

# HARAKEVET

# הרכבת

Editor: Walter Rothschild

**ISSUE: 4**

**DATE** 28<sup>th</sup> June '89

Editor's Notes; Welcome to the new-style front page, courtesy of Andrew Goldstein. We also have new-style inner pages, but first I shall use up the material I had already prepared, using my original style; this will take a few issues yet. The journal is producing a very positive response - my thanks to all correspondents and contributors. In fact, I am already at the stage of having to say that "material has been held over for a future issue"! Sorry about that.

This issue is largely taken up with one aspect of the subject - the contemporary reports of the 1890's and 1900's. I personally find it a refreshing change to read of historic events in the present tense. I have more of this material "in hand". We also start a correspondence section. May I also assure you that I welcome corrections or additional information on any topic. All material to: 9, Primley Gardens, Leeds LS17 7HT, Great Britain.

### 1. Jaffa Station. (See 3:3)•

I understand from Paul Cotterell that this building is now used as a museum by the IDF (Israel Defence Forces), and is therefore not the derelict hulk I feared. Does anyone know more? I would still maintain that a railway museum would be a more appropriate use for the station area.

### 2. Correspondence.

From Rick Turret of 5, Byron Close, Abingdon, Oxon. OX1\*+ 5PA. (U.K.)

Dear Sir,

"Israel Railways in 4mm. scale."

Mr Tony Travis appears to have made a commendably accurate model of an Israeli 8F 2-8-0, but I fear that he has picked an awkward prototype for the Hedjaz Railway example. This is especially so since photographs of this unique rebuild are rare. However, one photograph will hopefully be published in the forthcoming book "Hedjaz Railway", which will also include drawings of many other locomotives, coaches and wagons. When published, a copy will be sent to "Harakevet" for review.

Yours etc.

R. Turret.

(Editor's note: I understand that the book will, with luck, be out by December; Rick is still laboriously checking proofs.)

### 3. Recent News From the Line.

A new timetable for passenger services has been introduced, and will be fully reviewed in a future issue. Main changes are the improved service on the Haifa-Nahariyya line, and the daily Jerusalem train is extended to start from Acco (ecs. works out from Haifa), and altered so as to run into Tel Aviv Mercaz, then reverse out to Tel Baruch Junction and reverse again there to gain the B'nei Barak line. (The third side of the triangle here is still disconnected and out of use). This does mean a through Tel Aviv-Jerusalem service (of sorts) again, but at the expense of potential delays and a long way round.

The new bo-bo diesel is still unnumbered but is known as "T44" (its Class name), and after modifications (mainly the fitting of Indusi) began regular service on 6/6/89, running Haifa-Tel Aviv-Nahariyya-Tel Aviv-Haifa (trains 25, 28/415, 416/35» 56). Paul reports the loco as running smoothly and quietly, with good acceleration and an air of being master of the job. It is also being used for crew-training. Only the horn disappoints, being "a most unmelodious monotone: a beep more suited to an old VW".

Glossary. Two brief corrections to 5:1: More to follow.

ערוכה "Arubah" - chimney

אותם "Otem" - Buffer stop

5• From the "Quarterly Statements" of the Palestine Exploration Fund,  
 A complete set of these fascinating journals is to be found in the Mount Scopus library of Hebrew University; bound into small green volumes, each comprising four Statements and covering one year, they comprise news, snippets, articles, drawings and diagrams, short articles and accounts of journies - in short, a bit like a Victorian "HaRakevet" ! If anyone has a few months to spare I can recommend just reading through them for the sheer interest of the contents - reflecting a belief that the British must dig as many sites as possible before the Germans get to them, that the land must be surveyed (the P.E.F. were amongst the first to produce accurate maps Of "the Holy Land" or to investigate the rainfall, the level of the Dead Sea etc ) and that the Bible could be better understood after Tels had been excavated, and so on. Every Statement included a "Notes and News" section, detailing recent events in Jerusalem and elsewhere. The following excerpts are taken from the "Quarterly Statements":

a). Re: The Acre-Damascus Railway.

July 1892; p.177f. : "Our readers will be interested to learn that considerably progress is being made with the Akka-Damascus Railway, the route of which, after various expensive surveys, has now been definitely decided upon. The line chosen is practically that first suggested by Major Conder, R.E. (Royal Engineers), several years ago. Beginning at the great fortress of Acre (sic), the railway will run down the plain of Acre parallel with the sea, throwing out a branch to Haifa, at the northern foot of Mount Carmel, and thence to and across the plain of Esdraelon, passing near Nazareth to Shunem and Jezreel, and through the valley of Jezreel, skirting the slope of the hills, to the River Jordan, which will be crossed within the sight of Bethshean. The Jordan here offers exceptional facilities for the erection of the railway bridge, consisting of two spans. Not only are the two opposite banks of the river formed of solid rock, but the centre of the river contains a large block of similar rock, from which each span of the bridge will be thrown to the east and west bank respectively. From the Jordan the railway will ascend the slopes of the Jaulan Plateau, along the crests that close the eastern shores of the Sea of Galilee, this ascent constituting the only difficult portion of the line, but which the surveys made now show to be much easier of accomplishment than was originally anticipated. Reaching the plateau near El •Al, an easy gradient will carry the line by Seil Nawa and Kesweh to Damascus. Passing through the finest plains of Western and Eastern Palestine the importance of the railway cannot be over-estimated. Its Construction can hardly fail to lead to important archaeological discoveries, and the Committee hopes to make arrangements for obtaining full information respecting these".

July 1893: p. 283:

"Respecting the Akka-Damascus Railway, since the inaugural ceremony in December last considerable progress has been made with the construction, and now five miles of rail have been made along the foot of Carmel, starting from Haifa, and it is hoped that very shortly the first river - the Kishon - will be bridged, and its waters flow beneath the iron rail. Our readers may look forward to the Jordan itself experiencing the same fate before next spring.

No important archaeological discoveries have yet been reported to us, but there can be hardly room for doubt that such discoveries will be made during the construction of this, the most important line of the country•"

Such faith is touching, for on p.133 of the same issue the Chief of Works is reported as having told Herr Conrad Schick, who was enquiring about antiquities:

"We found nothing of the kind. We do not carry the line through those ancient sites. They always now form smaller or larger hills where we should have more to do, and we choose the level ground as much as possible, and not one of those mounds was opened by us." "He also said that there is a tract of land where the natives refuse to work because it is cursed, so that they were obliged to put Italians there. But all of them became ill sooner or later, and they had therefore to change them frequently... It was fortunate that not much had to be done there I"

From P.E.F. Quarterly , Jan.1894, p.3.;

The New "Raised Map", at 3/8in.to the mile, now published: "It will, perhaps, be specially interesting at the present time, when railway operations are going on in the country. The course of the new railway from Haifa to Damascus can be clearly traced, and the nature of the country it crosses can be seen at a glance."

April 1894, p.94:

"The construction of the Haifa-Damascus Railway is proceeding. By the kindness of Mr. Pilling, arrangements have been entered into for archaeological discoveries made in the course of the works to be reported to the Fund and, if necessary, to be carefully examined".

A similar note is made in the July issue, p.164, which also notes that the new Jaffa-Jerusalem Railway is now marked on P.E.F. maps.

All was clearly not well with this line. The starting point was shifted from Akko to Haifa early on - perhaps it was easier to offload materials there - and the trackbed commenced. The route as far as the Jordan seems to be pretty much the one later followed by the Hedjaz branch along the Jezreel, but thereafter it seems to have headed to Tzemach and climbed the side of the Golan rather than following the Yarmuk gorge. When one sees the size of the bridges necessary in the Yarmuk such a course seems reasonable. By the 1890'8 locomotives could get up much longer and steeper gradients than that envisaged here.

It is intriguing to speculate as to what happened to the materials and stock from this line. If five miles were laid, it is reasonable to assume that some standard-gauge wagons were employed to convey track materials - and was there any motive power, or were horses used? Having begun with high hopes and following what seems to be a natural trade route, the line was soon bracketed by the Jaffa-Jerusalem and Beirut-Damascus lines, both much more skimpily-built and limited in scope, both narrow-gauge. What was the problem? Undercapitalization? There are a few further clues:

April 1889. p.82:

"We are informed by Mr. Pilling that the construction of the Acre-Damascus Railway is at length assured. Arnold F. Hills esq. of the Tharpes Ironworks, under contract with the railway company, has taken over the control of this most important and interesting enterprise. The works of construction have been already resumed on an extensive scale. It is anticipated that the first section of 61 miles from Acre and Haifa to the River Jordan will be opened for public traffic before this time next year. Our Committee have made arrangements with Dr. Schumacher for the prompt and regular transmission of information respecting discoveries likely to interest our readers which may be made in carrying on the work."

There is a further brief reference in July, p.166., and in October 1889 a brief report by Dr. Schumacher (p.281, refs. to p.339)«» then in July 1902, p.299f in some brief notes by Dr. Masterman, the blunt statement:

"The work on the Haifa-Damascus Railway is now quite suspended". And so it stayed until the Turks used part of the prepared trackbed - which < ' could have been quite extensive - for the 105cm. line they built in the opposite direction.

A further thought: The section from Haifa to the Kishon bridge was built as standard gauge, then lifted, narrow gauge laid, later converted to "mixed" gauge as far as Yagur and the Neshar cement works, and is now just standard gauge again, as far as that point. (Some n.g. relics remain, overgrown, beyond Yagur). The beautiful stone bridge over the Kishon is clearly from this period, not the Turkish line. Ironically, the line that the worthy enthusiasts hoped would lead to archaeological discoveries with every turn of the spade is now, itself, the subject of antiquarian interest

Further information on the fate of the company and the

line: April 1905, P.91:

"From 'The Times' of February 17th. we read that the Official Receiver's report to creditors and shareholders under the failure of the Syria Ottoman Railway Company states that the company was constituted under Turkish law, and was formed in order to carry out the concession granted by the Turkish government to J.R.Pilling and Jos. Elias for the construction of a railway from

Acre and Haifa to Damascus. The date of incorporation was November 1901, and the winding-up order was made in February 1904."

Events must have moved fairly swiftly thereafter - though it is not clear whether the Turkish Government paid any form of compensation for the works they took over (highly unlikely !), for a Dr. Torrance wrote, on 23/3/05, published in the Statement for July 1905, p.177:

"Railway trains are running regularly thrice weekly from Haifa to the Jordan bridge "Jisr el-Majamia". The iron bridge over the Yarmuk is nearing completion, and in about a month we expect the line to be laid to Samakh, at the south end of the lake. The contractors are very busy in the Yarmuk Valley, right on to Tel esh-Shehab, building bridges &c, and I believe they are finding the work more difficult than they anticipated. From Damascus, the line is laid as far as Tel esh-Shehab. Great efforts are being made to finish this line as soon as possible."

In a later letter, of 22nd. May, he writes that the railway has now reached] Samakh.

So - materials and work were still pushed on from the Haifa end. Since the line in the Jezreel is still clearly formed of panels of narrow-gauge track on steel sleepers, does this mean that the first section was narrowed or totally disposed of ? Perhaps wooden sleepers were used at first, with rails just moved inwards, and replaced later by steel panels ?

A final thought: What proof is there that standard gauge was used at all Is this an assumption that has been "absorbed" into the lore ? (N.B. See p.8).

b). Re. The Jaffa-Jerusalem Railway.

Most reports on the building of this line come from Conrad Schick, an interesting character in himself. In the April 1900 Statement, p.126, is an article on "The History of Modern Colonisation in Palestine", which recounts how Herr Spittler, of Basel, the founder of the College of Saint Chrischoma, conceived a romantic scheme for great lines of mission stations to all parts Asia and Africa, radiating from Jerusalem. In 1846-48, he sent out to Jerusalem four missionary brethren, as his "advance party":

"The general idea was that living together unmarried, and teaching native youths mechanical arts and trades in connection with religious instruction, they might gain the confidence of the people and exert influence on Christians both by precept and example. Their hopes, however, were not fulfilled, and they eventually left and went into other employments where they might labour more effectively and without restraint of celibacy". By this time Herr Conrad Schick, by now Baurath (Consulting Engineer) Dr. Schick, was the last survivor. The 1897 January Statement, p.4, states that Oct.28th. 1896 marked the 50th anniversary of his arrival in Jerusalem.

Conrad Schick had an eye for all developments, including the building of new settlements, the excavation of old ones and the economic transformation of the country. We are fortunate to have his eye-witness reports. He was born in Bitz, in Switzerland, 27/1/1822, and died in his beloved Jerusalem 23/12/1901.

The April 1896 Statement, p.163, has an article on "The Rock of Etam and the Cave of Adullam", by Rev. J.E.Hanauer, which includes:

"A good many years ago I called the attention of Baurath von Schick (sic) to it. He had as he informed me, seen it from a distance, and as the night was drawing on, when in 1864 he accompanied the late Dr. Zimpel on a journey made through this part of the country with the object of surveying the most practicable route for the then projected railway".

This is the large cave visible on the North side of the valley, from the train, shortly after entering the Soreq valley after Beth Shemesh - so the survey must have been following the route eventually taken by the line. What was the 1864 scheme ? It is after the period of Montefiore's involvement in plans.

The January 1888 issue, p.21f., includes the first letter from "C. Schick, German, resident in Jerusalem since 1846", dated Oct. 26th. 1887. In a wide-ranging report he notes:

"The restraints the Turkish Government makes against the Jews coming to Palestine are becoming gradually severe. When coming', they are allowed only to stay one month, and then have to return; when not returning themselves they are sent back by the police, and such desiring to become Turkish subjects could formerly do so without much difficulty, now a very high tax has been imposed.

The idea of making a railway to Jaffa has risen up again, and, as it seems, with more hope; it will be an undertaking by subjects of the Turkish Empire.

The plan I have seen; it was simply a copy of the large maps of the English Palestine Exploration Fund, the trace of the line put in, and all names in Turkish characters, and stated the number of souls in all the town (sic) and villages for about 12 miles on both sides of the line\* It will go down the Waly (sic) Rephaim, Bettis (sic), Iswain, Sarar &c, with a station at Arlouf (sic), on the foot of the mountain, then goes down to Ramleh, Lydda, and Jaffa, reaching the sea north of the town. The road will have only one line, and a very narrow one, so that curves may be made, and it is hoped to bring in more than the interest of the outlay, which some people doubt".

In January 1889, p.8f., reference is made to new roads between Jerusalem and Jaffa, Hebron etc\*

In July 1890, p.136: "The projected railway between Jaffa and Jerusalem was begun in March. The Governor of Jerusalem and other notabilities went down to Jaffa to see the work commenced. It is believed that the line will run past Ramleh and up the Wady Surar. It is reported that a concession has been given to a line between Haifa and Damascus."

In July 1891, p.192: "According to the Jewish Chronicle the Jaffa & Jerusalem Railway has been opened as far as Ramleh".

In January 1892, p2, "The following is from the "Jewish Chronicle" of the 18th. December (1891): "The 4th. December witnessed the opening of a portion (46 kilometres out of a total of 87) of the railway between Jaffa and Jerusalem. M. Ledoulx, the French Consul, M. Frutiger, a Jerusalem banker and administrator of the Company, and several Turkish officials, travelled by the first train. The first idea of the railway was conceived by a Jew, M. Navon, of Jerusalem; it has been executed by French engineers, and the issue of the shares in the Company has been entrusted to a bank in Paris, the directors of which are pronounced Ultramontanes. The steam locomotive in Jerusalem has been preceded by a still more recent innovation of modern science - the electric light."

It is stated by Mr. H. Guedalla, in a letter to the same newspaper, that the undertaking is being financed by "a party of the extreme orthodox Catholics", who are believed to have taken it up "with the view of making Jerusalem annually the resort of tens of thousands of pilgrims, besides the great influence they will be able to exercise in future over the inhabitants."

(Note: "Ultramontanes" were extremely conservative Catholics. "M." stands clearly for "Monsieur").

The July 1892 issue, p.189, includes a letter from Schick, dated 28/3/92: "The heavy rains have destroyed a good deal of the new railway, and also one of the bridges. In the neighbourhood of Jerusalem nothing is done yet. The ground for the station at Jerusalem has been bought. It is to be near the German colony, west of the "hill of evil counsel", and close to the Bethlehem road."

In October 1892, p.263: "The Rev. J.E.Hanauer reports that the first locomotive reached Jerusalem on August 21st. He adds that the station is at the large unfinished building south of the road leading westward from the Bethlehem road, past the south end of the Montefiore ground, and east of that leading southward towards the German colony.

Herr Schick reports: "The railway is finished as far as Jerusalem, and on Sunday, August 21st., the first locomotive arrived with a small train. Some people took the opportunity to go by the train in the evening when returning to Jaffa, but in the neighbourhood of Bittir the fellahin had put something on the line, which caused the carriages to leave the rails and turn over. Nearly all the passengers were more or less injured, and although the train was put right and proceeded to Jaffa, the passengers were so frightened that they walked in the night back to Jerusalem."

What a business! The first train and the first act of sabotage by the fellahin! On a recent (March 1989) trip on the line, armed guards closed the security screens on the carriages as we passed Bittir! It is also surprising that work and trains ran on a Sunday, considering the strict Christian nature of the enterprise - and that people were prepared to walk in the dark up the lonely valley .

The January 1893 Statement, p.1, "Notes and News", states:

"In the present number will be found an account of the railway between Jaffa and Jerusalem, contributed by Herr Baurath Schick. The course of the line will be laid down on the large and small maps of the Fund, and the sheets showing it will be ready shortly. As we are going to press, intelligence has reached us that the line has been injured by the heavy rains, and it is not now in working order. Five inches of rain are said to have fallen in twenty-four hours."

Alas, I cannot find in my notebooks a copy of Conrad Schicks's account !

The April 1893 Statement, p.93, refers to a further violent storm on the night of the 24th/25th. January, but continues:

"The railway, which had been injured by the heavy autumnal rains, is again in working order, and the trains run regularly to and from Jaffa."

January 1893! p.89 - states that the road to Jericho is now complete.

April 1895, p.115: in the course of an article, refers to the ' native population of Beth Dejan, some of whom work on the railway works.

The April 1897 issue, p.85, includes a fascinating letter from Dr. Schick:

"It is reported that there is a proposal to extend the railway from the present railway station at Jerusalem across the Wady Rababeh (so-called Valley of Hinnom) by an iron bridge, round the southern slope of the traditional Zion, and on to the "Dung Gate" where a second station will be established, and whence the line will be carried northwards, past the south-eastern corner of the Haram es Sherif, and subsequently southward above the Village of Silwan, and then eastward to the Dead Sea. From the Dung Gate a carriage road is to be made leading up the Tyropoeon Valley to Damascus Gate and further north. Dr. Schick remarks: "People here think this plan too fantastic, and I myself thought so at first. But the thing is possible, and I have seen many things done in this country which I once thought would never be done. What is needed is money!" "

What was the aim of this extension ? The thought of an iron viaduct across Hinnom and a line hugging the contours roughly where the present road round Mount Zion towards Gethsemane winds its way, thence along the route of the Jericho road (perhaps) is an amazing one - such a line would have changed the whole face of the city and been the cause of despair to later archaeologists. Below I add reports on tourist developments at the Dead Sea and road-building, but a clue might be found in a Report by the U.S. Consul at Eibenstock, on the authority of a German mining engineer in Palestine, into mineral deposits in Palestine. This is referred to in the April 1902 Statement, p.111j and concludes:

"The immense fields of phosphate to the east and west of the Jordan need only better means of traffic and communication in order to ensure their development."

In July 1897, p.168, "Dr. Schick reports that carriages use the road to Jericho, a café established by the Dead Sea. "The steamer has ceased to work, and its machinery is being transferred to another boat of different construction". "

In October 1898, p.208, Dr. Schick reports: "On the Jaffa Road a number of "bicyclists" make their exercises daily - a new thing for Jerusalem." In October 1899 p.281, he reports on the idea of making from the Jaffa Gate a broad and straight carriage road eastward down to the Haram esh Sherif - but the cost etc. is likely to be too great for the plan to be carried out.

The same issue carried an account of the A.G.M. of the Fund. The Chairman (Lord Amherst of Hackney) gave a lengthy speech, including: (p.299) •

"There is one thing I should like to say for whatever my testimony is worth, and that is, that although with civilisation there come roads and railroads, I do not think that a railroad ever yet spoilt a country. I was horrified by the idea of a railway up to the Holy City of Jerusalem; but I must say that when I travelled by it and saw how it approached the city I was quite surprised that such a modern innovation could have produced so little alteration in the aspect of the country...."

Lord Eustace Cecil referred (p.302) to the unsettled state of the country in the 1860\*5: "I recollect perfectly well on one occasion a gentleman getting with his wife as far as Jericho where, as the story was, he .....(not readable).

The April 1900 Statement includes the continuation of an article by Maj. Gen. Sir Charles W. Wilson on "A Visit to Tell Zakariya" from Oct. 1899, and informs us (p.99) that "The train from Jaffa does not arrive at Deir Aban till about half-past three." This was the only train, since a servant who missed it through being arrested arrived the following day at the same time.

In July 1900, Conrad Schick volunteers the information (p.194) that "A steamboat, 25 m. long, for the Dead Sea has been landed at Jaffa and conveyed on a truck drawn by mules to Jerusalem and Jericho".

On p.282 we learn that "The Greek Patriarch has recently obtained from the Sultan the sole right of placing steamers on the Dead Sea". There was a small boat and a longer one of 12m., capable of a speed of 14 knots. However, the October 1900 issue reports that the project has been halted by the Sultan (p.300), no reason being given, and that the level of the Dead Sea had risen considerably over recent years.

In January 1901 (p2) it is noted that a carriage road from Jerusalem to Nablus was under construction.

The Spring of 1901 witnessed a drought. The July 1901 Statement has a report from Dr. Schick, dated April 29th:

"Until now we look to heaven in vain for rain. Very often there have been winds and clouds, as if rain would come, but they have passed without rain. I am told that the railway has already begun to bring water to the station, and that people may go there and buy it at a very reasonable price".

By May 20th, 3/4" of rain had fallen within 4 days.

From October 1901, p.319:

"Meantime, to alleviate the distress amongst the poor (until a pipe can be laid from the "sealed fountain" near Solomon's Pool), the municipality, at the suggestion, we believe, of Mr. John Dickson, H.B.M.'s Consul at Jerusalem, ("Her Britannic Majesty's"), have made a contract with the Railway Company to bring water in tanks from "Philip's Fountain", or from the spring at Welekeh. Instead, however, of building a reservoir close to the station and fitting it with half a dozen brass taps, they have built a small cistern by the side of the road near the lower pool, Birket es-Sultan. The water is conducted from the tank wagons at the station to the cistern by a garden hose and is then pumped up again and sold to the poor for 1/3 Piastre the skin. This has been a great boon to the poor."

On p.320 Dr. Schick expands on the arrangements: "Water is being brought in in skins on donkeys from various springs around the city, by fellahin. Also carriages bring water from El Bireh (connected by road for four weeks now), in large boxes, tinned inside and properly covered.

In the South-western corner of the lower pool or Birket es-Sultan, in the upper part of the "Valley of Hinnom", west of the city, a cistern, about 40 feet long and 13 feet wide inside, has been built. By means of pipes or waterproof hose water from the Spring of Walajah, near Bittir, which is higher than the railway, is conveyed to large vessels on railway trucks and brought to the station at Jerusalem, whence it is allowed to run through similar pipes or hoses into this new-made cistern, and an office has been opened for the sale of this water at a cheap and fixed price".

Presumably the locomotives would have had to replenish their own water supplies from the same fortunate source.

The January 1902 issue, p.5., reports that "During the water famine last summer the sale of water, brought by the railway from "Philip's Fountain", went on from early dawn till long after sunset. It is estimated that from 3,000 to 5,000 skins and petroleum tins of water from this source alone were sold daily."

One wonders how the city could have coped without the railway in these circumstances. The water supply from "Solomon's Pools" was connected up on Nov. 27th. 1901. Incredibly, for the visit of Prince Adalbert, 3rd. son of the German Emperor, on Nov. 7th., "The whole road from the station to the Hotel du Pare, upwards of a mile, was illuminated with lamps and sprinkled with water". How much scarce water did this use, or had the drought broken by then ?. (Jan. '02, p.1.) In 1901 (acc. to p.260 of the July '02 issue) 17.42 inches of rain in toto fell in Jerusalem.

The July 1902 issue also includes a further AGM report by the Chairman, Lord Eustace Cecil: (p.216):

"I speak now as one who has not seen the Holy Land for a matter of 30 years or more, and I have no doubt I should find a great many things changed, and perhaps not all for the better, if I went there. I am afraid that I should not very much approve of the railway between Joppa (sic) and Jerusalem, but then, I am an old Conservative and rather prejudiced in the matter." !!!

From the archaeologist's viewpoint, he continued, the railway was seen as a threat in that "by giving greater facilities, it enables people to get-there much more readily than they did in former times" - therefore more sites are disturbed and interfered with.

In January 1903, p.4., is noted: "A small sailing boat now makes weekly voyages, with more or less regularity, from the salt station at the north end of the Dead Sea to the Kerak region."

In October 1904, perhaps rather ironically in view of the drought of three years earlier, or perhaps in response to it, a 131' 8" deep bore was made near the railway station in Jerusalem, and water was found at a depth of about 106 feet.

.....  
With apologies - out of sequence - two more references to the Acre-Damascus line:

October 1890: p.213: "The concession for a railway between Haifa and Damascus has been granted and disposed of to an English company. Engineers are already gone out, and have commenced surveying the proposed route. The services of Mr. Schumacher have been engaged, and it is hoped that as the work progresses, important archaeological observations will be made and reported."

In April 1895: p.114: "Beisan. In sinking trial pits for the railway company last December, the Italian workmen struck an underground channel..."

The P.E.F. Quarterly is a marvellous source, and references to other lines will follow

## 6. "Extra-Strong Mints j"

English television viewers during January and February 1989 may have noted a short advertisement for "Extra-Strong Mints" in which a couple of English colonial soldiers, in full scarlet tunics and tropical helmets, are driving a train which is being attacked by a horde of ferocious-looking natives on horseback. The locomotive is losing pressure, things look bad - then the hero takes out a packet of mints, chews one and blows into the firebox - thus generating enough steam to get them out of trouble I

The loco looked familiar, so I wrote to Trebors who passed on the letter to their advertising agency, D.D.B. of 54, Baker St., London W1. A Chris Martin rang me, and for the historical record:

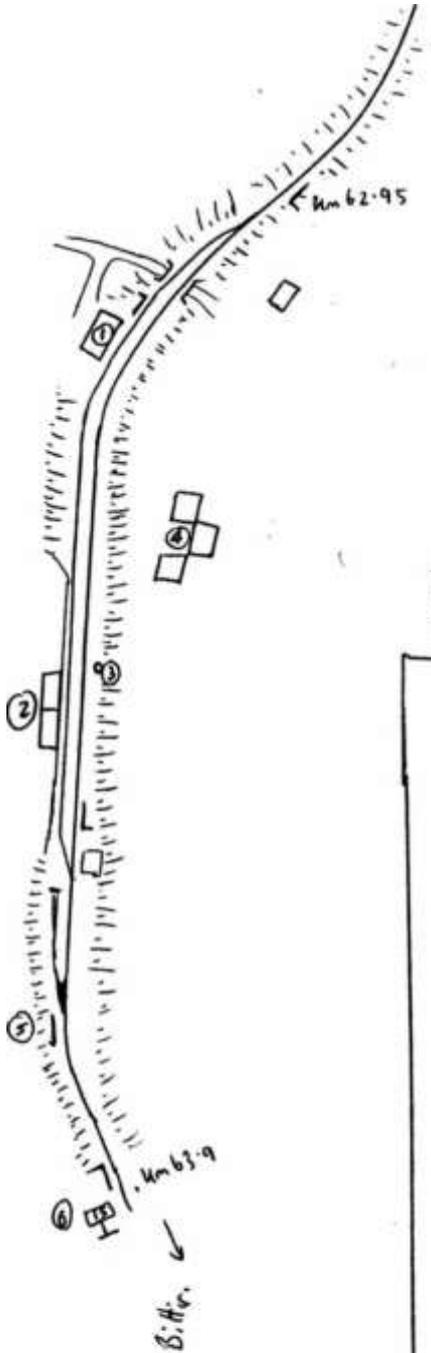
The film was shot South of Amman in Oct./Nov.'88, using two trains - one for exterior and one for interior (cab) shots. It was originally intended to shoot in Spain, in Almeria - the "Hollywood" area - but just before departure an outbreak of equine pest disease led to quarantine problems. A quick hunt was set in motion for alternative locations that could offer desert scenery, steam trains and competent horsemen, and luckily the Jordanian Embassy, when contacted, was very helpful and the filming could begin within a month. 40 horsemen were employed, as well as a Jung 2-8-2. Filming for four days in the desert with a large crew got a lot of attention from the locals, and by sundown on the last day the right shots had been obtained. Script was written by Malcolm Green.

My thanks to Chris Martin for the information - the lesson is: Keep your eyes open, and don't be afraid to ask,

W.L.R.

Bar Giora or Bar Giyyora. (1982).  
(formerly known as Deir es Sheikh),

Not to Scale.



All signals out of use,  
and only through line  
used.

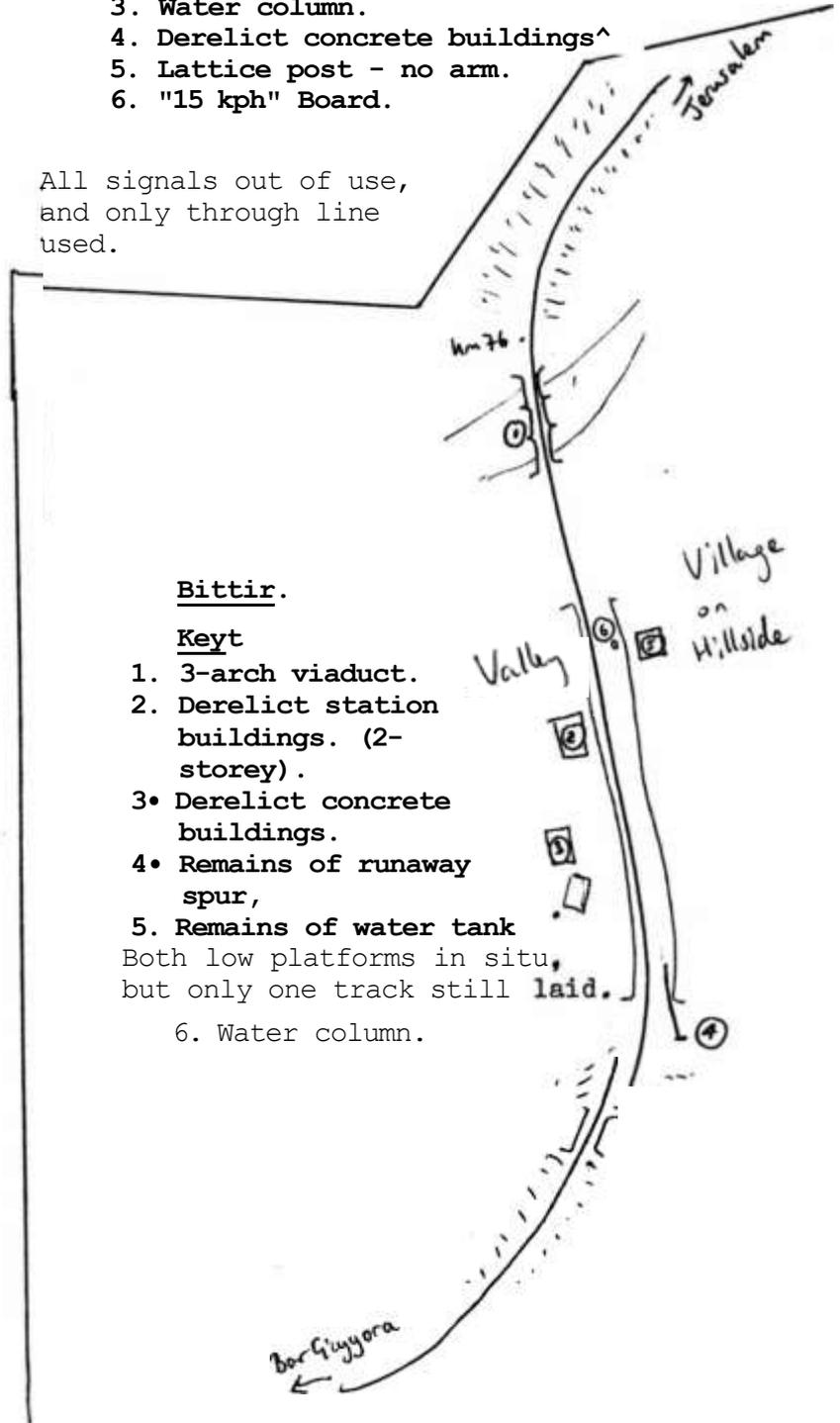
Key:

1. Derelict Station building. (2-storey).
2. Water tanks. (Placed above retaining wall).
3. Water column.
4. Derelict concrete buildings^
5. Lattice post - no arm.
6. "15 kph" Board.

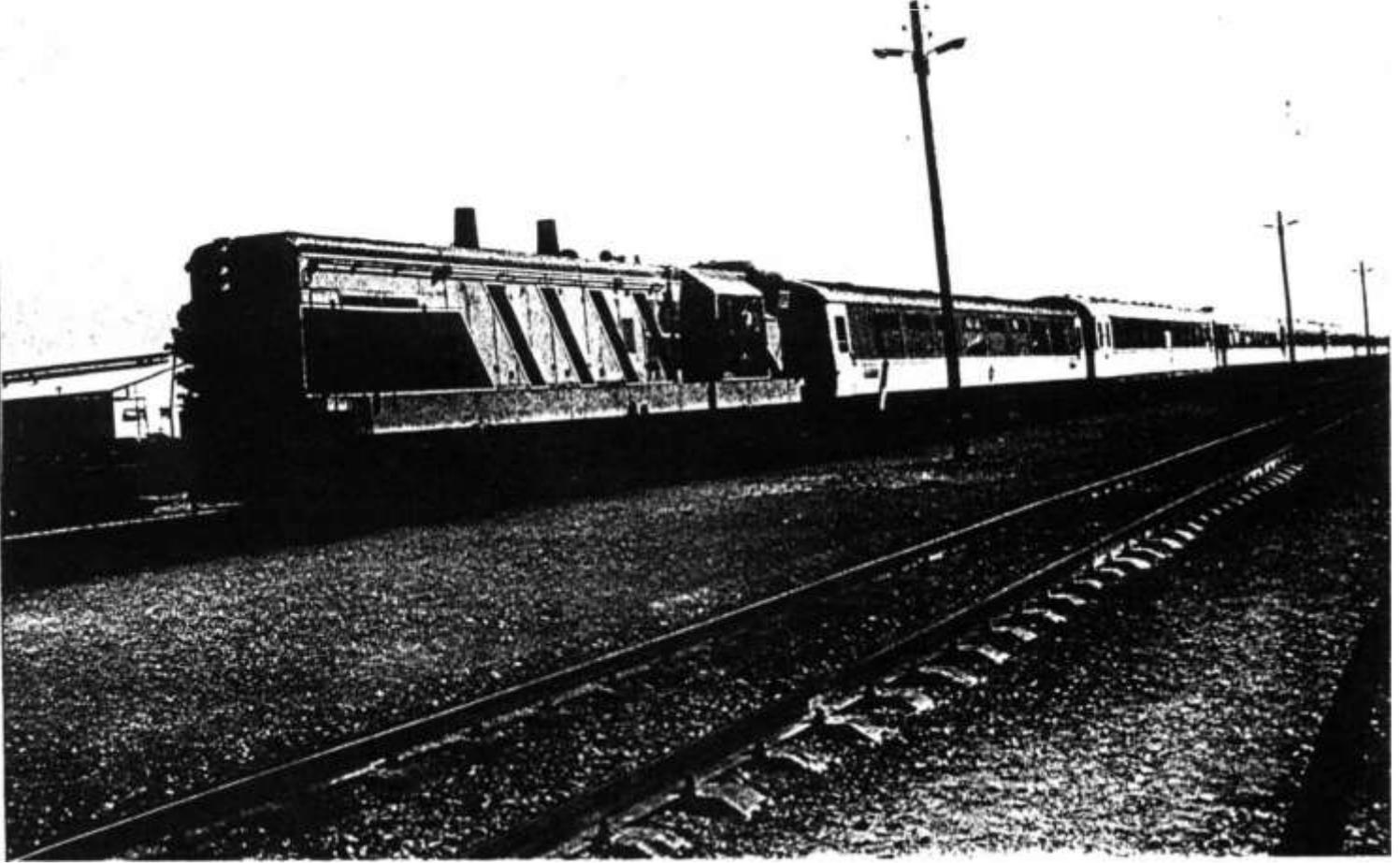
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1. 3-arch viaduct.
  2. Derelict station buildings. (2-storey).
  3. Derelict concrete buildings.
  4. Remains of runaway spur,
  5. Remains of water tank
- Both low platforms in situ,  
but only one track still laid.
6. Water column.



GM Bo-Bo No. 121, Northbound at Netanya, 16/9/88. (Photo Jonathan Fishman), First coach is a former BR Mk.IIc).



Remains of "old" Tel Aviv Merkaz station, 19/2/89; View from bufferstops. (J.Fishman). (Note railcar coaches in background).

