jerusalem derailed at Km. 68.300, close to the site of the previous such incident six weeks before The fourth coach (No. 61) dropped onto the ballast, again without damage or injuries to the passengers. After about an hour the front section was uncoupled and taken up to Jerusalem with the passengers aboard. The loco then returned to Km. 68.300 to retrieve the rear portion which had been re-railed in

the meantime. The relative lack of delay to passengers and prompt rerailling of coach 619 presumably reflects the increasing familiarity of the maintenance-of-way workers to such incidents. The afternoon return working was cancelled and two taxis, hastily summoned, were all the alternative transport needed to convey the proffered custom. The ministrations of the p.w. workers were to prove of no avail. Just four days later, on 26/10, Train 51 derailed again at the same spot, despite a speed restriction of 10 k.p.h. This time it was the generator coach 641 which dropped onto the ballast. A light engine was summoned from Lod and drew the rest of the train back to Bet Shemesh. The passengers then continued their journey, some 2 1/2 hours late, by road to Jerusalem. The section from Bet Shemesh to Jerusalem was immediately closed to all traffic so that remedial repairs could be carried out to the track east of Bar Giyyora. There was yet more embarrassment on 31/10 when the works train, employed on renewing the track where the previous derailment had occurred, was itself derailed shortly after leaving Bet Shemesh ! A flat wagon left the rails as the train was being propelled at slow speed towards the work site. After this Maintenance Break (27/10-16/11) train services to Jerusalem were restored from 17/11.

c). **Gesher Tzar Me'od.** On 12/9/97 the single track railway bridge over the main coastal highway just north of Atlit was removed by explosives. Made redundant by a new double-track bridge across the road, the former bridge dated from the late sixties when three kilometres of the old British-built main line was re-aligned and straightened in order to accommodate the new coastal highway. The road was closed to traffic for several hours, but since the work was done on a Friday evening (!) the train service was not affected.

d). **Now You see It.....** A visit to Jerusalem in October 1997 showed that the clues indicating the route of the World War 1 60cm. gauge line to El Bira at the Bethlehem Road crossing (as related in 33:17) had been obliterated by work carried out by the Bezek telecommunications company.

e). **Development Plans.** First the good news - from the "Jerusalem Post" for 15/7/97: Israel Railways Director-General Amos Uzani declared at a Press Conference that plans for a new commuter railway line between Tel Aviv and Jerusalem would not be implemented until 2005 at the earliest; the "Railways 2000" programme, which includes widespread improvements and new services, would cover only the Gush Dan region and the Haifa area. As a part of this plan's implementation, journey times between Tel Aviv and Haifa would be reduced from 60 to 50 minutes, the number of daily passenger trains would increase from 90 to 113 (almost a 25% increase !), and there were long-term plans for electric double-deck trains. Whilst accepting the national significance of the Jerusalem-Tel Aviv service, which at some point in the future will also stop at Ben Gurion Airport, Uzani said that current budgetary restrictions prevent the upgrading of the current service for at least eight years. National Infrastructure Minister Ariel Sharon agreed recently in support Israel Railways' claim for a 1998 budget of NIS 400 Million. Uzani already had tacit approval from the Finance Ministry Director-General Shmuel Slavin for NIS 300M for next year; his initial request had been for NIS 500 M. He was guaranteed by the government that there would be no cut in the railways' budget this year as part of the planned NIS 600M additional reduction in government spending. A government discussion of the Railways' budget was to be held in coming weeks; Uzani intended setting a multi-year budget and seeking permission to award future contracts well in advance. The new timetable (See 38:4:(d)) featured: - The four daily non-stop trains between Haifa - Tel Aviv to take only 50 minutes, thanks to improvements in signalling and track-doubling; it was hoped to reduce times to 45 minutes soon; - Increas-

ing the number of daily services on the Tel Aviv - Netanya route from 59 to 67; - A greater number of trains will operate to Ashdod with the completion of signalling work in mid-1998. Uzani also announced the long-term intention to operate double-decker trains, with the introduction of the first electrified lines to Kfar Sava and Rishon LeZion. But he pointed out that train purchases are far simpler than the more pressing infrastructure investments required. Israel Railways expects a record 6.3 million passengers this year, but maintains that with an annual NIS 500 M budget over the next five years, that total could reach 44 million ! By October 1997 I.R. would receive an additional 20 new carriages, in addition to 20 purchased recently, giving an extra 1,600 seats. Admitting that there had been differences between himself and senior executives in charge of the planned Tel Aviv subway, Uzani said talks are now being held in which he is insisting that at least two subway stations be constructed adjoining railway stations along the Ayalon Highway." Now the Bad News. The budget promises were not kept. In a statement to the Knesset Economics Committee Uzani claimed that the Government "appeared to be hoping that the railway will die a natural death". He pointed out that rail development is of necessity a long-term project - 10 or 20 years at least - whereas MK's were interested only in the four years of their term of office. From a town-planning point of view, the Greater Tel Aviv area is 20 years behind other cities. Even Cairo invests more in its subway. In a small, crowded country such as this, railways should be a public service like hospitals and schools. Committee Chairman Avi Yehezkel (Labour) suggested that railway workers should lobby the Knesset for funds ! [This seems a remarkably foolish and old-fashioned suggestion. After all, the Railways Director was doing just that by approaching a group of influential economic planners - wouldn't this be preferable to a mass rally and demonstration ? Ed.] [SEE BELOW, para. (t).]

f). **Cut That Out!** Sybil and other journalists attending the Press Conference received not only "the usual brochures" but also a cardboard cut-out model of an IR IC3 dmu ! All three coaches, finished length 67 cm, and it took her an hour to assemble the pieces.

g). **Knesset Special.** Sybil Ehrlich accompanied members of the Knesset Economics Committee on a special on Monday 9/11/97, leaving T.A. Central at 09.20, non-stop to Netanya, reversal to B'nei Berak, along the now-freight-only line (quite bumpy in an IC3 set !), a pause for a visit to Rinatya signal box, onward to Lod, then reverse back to Tel Aviv, with a visit to the electronic control room at T.A. Central where operations were explained by Harel Even.

h). **Bite the Bullet!** From the "Jerusalem Post", 17/9/97 - an article by David Harris: "Two Japanese corporations are studying the feasibility of introducing the Shinkansen or bullet train to Israel, Finance Minister Yaakov Ne'eman said yesterday. The Shinkansen, whose maximum speed tops 300 kph., would potentially reduce journey time between Tel Aviv and Jerusalem to under 30 minutes and the Tel Aviv - Eilat trip to a mere 75 minutes. Planners are also considering the prospect of linking the trains to regional capitals. "Japanese companies are interested in investing in infrastructure in Israel, mainly in highways and railroads", said Ne'eman, who was in Japan last month. "I've been approached by two major Japanese companies who are studying how and whether they should introduce the bullet train to Israel." Nissho Iwai, Japan's sixth largest corporation and the 13th. biggest world-wide, is working on feasibility studies for a railroad that would run from the Israeli side of the Dead Sea to the Red Sea via Jordan, said Koichi Naito, general manager of the company's Tel Aviv office." The story continues with more factual information on the Japanese Shinkansen network, which commenced operations in 1964.

i). **Tel Aviv Subway Plans.** Not a lot to report, except that according to the "Post", Prime Minister Benjamin Netanyahu promised Tel Aviv residents that he would advance the subway scheme along with slum rehabilitation and a proposed sale of the Sde Dov airfield. "Netanyahu promised to present the subway plan this year. Mayor Ronni Milo.... has promised to build a subway since his election campaign four years ago, but has made no progress."

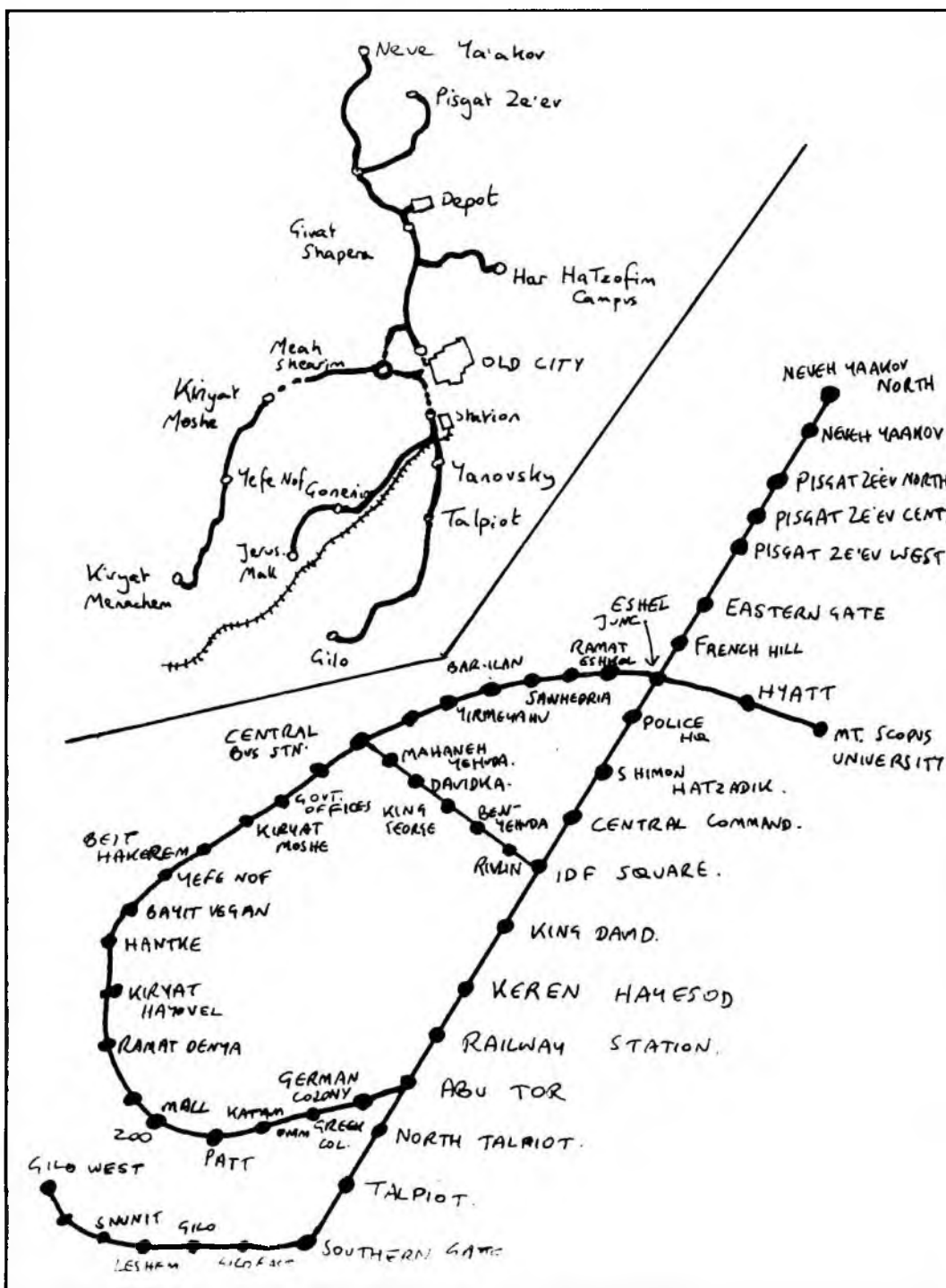
j). **Jerusalem Trams.** More details. [See 37:4(e)]. The "Railway Gazette International" for June 1997, p. 349, published a diagrammatic map of the proposed network. According to this there would be a four-line network totalling 47 km., to be built over the next five to ten years at a cost of around US\$800M. "The government is reviewing the proposals, and the city hopes to receive approval in time to start construction at the beginning of 1998. The Finance and Transport Ministries have been asked to review possible management structures ranging from a state-owned company to a municipal authority to a private company. The population of Jerusalem is expected to grow from 550,00 to 900,000 by 2010, and much of the growth will be concentrated in residential suburbs well-placed for high-density rail links. With car ownership well below levels found elsewhere in Israel, public transport already handles 450,000 passenger trips per day. The city has been looking at metro and light rail options over the past two years, and the current package has been developed by LeMayer International and Hamburg Consult following an earlier study by Parsons Brinckerhoff.

The four-line network would serve 72 stations, with short tunnels totalling 6.5 km. One route would be tunnelled under the city centre, whilst the other would run on-street through the main shopping district. Radial routes would serve the residential satellites at Ramot in the north-west, Neve Ya'akov in the north-east, Pisgat Ze'ev in the north, and Gilo in the south. One line would follow the existing Israel Railways alignment, where an intermediate service using lightweight diesel railcars is envisaged. Trains would run at 5 min. intervals, each comprising two 30m. cars with 70% low floors, carrying 50 seated and 200 standing passengers per car. A fleet of around 100 cars would be required, to be maintained at a depot near French Hill". However..... By 18/11/97 the "Jerusalem Post" could publish (and have spread on the Internet too !): "The tender for the construction of the Jerusalem light railway will be issued in 1998, with the first trains operating in 2004..... There will be eight tram lines running throughout the city, all above ground, with three tramcars being coupled for every journey. [Full details were to be published in December.] Several companies have already received detailed papers and maps, explaining what would be required of the successful bidder. The first of these companies, Czech-based CKD-Praha Holdings, on 17/11 became the first of the firms to make a presentation. The company said it can supply Israel Railways with double-deck trains, as well as trains that could operate between Tel Aviv and Jerusalem in less than one hour with a possible extension of that line to Beersheba. [? How? On existing alignments? Extension from where? Ed.] The Jerusalem trams will have to be built to take into account the historic city centre, the mountainous terrain, residential areas on hills, steep slopes, and the dry and dusty climate. Eight tram lines are proposed, with 33 feeder bus lines. Each tram unit would comprise three 26-metre tramcars coupled together to carry a total of approximately 45 seated passengers and 150 standing. The tramcars will be two-way, air-conditioned and with low-floor access for baby carriages, the disabled and elderly. The trams can cope with a maximum gradient of nine per cent. The first stage, consisting of one line, could be up and running in 2003-4. CKD is also calling on the government and companies to consider it as a strategic partner for infrastructure projects in Israel and in third countries....." From this one envisages a tram system based a little on

that in, say, Prague, (Praha) where Tatra units climb high hills outside the historic centre with its narrow streets, to serve modern concrete suburbs. But note how many of the details have changed ! On 5/12/97 the "Post" reported that Council spokesman Hagai Elias had announced official approval of the planned routes was due by the end of the month, and that the Finance Minister Yakov Ne'eman had "given the project his blessing".

The Editor has received two versions of the possible route map; the first is adapted from that in "Railway Gazette International" June 1997, p. 349; the second is from a diagram prepared by Sybil Ehrlich. Key differences - whether two of the southern branches join end-on to form a loop, and whether the northern line divides into two separate branches.

k). **Transportation Campaign.** The Society for the Protection of Nature in Israel (S.P.N.I.) has mounted a campaign against the plans for a vast "Trans-Israel Highway" and to increase the budget for rail transport by 400-600%. The new road will merely increase dependence on the private car, and in the process consume billions of dollars and cut a swathe across the countryside. Professor John Whitelegg, a British expert on transportation politics, was brought to Israel in April 1997 for a series of press briefings. Anyone interested in learning more of this campaign, the nearest Israel seems to have to an anti-roads pressure group and



pro-railways lobby, is invited to contact Yossi Shak at (+972)-3-6388739; in America (212)-398-6750; in UK 0171-794-0291; in France (1)-4637-5543.

l). A Tender Behind? From the "Jerusalem Post" of 5/12/97: The government will publish international tenders next year (i.e. 1998) to upgrade two rail lines, according to National Infrastructure spokesman Raanan Gissin. Speaking in Tel Aviv to members of the Israel-Britain Business Council, Gissin said the contracts for the Jerusalem-Tel Aviv and Kfar Saba - Tel Aviv lines will be awarded on a BOT ("Build-Operate-Transfer") basis; this is in line with the government's policy of upgrading the rail network through a series of BOT tenders in a line-by-line framework. However, I.R. Spokesman Benny Na'or said that the government had so far given only tacit approval to the issue of a tender for one line. The intention (according to Gissin) is to cut journey time on the 87-km. Jerusalem line by about a half, to a 58-minute ride, by 2000. The upgrade will require straightening some curves and purchasing high-tech trains whose wheels are capable of fast speeds along the curved track. The estimated project cost is \$80M for single-track improvement. The addition of a second track would cost some \$300M - \$500M, and a second track would only be added at a later stage. The single-track work would take some 18 months to complete. The National Infrastructure Ministry believes 2.2 million people would use the line each year. Much of the Kfar Saba - Tel Aviv line already exists; however, some tracks date back to the Mandate period and are in desperate need of replacement. Some parts are currently used only by freight trains. The route would take trains to Tel Aviv via Hod Hasharon and Petach Tikva. The \$200M upgrade would take three years to complete, at which point an estimated 12 Million passengers would use the line annually. The BOT's would be offered for an initial 5 to 10 years, but this would be negotiable, depending on the length of time before the lines become profitable. BOT is a relatively new approach to infrastructure development which enables direct private sector investment in large scale projects such as roads, bridges and powerplants. A private company (or consortium) agrees with a government to invest in a public infrastructure project. The company then secures financing to construct the project. The private developer then owns, maintains and manages the facility for as concessionary period and recoups their investment through charges or tolls. After the concessionary period the company transfers ownership and operation of the facility to the government or relevant state authority. The ministry believes that once the 'Railways 2000' project is implemented some 40 million people will use the trains each year compared to a current 6 million. [And See Below, para.(t)]

m). Strike One. Rail workers at Dimona staged an angry protest action on Nov. 25th., barricading themselves in among wagons of chemicals from the Dead Sea Works as part of a dispute between IR and Israel Chemicals. From Sybil: "On Tuesday the strikers threatened to blow up the whole town if they are dismissed from their jobs. They broke into a city council meeting and locked Mayor Gabi Lalouche up in the railway station. Lalouche was released by the police and fire brigade. According to the demonstrators, the dangerous chemicals, which have been in the station for 48 hours, could set off a huge explosion. IR wants to fire 40 workers following a sharp drop in the amount of freight carried in the last four months, due to the ending of an agreement with Israel Chemicals after IR refused IC's request to lower freight charges by 40%. IC is therefore sending most of its freight by road, with all the environmental dangers involved. Israel Railways Director-General Amos Uzani said the strike was unjustified. It was not co-ordinated with the Histadrut, was not announced in advance, and is thus illegal. IR is taking steps together with the Histadrut to improve efficiency in accordance with a 1994 agreement calling for a reduction in the number of employees and changes in methods of freight transport to reduce the railways'

deficit and enable the reduction of freight charges. Uzani stressed that without taking these steps IR would almost certainly be forced to stop transporting freight altogether and hundreds of workers would be dismissed. He stated that strikers who do not return to work immediately would be held legally responsible for damage caused to customers. Demonstrating workers called on government ministers to do everything possible to prevent the dismissals." On 27/11 the entire Southern Division of IR was closed by a sympathy strike, with no trains running south of Tel Aviv; working resumed later that evening, though the Dimona men remained on strike. The mayor of Dimona seems not to have borne a grudge, as he later celebrated the Sabbath evening meal - on the tracks ! - with the strikers. The strike was ended on the following Sunday when Infrastructure Minister Sharon blocked the dismissal plans. While condemning the methods it is easy to sympathise with their cause; nearly all redundancies over the last few years have been made at the 'sharp end' of operations, when there is plenty of dead wood that could be cut out among office staff and managerial levels.

n). Strike Two. A national General Strike was called by the Histadrut from Dec. 4th., which shut down not only ports and airport but also the railway system for several days, ending after compromise agreement was reached in negotiations on Sunday Dec. 7th.

o). A Wandering G8. No, not a former Prussian 0-8-0, as used in Syria... Ex ESR G8 No. 251, usually confined to trip work and shunting south of Bnei Berak, was being used on similar work in the Haifa area in November. On the 11th. and 16th. of that month it was noted employed on the Dagon trip freights.

p). Blood on the Tracks: 1. On 25/11/97 Train 47 (06.44 ex-Nahariyya) hit a labourer building an acoustic wall in connection with the double-tracking just north of Binyamina station. The workman was taken to hospital in critical condition, suffering head injuries. The local constabulary insisted on detaining the driver of Train 47 which was now stranded in section with other trains beginning to queue up in front and rear. Fortunately the driver of the Binyamina shunting/trip loco was, most unusually, passed for passenger train work so he took over Train 47 which eventually got under way again almost an hour late, the original driver being taken away for more questioning. Other trains were also delayed by up to an hour.

q). Blood on the Tracks. 2. Two days later, on 27/11/97, a man committed suicide under Train 51 (07.43 ex-Nahariyya) on the level crossing at Km. 86 just south of Herzliyya. Once more the police refused to allow the train to continue after initial enquiries [why do police world-wide have this attitude when it comes to holding up rail traffic ? Ed.] and it stood for two hours before being released. This time, however, the incident took place on double track and passengers were eventually picked up by a following train travelling over the second track which is signalled for bi-directional operation.

r). Railway Enthusiasts and Supporters Society? Evyatar Reiter is hoping to revive an old idea (Hans Kohut first formed such a group back in the 1950's) to provide a forum for those interested in and interested in supporting the railways of Israel. He can be contacted at: P.O.B. 18002, 91180 Jerusalem. We wish this venture every success !

s). Rehovot Special. On 2nd. June 1997 IC set 7213 formed a special to Rehovot for a dedication in memory of former I.R. G.M. (1994-96) Ehud Hadar; the station now bears his name. [See 34:4(d). - 2nd. June marked the first anniversary of his suicide]. A few media

people attended but the main attendees were railway folk and pensioners.

t). High Speed to Beer Sheba and Major Railway Reorganisation. Just as this issue went to press I received an e-mail from Jerusalem, and am repeating it here in full rather than re-writing some earlier paragraphs. It is an article by David Harris for the "Jerusalem Post" for 5/1/98: "The Cabinet yesterday approved additional funding for Israel Railways that will allow the opening of a high-speed rail service between Tel Aviv and Beersheba by late 1998, according to National Infrastructure Ministry Spokesman Ra'anun Gissin. The government increased Israel Railway's budget by NIS 85 million to NIS 245 M, including NIS 100 M to upgrade the Beersheba line. Ministers also gave their approval to the setting up of a state-owned Israel Railways Company as an independent body. Currently, the railways are under the control of the Ports & Railways Authority. The creation of the new company will allow for the immediate issue of tenders, said Gissin. The necessary Knesset legislation will only take the shortest time because there is wall-to-wall support for the separation. The new company would be responsible for all rail infrastructure operations. Called The Railways Company Ltd., the firm would offer passenger and freight service. Once the split takes place, the new company would take delivery of the authority's rolling stock and other rail equipment. The company would also become responsible for maintaining and improving the rail infrastructure. The key aim is to encourage private investors by empowering the national infrastructure minister to be the sole grantor of licenses to operate rail services. The Beersheba line will offer 14 trips in both directions on a daily basis by the end of the year, with journey time of 60 minutes. Presently there is one train in each direction midweek, with two on Sundays and Thursdays, and the journey takes 90 minutes. Over the coming three years the National Infrastructure Ministry hopes to receive a further NIS 300 M from the Treasury to fund the doubling of the single track. This will reduce journey time to 50 minutes, with 28 round trips a day. Tilt-technology rolling stock will be introduced on the line increasing the maximum speed from 60 kph to 100 kph. This will serve two purposes, said Gissin; it will help bring an end to the deep recession in the Negev and shows potential investors that the government is serious about developing railways. During the coming year the ministry expects that two BOT tenders (see above) will be published for the upgrading of the Jerusalem-Tel Aviv line and that between Bnei Berak, Petah Tikva, and Tel Aviv. While the ministry is delighted with the increase in funding, Israel Railways had asked for an NIS 500M budget this year to continue its ongoing repair and upgrading work on existing lines and for initial work on the Railways 2000 project. This project intends taking the railway to all parts of Israel and across the border with Jordan and via the PA area to Egypt. The Treasury has given its full support for rail development in general but has warned of a shortage of money. The rail proposal is by far the best in this year's budget, a senior Treasury official said yesterday." [A brief comment by the Editor: On the surface, excellent news - a new management structure and clarity of budgeting priorities, extra funding, refurbishment of another key line to turn it into a "proper" rail service (though how the passenger and freight timetables will interact until doubling is complete will make life difficult for planners), and expressions of future goodwill. On the other hand, this news comes during the wranglings over the new 1998 budget and on the same day that the Government's majority was reduced to just 1 in the Knesset, when the Prime Minister is struggling for survival by promising everything to everyone, when the budget allocations for right-wing religious institutions has just shot up further (no shortage of money there !), and also seems to reflect a desire of the Minister for National Infrastructure to claim extra powers and the credit that goes with them.... Or am I just too cynical ?]

(u). **Take the Snow Train.** On 11/1/98 parts of Israel were paralysed by snow that had begun falling the previous day.... The road to Jerusalem remained blocked, and our correspondent Sybil had to get to work by a special train which had left Tel Aviv at 0900, left Bet Shemesh at 10.18, arrived Jerusalem ca. 11.20 and comprised loco 122 on coaches 616, 634, 612, 635, 114 & 603.

39:5: NOTES AND COMMENTS.

a). Turkish relics. Sybil Ehrlich reports that one can climb inside the watertower at Nitzana; the old water tank at Be'erotayim is now a breakfast-room for donkey riders. In addition an (unidentified) goods wagon is parked on the embankment just south of Mashavei Sadeh. (See 35:8)

b). **Caboozim.** A Query, via Sybil. The "Jerusalem Post" for 1/10/97 published an article on the difficulties of absorbing thousands of new immigrants in the early days of the State of Israel, when there were no more huts, tents or whatever available: "Eshkol [Levi Eshkol, the newly-appointed head of the Jewish Agency Settlement Department] ordered our emissaries abroad to send whatever housing material they could lay their hands on. Eliav [Lova Eliav, who helped Premier Levi Eshkol house and feed the immigrant masses] recalled receiving a shipment of "caboozim" from the United States. "None of us knew what "caboozim" were. We asked around but no-one else knew". Eshkol suggested that they send only one ahead just to see what it was. He was at Haifa Port with an engineer when an enormous crate containing a "cabooz" was lowered to the pier. As the crate was opened, a set of enormous metal wheels emerged, then a railway car with a chimney sticking out of the roof. It was a caboose, a car for train crews usually attached to the rear of a freight train. A wire was swiftly despatched to the emissary in the US asking him to sell all the "caboozim". But a dozen or so more were already on the way. Years later, when Eshkol was Finance Minister, he made any large firm given government assistance take a "cabooz" off his hands." Does anyone know any more of this extraordinary import? Are any remains of such vehicles still lying around the country? Were they rebuilt to flat cars for IR? Any information, please!

c). **On 36:4(c) - Jerusalem Line.** From Hans Kohut, a little perspective: The "new line to Jerusalem" was already being extensively discussed in 1964, with Mr. Savidor the G.M., Transport Minister Ben Yehuda, and other personalities of a mixed political spectrum. At that time there were still 5 train pairs daily, among them one "Express" with a schedule of 90 mins. from Tel Aviv Darom (i.e. in the town centre); at this period there were also 5 train pairs to Beersheba (taking the same time as today's "trial" runs) and later 2 to Dimona, plus two Haifa-Jerusalem with 3½ hours journey time. At this point there were 17 train pairs on the Haifa - Tel Aviv line, the Express taking no more than 65 minutes to Haifa Merkaz! But the successive governmental anti-rail policies have led to a feather-bedding of road transport and nowadays around 600 fatalities and over 10,000 injuries p.a. on the roads.

d). **On 35:4 (i) - Possible link to Hebron etc.** Frank Adam writes: All that is needed to implement the start of this scheme is a 20km. spur from Kiryat Gat to Idna (just across the 1948 "Green Line"), and for the Palestinian Authority to relay the by-passed old route to Tulkarm and Qalqilya, and add a vehicle ramp and container yard in this area. Then PR rakes of flats with vehicles and containers, or dmu's, could run from Rafah via Erez, over I.R. tracks to Idna to terminals at Idna, Tulkarm or Qalqilya, and unload there onto buses, flat trucks or the

roads. This would have several advantages - a). Security, since rail is near-enough "sealed transport" and so it cuts the worries of road transport being an excuse to wander off a direct authorised route; b) The Oslo Accords agreed a secure route in principle for the Palestine Authority to transit from Gaza to Judea/Samaria; this would permit this with little cost to Israel (even less if the PA pays for laying these tracks); and c). The line could be extended over the former n.g. line to Nablus etc. if later desired. [Editor notes: Bright thinking, but possibly too logical for this part of the world....]

39:6: ISRAEL RAILWAYS STATISTICS.

Thanks to Harel Even for the following information:

Traffic: Year	1994	1995	1996
Passengers: (thousands)	4,160	4,845	5,463
Passenger/kms. : (thousands)	231,183	266,827	293,658
Freight: tons: (thousands)	8,989	9,379	9,111
Tons/kms.: (thousands)	1,089,387	1,175,728	1,151,884

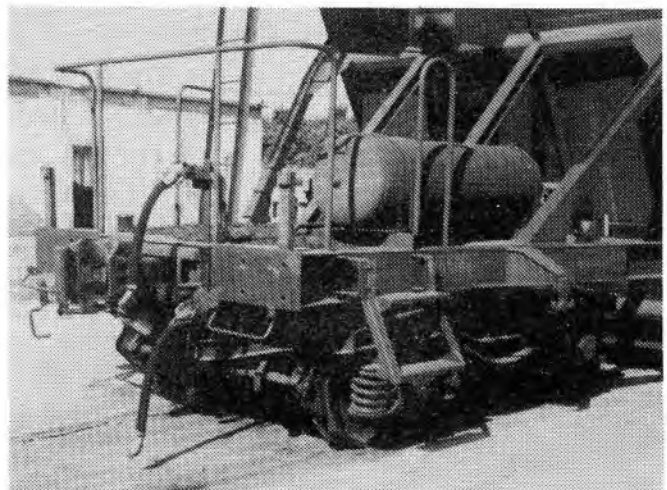
Signalling: Most parts of the system are operated by relay interlocking systems, manufactured by SEL, Germany. of the type Sp Drl 72-2. There are still a very few signal boxes with mechanical interlockings. Future projects will be based on electronic signalling systems; the first will be the resignalling of the Tel Aviv Darom - Lod section. Speed Limits. Maximum speed limit for passenger trains on the Haifa-Tel Aviv line is currently 110 km./h., except limited sections on which IC-3 trains are allowed 130 km./h. Maximum speed for freight trains, system-wide, is 60 km./h. Maximum Axle-load is 22.5 tons. Gradients - standard maximum is 1.3%, with a maximum of 2.68% on the Jerusalem line. Lengths of trains: On the Dimona - Ashdod Port line the passing loops are mostly 7560 metres long. Track - nowadays comprises UIC 54 (i.e. 54 kg./m) rails on monoblock 300 kg, sleepers. Loco Statistics: As at March 1997: comprised: 4 V60 (Esslingen) 0-6-0; 1 G8 Bo-Bo; 3 SAFB Bo-Bo; 21 G12 Bo-Bo; 1 T44 Bo-Bo; 3 G16 Co-Co; 9 G26cw Co-Co; 6 G26cw-2 Co-Co; 1 GT26cw-2 Co-Co, total 49. (Note: this list differs from Evyatar's in 37:5(f):) - he reduces V60 by 2 and SAFB Bo-Bo by 1.)

Passenger Coaches: (March 1997): 87; IC-3 d.m.u.'s: 17, plus two on hire to ADtranz in North America.

Freight wagons: (March 1997): 806,
of which: - 371 flat wagons

- 122 grain hoppers.
- 69 phosphates and potash hoppers.
- 29 black oil tank wagons.
- 73 ballast hopper wagons.
- 68 coal hopper wagons.
- 11 gas tank wagons.
- 63 departmental wagons.

Freight stock, Janney Couplers, note bogeys, locally assembled stock. Photo H Kohut



[Notes: "Jane's World Railways" 1995-6 indicates there are 1,400 wagons, of which 500 are privately-owned. This includes 150 60-ton hoppers in five trains for taking coal on merry-go-round from Ashdod to Ashkelon's new power station. The same publication indicates that there is buoyant container traffic because a Haifa - Ashdod rail shuttle obviates the need for container ships to pay two sets of port dues; figures were 1.64M tons for 142,768 TEU (20' container units) which works out at an average 11 1/2 tons of freight per TEU. But Frank Adam has calculated that BR Freightliners would work on a model of 45 TEU on 15 flat wagons per train (3 articulated 5-car sets) - following this model one would need some 3,173 trains p.a. or 61 per week, or ca. 10 a day shuttling between Haifa and Ashdod..... so something does not add up ! And this isn't counting any other traffic - But Frank notes that even in the 1970's there was a firm that ran a convoy of 3 or 5 lorries with trailers (5 TEU each unit) from the Negev railhead to Eilat daily.]

39:7. HEDJAZ NOTES.

Three separate Reports here - because I do not know for how many more years one can keep receiving such accounts, even though of necessity they include a certain degree of repetition and overlap. Ed.

a). **A German Report.** From Peter Nothdurft in Mannheim comes a copy of the "DGEG-Nachrichten 138" of July/August 1997, (Deutsche Gesellschaft für Eisenbahngeschichte) which includes an article (pp. 20-21) by Dr. Dietrich Becker on a visit to the Hedjaz: Part of it is included here as an expansion of Andy Wilson's reports. (Translation by Ed.)

"On 3rd. October 1996 I visited the 'Hijaz Train Station', as it is called on a postcard, in Damascus. At one platform stood, ready for departure, the Ganz MAVAG railcar R11 with driving trailer to Qatana. I got in and travelled via Damascus-Cadem and after a rail-crossing with the standard gauge line Cadem-Homs - Aleppo further on to the junction from the mainline of the Hedjaz Railway, and then over the new line to the terminus and then back. Departure 14.30, return 16.45. This means that the railcar is no longer "Stored at Cadem" as published in the list 9.9.8 showing the rolling stock as at Sept. 1993 on p. 156 of "Die Hedschas-Bahn", but is back in service. I was told - so far as one could make out through difficulties of understanding - that the railcar would make a trip to Amman on Sunday 6th. Oct. - however, this must have meant only to Dera'a with a connection onwards to Amman. On this occasion I also learned that on Friday 4th. Oct., the Muslim free weekday, there would be a trip to Serghaya with steam ("vapor") - that is, it would go along the former Damascus-Beirut line to the Lebanese border high in the Antilibanon. I didn't want to miss this steam trip, and so on the Friday, at 8am, I was at Kanawat Station, in order to join hundreds of Syrian families with children, as the only foreigner. The train was hauled by 2-6-0T No. 130-755, built 1894. The train consisted of six four-wheel and bogie coaches of different types. At Ain Fije three coaches were left behind, and the passengers distributed themselves amongst the surrounding inns and cafés. At this station stood what appeared to me to be a motor trolley, but it was in fact one of the two Works locos, built by Schöma. I had the impression that this vehicle had been driven over part of or all of the route, in order to ensure that any obstructions, such as parked vehicles, could be removed from the tracks. In Serghaya the loco was turned on a turntable. After 2½ hours halt, the return journey was started at 15.15, and Kanawat was reached around 18.00. In Ain Fije the three coaches that had been left behind were re-attached. I had the impression that the Syrian passengers had fully enjoyed

this day trip, with the ride behind the old steam loco and the accompanying picnic. During my visits I noticed two 2-6-0 steam locos. Outside the station building on the right side is a 2-6-0T which has been placed on a plinth of rails as a Museum loco. A text in English and Arabic on the water tanks refers to "The General Organisation of Hedjaz Railway" I bought a postcard of the station at a nearby shop, but this did not yet show the loco. A strange sign of vaguely-locomotive appearance perched on the tanks of this loco also points the way to a Restaurant Train that has been placed at the platform. This comprises a 2-6-0T with two goods wagons which serve as Store and Kitchen; of the following passenger coaches the last two have been simply adapted as restaurant, and under a canopy awning on the platform other tables and chairs have been laid out....." [See 33:3 - the signs have been added since April '96. Ed.].

b). Full TEFS Report. In 38:8 we printed an initial Report on the TEFS tour of May 31 - June 15th. 1997; Here for the record are excerpts from the "official report" prepared by Sylvia Alborough, "the boss's wife":

"Sun. June 1st. A normal working day in Jordan; our loco crew had started work at 4.00am. Jung 2-8-2 No. 51 took water, Bill fraternised with old friends, and I examined the train. Some old carriages had been gutted and now had side-seats. others had been carefully restored with superb compartments just as when built 90 years ago. The conversions for Tourists had bus windows and strange seats, their tin sides painted chocolate. Not very nice. We had wooden-slatted vehicles and it all looked good. No. 51 was leaky, with water coming from the firebox - does water and fire mix well? A strange Jap boarded the train and was bounced off. He re-appeared several times, but stayed clear of Bill! No. 51 performed runpasts at various places, near a signal, two cemeteries and over a wonderful viaduct so many times I wondered if we would ever move on. The shot I liked had the train pass over the viaduct, then several minutes later appear high on the hillside above in the opposite direction. Bill warned me it was impossible to breathe in the tunnel, and I wondered how the crew survived going through so many times. Fatallah as usual was the Driver, with a Septuagenarian from Ma'an employed to assist and as a fitter. Smiles from Fatallah each time the train ran by the photographers - a delightful old guy. Bill knew everyone from previous tours - good for co-operation but almost all of them were 70-plus years old..... even the various policemen were helpful. The main road crossing below Qasir um el Heeran was an experience, heavy trucks dicing with the train to cross first. After running round the train, we ran express (relatively) back to Amman..... No. 71, HSP 2-8-2 hauled four flat wagons and small coach No. 48 for passengers at the rear. Fired up in under 2 hours by steam transfer from No. 51, our Group felt this was unkind to the boiler. The first runpast set back some 500 metres, so Bill sent the train right back to the station, emphasising a REAL runpast was needed each time. Runpasts at the viaduct were from the other side, and No. 71 made a fine picture, even going through the tunnel extra times for the Group. No. 71 performed well...until the footplate crew evacuated, surrounded by steam. Water poured through the corroded smokebox door hole. I was told a tube had burst. Local children flocked around the train. Fatallah said a diesel would rescue us "in half 60 minutes". No. 40210 coupled up and dragged the train back to Amman. One Dutch participant was almost in tears - "What a shame, we see the death of the old girl, and we will have another loco tomorrow." Monday morning, when No. 71 always puts a back pall over Amman - and there she was, in steam and looking healthy! The old man from Ma'an had worked all night to repair her. The Dutch folks rode the International Train. No. 71 took water before joining our train, tender first; our first stop was at the dumped locos below Amman, and a runpast near Zerqa was performed with gusto. Another runpast near Samra was made twice so the boiler could be filled on the

climb to Mafrag, where the Police awaited us.... the Dutch group had alighted there earlier. Formalities completed, they followed/escorted us during our lunch and until departure time. No. 40210 re-appeared from Syria, and throbbed to itself while No. 71 took water and was attacked with a "pow'ammer".We could double-head the diesel with No. 71. Our longer train set off for Samra for runpasts in the desert, near the stream, by Ruseifa signal and on the small viaduct near Amman. Here the diesel was banished for a posed steam shot in the evening sunshine. The shed area also offered nice photos in the soft light..... Tuesday June 3rd. No. 51 brewed up ready for the run to Qatrana, 103 km. south of Amman. 40212 took our water gin to Jiza at 8.30. We were entertained as Nippon Pacific No. 82 was shunted by No. 40211 to the hand crane where the replacement main steam pipe was loaded. No. 82 should work for the King's Birthday on Nov. 14th. 1997. Shunting at Jiza with No. 51 was nice, while we waited for the railcar report that the usually unused track was still in place ! No. 40212 could be seen following us, but stayed clear at runpasts. Our coach waited at Qatrana. Although we reached Ma'an after work had finished, the Boss showed us round the wagon repair workshops and nearby Hedjaz Station where Nippon Pacific No. 85 is now stored. Several potash trains were seen in action." [Wednesday and part of Thursday was spent at Petra and Jerash.] "Departing land passengers must now pay 4 Jordanian Dinars. Our Jordanian coach took the bags to Bosra. The Group watched Borsig 2-8-0 No. 162 preparing for our train. Long-time in Cadem Workshops dump, this loco had been given a full overhaul ready for our Tour. Footplate riders found the green paint was still wet ! Sister No. 161 was without essential parts deep in Deraa Depot. Jung 2-6-0T+T No. 66 looked even more derelict than usual, and Hartmann 2-8-2 No. 260 was in light steam for our train to Damascus tomorrow. Lots of photo runpasts to Bosra ended with departure shots from the Citadel in the evening light. Saturday June 7th. ...No 162 had spent the night at Bosra, and performed several arrivals into the small Station adjacent to the Castle. For 200 Syrian Pounds (£3 sterling) these could be filmed atop the Walls (some of the parapet was loose). The Amphitheatre is perhaps the best preserved anywhere in the world... Retired Driver Mr. Aziz had been recalled to drive Bill's special train and had three offers: 1); No. 66 could perform around the Station, but we must buy the firewood to light it up (as no loco would be available from which steam could be taken); 2). Brass Builder's {Plates were for sale; 3). We could reverse No. 162 a short way towards Amman, for pictures on the last viaduct blown up by Col. T. E. Lawrence and friends. At Dera'a No. 162 was serviced, then turned and tender-first hauled two coaches to Muzeirib, ran round and pushed back towards Zezoon. Railway staff were everywhere, guarding crossings, keeping locals back off the line, still taking away obstructions - we were the first train since ... who knows when. Past the removed buffer stops, over newly-replaced rail lengths, we passed Tel-esh-Shehab and dived under the bridge, to emerge from the cutting onto a ledge above the first hairpin. Below us it was obvious that attempts had been made to effect a clearance, but what a task ! Huge boulders littered piles of collapsed hillside which blocked the trackbed. Sometimes 200m of trackbed could be seen, then several big rockfalls again obliterated the rails. In the tunnel stood a yellow Land Rover "stop block". End of track indeed ! More than 6 km. below Muzeirib, the view was worth the effort. A walk-about and runpast followed, but time was running out if we would reach Damascus tonight. At Muzeirib Station we pushed back down the old DHP line to Lakeside, where Jung 2-6-0T No. 61 had arrived, [See 35:20. Ed.] and was cosmetically restored with several 4-wheel carriages - this opens as a Restaurant soon. Mr. Aziz mentioned a thirst, so Bill fixed a round of soft drinks before the final dash back to Dera'a. We were offered active 162 double-heading with No. 260 to Damascus, but the fee was too much for our small group. However, we still hauled No. 162 behind No. 260 in light steam, which looked good on the photographs. Lots of runpasts along the way, and

Bill's foresight in bringing the bus to pick us up at Deir'ali as darkness fell was much appreciated. The bus driver was less impressed, as his huge coach was far too big for the narrow access.... Next morning SLM 0-6-2T No. 805 simmered in Damascus Kanawat Station, not No. 754 SLM 2-6-0T, expected at Serghaya. The Amman International Train at 07.25 was a "mixed" behind "Spot the Romanian Diesel". No. 805 performed at the Station, under the bridge and across the traffic islands against 'No Entry' signs before thundering off towards the distant mountains. A very noisy and powerful loco, the dust was a thick choking fog in the 4-wheel carriages, and my spare plastic bags for cameras were soon taken up. Further photos until El Fijeh, where water was carefully topped up ready for the gorge session. Sadly, No. 805 left the track, was re-railed by our Dutch members after Driver Jemal and friends made much noise but little progress, and came off again at the same spot. Even greater noise, the Dutch stepped in again, but as the loco crawled up to the same spot. once more the flange mounted the rail crown. The left front spring had moved in its mounting, so that terminated matters until another day. A gentle drop back into El Fijeh found the following scheduled train's diesel loco had failed below us, so we were trapped. By agreement, a visit to Cadem Works was decided upon instead, so transport was fixed from outside the Station. What a place ! - still as 1900. Belt-driven equipment, lots of dumped locos, No. 754 with the wheels off, No. 755 still Disney-like with yellow smokebox door, blue tanks, red boiler, green cab, white wheels - our replacement loco for Wednesday. Bill negotiated a swift re-paint. "Are you German ?" asked the Staff. The Works General Manager went into orbit, lots of screaming about "Mr Bill" being British, and we were promised that the job would be done. Later, No. 805 appeared at Kanawat, then derailed on the excellent new track to Cadem. Oh dear ! Monday June 9th. An early start to the Lebanese border. Guide Elie Lebbois (with a Diploma in Archaeology) was fascinated by a Railway group. At Rayak, a Mercedes drew alongside our coach and we were boarded by the young man who had helped Bill so much in 1996. He was just driving by and spotted his "elderly friend" (Bill loved that !). Access to the Station was a matter of seconds as a result, instead of an hour, the local General escorted us round, even going to the house of a railwayman (90+) who told us (in French) of his past duties. We had luck with the soldier at Rayak Works, getting close to the locos near his sentrybox, then walking behind the Works to view the dual-gauge turntable and more locos at a distance. Baalbek had less steps than other historical sights to date.... Syrian Pounds were local currency here too. On to Beirut we visited various railway stations, fascinating for us and for Elie too. Tuesday June 10th. Our tour of Beirut continued along the waterfront. New buildings going up everywhere. 200-plus staff still worked at the Hedjaz Railway HQ and station, but no trains ran anywhere in Beirut right now. Several steam locos in the bushes were lived in by nomad Arabs, and it smelled bad. At the standard gauge Depot a Polish diesel was being run up inside the shed, as happens with all three each say to keep the batteries charged. Again no trains, in fact the Yard had been pulled up and a fleet of damaged buses dumped there. John Alexander moved swiftly among the Uerdingen railbuses after a snake had been seen, then made sure we went to Jounieh where another was dumped. My cableway trip to the top of the nearby mountain did not happen, as this was maintenance day and service would only begin at 13.00..... Wednesday June 11th. Damascus. "Once more unto the Border" said Bill at Breakfast, our new try at reaching Serghaya. No. 755 gleamed with still-wet paint, more green hands today for footplate riders. Jamal was pleased as the whistle was in fine form. All went well in the gorge, but after Tequieh a badly-parked vehicle was hit by the carriage steps and driven into the nearby rubbish tip, getting jammed hard into the side of the train. Jamal then spent ages cherry-picking from trees which overhung the line - and several which did not by a long walk. He was not popular with farmers, who laid wait with sticks on the return run to rap his fingers. Just below Zebdani, a

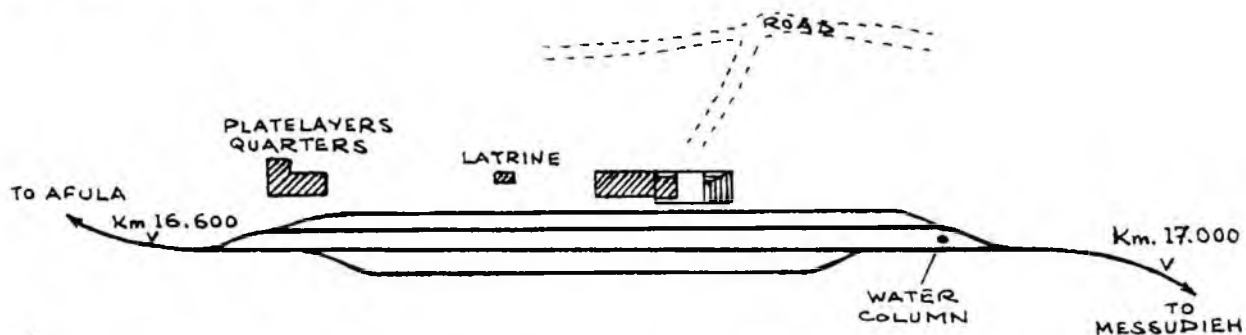
bus was parked foul of the track, seen late by Jamal. The emergency braking caused a blow-back in the cab. The fireman had the hairs burned off his arm, and a Dutchman had to evacuate very quickly indeed..... Something was also broken inside the smokebox, and a pipe went for repair at a local shop. By 14.00, when we should have been returning through Zebdani towards Damascus we had only reached Serghaya. No.755 was turned by locals while the crew lunched. After more cherry-stops, El Fijeh astonished us with a splendidly-refurbished diesel on an unexpected local train. Jamal tried every trick he knew to get us away first. No. 755 shunted it out of the way in order to take water, but with the Dutch aboard the diesel train left first. We were told to expect 90 minutes delay until it reached Damascus, but within half an hour departed at a high speed. Several of the group were soaked by ladies who threw bowls of (hopefully clean) water into the passing train. Jamal shrieks the whistle so much that they have my sympathy. It must be hell living beside the line. Children threw stones, which was dangerous, often with parents stood beside them doing nothing. The last steep climb past the Sheraton Hotel brought the stalled diesel into view, with passengers in the back door looking at our swift approach. They had heard us coming, and were worried we would collide with them. Jamal then followed the diesel train at between 10 - 30 metres all the way into Damascus, very dangerous as vehicle drivers expected one train. They sneaked behind the diesel as usual, to be met by the terrifying, frantically whistling Jamal waving his fist from No. 755 and shouting. So what's new? An old man had stood awaiting two trains outside Kanawat Station, to switch them between two different lines in 90 minutes timescale. His face was a picture as BOTH trains passed in 5 seconds. Our steam train was stopped, was forced to reverse and then go onto the right line. In the event it all worked very well, but broke every operating Rule in the Book. The Station Bar (and toilet) on the platform did a roaring trade as we re-lived the exciting day. Thursday June 12th. No 260 with our familiar crew had just reached Kanawat as we turned up and we had to wait for the Qatana Branch single-car diesel railcar before we could leave for Dera'a. Our run was punctuated by good runpasts in the desert with various backdrops. Our dear friend Mr. Aziz had done a miracle with No. 66, which moved! Not only that, but when Bill asked for a few wagons to be coupled up for a picture, no less than nine were shunted around the yard with vigour. (Friday was spent in Jordan at the Dead Sea). Saturday June 14th. "Grace and Favour" RSH 2-8-2 No. 23 and HSP 2-6-2T No. 61 should have operated in the Amman Station area next morning. Our Driver did not know where to take us, and Bill had to be very positive in refusing Jiza, insisting our locos awaited us at Mahatta. No. 23 had been steamed at dawn. Water poured from the smokebox door as we reached the Station - a blown tube. No. 61 was being warmed through. Meanwhile diesel 40210 got inside No. 23 on a goods rake and performed runpasts in the Station area. No. 61 boiled by noon, and went to the turntable where it was dramatically discovered that the brakes were useless. Bill's plan for a run to Ruseifa had to be scrubbed, and again runpasts were laid on with freight and passenger strings. Brakemen sweated in the heat, and almost lost the final freight when No. 61 went too far down the grade beyond the Depot! A wonderful end to our railway exploits." The group flew back the next day.

c). **Steam Safari Report.** In "Today's Railways" No. 24, Dec. 1997, p. 60-61 is a report by Richard Pelham on a tour of the Hedjaz organised by "Steam Loco Safari Tours" round 7th.-12th. September 1997. The style is very different. Here are excerpts, chosen to complement the above: "Syria : Today ex-Hedjaz engines in working order are: 2-8-0 162 (Borsig 1914) and 2-8-2s 260 & 263 (both Hartmann 1918), which have formed the core of working locomotives over the last 15 years. They have, of course (sic!) received heavy overhauls during this period. However, an elderly 2-6-0 tender tank 66 (Jung 1907), dates from the

opening of the line and for many years lay derelict at the depot at Dera'a... has also been overhauled so that it can be hired out for limited enthusiast use. Furthermore, a 1917-built Hartmann 2-8-0 91, once part of the Hedjaz Railway's largest class, is currently being rebuilt with parts from other locomotives (such as 90, considered written off after rolling off tank-damaged track). The engines of the Beirut line have also benefited from this revival of interest. Two SLM 1894-built 2-6-0T's Class D 754 & 755 have served continuously for over 100 years, but they have recently been joined by 0-6-2T 805 of similar vintage which had languished on Cadem dump for 13 years. This is one of the original SLM-built B class rack tanks for the western section, allotted to Syria on nationalisation of the original French company's assets in 1956. On 12th. September it worked the last Fridays Only picnic special of the summer holidays from Damascus to Fijeh while 754 followed it up the branch with an enthusiasts' special for Steam Loco Safaris of Huddersfield for a longer journey of 58 km. to Serghaya. One of the by-products of this return to service is that 754 and 805, though not 755, have had their elegant stovepipes replaced with unpleasant shorter chimneys of Cadem dump. As older chimneys crack beyond repair, so a shortage has manifested itself in Syria resulting in only a few dumped locos retaining chimneys ! In the south of Syria the Bosra branch 40 km. long from Dera'a is still active, with a new run-round loop and alighting area built below the walls of Bosra castle, where only a seldom-used spur existed before. The DMU's terminate here rather than at the old Bosra Town station. Steam is occasionally used on tourist specials (based on Dera'a shed) and a charter hauled by 2-8-0 162 ran here on 10th. September. the route west from Dera'a that used to run below sea level through the spectacular Yarmuk gorge.... is being re-opened for special trains as far as the upper tunnel on the gorge section 18 km. from Dera'a. Spectacular landslide damage on the continuation of this line is visible from the upper part of the gorge, but Syrian Railways have announced their intention to clear this and re-open over the three uppermost bridges to Zezoon (25 km. from Dera'a). Beyond this the line is totally derelict..... After the trip to Serghaya on 12th. September, the Steam Loco Safari tour train then went with 162 tender-first down this branch as far as the 7th. Yarmuk tunnel, 6.4 km. from Muzeirib. Also at Muzeirib on the plains section, a new spur of about 2km. has been laid on the old French company's track bed to Damascus (lifted in 1915 !) to a lakeside leisure area where 2-6-0T 61 (Jung 1907) is plinthed with three coaches.... 66 (mentioned above) is a de-tanked version with a four-wheel tender originally fitted to the Borsig 2-8-0's 160-162, though all of this Jung-built class started off as 2-6-0 tender engines. The Borsigs have used the Jung's tenders since 1945. Jordan: Three GE UM10 A1A-A1A's of 1976 serve to operate trains between Amman and Dera'a in Syria, and service trains no longer operate south of Amman to Qatana, though steam specials occasionally traverse this desert stretch. The Aqaba Phosphate Corporation's line from the mines south of Qatana to Aqaba on the Red Sea coast, though of the same gauge, is now isolated..... For Steam Loco Safaris visit, the four steamable engines were pressed into service, between 7th. and 10th. September, 2-8-2 51 (Jung 1955) bore the brunt of specials, while Mikado 71 (HSP 1955) just managed some line service; 2-8-2 No. 23.... could just run up and down Amman yard with a train, but a locomotive freshly returned to service was HSP 2-6-2T No. 61, which could have performed more if it had had working brakes ! It was expected that Pacific 82 (Nippon Sharyo, delivered 1959 after not reaching Thailand in 1956) would be restored for excursion use by the time of King Hussein's birthday on 14th. November....."

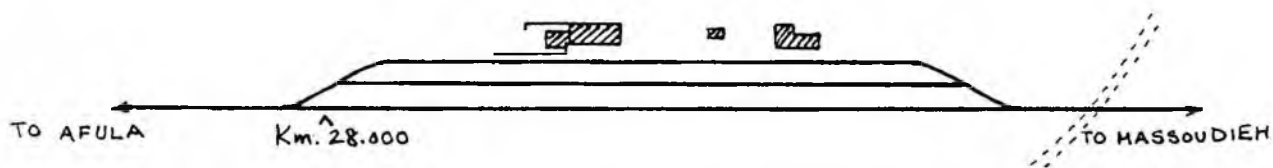
[Ed. notes: - so not a lot had been done to repair some locos between June and September..... Does anyone know if the trains ran on the King's Birthday ?]

JENIN STATION 1926



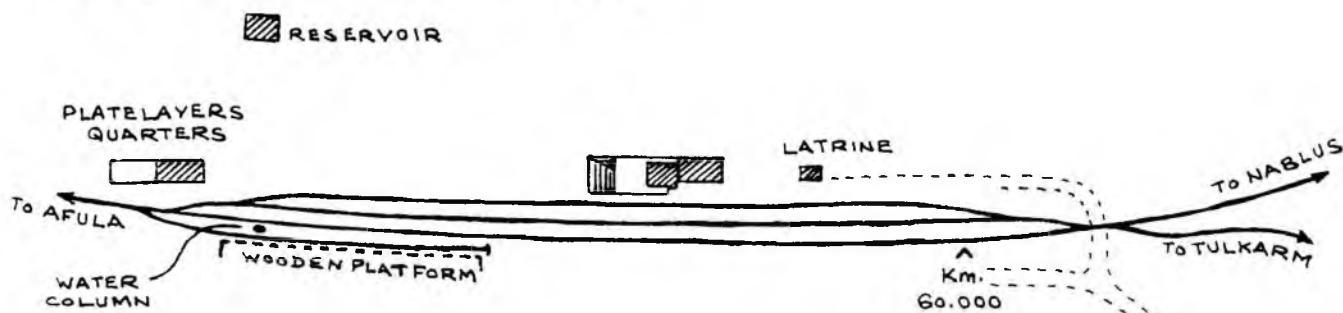
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ALL LINES 1.05 METRE GAUGE

ARRABEH STATION 1926



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MASSUDIIEH STATION 1926

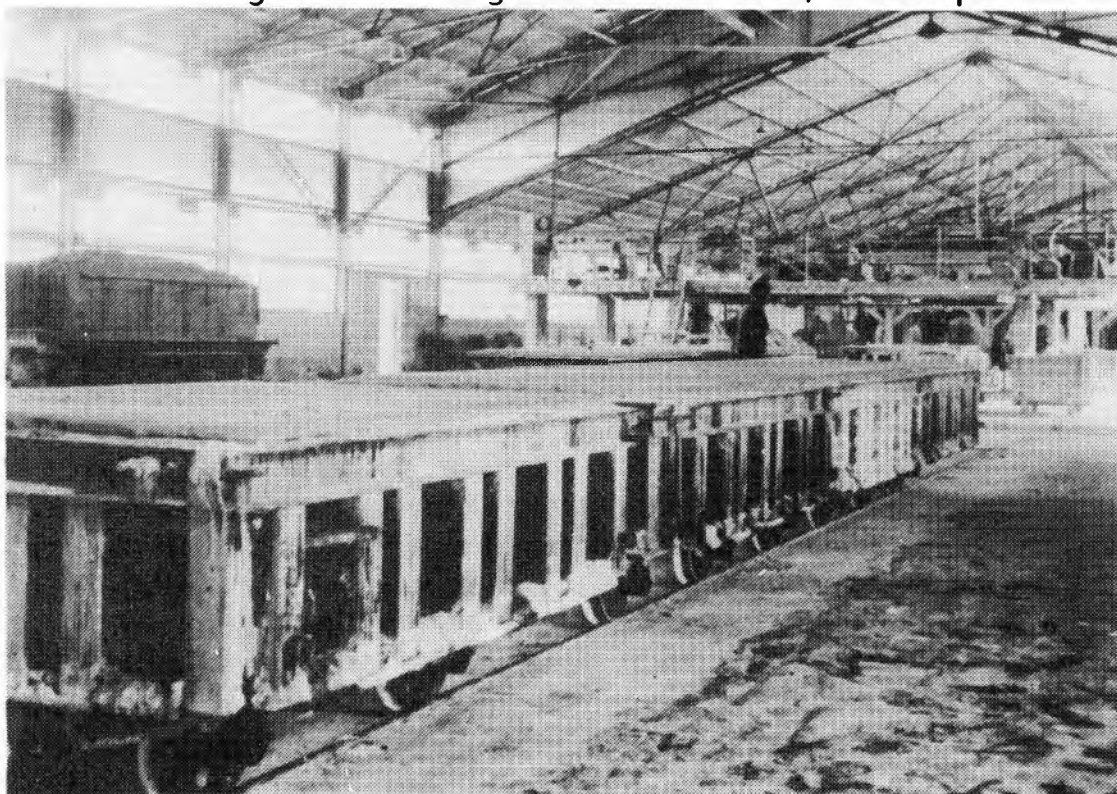


39:9 THE ETUNG FACTORY.

By Paul Cotterell.

Etung is a large factory at Pardess Hannah, midway between Binyamina and Hadera, and is easily visible from trains on the west side of the main line at the notorious Km. 45. Etung makes concrete products for the building industry. I never knew that it had (perhaps still has) an internal railway, so the accompanying photo came as a distinct surprise when it turned it up at the Central Zionist Archives. It shows four 6-wheeled concrete mould wagons on a line that is obviously a good deal wider than 60cm. gauge. In the right background is a 4-wheel wagon, presumably also a mobile mould. On the left and at a higher level is what appears to be a flat wagon with a skip or mould mounted on it. The line, or lines, may only have run the length of the large shed seen here; I have passed the

factory on the bus a few times but, despite looking hard, have not seen any outside tracks in the factory yard. But things have probably changed considerably since this photo was taken in March 1955.



I guess the mould wagons were moved by hand, though a tractor could have provided motive power.

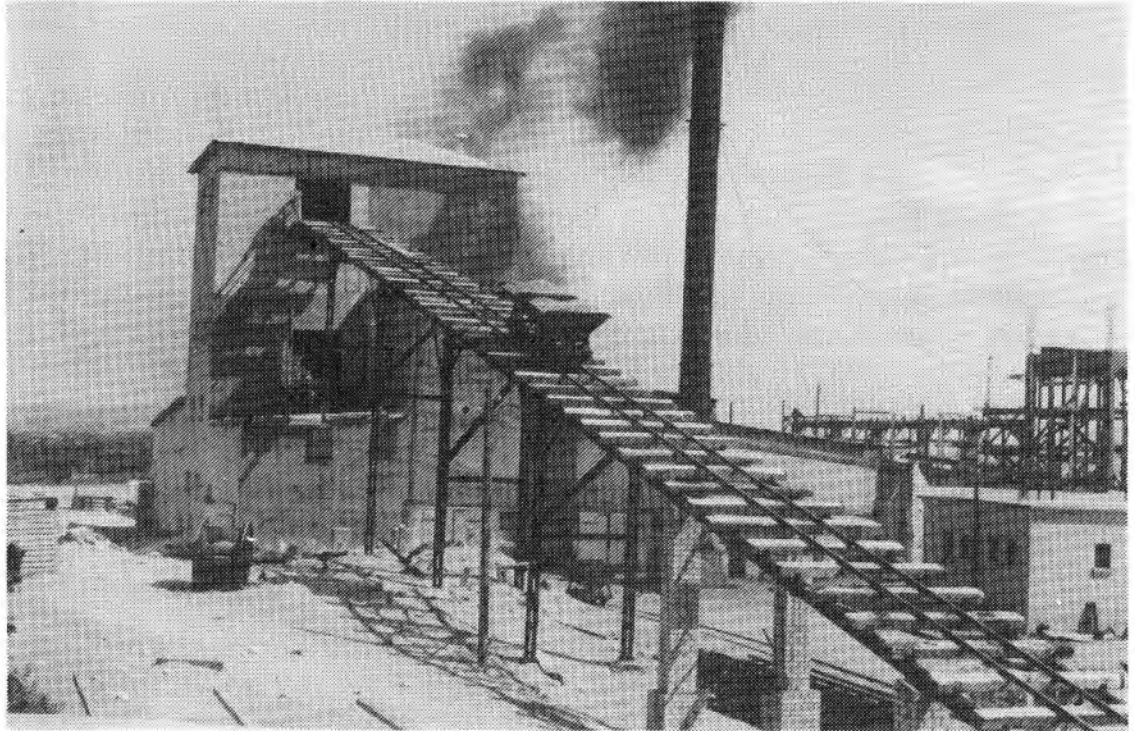
39:10. A BRICKWORKS RAILWAY.

By Paul Cotterell.

This photo comes from the collection of the "Keren Kayemet LeYisrael" (the Jewish National Fund) in Jerusalem. It shows the Silicate Brickworks Factory in the Zevulun Valley or 'Plain of Zevulun' around Haifa Bay, and is dated May 1936. A couple of tip wagons loaded with sand are being hauled by cable up a steeply-inclined track into the top of a factory building where, if the chimney belching smoke is any indication, the bricks were baked. Another photo of the Silicate Brickworks here shows that the narrow gauge was also used to feed the baking

ovens or kilns. A flat wagon piled high with bricks is about to be pushed through the door of a kiln for final firing. Hugh Hughes once sent me a list he had compiled of industrial locos in Palestine and Israel. This included two 60cm. gauge diesels described as going to Haifa Silicate Brickworks. Details are: Hibberd 4wD 3060 of 1946. Ruston & Hornsby 20DL 4wD 296109 of

1950. About 1989 I took a long walk around the area where, judging from maps, I thought the Haifa Silicate Brickworks were located, in the hope of maybe finding remains of these locos. Not only could I find nothing of them, but I was unable even to pin-



point the brickworks. There was one likely-looking site, but I could not be certain and nobody I asked there or in the locality knew anything definite about the Haifa Silicate Brickworks. There was also a Silicate Brickworks in Tel Aviv though, again, I do not know its precise location. This, too, had an internal narrow-gauge railway to haul sand, and a couple of photos show what appears to be a Hunslet 4-wheel diesel loco. In his list Hugh recorded two such locos which are candidates for this site. One he noted as an unidentified Hunslet 4wD of 60cm. gauge, the other he listed as Hunslet 20hp. 4wD 1734 of 1935, described as being of 2' gauge. Hugh reckoned that the unidentified Hunslet had gone to the Silicate Brickworks Company in Tel Aviv. I wonder if, despite the slight gauge difference shown (which is immaterial for all practical purposes), these two listings might refer to just one loco. Speculation only; and it must be pointed out that Hugh had Hunslet 1734 as going "via Robert Hudson to Steel Bros. Sulphur Quarries, Palestine". Nothing has ever been heard, so far as I know, of any sulphur quarries or Steel Brothers. Is sulphur quarried?" [Ed. adds - could this have not been a reference to the Dead Sea Works ?]

39:11.

"THE BASRAH TIMES."

I recently managed to spend a day at the Colindale British Library Newspaper Library, and looked through the large old yellowed volume containing what exists of this newspaper - address "17, The Strand, Basrah, Phone: 17, City". I was hoping for details of the early days of the Iraq railway system. Alas, there is not a lot - though the paper itself makes fascinating reading for all sorts of other reasons - so what follows is an abstract, to save future researchers spending the time, of all that is relevant to transport in the numbers that survive, plus a few other items to give a flavour of the period. For this reason I am also listing all copies

consulted, to indicate how many are missing: Mon. 7/5/1917. Mon. 28/5/17. Thurs. 31/5/17. Tues. 8/1/18. Someone has written "The only Mesopot newspaper" on this issue ! Sat. 12/1/18. This is Vol. IV, No. 293 ! Mon. 14/1/18: p.4. "Notices. Mesopotamia Railways. With effect from 10th. inst., the train service between Makinah and Nasiriyah and Makinah and Sha'aibah will be as under: 1 Up 11 Up 2 Down 12 Down. Makinah dep. 19.30 9.30 Nasiriyah dep. 19.30. Sha'aibah arr. 20.37 10.33 Sha'aibah arr. 5.47 dep. 20.48 dep. 6.0 19.40 Nasiriyah arr. 8.0 Makinah arr. 7.0 20.55 C. V. Bliss. Lieut.-Col. Traffic Manager, Railways. dated: 9th. Jan. 1918. [No. 17]. Sat. 16/2/18. Thurs. 14/3/18. Tues. 2/4/18. p.3. Report on the Palestine Campaign: "March 25th. A Palestine Communiqué Our aeroplanes, including Australian units, effectively bombed and obtained direct hits on troops, transport corps and trains on the Hedjaz railway. March 27th. A Palestine communiqué says we occupied Essalt [sic] on Monday night. Our mounted troops yesterday morning were approaching Amman upon the Hedjaz Railway. March 28th. A Palestine communiqué says our forces eastward of the Jordan were converging yesterday afternoon on Amman, and our mounted troops were within a mile of the town. We have taken 200 prisoners, our aeroplanes heavily bombed traffic on the Hedjaz Railway..." Thurs. 4/4/18. = Vol. IV, No. 962. Fri. 5/4/18. Report on the Basrah races. Sat. 6/4/18. p. 2. Report on the Basrah Horse and Cattle Show. p.3. "Postal Notice. English Mails posted in London up to 18th. Feb. 1918 and 4th. March 1918 are expected to arrive in Bombay on 7th. April, and may be expected at Basrah on or about 15th. inst." [There are several such items - very illustrative of the problems of communications at that distant period. Ed.] Thurs. 11/4/18. Fri. 12/4/18. Mon. 15/4/18. = Vol. IV, No. 971. p.3: "A Palestine communiqué says our troops westward of the Tureran-Ramleh railway advanced their line on a 5-mile front to a depth of 1 1/2 miles, capturing the villages of El Kefr and Rafat. Prisoners included a few Germans. The Hedjaz. The Press Bureau states that advices from Egypt report that Arabs have had several successful engagements, defeating or capturing small bodies of Turks in the Southern Hedjaz, also destroying a portion of the Railway, near Bowat, and derailing a train near Sir Jedid; moreover, Arabs occupied Kerak on Sunday." A Supplement includes photos of the Basrah Races and the Horse and Cattle Show. Tues. 16/4/18. Wed. 17/4/18. "Palestine, April 1st. Although our occupation only dates four months back, the very atmosphere seems changed. Misery, sickness and fear have vanished, and towns and villages everywhere show evidence of reviving industry and prosperity. What has contributed more than anything else to immediate relief has been the employment of thousands of natives to repair roads. These roads are lined for miles with busy labourers, Christian, Moslem and Jews, men, women and children building piles of metal. Everybody realises that a new era has dawned. Bedouins can graze their flocks and husbandmen till the soil in peace and security. Roads are being built in every direction, and the railway to Egypt will ensure easy disposal of surplus yield and secure imports from abroad." [Ah ! This early optimism ! Ed.] Thurs. 18/4/18. p.2-3. The Mesopotamian Expedition - report on recent operations near Khan Baghdadi; April 6th., pursuit and capture of Haditha and Ana. Fri. 19/4/18. Sat. 20/4/18. Fri. 24/5/18. = Vol. IV, No. 1,002. p.3: Mesopotamian Expedition: Attack on Altun - Kaapri Road. "Hedjaz Railway: King's Troops destroy Miles of Track. A Palestine Communiqué says that the King of Hedjaz's Arab forces raided a station and post on the Hedjaz Railway, killed 30, and took 140 prisoners, and demolished several miles of track and three bridges. They also attacked the defences about Maan, taking 124 prisoners." Sat. 25/5/18. 7/10/20. Fri. 29/4/21. = Vol. VI No. 1892. pp. 2 & 3 - advertisements in Arabic for cars etc.

p.5: Article on "Traffic Across the Suez Canal: War-Time Difficulties. "Few who travel by the Suez Canal route ever realise that there has always been a considerable traffic across it (Says a writer in the Near East.) What is now the canal zone used to be Egypt's eastern

frontier, which was contiguous with the North Sinai Desert, and Kantara, which is simply the Arabic name for the "bridge", was the main entrance on that side. [Ed. notes - I thought "Jisr" was bridge, and "Kantara" was "Causeway" - can anyone advise?"] This has been a highway from earliest times but, of course, until the canal was cut, the Bedouin could enter Egypt when and where they chose and the place they chose often did not coincide with a custom house station. However, with the making of the canal, entry into Egypt was somewhat regulated, and with the placing of ferries at different parts of the canal the customs officials had their duties more confined to their own localities. In pre-war times the Bedouin used to bring droves of young camels to sell in Egypt, and after they had settled matters with what they professed to consider a most extortionate demand for duty, but which the custom house officer said was most reasonable, the next business was to get them across the canal. I have heard that a mule is a docile lamb compared with what a camel can be, and having witnessed the attempts of these professional camel drivers to get a mob of young camels on to the ferry I can quite believe it. When the war with Turkey broke out and it was necessary for the military to hold the canal in force, each encampment had one or more pontoon bridges, none of which was of the orthodox military bridging material, but made up of what could be obtained on the spot. One was made up of the flat-bottomed boats which were used on Lake Menzaleh. Another was formed of groups of nine or twelve empty barrels in a frame, with planks put across, while the flotation power of yet another was formed of the cylinders which supported the flexible pipe of one of the Canal Company's suction dredges. It was evidently a new experience for many of the horses to cross a floating bridge, and their nervousness was great, though those who were constantly crossing soon got used to it. The north bridge at Kantara was formed of pontoon lighters which had been moored in front of Navy House, Port Said, for many years. The arrangement for this bridge was that it opened in the middle, and the two parts went parallel with the canal banks when it was opened to let a ship pass. previous to this, however, men and material were ferried across the canal in lighters. The iron pipes for the famous pipe-line by which the waters of the Nile flowed into Palestine were brought over in the same manner. When the Turks made their great attack on the Canal they chose an excellent spot between Lake Timsah and the Great Bitter Lake. The desert is very broken on each side of the canal by hillocks and sand dunes, which afforded excellent cover for infantry. Also if they had been able to cross in any force, if only for six hours, they could have done great damage to the railway junction west of Ismailia, and have entirely destroyed the water supply of the canal zone. When the railway was commenced on the east side, the first engines and trucks were taken across the canal slung on a floating sheer-legs, and it was rather a startling sight sometimes to see a familiar L&SWR engine suspended high in the air being slowly moved across the canal. Later, special lighters were built which carried rails; they went into a small bay cut in the canal bank, and the engines or trucks were then run onto them; they were then hauled across to the other side, and the rolling stock run off on to corresponding rails. This was efficient as far as it went, but it was soon found to be too slow for the requirements of the campaign, and a bridge by which a train could go straight across was found necessary. It is needless here to go into all the pros and cons discussed, for the difficulties were great. In the first place no bridging material was available from home, and no one knew whether the necessary pier could be built to take the weight of the bridge. However, two or three bridges were dismantled in Upper Egypt, and the girders brought to the Canal. Piles and reinforced concrete pillars were made on the edge of the deep-water channel of the canal, and the bridge was constructed. It was a very fine piece of work, especially considering the difficulties to content with, and the material at hand. The Canal Company requested the authorities to remove the bridge owing to the danger to traffic, and till a permanent bridge can be built, a kind of floating

ferry will be used. At one time it was thought that a tunnel under the canal would solve the problem of through railway communication, but extensive borings have shown that the sub-soil, or rather, sub-sand, is so extremely unstable that a tunnel could not be made satisfactorily. A permanent fixed bridge to carry the railway above any possible masts of passing steamers would need an eight-mile ramp, which is out of the question; so probably there will have to be some sort of a swing bridge, but to allow for probable extensions of the Canal the middle will have to be at least 200 ft. wide. as larger ships are coming through than ever before. The demolition of the present railway bridge will force passengers for Palestine to cross the canal by the pontoon bridge from Kantara West to Kantara East; to minimise the inconvenience as much as possible, the Palestine Railway is being extended so as to bring the departure platform quite near the present floating bridge opposite Kantara West station of the Egyptian State Railways. An official of the ESR who was sent to America to study the question of moving bridges there has, it is said, recommended the construction of a bridge in which the two sides are raised to allow of the passage of vessels, in the same way that the Tower Bridge is worked on the Thames."

p.7: Mesopotamian Railways: Tender Notice. "Tenders are invited for the supply of Sheep, Goats and Beef at Makina, Shaibah, Baghdad West and Baghdad East for a period of six months, commencing from 31/May/1921. Details regarding the quantity and delivery can be obtained on application to the Controller of Supplies, Mesopotamian Railways, Makina. All tenders must be submitted in writing on special Tender Forms, in sealed envelopes marked "SHEEP, GOAT & BEEF TENDER", to the Controller of Supplies, Mesopotamian Railways, Makina, not later than noon on Thursday 12th. May 1921. Special Tender Forms can be obtained on application to the Controller of Supplies, Mesopotamian Railways, Makina. The Director, Mesopotamian Railways, does not bind himself to accept the lowest or any offer. P. Carrington, Controller of Supplies, Mesopotamian Railways, Makina, 19/4/21."

Also p.7: A near-identical Tender Notice for the supply of Fresh Fruit and Fresh Vegetables, for the same period at the same stations, same rules applying.

p.7. Notice: Mesopotamian Railway. "The Railway has made arrangements to collect and deliver goods from and to merchants' warehouses in the Basrah Area, when asked to do so by consignors or consignees. For the convenience of merchants the Railway will open an Office at the corner of Tariq el Jama el Khedery, Ashar, at which Office merchants can arrange with the Railway for the collection and delivery of goods. The above arrangements will come into effect on May 1st. Full particulars can be obtained from the Office of the Traffic Manager, Baghdad West, or the District Traffic Superintendent, Basrah Port, Makina, or after May 1st. from the Railway office in Ashar which will be open on weekdays between the hours of 7am to 11am., 3pm. to 5pm. (except Sats.). N. Calder, Traffic Manager, Baghdad West, 19/4/21."

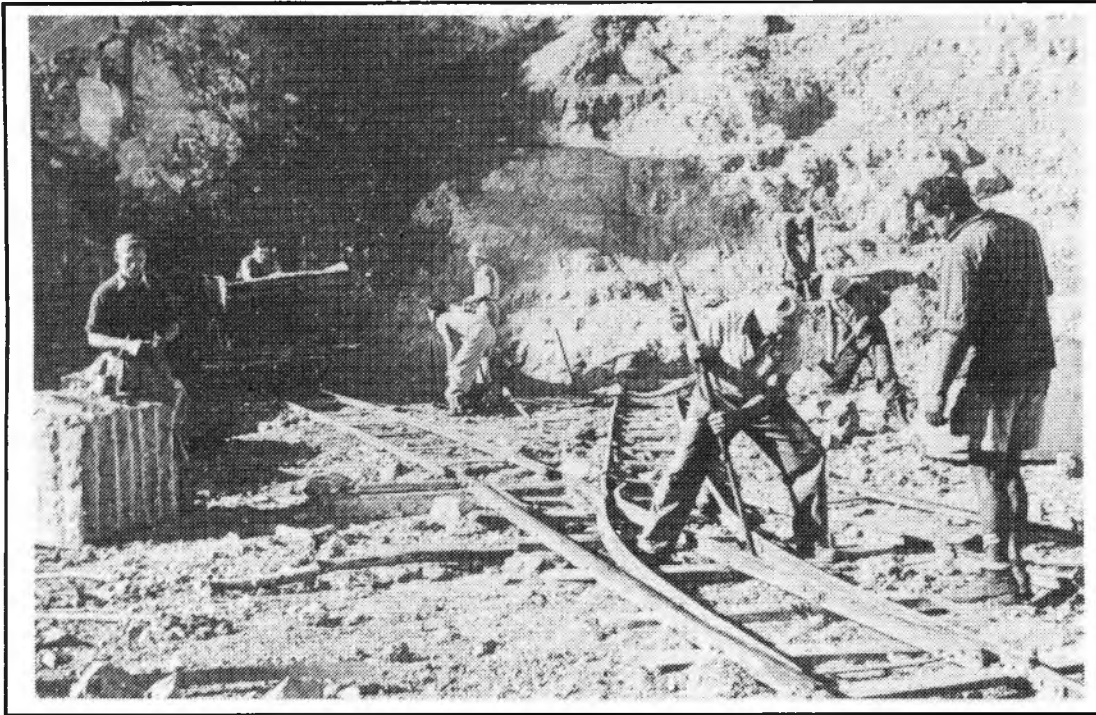
Sun. 1/5/21. (A Sunday !) + Vol. VI No. 1893. p.3: same announcement re. Ashar office; same Tender for Sheep, Goods & Beef. "Notice: Insurance of Goods. On and from 1st. May 1921, the Mesopotamian Railway will undertake to insure certain goods offered for carriage by rail between Magil/Makinah and Baghdad West and vice versa. 2. Hand bills stating the conditions of the Policy to be executed in each case and the rate of insurance etc. are under distribution. 3. For further particulars application should be made to the undersigned District Traffic Superintendents, Baghdad West & Basrah Port. By order: Traffic Manager, Baghdad. Tue. 23rd. April 1921"

p.6. A Picture of "Basrah's Up-to-date Fire Brigade" - two tenders. Tues. 3/5/21. same insurance announcement. Wed. 4/5/21. Same insurance announcement. Thurs. 5/5/21. Fri. 6/5/21. Fri. 27/5/21. = Vol. VI, No. 1912. (Now a broadsheet rather than tabloid size.) p.2. "Mesopotamian Railways. Notice. Reservation of Berths on Passenger Trains between Makinah and Baghdad West. On and from 1st. June 1921, a reservation fee of One Rupee will be charged for each 1st. and 2nd. class berth booked at Makinah and Baghdad West Metre Gauge. 2. The reservation fee must accompany the application. 3. The reservation fee will not be refunded if the accommodation arranged for is not utilised. 4. The date of departure may be altered without a second reservation fee being paid, provided at least 48 hours' notice of the change is given. If the notice given is less than 48 hours, a second reservation fee must be paid. 5. All reservations will expire ten minutes before the departure time of the train, if the berth or berths reserved have not been taken up. N. Calder. Traffic Manager, Baghdad West. 15/5/21."

Sun. 29/5/21. Mon. 30/5/21. Tues. 31/5/21. Wed. 1/6/21. Thurs. 2/6/21. Sun. 12/6/21. = Vol. VI, No. 1923. p.3. an article about an oil-fired locomotive on the Great Central Railway, England. (Clearly this topic was of great interest to those concerned in the exploitation of oil reserves and the search for new markets for the oil produced. Ed.) Mon. 13/6/21. Tues. 14/6/21. Wed. 15/6/21. Thurs. 16/6/21. Sun. 19/6/21. Mon. 20/6/21. p.3. Imperial Air Transport Company proposed; Britain spent £40 M. on developing airships and airship bases - the scrap value of such stations and ships is now £60,000..... p.3. Basrah Taxi fares are set & published. Tues. 21/6/21. Wed. 22/6/21. Thurs. 23/6/21. p.3. Article on the Rutenberg Jordan Water-Power scheme. Fri. 24/6/21. = No. 1934. Sun. 26/6/21. - No. 1935. The landing of Emir Faisal at Basrah; four photographs on p.6. Mon. 27/6/21. Tues. 28/6/21. Thurs. 30/6/21. p.3. Report of opening of Imperial Conference. Fri. 1/7/21. p.2. - report on a railway accident in India - a bridge collapsed under a train. p.3. Church Services. incl.: "Church of England: at the Railway Institute, 9am." Wed. 6/7/21. _____This marks the end of the extant volume; The Library has no further copies until 1944. _____

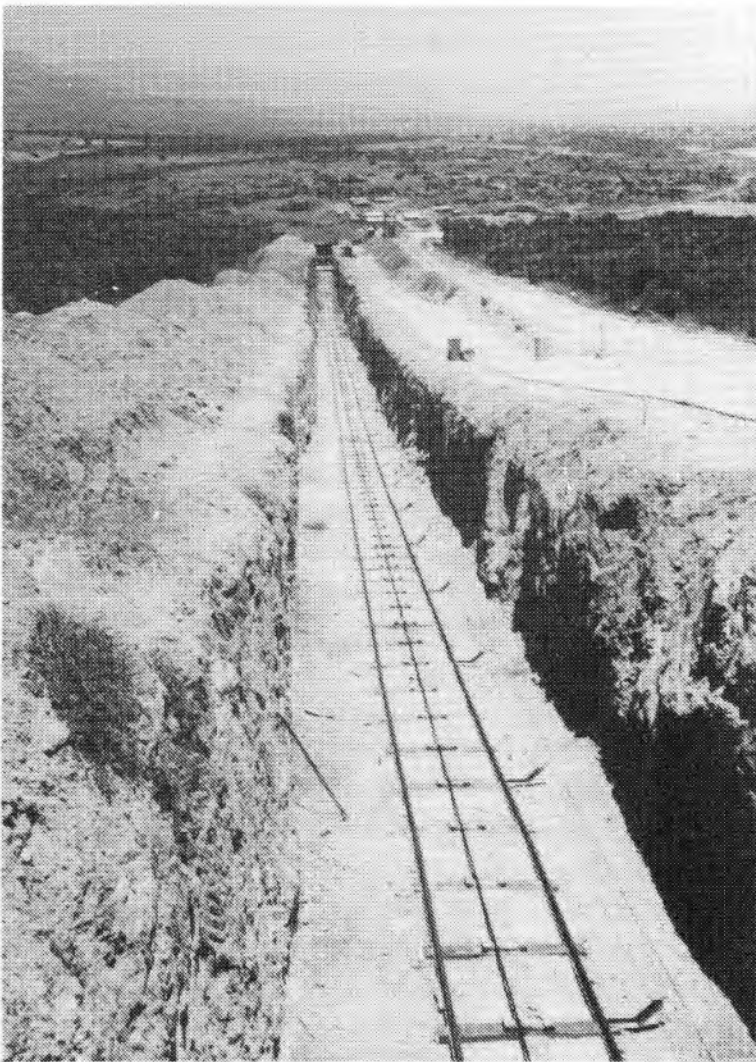
39:12 THE BET ALPHA QUARRY LIGHT RAILWAY. By Paul Cotterell.

The lively scene depicted here comes courtesy of the Central Zionist Archives. Dated 1948, it shows stone being quarried from the lower slopes of Mount Gilboa which overlooks the Jezreel Valley just west of Bet She'an. The quarry was owned, or at least worked, by Kibbutz Bet Alpha nearby. In the foreground a point is being set by pinch bar, and there is a large block of newly-quarried stone to be seen at left. Beyond is a side-tip wagon which has had its body realigned by 90 deg. so that rubble can be tipped out fore-and-aft instead of to the sides. This implies that the light railway may have ended at a ramp where the contents of the wagon were shot out directly into a lorry or other road vehicle standing below. Another possibility is that the line led to a spoil tip where, again, it would be much easier to discharge the contents of the wagon at the end of track. Special precautions would be needed to ensure that the converted wagon did not also follow its contents into the abyss during unloading operations. Possibly it was anchored by chains to prevent it tipping over itself, though other makeshift methods to prevent this happening can be readily imagined. I have seen only one other photo showing a side-tip wagon converted in the same fashion as this one at Bet Alpha: it was being used by the "Deviationists" of the preserved narrow gauge Festiniog Railway in North Wales. The aptly named "Deviationists" were a group of volun-



teers who decided, against all the odds and expert advice, to rebuild the northern section of the Festiniog line through moorland and mountain to its original terminus at Blaenau Festiniog. They succeeded, too ! Their rebuilt wagon was useful for the construction of embankments

on the Deviation. The wagon was pushed to the end of the track, its earth and rock contents tipped down the embankment formation ahead, these were built up to rail level and allowed to settle, track was then laid on the new section of embankment and the process repeated to edge slowly forward.



39:13 A CABLE-WORKED INCLINE. By Paul Cotterell.

An early and essential project for the newly-formed State of Israel was the building of the National Water Carrier. A network of conduits, channels and pipes distributed fresh water from the Sea of Galilee, springs and underground aquifers to homes and fields throughout the country. The National Water Carrier brought running water to almost all the population and allowed for the blooming of the desert. This project took many years to complete and, while the basic network has long been in place, it may fairly be said that work on it is never-ending for maintenance and repairs are continuous and extensions are always being added. I

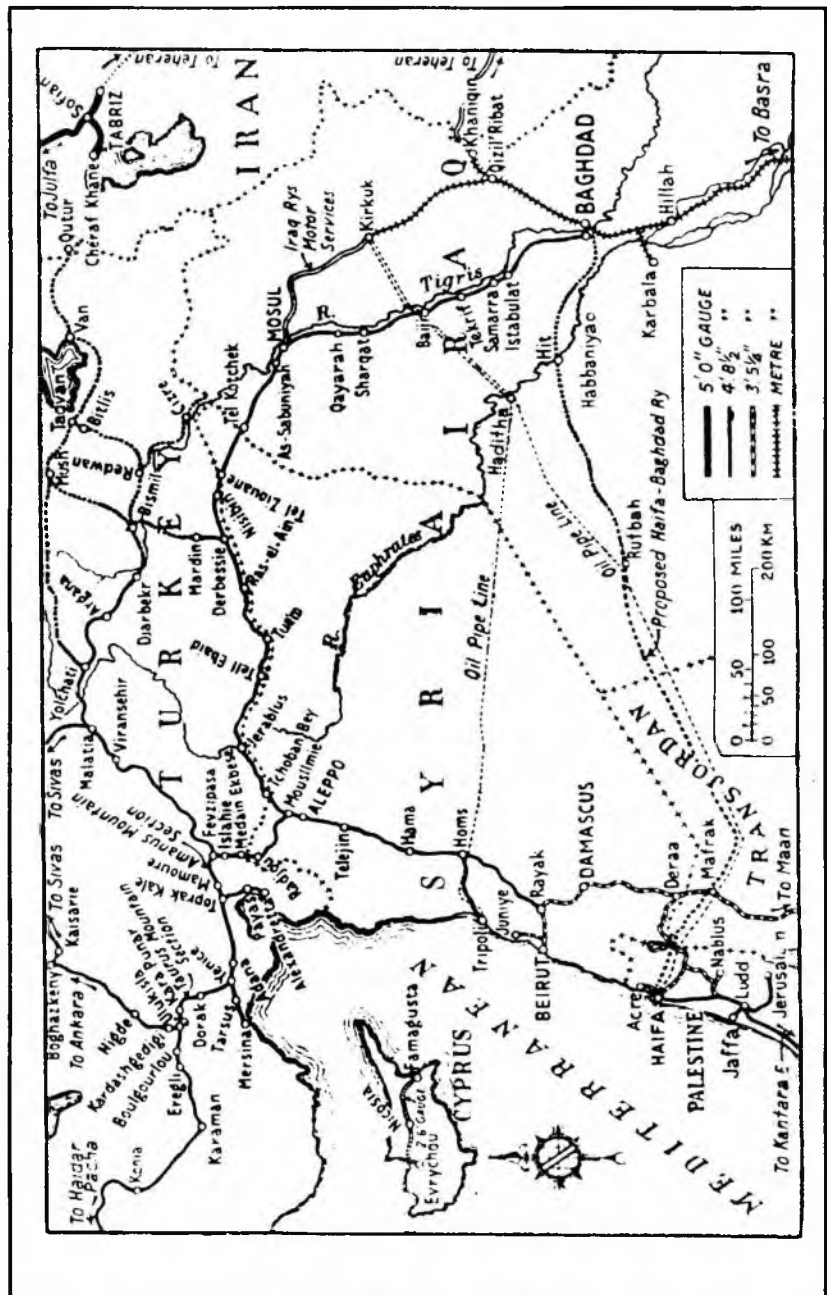
have not done any specific research on the National Water Carrier but have come across a number of photos in various archives. A couple of these show locations being used in tunnelling work. Neither can be identified precisely as to location, but they were taken in hilly country which suggests somewhere in the Galilee. Not that such hills are confined to the Galilee alone, so these locos could have been photographed almost as far south as Beersheba. The two Deutz diesels plinthed at Taba (see 32:21) originally worked on the Water Carrier, as did a small unidentified 4-wheel i.c. locomotive which (like the Deutz diesels) was probably owned by Solel Boneh. [N.B. Could these have been part of the Reparations deliveries ? Ed.] Apparently there were three Deutz diesels used underground and they are believed to have gone later to the now-closed Timna copper mines north of Eilat. According to local rumour the third Deutz remains marooned somewhere among the subterranean galleries at Timna. The accompanying photograph shows something different however, a cable-worked incline, examples of which seem to have been a distinct rarity in Palestine/Israel. The print comes courtesy of the Jewish National Fund archives and, while it is undated, I would guess it to have been taken in the early 1950's when the main network of the Water Carrier was being dug. It is labelled as Nahal Eron, better known by its Arabic name of Wadi Ara. This places it between Binyamina and Megiddo (the location for Armageddon), along a main branch of the ancient Via Maris. It cannot be far from the Arab town of Umm el Fahm (literally: 'Mother of Coal', or Charcoal: the town once being famous for this product). The view seems to have been taken looking north, so that must be the Carmel range in the distance. Off to the right, and quite close by, is the border with the Jordanian-held West Bank. It appears that the incline is being used to dig a deep trench into which, I presume, will be laid large diameter concrete water pipes. The cable lies in the centre of the track and is allowed a certain lateral movement, limited by a sort of chair or clip fastened to each of the widely-spaced sleepers. These seem to be of steel and, from squinting long and hard, I have the impression that the track is made up of prefabricated lengths. Just visible towards the bottom of the incline is what appears to be a flat wagon with a large metal skip or tub mounted on it. At the top of the incline, behind the photographer, there would be a winch probably powered by a petrol or diesel generator. Contractor for this work was, almost certainly, Solel Boneh.

39:14 THE BAGHDAD RAILWAY.

It would not be too much of an exaggeration to say that the late completion of the Istanbul - Baghdad Railway contributed greatly to the outcome of the First World War in the Near East. (The final tunnels through the Taurus and Amanus mountains were completed a matter of weeks before the Armistice.....) Its eventual completion just before the Second World War was also of some significance, even if its use was limited by Turkey's official neutrality. From "The Railway Gazette" of May 23rd. 1941, pp. 582-583:

"Recent events in Iraq have clearly shown the great significance and importance of the timely completion of the Baghdad Railway in the summer of last year - a matter to which we have drawn attention in these columns on more than one occasion in the early days of the conflict, and before the war had shown any very obvious signs of spreading to the Near East. In the report on the administration of the Iraqi State Railways for the year ended March 31, 1939, it was recorded that work on the construction of the final link between Baiji and Tel-Kotchek via Mosul had been proceeded with as vigorously as possible during the year, but that an exceptionally wet winter had proved a considerable handicap. Due to the necessity for opening the Tel-Kotchek to Mosul section as soon as possible for passenger traffic, work

on the consolidation of the permanent way was further handicapped, and it took much longer in consequence to bring the track to the requisite standard. The earthwork on the section from Tel-Kotchek to Mosul was completed as far as As-Sabuniyah (25 km. from Mosul) on October 31, 1938. Track-laying was completed to the same point before the end of the year, and the line was formally declared open on January 1st. 1939, and was opened to restricted passenger traffic on January 6. The first train to enter Iraq from Turkey was the "Taurus Express", which arrived to time on January 8. The Iraqi Traffic Manager travelled in charge of the train and was accompanied by the Chief Engineer and the Running Superintendent, as well as the Deputy Chairman and the Traffic Manager of the Chemin de Fer Damas - Hama et Prolongements. The work between As-Sabuniyah and Mosul was delayed on account of a considerable amount of rock encountered in the cuttings, but this section was also completed during the financial year 1938-39 and was opened to restricted passenger traffic at slow speeds, together with Mosul station, on March 31, 1939; the service was maintained by the Taurus Express only. The Traffic Manager of the Iraqi State Railways had attended the Simplon-Orient-Express Conference at Budapest in October 1939, and arranged that the Taurus Express would run three times a week to Mosul when the railway was opened to that point. On the section south of Mosul the work involved a 120-mile extension from Baiji (then the railhead from Baghdad) through Sharqat to Mosul. It may be recalled that the first 74 miles of the Baghdad railway northward of Baghdad were built by German engineers. In the course of the operations around Baghdad during March, 1917, the first ten miles fell into British hands and control of the entire line, 118 km., (74 miles) was obtained during the next month when our troops captured Samarra station. In September 1918, this section was extended northward to Tekrit and was eventually completed as far as Sharqat, 186 miles north of Baghdad and some 60 miles south of Mosul. The last 54 miles of this line beyond Baiji were subsequently dismantled and until recently Baiji was the terminus for some years. By the end of March 1939, the earthwork from Baiji to Jernaf was practically complete, and departmental work had been begun



between Jernaf and Shora. Between Shora and Mosul the work was let out to contract. This was a very difficult section of broken country involving deep rock cuttings and high banks. Some 9 km. (5 1/2 miles) south of Mosul there was also a tunnel 1,039 yd. long. Headings driven from opposite ends met in the middle on March 16 1939. The railway between Baiji and Qayarah was opened on January 8 1940, and the remaining portion between Qayarah and Mosul was brought into public service on July 17th. last, completing the Baghdad Railway from the shores of the Bosphorus on the standard gauge of 4 ft. 8 1/2 in. right through to the Iraqi capital. This railway was illustrated and described in The Railway Gazette of Aug. 30th. and Sept. 13th. 1940."

The map also shows the "proposed Haifa-Baghdad Railway", an abortive 1930's scheme, but naturally omits the Haifa - Beirut - Tripoli line then under construction.

39:15. OTHER MIDDLE EAST RAILWAYS.

a). JORDAN. Separate from the Hedjaz news - is a report that personnel of the Infrastructure Dept. of NS (Nederlands Spoorwegen or Dutch Railways) have been investigating improvements to rail traffic in Jordan.

b). EGYPT. (i): Cairo Metro. According to "Al-Ahram Weekly" 9-15th. Oct., the Cairo Metro Line 2, second phase, from Mubarrak (Ramses Square) via Ataba to Sadat (Tahrir Square) opened on 23rd. September. The same article also foresees the opening in 2000 of the third phase, from Sadat, under the Nile and into Giza. (Thanks to Andy Wilson for this). (ii): Old Coaches. Continental Railway Journal No. 112 (Winter 1997/98) has (p.93) a picture of some old wooden-bodied clerestorey coaches in Departmental use at Luxor, in April 1997. (iii): E.S.R. Operations: The same issue of CRJ notes: In April 1997 most expresses in the Luxor area were in charge of Henschel A1A-A1A DE locos, with G22 Bo-Bo DE's on local trains. Station pilots were GM 343x Co-Co, of which at least one was noted dumped on Luxor shed. A long-nosed EMD G16 Co-Co was seen working a P-Way train. There were no problems with photography. The Station Master was quite unconcerned and the crews were eager to have their pictures taken, usually inviting the reporter (P. Harris) for a short cab ride - though appropriate baksheesh was expected. The sugar cane harvest was in full swing, with the vast narrow gauge systems on both sides of the Nile very busy. The line from Luxor to Aswan had been doubled, though signalling work was not yet completed. Many new boxes, as yet uncommissioned, were noted en route. Most locos were in very poor external condition, though the G16's (seen only on P-Way trains) were externally clean and well-painted.

c). LEBANON. From Marc Stegeman I have received a copy of a page from "Pictorial Encyclopaedia of Railways", by C. Hamilton Ellis. (No date, but after 1963). p. 386 deals with "Concrete Sleepers in France and Lebanon"; after a very brief description of the development of modern permanent way, stressing use in France and showing a train on the SNCF line between Bordeaux and Hendaye, Ellis continues: "Like British influence in Ghana, French influence persists on the Lebanon State Railway, and in Fig. 556 is seen a characteristic stretch of modern track on the Beirut-Tripoli line, with a Dietrich diesel railcar running from Beirut to Aleppo." Yes but - Perhaps Ellis had forgotten that a lot of this line was laid in World War 2 by Allied troops ? Alas, the photocopy is not suitable for reproduction here.

d). SAUDI ARABIA: p.173 of this book includes a reference to the proposed rebuilding of

the Hedjaz line to Medina, with two pictures of wrecked trains in the desert. Issue 22 of "Locomotives International" contains a four-page article by Wilf Simms on the remains of the station in Medina.

e). NORTH AFRICA. Not quite "Middle East", but maybe of interest: Marc Stegeman advises that certain books would be relevant: "Exploits & Fantasmies Trans Sahariens" by Dominique and Pascal Bejui (French, ISBN 2-906984-19-1) - deals with Morocco, Algeria & Tunisia; "Le Transsaharien" by I. Mazieres (1990); "Les Chemins de Fer de la France d'Outre Mer - Afrique du Nord" (1992) by P. Bejui (Vol. 2); and "Les Chemins de Fer de la France d'Outre Mer - le Proche-Orient" (1995 ?). This latter would of course cover the Near-East, and the Editor would appreciate seeing a copy ! Marc also asks: "The movie "The English Patient" has some scenes taken inside and outside a Tunisian steam train. Does anyone have details of where and when and how, and what (if any) regular steam remains here ?

f). TURKEY. (i). Industrials. The Hunslet Engine Co. of Leeds has finally closed down; an article in "Industrial Railway Record" 150 of September 1997 notes that among the very last locos built there were two - 4wDH 9320 of 1993 & 9339 of 1994, of 900 mm. gauge, sold to Gama/Güris Construction for use on the Ankara Metro project. There they were numbered "HSL1 "Sandra" and "HSL 2 "Susan". (ii): Preservation. "CRJ" 112, Winter 1997/8, p.105f, reports that ex-Bagdad Railway 0-4-0T No. 4 and five carriages are in storage awaiting restoration at the workshops of the Rahmi M. Coç Sanayi Müzesi, the museum in Istanbul. "When restored they will be used to carry museum visitors on a line along the side of the Golden Horn, which it is proposed to build as part of the museum extension, due to open in a couple of years." Two photos show 60cm. gauge locos on display at this museum - an American 0-6-0T+T and 0-6-0T No. 12 (O&K 12212/1930) from a timber yard near Borsa. Also visible are at least one more loco and a tram. There is also a railway museum at Ankara, with ten locos; at Samsun 0-6-0T No. 3322 is plinthed opposite the station, together with two coaches used as a café; At Sivas 0-6-0T No. 3302 and 0-6-0 33508 were plinthed outside the station. At Izmir Alsancak station there is a small-exhibits museum opposite the main entrance. In Aug. 1997 "the cream of Turkey's preserved carriages" were temporarily stored around the turntable at the depot, including Atatürk's private saloon "Pamikkale" built by Wegmann of Kassel in 1927.

g). IRAN. (i): 2nd.-hand locos. "Today's Railways" No. 24 (Dec. 1997) p.43 reports that the DSB (Danish State Railways) is withdrawing several Class MZ C0-Co diesel locos, and that "our sources suggest that ten of these are to be sold to Iran". (ii). Metro. "CRJ" 112, p. 97, in a report on China, mentions that Changchun Works is building 174 Metro cars for Beijing and "additional stock is also destined for Teheran".



39:16. A LITTLE MORE ON THE WW1 SUEZ CANAL LIGHT RAILWAYS. By Paul Cotterell.

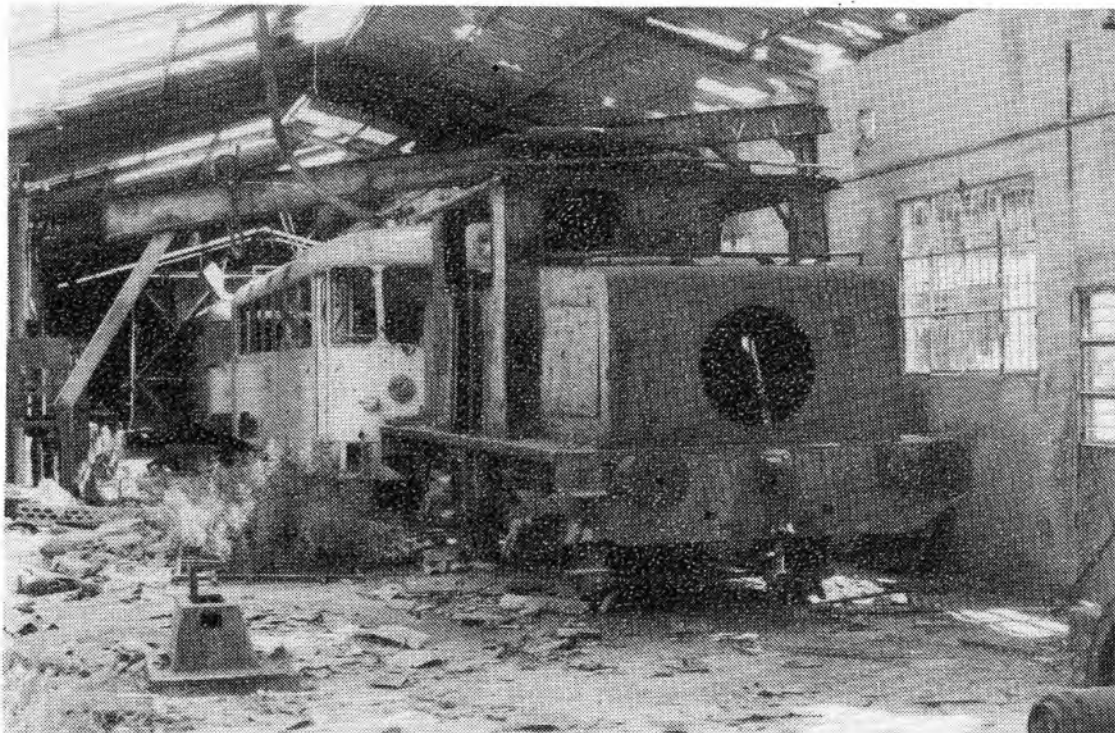


Quite recently an article and subsequent correspondence on this subject have appeared in the 'Industrial Railway record' (issues 141 & 146 so far). These prompted me to look up the accompanying print. It is taken from a marvellous series of lantern slides dating from the First World War and just after, which depict all kinds of wonderful railway scenes in the Sinai and Palestine. This collection of black-and-white slides is held by the Museum of Army Transport at Beverley in Yorkshire, and will repay inspection by anyone even remotely interested in these matters. *[The collection was literally saved from a rubbish tip by the founder of the museum, Major Tubby Robins. The Museum is now reopened in a limited manner. Ed.]* The present view is not one of the best by any means, but simply cannot be disregarded. The photographer appears to have been intent on capturing the foreground construction (a water filtration bed ?) rather than the railway elements. No details come with these lantern slides, so we are forced to speculate. I'm pretty certain the location is Kantara East. The long wooden shed appears to be one which features in other photos taken here and is, I think, either a workshop or engine shed. Two small narrow gauge tank locos can be glimpsed at either extremity of the photo. That at left is quite obviously of German origin - a Borsig perhaps ? It appears to be an 0-6-0WT. All other known photos of steam engines along the Suez Canal light railways show 0-4-0WTs. The loco at right is similar, but not identical, to that at left. Much more than this I should not dare to venture since so little of this engine is visible. Oh, what the hell ! I can make an off-the-wall suggestion: squinting hard at the print I can make out a different shape to the side cab opening, compared to the other loco,

and what may be a small rear bunker. These leave me with the impression that this could be a British-built engine, but it is definitely not a WDLR Hunslet 4-6-0T. There is a certain hint of Andrew Barclay about it. The obvious objection, of course, is that no narrow-gauge Barclay engine has been recorded anywhere near Kantara. Can someone please take a magnifying glass to Beverley and get an enlarged close-up ? Both locos are trailing what seem to be tenders; logical enough for desert conditions, though none of the 0-4-0 Well tanks appear to have been photographed with a tender. Maybe they could not manage the extra weight in addition to a full trainload ? Or perhaps, with a shorter run from rear to front line defensive positions over the 60cm. gauge tracks, they did not require extra water capacity. Gauge of the two locos seen here might be either 2ft. 6in. or 60cm.

39:17. Book Review: "Narrow Gauge At War: 2", by Keith Taylorson. Plateway Press. P.O. Box 973, Brighton, BN2 2TG, U.K. ISBN 1 871980 29 1. 1996. £11.95, plus £1.05 postage UK, £2.05 postage worldwide. 116pp. Paperback. Very relevant to the above, and what can one say in reviewing a book which credits "Harakevet" and its Editor for some of the material used ? The first "Narrow Gauge at War" was published nine years ago; since then many new sources have been explored, and this paperback incorporates many photos and texts from British, American, Canadian and Australian archives. Ch. 8, pp. 91-97, entitled "From Suez to the Gates of Palestine: Light Railways in the Palestine-Arabian campaign", forms the section of most relevance to this magazine, though there is a lot of interest in the other chapters on The Western Front, Salonica, Italy etc. Within this chapter are six pictures (from IWM and Australian war Memorial sources), a map of the Suez defences, a brief but comprehensive account of the campaign and some notes. Two comments: There is no mention of the 60cm. line built around the western side of Jerusalem, and the photo on p.96 described as "Beer Sheba station" (with an HR 0-6-0T next to it) might perhaps be a water pumping installation adjacent to the Wadi instead. On p.80 is a shot of several Hunslet 4-6-0Ts awaiting shipment from Barry Docks in Wales; the caption states that "80 more were ordered for service in Italy and the Middle East, but only the first 16 reached Italy before hostilities ceased." Ch. 9 attempts to cover disposals of WDLR stock after 1918 - there is no mention of those that went to or stayed in Palestine, but a note from the author requests any further information with a view to later publication. A fascinating, and often moving book. These were not "toy trains for tourists".

הרכבת



39:19: Two photos at different sections of the former Haifa-Beirut-Tripoli Railway: In Beirut depot, Gaston Moyse 0-4-0DE No. 203 stands -derelict with former DB Uerdingen railbus vehicles C 10453 and A 10453. (Photo: John Alexander).



39:20: At Nahariyya on 2/12/96, the 13.40 to Tel Aviv via Akko and Haifa awaits departure, formed of a push-pull set. (Photo: Paul Cotterell).