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A Quarterly Journal on the Railways of the Middle East

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42.1. On 20th. Sept. 1998, two new Israel Railways Co-Cos, Nos. 703 & 704, are delivered to Haifa Diesel Depot by "Jumbo" 608. (Photo: Steve Tish.)

42:2. Editorial

Many, many apologies for the very late appearance of this issue - so late that, in fact, it has been decided to bundle together issues 42 (due out around September 1998) and 43 (due out around December 1998). For the sake of simplicity all items will be numbered just as "42:", but as and when an Index is next prepared, issue 43 will simply not appear. In this way the subscription "Series" can be kept consistent.

One correspondent went so far as to ask whether I had "ceased trading"; in fact, it has been a bit more complicated than that; at one point I almost ceased breathing, was taken to Emergency Admissions and spent a week in hospital having everything except my religion checked over, and what seemed like two wheelbarrows of slack shovelled out of my lungs. But the main problem has been The Move. I have decided (having signed now for 395 cases of possessions from one removal firm, and another 17 from another from England) that the next move will only involve ONE box - and I will be in it, and someone else will have to pack it.

But at last we have moved - in July from Aruba to England, in August from England to the Jewish Old Age Home in Berlin (!!! - a temporary provision while our flat was being rebuilt), and now after another four months into our flat. The address for correspondence, however, remains my office, where as from the end of October I have had occasional access to an old computer (a new

one was promised for the beginning of August), and now that we have unpacked in the flat I have (early December) access once more to the computer discs, the notes, the photographs, the back numbers etc., and can get to work on producing the next issue(s).

So - my thanks to those readers who have so patiently waited for something to appear in return for their subscriptions, and my thanks to those who have continued sending new material for publication. Please keep this flowing ! And, since I cannot answer personally all the letters (yet), my thanks to all those correspondents who enquired concerning my mental and physical state.....

The Editor.

42:3: Rail Sea and Air ! A new Donnelly rail crane trolley flies through the air after arrival by ship at Haifa.3/5/98. (Photo: Chen Melling.)



42:4. News From The Line

a). Jerusalem Line Developments. First the bad news, the very bad news. Because of a series of derailments, the line from Na'an to Jerusalem has been closed "until further notice". No trains run at all now to Israel's capital. Hans Kohut calls this "a national scandal". There is some hope that permanent way work will be carried out to restore the line, but there is no budget.....

Here is a fuller account from Paul: "On 10/7/98 the Fridays-Only 08.45 from Tel Aviv to Jerusalem (Train 6501) derailed at about km. 66 in the Judean Mountains near Bar Giyyora. A motorised trolley was despatched from Bet Shemesh to investigate and help, but was itself derailed en route to the site ! Train 6501 was eventually emptied of passengers and set off for Jerusalem, only to leave the rails again before reaching the Holy City ! The line had been cleared and reopened two days later and the empty stock of Train 6501 was sent out at reduced speed to check the track. This, too, derailed near the site of the initial derailment ! Mindful of previous such incidents (see 39:4 a/b), and now another spate of derailments in quick succession, management decided to close the line until further notice; rumour has it that closure could last for up to 18 months. Two special passenger trains from Beersheba to Jerusalem, scheduled for 13/7, were cancelled at the last minute."

"Railway Gazette International" sees a political background to the move: 9/98, p. 574, "Behind the News" - "Israel Railways has been unable to resolve the problems posed by its Tel Aviv - Jerusalem line. Expensive to operate and maintain because of tortuous curves and severe grades, neither the infrastructure nor rolling stock is exactly state-of-the-art. There were 6 derailments last year. The main stations are remote from the business centres, and initiatives such as opening

new stations have prolonged the agony. Although more expensive, the buses are faster and more comfortable - and link convenient city centre terminals several times each hour. Effective rail competition has been impossible. IR has put forward upgrading and new line proposals, but has been unable to secure a decision from the government. In an attempt to force their hand, IR General Manager Amos Uzani bowed to the inevitable and suspended services on July 13..... Whether the government feels strongly enough about maintaining a rail service to the most disputed city in the world remains to be seen." Hmmm. See the next item. An article bemoaning the closure and quoting efforts of Aharon Gazit and David Stiffelman appeared in "In Jerusalem", 21/8/98.

b). A New Line to Jerusalem ? From the Jerusalem Post 8/10/98, by David Zev Harris: "New Tel Aviv - Jerusalem line by 2010. Israel Railways will next week present a plan for construction of a new rail line between Tel Aviv and Jerusalem by the year 2010, the authority announced yesterday. The program, to be presented at the Prime Minister's Jubilee Summit, will also include detailed proposals for the construction of lines from Petah Tikva via Kfar Sava to Tel Aviv and from the Dead Sea to the Gulf of Akaba. It also calls for the creation of links to Beirut, Damascus, Amman, Akaba and Cairo, as well as a Tulkarm-Gaza line. Israel Railways is looking to invest some \$2 billion by 2010, the vast majority of which would come from foreign investment."

Now where have we heard all this before ?

c). Jerusalem Light Railway Plans. (See 41:4(a).) Also from the Jerusalem Post, Mon. 28/9/98, by Amy Klein, a story with several glaring inaccuracies:

“Transport Minister Shaul Yahalom and Jerusalem Mayor Ehud Olmert yesterday unveiled the Jerusalem Mass Transit System project, and they will submit the plans to the municipal building and planning committee on Thursday. Eight above-ground railway lines criss-crossing the city will be built by 2020, the project’s co-ordinators said. The first line - 15 kilometres running from Pisgat Ze’ev in the north through the Old City, the centre of town, and the Central Bus Station to Kiryat Menahem - will be completed by 2004.

The light railway system will supplement the local Egged bus lines, which would be cut from 44 to 25, re-routed to serve local neighbourhoods by the time the entire project is completed.

The first line will cost \$400,000. (sic. !!!) The entire project - eight lines, 100 trains, each able to carry 500 passengers - will cost an estimated \$1.3 billion. The first line will also require an additional NIS 200 Million to prepare the underground infrastructure - water, sewage, electricity and telephone. The last two years of planning - with over 80 local and foreign consultants - cost NIS 50 million.

Yahalom said he hopes they will find a private “Buy, Transfer, Operate” investor to fund the project. But even if they can’t, he said, “and the government has to fully fund the project, the sum is equivalent to the Transport Ministry’s annual budget for Jerusalem - \$100,000.” (sic.)

Five foreign contractors are expected to bid to build the infrastructure. Yahalom said the railway would reduce traffic in the city. It would also return business to the centre of town, he said. He estimated that 25,000 drivers would switch to public transportation. Cost of a ride on the railroad will be commensurate with current bus fares at about NIS 4.30, with available “transfers” - free fares to connecting bus lines.

Some at Egged will oppose the project, said Moshe Hirsh, the director of the Jerusalem Master Plan Team, the non-profit organization which is overseeing the project. “Egged will be losing out on income, but since the government is in charge of Egged, a solution will be organised”, Hirsh said.

Egged spokesman, Ron Ratner, said Egged is part of the project team and welcomes the railroad project, as opposed to a competing bus company. “There is a need for trains and we are a partner in the project”, Ratner said. “The trains will serve the main routes and the buses will serve the neighbourhoods. It will solve problems of traffic and the carnage on the roads.”

The eight train lines will service most of the neighbourhoods on the capital’s periphery, including Ramot, Neveh Ya’acov, Har Nof, and Gilo - but almost neglect the entire eastern section, with stops only at Damascus Gate in the Old City. Most of the rail will be laid above ground, with about five underground stations.....”

A strange report, with several technical misunderstandings (not all reproduced), but implying that the scheme still goes ahead. On 16/10/98 the Jerusalem Post reported (by David Zev Harris again):

“The Treasury has begun to examine the possibility of providing a safety net for the company that will be appointed to build and operate the proposed Jerusalem light rail system, according to Moshe Hirsh, the head of the Jerusalem Transportation Master Plan team. Addressing the Prime Minister’s Jubilee Business Summit, Hirsh said he hopes the prequalification tender details will be issued early next year, as soon as the program is formally approved by the Finance Ministry. The team has asked the Treasury to consider offering the successful bidder a combination of an initial investment subsidy and revenue guarantees, Hirsh explained.

However, Ports & Railways Authority Chairman Azriel Feuchtwanger intimated that Hirsh's team will be very lucky to come away with any financial assistance from the Treasury. In his opening remarks to the conference, Feuchtwanger attacked the Treasury for its lack of interest in public transport. "The people at the Finance Ministry don't agree that transport is a service for the public but [believe] that it should be seen on purely economic grounds." He added that over the last five years the waiting time for ship berths in Israeli ports has more than doubled.

Later in the day, Finance Minister Yaakov Neeman told the "Post" that Feuchtwanger's claim is unfounded, saying that railway expenditure is being increased for 1999.

Hirsh said he expects the tender for the rail system will be issued in 2000, with the first line between Pisgat Ze'ev and Yad Vashem fully operational in 2004-5. Some 2,000,000 commuters would use that route on a daily basis, he estimated. The Jerusalem system should be the first in the country's major cities to be operational, said Transport Ministry Director-General Nahoum Langental.

Hirsh said that in all probability a tender will be issued next year for the construction of a cable-car in Haifa, taking passengers from the university site down to Carmel to the bay area. Meanwhile, in Beersheba the municipality is in the process of completing a study of possible mass transit systems centred on either an updated bus system or a light railway, with the report expected next year."

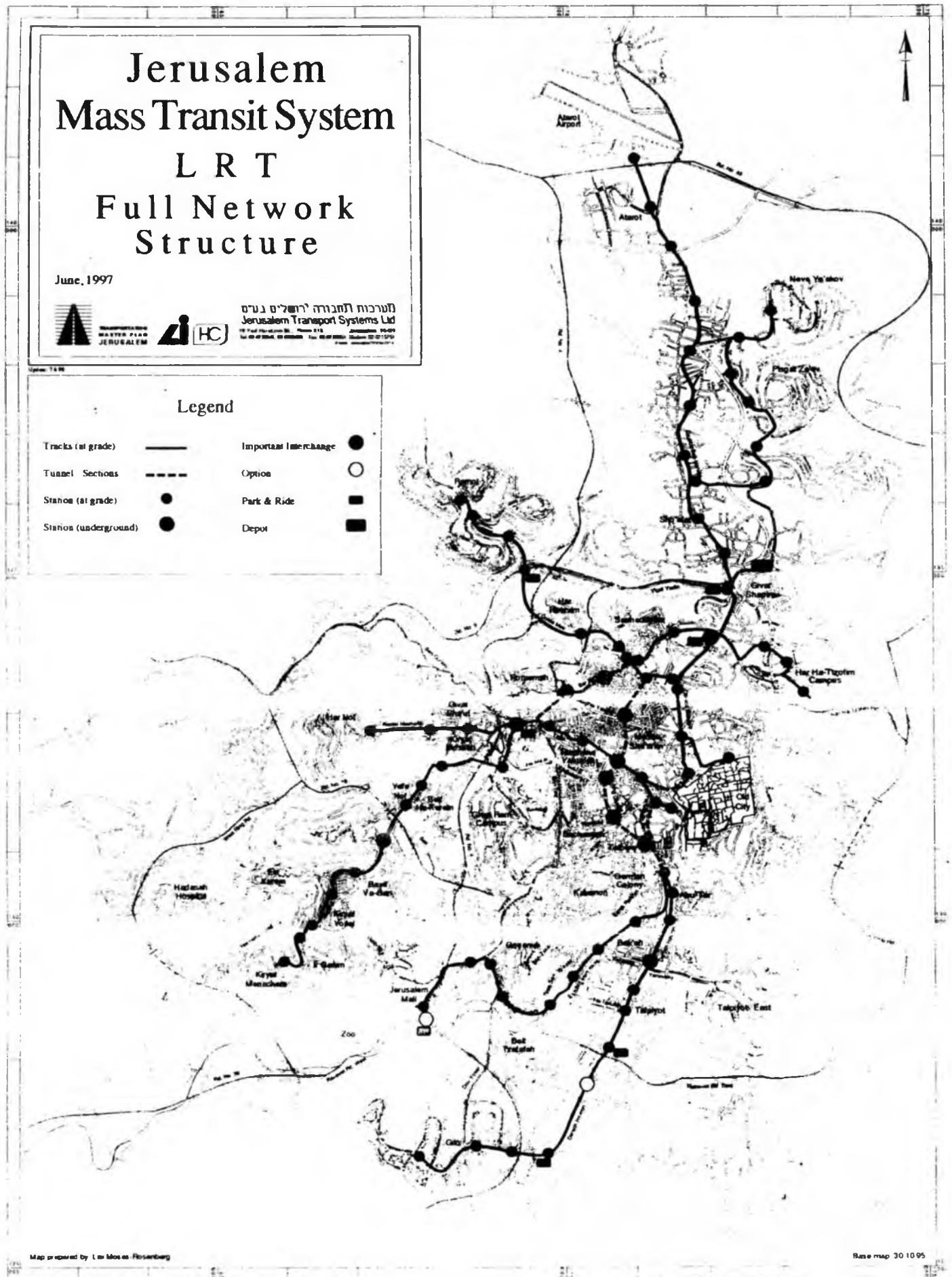
The "Railway Gazette International" for August 1998, p. 503, in a slightly more realistic snippet, announces that the 14km. Jerusalem scheme is costed at US\$450M. However, the Nov. 1998 issue, p. 754, states that "following the completion of design work for an eight-line network totalling 54km., [...] the aim is to inaugurate the first line in 2004 and the rest over 20 years at a cost of US\$ 1.3 Billion. The network will be financed

and run by the private sector, and prequalification tenders for the US\$ 350M 'Phase A' will be issued early in 1999. This will comprise 15 km. of double track from Pisgat Ze'ev via Jaffa Road to Mount Herzl, plus the control centre and maintenance depot. The promoters have already started work on diverting services along the route. Jerusalem City Council is to cut the amount of car parking allowed for new commercial and office developments; in the city centre Jaffa Road will become a pedestrian and light-rail mall between the Generali Building and Davidka Square. The 70% low-floor vehicles are intended to carry 500 passengers per train, and run at 3-minute intervals. End-to-end journey time will be 30 minutes, giving an average commercial speed of 28 km./h. The final network would have branches from the major suburbs converging to give 90-sec. headways on the cross-city core sections. The eight lines are:

1. Pisgat Ze'ev - Kiryat Menahem.
2. Neve Yaakov - Malha.
3. Atarot - Saladdin Street.
4. Ramot - Malha.
5. Ramot - Gillo.
6. Kiryat Menahem - Gillo.
7. Kiryat Menahem - Jaffa Gate.
8. Har Nof - Mount Scopus."

The accompanying map is from the "Jerusalem Transport Systems", courtesy of Sybil Ehrlich, and is dated June 1997. As readers of 'Harakevet' will see, exact details of routes and prices seems till to be pretty fluid.

[Map 1. - Jerusalem Mass Transit System Proposals.]



d). Tilting. The DB VT611 2-car tilting diesel multiple units suffered several failures while working on Deutsche Bahn tracks, and for a while in autumn 1998 the EBA (the government office that licenses rail vehicles) withdrew its license to operate the units at all until several problems had been solved. They were then reintroduced, operating at reduced speeds. This was a major blow to ADtranz who have been hoping for some good publicity and export orders - including, of course, to Israel, though these would be either the 612 or 613 (improved) versions.

e). Embarrassment Compounded. In addition to the Jerusalem line troubles noted above, also on 13/7 an early morning train of empty stock working from Lod to Ashdod, made up of three IC3 sets, failed just beyond Rehovot station. Some 200 commuters at Ashdod were forced to travel into Tel Aviv by hastily-summoned buses, and there was an inevitable knock-on disruption to other train services.

These embarrassing incidents unfortunately coincided with a slick new TV commercial campaign which had just begun screening in Israeli homes.

f). Double-tracking. The section between Hoterim and Atlit went double, effective from 25/7/98. Problems still persist at Atlit where a second platform has yet to be built. In the meantime trains which stop at Atlit have to travel 'wrong line' to Hoterim.

Double-track was brought into use between Binyamina and Zikhron Ya'akov on 8/8/98.

Double track was brought into use between Dor and Atlit on 15/8/98.

On 17/8/98 a ceremony was held at Binyamina to celebrate the completion of the doubling of the Tel Aviv - Haifa route. RGI 10/98, p.630 reports this as paving the way for additional express services, with non-stop journey times of 45 minutes for the 92 km.

g). Single-tracking. One line between Tel Aviv Merkaz and Tel Barukh had to be closed to all traffic from 23/7 as the original bridge over the River Yarkon was in imminent danger of collapse. It is expected to take about nine months to erect a replacement bridge.

h). Traffic Jam. On 9/9/98 Train 59, the 16.00 from Bat Galim to Beersheba made up of IC3 sets, failed at the entrance to Hertzliyya station at about 17.10. The train operated the level crossing gates across the main road, but did not itself block the crossing. In the evening rush hour, traffic rapidly built up on both sides of the tracks. Frustrated motorists broke off the crossing gates but gridlock had already occurred. When the local police arrived they devoted all their efforts to trying to sort out the road traffic jam which had stretched back onto the main coastal highway, but refused to allow trains to pass. They refused the passage of trains for three (!!!) hours. Trains queued up either side of Hertzliyya and buses had to be hired to evacuate passengers. A total of 7 trains had to be cancelled. Train 59 eventually tallied a delay of 235 minutes. Three other trains were 2 hours late at destination, and all remaining passenger trains that evening were badly delayed.

i). Negev Extensions. From "R.G.I." 8/98, p. 544: "Israel Railways has called tenders for the initial 4 km. of the Beer Sheva - Ramat Hovav route (cf. RGI 5/98, p. 294), as far as the centre of Beer Sheva." (See Project 29 in 41:5.)

j). Derailment. Bo-Bo T44 (still with no other fleet number !) derailed in the yard at Haifa East on 28/6/98, and was rerailed with the aid of a road-rail crane. Damage appeared to be very slight.

k). Upgrade. From 17/9/98 the 10-km. line between Lod and Na'an was closed for a complete upgrading, which was scheduled to take four months. In the meantime all trains, both passenger and freight, travelled via Ashkelon and the 'Heletz' line. Closure of

the Lod-Na'an section will, of course, have no effect on the Jerusalem service since this had already been withdrawn.

This is part of the overall Tel Aviv - Beer Sheva upgrading - overall cost being budgeted at US\$ 27M, and according to RGI 10/98, p.630, "projects to start shortly include re-modelling of Kiryat Gat, and new station at Ben Gurion University", as well as the extension mentioned in (h) above.

l). The Train Now Waiting..... See 40:7(f)(i). According to "R.G.I." 9/98, p.571, "The government of Jordan and Israel's Interior Ministry have approved plans for a US\$ 300M rail link from the Dead Sea to the port of Aqaba. The scheme is being promoted by a consortium of Japan's Nissho Iwai Corp. with Israel Land Development and US-based Wheeling & Lake Erie RR, but work will not start until progress is achieved in the current peace process." Who will define "Progress" ?

m). Waiting for the Messiah. Passengers at Kfar Habad now have the benefit of extended platforms.

n). Traffic Figures. Ridership on IR in the first half of 1998 was 3.1 million journeys - 24% up on the same period in 1997.

o). Changes at the Top ? Ariel Sharon has now left the Infrastructure Ministry to become involved once again in Foreign Affairs, and Hans Kohut reports that "The Rabbi in charge at the Transport Ministry has left to take over the Education Ministry, and his successor is just another Rabbi", suggesting that, in view of his qualifications, the Editor should apply for this job !

p). Changes at the Museum. It appears that further discussions continue on possible sites for re-locating the Haifa Railway Museum, and one proposal is even for a combined Transport Museum to incorporate land, sea and air exhibits. More details are awaited.

q). Official Publications. I.R. has produced a 50th. Anniversary Booklet, of 28 pages in full colour - and also a Multimedia CD-Rom. Further details are awaited !

42:5: An Interview with Amos Uzani,

Director-General of Israel Railways. This appeared in "R.T.I. - Rail Transport International" No. 9, July/August 1998 (published in Paris). As well as a photo and a schematic map of the network (still showing the Jerusalem line as a "passenger line"), the interview includes:

"We have ordered 8 locomotives for freight traffic and another 10 for passenger traffic. At present we have a fleet of 45 locomotives with an average age of 30 years. The last loco we bought dates back to 16 years ago. At present, rail traffic is growing quickly; passenger traffic is rising by 15-20% a year. We therefore need to completely renew our fleet.

Q: Does that mean that you are also going to renew your passenger coach fleet ?

A: Indeed, we are soon going to order a batch of double-deck coaches, and a number of tilting train sets, in particular for the Tel Aviv - Jerusalem and Tel Aviv - Beersheba services. We will be able to operate 40% faster compared with present speeds and 50% faster on the Beersheba line thanks to the quality of the track. [...] The speed of these trains will vary between 80 and 130 km/h. So, Tel Aviv - Beersheba will be possible in 50 minutes compared with 100 minutes at present.

Q: What is I.R.'s passenger traffic at present ?

A: We carry 6 million passengers a year and we expect this to rise to 7 million passengers in 1998. But our objective is to raise this to 15 million within 4 years.

Q: Is the Israeli government helping you in your efforts to win more traffic ?

A: As is the case elsewhere, our politicians want to see results. Our results are good. They prove that there is a potential which remains to be exploited. I am therefore in favour of a policy for our railways based on the completion of projects within two years, in order that the result will be visible very quickly. Later, we will be able to consider projects to a grander scale.

Q: You have been at the head of Israel Railways for two years now. Would you say that your policy was to take small steps, one-at-a-time ?

A: It has been two years now that I have been trying to change the way our railway workers think and to change the image of railways in a country which generally thinks in terms of road transport. Regaining passenger traffic is possible, for example, through the renovation of stations, the installation of electronic signalling, which allows us to increase train speeds, and a more aggressive commercial policy whose first stage improved relations with the newspapers. In a few days, we will launch a similar campaign with television. The modernisation of rolling stock is also a sign of our determination to bring back the Israelis to their railway.

Q: At present, Israel has only 610 km. of railways whereas, during the period of the British protectorate, [sic. Ed.] several lines linked this area with all the countries of the Middle East. What has happened to these lines ?

A: Most of them are still in place, perhaps in poor condition but preserved as well as possible. It is not impossible that traffic could start up again across the borders

with our neighbours. I could, for example, imagine a Haifa - Baghdad line reopening. [I couldn't; apart from the events of December 1998 and the second mini-Gulf War in Iraq, the Haifa - Baghdad line projected in the 1920's was never built ! Ed.] Although I have no official contact with the people at the head of neighbouring railway administrations, we are working for the future. The proof of this is that, together with our Jordanian neighbours, we have decided to build a joint line from Al-Aqabah to the Dead Sea.

Q: The territories under Palestinian rule also had some railways. Could these be connected to the Israeli network one day ?

A: I do not know, but I have suggested to our politicians that a rail link from the West Bank to Gaza would not only produce significant traffic but would also offer all the security necessary during the journey across Israel. Our leaders were not hostile towards such a project.

Q: How have the road transport operators reacted to your policy of regaining traffic for the railways ?

A: I talk a great deal with the road transport industry, particularly the coach operators. In the beginning, they were very reticent. But I now think we have reached a tacit agreement which will allow rail to carry intercity traffic while road will serve the urban and regional market.

Q: Many heads of railway companies in the world not only come from the private sector but also appoint their aides from the private sector. Is this the case in Israel ?

A: No, although I was originally a lawyer myself. But this is not impossible in the future. We have just created four business units (infrastructure, rolling stock, freight and passenger) and we are thinking of allowing the private sector to participate in our activities - by sub-contracting maintenance, by managing our rolling stock fleet through leasing contracts, and so on."

42:6 Rolling Stock Notes

a). New I.R. Freight Locos. "Railway Gazette International" 8/98. p.515f. has an article on the new Alstom (also spelt 'Alstom') "modular diesel family", the concept whereby a package of options is offered to a customer by a manufacturer able to supply a locomotive in different configurations depending on need, but based on standard modules. It includes:

"On June 18 at Alstom Transporte's Albuxech plant outside Valencia, Israel Railways Director General Amos Uzani took delivery of the first of eight 3,000 hp. Co-Co GA-3000 diesel-electric locomotives. Expected to leave Spain for Israel within a month, the freight locomotive was to join the first seven of ten 3,000 hp. Bo-Bo units also built at Albuxech, already in service on passenger trains. (RGI 7/98 p. 439 refers.)

These 18 locomotives for Israel are the first members of a modular family for main line passenger and freight applications from 1,500 hp. to 4,500 hp.. Locomotive Group Sales & Business Development Director Antonio Oporto says that Alstom has developed this range to meet the specialised service requirements of its varied customers, while offering lower whole life-cycle costs and a smaller price-tag. When GA-3000 production for Israel is complete, Albuxech will in November begin building 30 Class 67 units for English Welsh & Scottish Railway and 36 single-cab locos for Virgin Cross-Country of Great Britain. The Locomotive Group's Belfort

factory in France will build 30 AD32C units for Syria, the first 20 of 100 AD 43C locomotives under a technology-transfer deal with Iran, and 10 AD 32Cs for Sri Lanka.

The main line family is based on a full-width monocoque body in high-tensile steel, built in units 1m. long. At each end a cab is bolted on or elastically mounted for improved insulation from noise and vibration. All piping and cabling is laid in the body floor before standardised equipment modules are installed according to customer requirements, including the engine, electrical cabinet, brake equipment and roof modules containing inertial filters, radiators and dynamic brake equipment.

For passenger applications up to 200 km/h., Alstom has developed a twin-axle bogie that has frame-mounted traction motors for an unsprung mass no greater than 2 tonnes per axle including brake discs, and a locomotive axleweight of between 18 and 25 tonnes/ Axleweight of Co-Co designs is between 13 and 25 tonnes, with bogies designed to minimise weight transfer in freight service. In the new main line family, Oporto says that Alstom is willing to install the engine the customer prefers, including Caterpillar or MTU designs. Locomotives currently on order have engines from either Alstom Ruston Diesels of Great Britain or General Motors of the USA; formerly known as Macosa, Alstom's Valencia operation has been a GM licensee since the 1960's."

A table indicates main statistics for the IR locos as:

	Bo-Bo. (10 ordered.)	Co-Co (8 ordered).
Weight tonnes:	90	114.
Max. Speed km/h.:	140	110.
Nominal power rating, h.p.	3000	3000
Continuous Tractive Effort. (kN)	158	306
Engine: (for both):	12N710G3B, 12 cylinders, UIC rated output 3,200 hp.	

(Incidentally, Andy Wilson notes that the classification "JT42BW" means the following, according to GM-EMD conventions: J means an export model with full body and end cabs; T42 refers to the engine - T = Turbocharged, 42 = 4th. engine family with 12 cylinders), B means with 4-wheel trucks, and W means standard (or Wide) gauge.)

Alstom also offers the option of AC/DC transmission, which it says is "well-known to customers" and "still cost-effective", or an AC/AC drive that is the "innovative option with growing acceptance", offering significant advantages in terms of size, weight and ease of maintenance. The Israeli locos use the AC/DC transmission, the locos for Iran and Syria the AC/AC.

Steve Tish notes that the first batch of Co-Cos comprised Nos. 702 (works 2030), 703 (works 2031) and 704 (works 2032), and sailed from Sagunto port on 7/9/987 on board M.V. "Ladgik", arriving at Ashdod Port on 16/9/98; they were transferred to Ramta later the same day. Early on 20/9/98 Nos. 703 and 704 made their way to Haifa sheds, arriving at 12.59, hauled by 608; No. 702 went directly to the sheds at Dimona.

Incidentally, "R.G.I. 7/98, p. 439, featured a small photo of loco 733 at roll-out - the caption described it as "the first of six MEGA 3300 Bo-Bo passenger diesel locos being built by GEC Alstom Transporte of Spain. Part of a US\$45m order.... the MEGA 3300s will operate push-pull inter-city services." Is this name the official one? Must we accustom ourselves to calling these "Megs"?

b). New I.R. Shunting Locomotives. The same article as above continues with information on three GA-3000 centre-cab Bo-Bo diesel shunters being built for Israel Railways at Albuixech. These are from the GA-DE 900 AS family, of underframe and hood construction, offered in different versions between 600 and 1,500 hp., with an AC/AC micro-

processor-controlled drive and an axleload of between 14 and 22.5 tons. 40 have been delivered to the SBB-CFF, classed there as Am841, and two have been delivered to a Mexican rail contractor GEO Railex; the Israeli units follow on from the Mexican ones.

c). Double Deck Coaches. According to R.G.I. 10/98, p.630, a decision was due on 1/11/98 on the supplier of new double-deck coaches, with the contract to be awarded two weeks later. Shortlisted tenderers are Bombardier-DWA, MSV/ADtranz and Alstom Transport.

d). Tilting Trains Delay. Also from RGI is a report that IR had shortlisted Bombardier-DWA, Adtranz and Fiat to supply tilting dmu's, but this was annulled on 13/9/98 because of legal complications, and a revised tender was due to be issued by the end of 9/98.

e). Permanent Way Machines. Chen Melling has sent some extensive notes from Haifa. The increasing awareness of the poor condition of a lot of IR's infrastructure (as evidenced of course by the Jerusalem line scandal) led to a realisation that a major proportion of the permanent-way (P.W.) machinery had become very old, hard to maintain, and unreliable. To counter this situation, the following equipment was ordered:

(i): A 20T Little-Giant self-powered crane, of type SPR-48, similar to the previous cranes purchased from the same company. These cranes are Diesel-hydraulic, as opposed to the Diesel-mechanical Burro Model 30's. Presumably numbered 13, the new crane was allocated to the Lod engineering base, near the locomotive shed. The current self-powered 'locomotive-crane' allocation is thus as follows:

Haifa: Little-Giant Nos. 10& 11, Burro No. 3 and Burro Nos. 2 and 6 (both stationed in Bnei-Berak.)

Lod: Little Giant Nos. 12 & 13, Burro Nos. 8 & 9.

(ii): Next to arrive was a Kershaw Model 46-2 Ballast Regulator which arrived in Haifa during March. Its serial number is 46-404-98 and it has a Cummins 6CTA8.3-C Diesel engine, unlike its older Kershaw sisters, which have GM/Detroit engines. It is officially numbered 9, although it is not carrying that number. It joins No. 7 in Haifa, while Lod has Nos. 6 & 8.

(iii). To replace the extremely ageing fleet of Fairmount gang-cars and Wickham crane trolleys, 8 new crane trolleys were ordered through Geismar of France. They were built by Donnelly in Italy and were unloaded in the Haifa Port on 3/5/98 from a Russian ship. They are of Model VMT750GR, serial numbers are 812-

819. and the I.R. Nos. are in the 98X series. Three were allocated to Haifa and stationed one each in Akko, Binyamina and Netanya. The other five are allocated to Lod, where they join two similar ma-



New I.R. Kershaw ballast regulator No. 9 (Model 46-2) at Haifa PW-equipment workshops, 1/5/98. (Photo: Chen Melling.)

chines by Matisa (Italy, 1994) Model VM-200S. Nos. 941 and 942.

(iv). The most impressive machine to have arrived recently is a new Tamper from Plasser & Theurer, of model 09-16CSM, serial no. 2864, which arrived in Haifa in early July 1998. It is known locally as Plasser No. 2, and is of a more advanced series than No. 1, though unlike the latter, it is not capable of dealing with turnouts and crossings.

On the minus side, the recent acquisitions have prompted the with-



Unloading new Donnelly crane trolleys (Type VMT750GR) at Haifa, 3/5/98. (Photo: Chen Melling.)



New I.R. Plasser & Theurer Tamper No. 2 (Type 09-16CSM) at Haifa PW-equipment workshops, 31/7/98. (Photo: Chen Melling.)

drawal and scrapping of older equipment:

- (i). During 1997 both Kershaw Ballast regulator No. 5 and Robel gang car No. 861 were dismantled for spare parts to maintain Nos. 6 and 862 respectively. The former is still working, but the latter was not that lucky; despite being overhauled after the scrapping of its sister, it was withdrawn from service early in 1998. It was not scrapped, though, but was transferred for display in the Haifa Railway Museum.
 - (ii). The purchase of three new tamping machines in recent years (two from Plasser & Theurer and one from Matisa) finally allowed the Scrapping Committee to dispose of Tamper No. 9, which has stood idle for several years in Haifa. Also out of service in Haifa is Matisa No. 10, though it is relatively young.
- f). Ballast Wagons. Another report from Chen Melling, actually dating back to August 1998: "The several dozens of 2-axle ballast wag-

ons of the 24T (Talbot) and 25T variety have been on the railway's hit-list for some years ago. The situation was relieved lately by the conversion of 50T Phosphate wagons for use as ballast wagons, allowing the withdrawal of the final 25T wagons, which left the 24T wagons to be dealt with. The solution has materialised in the form of 20 second-hand 58T wagons from Italy.

Their story is quite intriguing. They were built about eight years ago (the plates carry 1989) by Keller Meccanica SpA Cagliari, Sardinia, Italy. The construction was funded by the Italian government in expectation for work which never materialised. Rumour has it that they were intended for Channel Tunnel construction work but only some were needed and used under lease. These are represented in the group sent here by one wagon, the highest-numbered one, which worked for a time for SNCF in France. Still, most of them found their way back to Sardinia and stood motionless in sidings. The factory itself went bankrupt shortly after, and it is not yet clear who owned the wagons before they were

purchased by I.R., though it would appear to be a company called "Sicilsud Leasing", according to the lettering on all of them. I.R. wanted 20 unused wagons, but only 19 were never used, which explains the inclusion of the SNCF wagon.

These wagons are all of type Faccs (UIC designation) and carry FS (Italian Railways) registered UIC numbers. They also carry "Sicilsud Leasing" numbers. They were renumbered in Israel in the order of their UIC numbers in the number series Resh 58 0XX (the Hebrew letter 'Resh' stands for 'Reved' - Ballast, and 58 is the capacity in tons.)

Some additional technical data is:

UIC Designation:	Faccs.
Length over Buffers.	12240 mm.
Length Over Headstocks.	11000 mm.
Distance between Bogie Pivots.	7200 mm.
Total Height from top of Rail.	3500 mm.
Tare Weight.	21.5T.
Max. Carrying Capacity	58.5T.
Capacity by Volume.	40 cubic metres.
Bogie Type:	Y25RS.
Brakes:	Knorr KE-KG 16 Pneumatic Brake, + Hand parking brake.

The wagons were unloaded in Haifa Port from the ship "Wittenbergen" (carrying the Cyprus flag) on Friday July 18 1998, and taken by the T44 to the sorting yard near the Diesel sheds later that day. The following week they were taken to the Qishon workshops for inspection.

At arrival, all the wagons carried the original FS freight brown, except for the one which served the SNCF, which carried that railway's grey livery with brown beams. All the UIC numbers were patched over with IR brown. It is unclear as yet whether they will be repainted before entering service.

Following is the number conversion list:

UIC Number	Sicilsud Number	I.R. Number.	Notes.
33 83 699 9 855-8	18496	58 001 Resh	
33 83 699 9 856-6	?	58 002 "	Presumably 18497
33 83 699 9 857-4	18498	58 003	
33 83 699 9 858-2	18499	58 004	
33 83 699 9 859-0	18500	58 005	
33 83 699 9 860-8	18501	58 006	
33 83 699 9 861-6	18502	58 007	
33 83 699 9 862-4	18503	58 008	
33 83 699 9 863-2	18504	58 009	
33 83 699 9 864-0	18505	58 010	
33 83 699 9 865-7	18506	58 011	
33 83 699 9 866-5	18507	58 012	
33 83 699 9 867-3	18508	58 013	
33 83 699 9 868-1	18509	58 014	
33 83 699 9 869-9	18510	58 015	
33 83 699 9 874-9	18515	58 016	
33 83 699 9 877-2	18518	58 017	
33 83 699 9 878-0	18519	58 018	
33 83 699 9 879-8	18520	58 019	
33 83 699 9 946-5	18587	58 020	Was leased by SNCF Equipment, carrying SNCF grey livery.



Ballast wagon No. 58 001 Resh after unloading at Haifa Port, 18/7/98. (Photo: Chen Melling.)

g). First-Generation Locomotive Withdrawals.

Planned Withdrawals have finally started of Bo-Bo locomotives, the first casualty being the SAFB No. 101, the first diesel bought by Israel Railways. It was transferred along with Esslingen shunter No. 227 to the scrap-line in the Northern part of the Qishon complex on or around 26/6/98. There they joined the recently-withdrawn No. 225 which itself was transferred there about a week earlier with the long-withdrawn No. 222.

Also withdrawn recently is G12 Bo-Bo No. 104, which was to be transferred to Qishon in August; it was the first G12 to arrive and is also the first to be withdrawn of old age.

An old locomotive with an uncertain future is the little Deutz 0-4-0D working in the Kiryat HaPlada compound. In early May 1998 it was noted minus its hood and possibly its engine as well, and seems to have remained in that state since then.

h). Overhauls. A G12 with a brighter future is No. 115, which until recently was painted in the early 90's scheme of red/yellow/blue with four diagonal black stripes and white lining. On a visit to Qishon in August, Chen checked the paint shop and found No. 115 in the final stages of repainting into the current livery (the original version, not reversed as on No. 107). A few days later it was working passenger trains again.

i). Passenger Coaches, Paint Notes. There is a continuing (and seemingly never-ending) process of repainting dirty coach roofs back to white after a few months of service. This is necessary because they become more brown than white after such a period. An interesting change has been noted on the roof of generator coach No. 633. The roof has been repainted dark grey all over, presumably for the same reason that prevented the use of purely white roofs for these coaches in the first place.

The last full passenger (as opposed to half-generator) coach of the series, No. 630, to have remained in the previous livery of multi-shaded blue, has not been renovated for about 8 years. It has now been unofficially sidelined at Qishon Workshops awaiting a decision, due to its poor interior condition.

j). New IC3 sets. Another IC3 DMU has entered service recently (summer 1998); numbered 20 (7020+7420+7220), it appears to be identical externally to the previous series 2 sets, but once inside, the passenger finds some intriguing differences. The general interior design is similar to other series 2 sets, but alpha-numeric LED displays have been added in the saloons and in the gangways. These show the train's destination and the next station, changing from Hebrew to English every few seconds.

A second new feature is found in the map installed in the gangways of all sets. On No. 20 it has LED lamps installed in the location of all passenger stations, both existing and planned, including all of the stations intended for both suburban projects. The map shows the stations the train will be stopping at, and the LED of the current station flashes.

42: A Traveller's Tale.....

Olof Arndt, who works on the Deutsche Bahn in Freiburg, recently made a renewed visit to Israel and wrote:

"I wanted to take the train back from Ashdod to Tel Aviv, but it seemed impossible, as no-one I met in the street could tell me (despite my good English knowledge) the way to the station. (At 6pm. it was already quite dark). It appeared that the majority of the inhabitants of Ashdod did not yet realise that there was a station at all in the town ! Even at the modern Bus Station I was sent in different directions, though I retained the hope that I might somehow find an IC3 waiting in the basement. It was clear that people wanted to send me only to the correct platform for the bus connection to Tel Aviv.....

A further curious and even dangerous event was my visit to the closed South Station (at Tel Aviv). There, a man sat totally alone at a

computer (with a screen-saver showing DB trains !) and write some technical reports. I asked him, why all the street signs pointed still to this dead station (indeed, while we were talking, several Israelis turned up who were all hoping to catch a train !), and how one could get to the real station and sidings on the other side of the road. Although he was a railway technician, he had never attempted to cross this dangerous road and always travelled by car to Hashalom station ! Well, in spite of the rush-hour I managed after fifteen dangerous minutes to cross the road and, with the cleaning-ladies, took my seat on the train that officially started from Hashalom on its journey to Haifa. But I did notice, opposite the modern bus station, work under way on a third station that should make access for travellers much more safe and comfortable....."

42:7. Israel Railway Supporters Club

I am not yet quite sure of the official English title of the new "Hug Hovev" or enthusiasts group, but the initial meeting, held at Tel Aviv University, was a great success, attended by over forty people. Evyatar Reiter was elected as Chairman. Hans Kohut, the last survivor of the earlier such group (Thalhofer, the last Chairman, died some thirteen years ago, and Hans was the Secretary) has already arranged a handover of all archival materials from the former Association. Some of these may eventually be deposited in Tel Aviv University Library or at the Haifa Railway Museum.

Now that the group is officially in existence, we await further information of activities with interest. In the modern technological age, this could include regular faxed message or Internet web-sites.

42:8. Hedjaz Trip Notes.

a). Bill Bows Out. Bill Alborough of TEFS writes in his "TEFS Newsletter" of 30th. Sept. 1998 that the July 18 - Aug. 2 Hedjaz trip was "the last TEFS visit, promise ! - though we've had several requests to operate a May 1999 tour. Sorry, I'm delighted to bow out on a 'high' and let the 'new boys' have a go.... but will be intrigued to see how certain people get on in their high-handed "Sahib" attitude with these off-shoots of the Palestine Liberationists. They might just find themselves looking the wrong way up an AK47 unless they're careful in the way they approach these very proud people !" See below for his "famous last words".

b). From John Alexander I have received a personal report and photos of the recent TEFS trip. In essence, to use his words, "The railways in Jordan, Syria and Lebanon remain much as they have been for years with no clear indication of the future. I heard nothing further of the proposal for the Rapid-Transit from Amman to Zerqa or the suggested link from Mafraq to Haifa - but there was a suggestion that the line south from Amman may be abandoned, presumably as far as the junction at El Hasa. It was said however that the three locos corralled north of Amman, Nos. 21, 22 and 62 would shortly be moved to Jiza and that a museum would be set up there. Pacific No. 85 which was taken down to Ma'an some time ago has now been brought back to Amman.

The Jung 2-8-2, No. 51, remains by far the best Jordanian loco. The HSP 2-8-2, No. 71, failed on us (again), but when we saw it again at Amman on our return from Syria it appeared to be undergoing major repairs. RSH 2-8-2 No. 23 is as sick as ever and they were unable to raise any steam in her despite lengthy, smoky efforts.

The International Trains from Amman to Damascus and vice versa now run on Mondays.

On 20th. July the northbound train was impressive as it left Amman combined with a school excursion to Mafraq with four freight wagons on the rear.

I was interested to note a building on the west of the line at Km. 177.4, but do not know whether it is an old station. There is no mention of such a station in Rick Tourret's book, though there is a mention of Minifir about km. 172 although this is not included in either Map 6 or Table 3 on pages 13 & 20 of "Hedjaz Railway".

When we got to Ma'an I was surprised to see the Aqaba pilot, 40209, arriving on a train from the Hedjaz line to the south. As this was a rail train it was clear that the line was being lifted from some point but unfortunately I did not have a chance at Ma'an to find out from where. I asked at the workshops at Aqaba but they did not know. The wagons that I had thought were stored on the line south just beyond Ma'an HR depot turned out not to be on the line but off it. The HR yard at Ma'an seems now to have been largely taken over by the Aqaba railway with very little HR stock left.

The visit to Aqaba included the Railway depot and I was able to clear up some of the number confusion. Locomotives Nos. 300 - 307 are not another series but the GE U20Cs 41999 + 42016. So far as I could see from the legible builder's plates that I checked, the last two running numbers appeared to be in the same sequence as the builders numbers - Plus One. The U17Cs and the U18Cs have running numbers the same as the last three of their builder's numbers, and the U10Bs use the full builder's number.

Several of the Aqaba locos have been written off over the years, and if I recall correctly only some 21 (of the original 35) remain viable.

Syria remains much as before, although No. 66 at Dera'a after many years of neglect has received some paint. As before the line locos in Syria remain in generally good condition, despite breaking a pony spring on No. 91. This was soon repaired and while we were in Lebanon we went up the Serghaya branch to Zebdani. At Cadem it was said that Mallet No. 962 would enter the works for repair this winter. A 2-8-2 frame was in the erecting shop with Nos. 259 and 260 stamped on different bits of motion. Wooden coach rebuilding continued as usual. I heard no mention of any proposal to rebuild the line to Dera'a to standard gauge.

On our trip to the Yarmuk gorge with Borsig No. 162, I was fascinated to be able to go through the top tunnel (No. 7) - one can see that the chance of the line being reopened seems very remote in the extreme, with major falls at its lower mouth and the other side of Bridge 15, quite apart from other serious falls in the gorge. I understand however that the old boiler that I saw on the hill above Makaren in 1979 is in fact an old agricultural engine - so one mystery solved !

The trip up the Qatana branch was one of the dustiest I can recall. As it is in a military area, photography was unfortunately not allowed. There were some six stations with British-height platforms and footbridges, and the remains of colour light signalling with point motors and what looked like automatic level crossing barriers.

In Lebanon it was said to remain the intention to reinstate the standard gauge coast line at some time in the future. At the standard gauge depot the undergrowth had been cleared and the GM 0-6-0 Diesel No. 602 was run out for us. At the DHP depot nothing has moved but some of the locos have been partially repainted cosmetically, presumably for photographic purposes. Although two of the Gaston Moysse diesels were at the standard gauge depot as before, I had

not previously found the Hedjaz gauge one here.

We were able to get at least partially into Rayak, where things remain much as they had been left when the railway finally ground to a halt in 1977. (Service had previously been suspended in 1975 but had later restarted.) Unfortunately we were not allowed to go along the shed so do not know what else may be there. "

c). The Semi-Official Version. Bill has included some of his own recollections in his Newsletter article, which (despite some duplication with the above) I shall reproduce here in full - over the years we have had many references to TEFS tours in the Hedjaz, a lot of planning for a tour of Israel that never came off, and lots of help from Bill and his pals, photos, videos etc. So this seems to be the appropriate way, perhaps for the last time (?) to cover this ground in this way:

On July 16th. "Royal Jordanian flew me to Amman ahead of the Hedjaz group, to see what challenges awaited in respect to the condition of the steam locomotives for the tour. In Jordan, Nippon Pacific No. 82 and HSP 2-6-2T No. 61 were declared 'weak' but could perform to Qasir um el-Heeran with freight (No. 82) and local passenger consists (No. 61). Nice pictures resulted. HSP 2-8-2 No. 71, reported "being re-tubed" by another Tour, had only experienced repairs to the boiler barrel, and shortly after the final runpasts returning from Mafraq, expired with injector problems on the edge of the Zerqa Military Area. Jung 2-8-2 No. 51 however was its usual powerful self, and provided excellent photo-runpasts from Qatana to Jiza, where in gathering darkness (after 20.00 in July) most of the Group preferred to travel by train all the way into Amman. Finally RSH 2-8-2 No. 23 did not manage to perform as desired in the Amman Station area, once more experiencing problems with boiler tubes. One other matter of note : despite

having worked with the same locomotive crew and train staff over several years, it was necessary to start all over again in training them to perform runpasts in the hearty TEFS fashion, which ensures excellent photographic results. It seems another Tour had allowed them to do as they pleased, rather than endeavouring to please the foreign enthusiasts. Visiting Aqaba this time enabled us to explore the Potash Railway Workshops, though usually-friendly Ma'an provided a hostile welcome - Management told us the behaviour of another Tour had made them decide that visits by foreign enthusiasts were not a good idea. However, for old friends TEFS.....

In Syria, Hartmann 2-8-0 No. 91 was on Dera'a Depot with Borsig 2-8-0 No. 161 and Jung 2-6-0T+T No. 61. No. 161 pulled us to Muzeirib, ran round and then propelled to the first tunnel (from Dera'a) in the Yarmuk Gorge. In wonderful evening light, the train disappeared completely into the tunnel, which had been specially cleared of debris and several lengths of rail replaced/relaid, reappearing as the Group pranced like mountain goats around the hillside on both sides of the Gorge. As usual, a very good Arab meal followed at the Bosra Cham Palace Hotel, where Staff really make their Guests welcome. Next morning No. 161 again went into the tunnel for further spectacular emergences, with the sun now coming from the other side.

Onwards to Damascus, No. 91 proved to be in fine form, until just before dark as we approached Der'ali, the right-hand pony truck spring collapsed entirely, with the other sustaining a major fracture and displacement. Fortunately we limped into Der'ali Station where our coach was placed in anticipation of us running out of light after many photo-runpasts along the way, so we were able to reach Damascus in time for a good wash and an excellent dinner - the first of many at our conveniently-placed Hotel.

To Serghaya, SLM 2-6-0T No. 755 performed magnificently, and being a weekday no problem with stone-throwers or parking on the track was experienced. A new snag arose when a Hartmann 2-8-2 was incorrectly lined up on the Cadem turntable, and bent several important parts - No. 91 complete with all plates deputised to Dera'a where No. 66 performed well in the Station area. Cadem Works Management were also not pleased with the visit of the other Tour, showing us how their treasured locomotives (in the dump !) had been disfigured by "terrible scratching of the metal"

In Lebanon, Rayak Workshops were open to us for the first time ! Not only the locos dumped in the undergrowth, but inside the Main Works building where several steam locos of both 1.05m and standard gauge were just as they were left when the workforce abandoned the place as the War reached them. Some locos need little attention to run again, especially the several G8 0-8-0, many having KPEV markings still visible. After an hour, we came to where the Syrian Army Secret Service had their HQ, so took our discretionary leave despite there being at least seven further steam locomotives in store within and beside this building.

The steam locos in Beirut have received a coat of paint, apparently for filming work, if only on one side in most cases, and look better for it. At the standard gauge Depot, a special free charter train for TEFS was run in the yard, maybe the first passenger train in the country for several years ! - and yes, we rode the cable car AND FUNICULAR at Jounieh, at our fourth attempt. There is a proposal to renovate several Lebanese lines.....

I left the Group in somewhat strange circumstances, one Station short of the Qatana Terminus, where the SLM 2-6-0T No. 755 had run perilously short of water. The pump on the tractor which brought a water trailer to the nearby level crossing soon failed, and

putting the whole caboodle on the platform to get the assistance of gravity produced only a minor trickle which was not even satisfying the locomotive's consumption. The local householders were being asked to lend large plastic containers to the Group so a bucket-chain could be formed, as I hitched a lift aboard a passing sewage truck to reach the taxi waiting for me at the Terminus to get me back to Damascus. I gather all worked out well in the end, and everyone had stories to dine out on for months after.

Already we've had several people asking for details of the TEFS 1999 Hedjaz Tour, but as you well know, July 1998 was the very last. We've had lots of fun with Hedjaz trips since 1979, seeing Jordan, Syria and then Lebanon too in all Seasons, all weathers and all political circumstances - even within 10 days of the Gulf War ending ! However, it is time for us to let it go, especially with the troubles now being generated not of our making, so we do not get "tarred with the same brush". Sad to leave so many old friends behind (you could say we have grown old together!), and already advertisements are appearing from other Operators, so I'm sure you'll find what you seek elsewhere if you want to experience something very much out of the ordinary. However, how the 'Arab Buggeration Factor' will be coped with by these other folks, especially when the 'Big White Sahib' attitude goes to the fore, should make for exciting times.....!"

Truly the end of an era. For those readers who do not understand Bill's delicate term "B.A.F.", this is the way he has described the version of "Sod's Law" whereby things that don't need to go wrong nevertheless proceed to go wrong, at the most inconvenient times and places, during any such trip into "foreign parts". And Bill has always been adamant that there is a way of dealing with people, and a way of not dealing with people, and he is concerned that not everyone in the railway world seems to understand this difference.

The Editor, alas, never managed to get to one of these trips, but they have been a major source of information on these countries over recent years. Thanks, TEFS.

d). More Notes. For completeness, there are several references in "Continental Railway Journal" No. 115 (Autumn 1998) and No. 116, (Winter 1998/9), to visits to these countries in "July 1998". It is not totally clear whether the information in the latter was gained on the TEFS trip or on what Bill refers to darkly as "another tour", but the entries are reproduced (almost) in full here, for the record. The Notes in 115 are based on a trip by LCGB (Locomotive Club of Great Britain) in April. The Lebanese notes in No. 116 are to some extent later.

Issue 115, p. 275. Jordan

"Steam locos used for LCGB specials from Amman to El Qasir on various dates in mid-April were 2-8-2 51 in reasonable order, 2-6-2T 61 (really 63 - see CRJ 109, p. 583) and Pacific 82, both ailing. Also steamed was 2-8-2 23, but it blew a tube and was not used. Two locos are reputed to be preserved at Muetta University, near Kerak, about 80km. south of Amman: 2-8-2's 52 and 73. The location of preserved 2-6-2T 61 is now quoted as Al Beit (rather than Al Arbeit) University, 35 km. east of Amman. However, if the University is at Mafraq as stated in CRJ 109, this is 50km. north-east of the capital. Some parts of Pacific 83, reported to be dismantled, were seen at Jiza, 25km., south of Amman."

Issue 116, p. 336. Jordan

"In mid-July 1998 Pacific 82 and 2-6-2T 61 (actually 63) were used on photographic charters from Amman south to Qasir. Both locos were in poor condition, and A1A-A1A DE 40212 was used as a pilot between run-pasts and on the return workings to Amman. Mikado 71 was used on a charter from Amman north to Mafraq, with diesel 40213 acting as pilot from Zerqa to Amman on the

return trip, and Mikado 51 worked a charter from Qatana to Amman with 40212 piloting from Jiza. Mikado 23 was unable to raise sufficient steam for demonstration shunting at Amman station. Pacific 81/5 (the latter previously reported stored at Ma'an) and 2-8-2's 53 and 72 were all stored at Amman shed. Mikados 21/22 and 2-6-2T 62 remain dumped in a disconnected siding north of Amman.

On 19th. July, 40213 worked an Amman to Damascus freight as a positioning working for the Damascus to Amman international train. The 08.00 Amman to Damascus international mixed train, which included four coaches for children detached at Mafraq, was worked by 40212, and the same loco returned the schools charter to Amman in the late afternoon.

On the Aqaba Railway Corporation, A1A-A1A DE 40209 was acting as shunter at the ARC wagon workshops at Ma'an. The six CEM Bo-Bo DE locos remained dumped in sidings at the old Hedjaz Railway station. Several double-headed trains were seen on the ARC, locos observed working being Co-Co DE 304, 310, 314, 315, 410, 412. On 22nd. July locos at Aqaba diesel depot included 310, 315, 316, 955 and 956. The remains of several accident-damaged locos were still present."

Issue 115, p.277. Syria

"Steam locos used on specials for an LCGB party in mid-April 1998 were Hartmann 2-8-0 91, Borsig 2-8-0 162, Hartmann 2-8-2 260, SLM 2-6-0T 755 and SLM 0-6-2T 805. The last-named was used on a Friday special from Damascus to Serghaya, which was followed by 755 on a public train, involving some rather permissive working ! ... In Cadem Works were 2-8-2 262 and 2-6-0T 754, but there was no sign of any action to restore a Mallet tank to working order. At Dera'a, Jung 2-6-0T+T was steamed to perform some brief shunting and pose alongside Hedjaz-Jordan Railway 2-8-2 51. Of the diesel locos,

A-300 was in use, A-301 under repair. AV-400 had suffered accident damage, AV-401 was in use, and AV-402 appeared to be serviceable. One of the Schömas was working, just; the other was under repair."

Issue 116, p. 338. Syria:

"In mid-July 1998, 2-8-0 162 was used on charters from Dera'a to the tunnel in the Yarmuk Gorge and to Muzeirib Lakeside, and 2-8-0 91 worked a charter from Dera'a to Deir Ali and Damascus, returning to Dera'a several days later. Also 2-6-0T 755 worked charters from Damascus to Serghaya and Qatana. On Friday 31st. July this loco worked a service train on the Serghaya line, starting from Cadem.

Locos noted included: Dera'a: 2-6-0T+T 66 on shunting demonstrations, 2-8-0 161 stored inside shed; Muzeirib Lakeside: a 2-6-0T quoted as 60 on display; Damascus Hedjaz Station: Jung 2-6-0T No. 62 plinthed outside, 2-6-0T 751 on display inside; Cadem Works: 0-6-2T 805 under repair and 2-8-0 91, both inside; 2-8-2 260 derailed at the turntable while being shunted by a Schöma 4wDM and unable to work a charter on 31st. July; Dumped beside the traverser: 2-8-2's 259 & 263, 2-8-0's 90, 93, 106 & 160, 2-6-0T's 752, 753 & 754, 0-6-2T's 803 & 804, 0-6-0T's 34, 35 & 37, 0-4-4-2T's 961 & 962.

In the diesel workshop at Cadem were: AV-400 partly dismantled, AV-401, 402, the other Schöma and railcars R-11, R502. In the yard were A-300 and railcars R-12, R501, whilst R10, R-503 were in the old engine shed. On 27th. July, A-300 worked a Damascus - El Fijeh train, and A-301 performed on the same train on 30th. July."

p. 336, Lebanon

"A visitor to the derelict standard-gauge shed at Tripoli on 23rd. August 1998 found three locos inside the building and three outside (as reported in CRJ 84, p. 444). However, not all are G8 0-8-0's, one of those outside being numbered 21 and apparently of French

origin, so presumably one of the Cail 1906-built 0-8-0's. Two of the locos inside the shed are numbered 107 & 108, and are G8's, identities of the other three locos is not known, but it is thought that the third loco inside the shed is also a G8, and that the other two outside are a G8 and another Cail. The shed is about half a mile from the station, which is also derelict, but with a functioning tea-bar immediately adjacent to it !

Rayak: An unexpectedly successful visit was made in July 1998 to the shed and works at Rayak, escorted by a Syrian army officer and two armed soldiers ! In the workshop were 1.05m. gauge S class 0-10-0RT's 301 (on blocks) and 304, and standard gauge G8 0-8-0 104. Two unidentifiable rack tanks were in the roofless engine shed. At various locations in the yard were two more standard gauge 0-8-0's, G8 106 and Cail-built G class 34, and 1.05m. A-class 0-8-2RT's 32 & 35 and one quoted as 38, though a loco with this number is not known to have ever existed. Also seen were six unidentifiable 1.05m tank locos in the yard by the running shed, and an unidentified loco some distance away. Access was not permitted to the whole site, which is adjacent to an army camp. Anyone attempting to inspect the locos without authorisation would be clearly visible from army offices and a sentry post."

e). Yet Another Tour !!

Dorridge Travel of England have decided to enter this field, and (despite all Bill's warnings above !) I am happy to convey the following details to readers of "Harakevet" - further details and bookings (£75 deposit) direct from David Ibbotson at Dorridge Travel, please - 7, Station Approach, Dorridge, Solihull, B93 8JA, England; tel. (01564)- 776252, Fax: (01564) 770117.

The tour is scheduled to leave England on March 1st. 1999, led by Hugh Ballantyne (a well-known traveller and photographer). Provisional Itinerary on their advance publicity is as follows:

Sat. May 1st. Depart London Heathrow, Flight RJ112, 11.45; arrive Amman 18.30.

Sun. May 2nd. Charter 1. Goods train from Amman to Qasir and back (return is tender first), using loco No. 51.

Charter 2: Same again, to Qasir and return. The sun is at completely different angles, allowing variety of locations. Loco No. 71.

Overnight in Amman

Mon. May 3rd. At Station/Shed using No. 23 shunting in yard and station area for photos, Loco is not fit for line work, but an interesting class - same as YD type used in Burma/Pakistan/India.

Then by bus down main dual carriageway, about 104kms. to Qatrana.

Charter 3: Here board special passenger train back towards Amman. Loco facing north using train until sunset, then returning to hotel by the bus which should "shadow" the train. Loco No. 51.

Overnight in Amman

Tues. May 4th. Charter 4. Short local passenger train using No. 61 from Amman towards Qasir, going as far as the big 10-arch viaduct. After runpasts, leave the train here and board the bus for the journey to Syrian border etc. (Loco has no brakes !)

On arrival at Dera'a visit shed and pre-arrange old 2-6-0T+T No. 66 to be steamed for photos in yard area.

Charter 5: Passenger special from Dera'a to Bosra (one-way); loco 2-8-0 No. 91. Overnight in Bosra.

Wed. May 5. Early departure in bus direct to Dera'a (40 kms.)

Charter 6: Then as soon as possible depart with tender-first to Yarmuk Gorge area beyond Mezerib. After photos train reverses down new 2km., branch to local park, then back to Dera'a. Loco: 2-8-2 No. 263. Overnight in Damascus.

Thurs. May 6th. Bus transfer from hotel direct to Cadem Works in Damascus for works visit. Whilst making this visit have special passenger train of old 4-wheel coaches and Fourgon, leave Damascus to Fijeh (21 kms.) Party go in bus from Cadem after visit to join the train. Loco: 0-6-2T No. 805.

Fri. May 7th. Be at Kanawat station before departure of the FO weekly train to Serghaya which leaves at 08.00.

Charter 9: Special passenger train with old stock from Damascus to Serghaya and return. On return to Damascus by bus down main highway south to Bosra. (About 140 km.) Loco: 2-6-0T No. 755. Overnight in Bosra.

Sat. May 8th. Depart in bus from hotel at 07.30 direct to Dera'a, 40 kms.

Charter 10: Special passenger train from Dera'a to Bosra. After arrival of 2-8-0 No. 162 at Bosra, all of group transfer to bus for cross-border journey back to Jordan. Bus to Mafraq (about 80 kms.). Loco: No. 162.

Charter 11: Special passenger Mafraq to Amman, loco 4-6-2 No. 82. Overnight in

Amman.

Sun. May 9th. Charter 12 - optional, depending on demand - a morning one-way trip to the viaduct near Qasir, using either 61 or 71.

Then bus transfer to airport, for flight RJ 111 at 13.20, arrive Heathrow 16.45."

As will be seen, this is a trip aimed at photographers wanting action steam shots - the TEFS forays to Lebanon or down to Aqaba are omitted, and I have no way of telling how optimistic or realistic some of the scheduling may be ! But any reader interested should explore the possibility. Cost on a shared-room basis was to be £1598, plus single-room supplement of £172, and the programme was due to be reviewed at the end of Dec. 1998.

Just for the record, and for the benefit of new readers: "Harakevet" is totally independent and gets no favours from any tour operator (though we are always grateful when tour participants send us some photos) - the Editor's concern is merely to record and announce any information that may be relevant to readers interested in this part of the world.

42:9. Other Middle East Railways

a). Turkey.

(i): Electric Locos. "Eisenbahn Revue International" for 11/98, p.492, mentions that the TCDD has received only one tender in response to its second call for the delivery of 60 electric locomotives. This has come from Alsthom. The locos are due to be used on the routes Ankara - Haydarpassa, Istanbul - Kapikule and Iskenderum - Divrigi. (See 40:7(d)(ii).) The second call was mentioned in RGI for 7/98, p.445, thus: "TCDD has re-invited tenders by August 20 for the supply

of 60 electric locomotives..... An earlier invitation was cancelled after GEC, Alsthom and Adtranz had submitted bids." So two bidders dropped out and no new ones appeared ! There must be more to this story.....

(ii). TCDD Improved Services. Also according to RGI 7/98, p. 453, "TCDD has improved services between Ankara and Haydarpassa, with introduction of additional modern air-conditioned coaches built by Tülomsas. They now cover three return workings, the

'Baskent', 'Basari' and 'Fatij' expresses, which have been accelerated to cover the 567km. in 6 h. 30 min., 25 min., faster than the previous fastest."

(iii): Adana Trams. According to "Railway Gazette International" August 1998, p. 503, "The Turkish municipality of Adana has selected a consortium of Kennedy & Donkin Ltd. with civil engineers Kent Kur as client engineer to oversee construction of its first light rail line. The 13.5 km. route from 100 Yil to Yuregir will have 13 stations and a fleet of 13 three-car trainsets. The line is due to be completed in 2001."

(iv): Istanbul Metro. From the same source: "Istanbul Metropolitan Municipality was due to receive final bids by July 30 for construction of the 2.5 km. Unkapanai - Yenikapi section of its heavy metro line. Eight bids have been submitted for the Taksim - Unkapani section including the Golden Horn bridge; low bidder on this section is a consortium of Yüksel, Guris, Basyacizioglu and Reha, at US\$ 79.3M." (See 40:7(d)(iii).)

RGI 11/98, p.754 added: "Bids are to be invited shortly for construction of the 7.5km. branch from Otogar to Mahmutbey, following the shortlisting of five consortia by Istanbul Metropolitan Municipality. The five are : Adtranz, ABB and Yapi Merkezi; Gülermak, Taylor Woodrow and Drake & Scull; Ceylan and Necso of Spain; Enka, Caravan Ltd. and SNC Lacvalin; and Yüksel, Guris and Ansaldo.

The Municipality was also expecting to invite bids in October for the long-planned 1.8km. extension from Yenibosna to the World Trade Centre and airport. Costed at US\$30M, the line is due to be completed within a year. Meanwhile, work is progressing on the city's heavy metro line, following the official launch of tracklaying between Taksim and 4-Levent by Mayor Recep Tayyip Erdogan at the end of August. Yüksel, Guris, Basyacizioglu and Reha have submitted the

lowest bid of the 10 consortia [note - now up from 8 !] tendering for construction of the 2.5 km. third phase between Unkapani and Yenikapi. The municipality has also announced plans to start work next year on a 3.2 km. northern extension from 4-Levent to Ayazaga, costed at US\$ 175M."

(v): Bursa Trams. And also: "The 'foundation stone' for the 21km. light rail network in the Turkish city of Bursa was laid on July 8, in the presence of Prime Minister Mesut Yilmaz. The start of work followed the signing of the final DM 297M loan agreement with Germany's Kreditanstalt für Wiederaufbau, Commerzbank and three local banks to fund the contract awarded to a Siemens-led consortium last year." (refs. to RGI 3/97, p. 41.)

(vi): Camlik Railway Museum. From "C.R.J." 116, p. 339: "By 21st. Aug. 1998. 2-8-2 No. 46059 had been transferred to Usak, along with 2-10-0's No. 56508 & 56516 which had stopped off at Camlik in transit to Usak. Sister engine No. 56548, which had also been temporarily at Camlik, had disappeared and its whereabouts are not known. Entrance fee to the museum is now 200,000 TL, (£0.44) - still excellent value !

(vii). Steam Activity. Also from CRJ: The boiler of 'Skyliner' 2-10-0 No. 56359 was retubed, and the loco had been outshopped by March 1998. At least one special train had been worked by this loco by late May - an official trip out of Ankara with the loco bedecked with garlands of leaves and flowers, possibly to celebrate completion of the overhaul."

b). Iran.

(i): Danish Second-Hand. In "Today's Railways" December 1998, p. 29, in an article on Danish diesel locos, is the statement that "DSB tried to sell some (MZ) locos to Iran, but this deal fell through." (See 39:15g(i)).

(ii). French Second-Hand. Also, on p. 48 - "End of RTG Sets", "Reports from France say that, of the 23 Class T 2000 RTG gas turbine

sets withdrawn from Caen depot after electrification of the Paris-Cherbourg line, 1 will go to the Mulhouse museum, 12 sold to Iran, and 10 cut up."

(iii). Wagon Exports. Wagon Pars has signed a deal with Sudan Railways to supply 250 covered, 200 open and 50 container wagons, and 600 bogies. The contract is worth US\$ 32M. (Source: RGI 8/98, p. 544.)

"Fahrplancenter News" No. 28 (Sept. 1998) p.32 also notes that other exports from Wagon Pars include 66 2nd. class passenger coaches to Bangladesh and the 112 oil tank wagons to Syria.

(iv). Diesel Locos. RGI 8/98, p.515 indicates that the hundred Type AD43C Co-Co diesel locos ordered from Alstom's Belfort factory will weight 120 tonnes, have a maximum speed of 140 km/h. a nominal power rating of 3,915 hp., a continuous tractive effort of 412 kN at 19 km/h, with a 16-cylinder 16RK215T engine rated at 4,300 hp. (See 40:7:b(ii)).

(v). Chinese Takeaway. According to C.R.J. 116, p. 332, "The batch of 140 km/h., 3200 kW, Bo-Bo SSs-type electric locos built for the Teheran Metro appear to be numbered in the TM 1001 series. Their livery is white and two-tone blue, and they are thought to be the very first electric locomotives to be exported from China." (See 39:15(g)).

c). Egypt.

A "Traveller's Tale" from Hans-Henrik Lansvig, a Danish journalist working in the Middle East -

"I went to Alexandria to see the former Copenhagen trams which are running there. There are 90 left of the 99 that the Egyptians bought when the Copenhagen system was closed down in the beginning of the 1970's. I took my American-born photographer for a ride in one of them and she had clearly never seen anything like this. But she admitted that the riding qualities are still fine and

that she had had more uncomfortable rides in a modern bus. The signs saying "No Smoking" and "Please Move Forward in the Car" in Danish are still in place.

In Cairo she almost got us arrested when she took some photos in the Metro - as she went in the front carriages, which are reserved for women, to get some shots of faces and veils. The local authorities did not like that idea....."

d). Syria.

(i): Wagons. From "R.G.I." 8/98, p. 544: "Syrian Railways was due to take delivery of 112 oil tank wagons from Wagon Pars of Iran last month, having exercised an option in its order for 447 vehicles. (RGI 3/98, p. 147.)"

(ii). New Locos. From "R.G.I." 8/98, p. 515, the thirty AD32C Co-Co diesel locos ordered from Alstom will weigh 120 tonnes, have a maximum speed of 120 km/h., a nominal power rating of 2,940 hp., a continuous tractive effort of 350 kN at 16 km/h., and will be powered by a 12-cylinder 12 RK 215T engine with UIC rated output of 3,220 hp. (See 40:7(a)(i).)

(iii). Service Changes. "CRJ" No. 115, p. 277, reports: "As a result of growing freight traffic, long-distance passenger services have been further reduced. Only two trains now run daily from Damascus, one to Al Ladhqiyyah (Latakia), the other to Halab (Aleppo). On both routes, the train to the capital runs overnight, returning in the afternoon. The Halab - Damascus and Halab - Al Qamishli trains are now the only ones in Syria to carry a dining car, and the latter is the only one with a sleeper."

e). Yemen.

No, there are no railways in Yemen, but further to the mention of loco remains in 34:5(d) in November 1985, (and described also in C.R.J. No. 80), Andy Wilson was able to visit Ras Kathib in April 1998; the loco chassis is still there, "but I was unable to get right up

to the loco remains because it is at the edge of a guarded military area and the sentry on duty absolutely refused to let me go the last 20 metres. Quite frustrating when I had just walked for more than two hours from Hodeidah. There are also some very corroded 105 cm. gauge wheelsets in the war museum at Sana'a which are labelled as having come from the line used to transport goods from the port of Hodeidah - I think these are the wagon wheels which appear in Philip Ashforth's photographs of the loco chassis."

Andy must deserve some sort of Enthusiasm Award for walking so far in the heat to get so near and yet so far to a rusting chassis..... He has just completed a 4,000 word Arabic academic dissertation on the railway project in Yemen, and hopefully in the future we can publish some more of his information here. But - a plea for help. Does anyone have any information at all on Borsig locos 8060 and 8061, ordered by Decauville for Yemen ? If so - please contact the Editor, or Andy direct at 35, Holt Park Road, Leeds LS16 7QS, England.

f). Saudi Arabia.

Not "news", but "Trains Magazine" for Nov. 1996, pp. 104-106, had a brief "Reader's Letter" from Max Ephraim Jr., retired Chief Engineer of GM's Electro-Motive Division, on the EMD F7 type diesel locos. He notes that the FP7 locos constructed for the Saudi Arabian Railroad in August 1952 "had many features to cope with the severe sand conditions... [including] a high air intake, which reduced the sand load; there were four filter stages to protect the engine. These locomotives were a big success and replaced older wartime locomotives which wore out engines in as short as six months..... The Saudi 'F', on which Farr (a supplier) was involved in the design, had a fairly new Farr 'dirt buffering' grille."

g). Abu Dhabi.

From "Fahrplancenter News" No. 28 (Sept. 1998), p.32 (my translation): "A light tram-

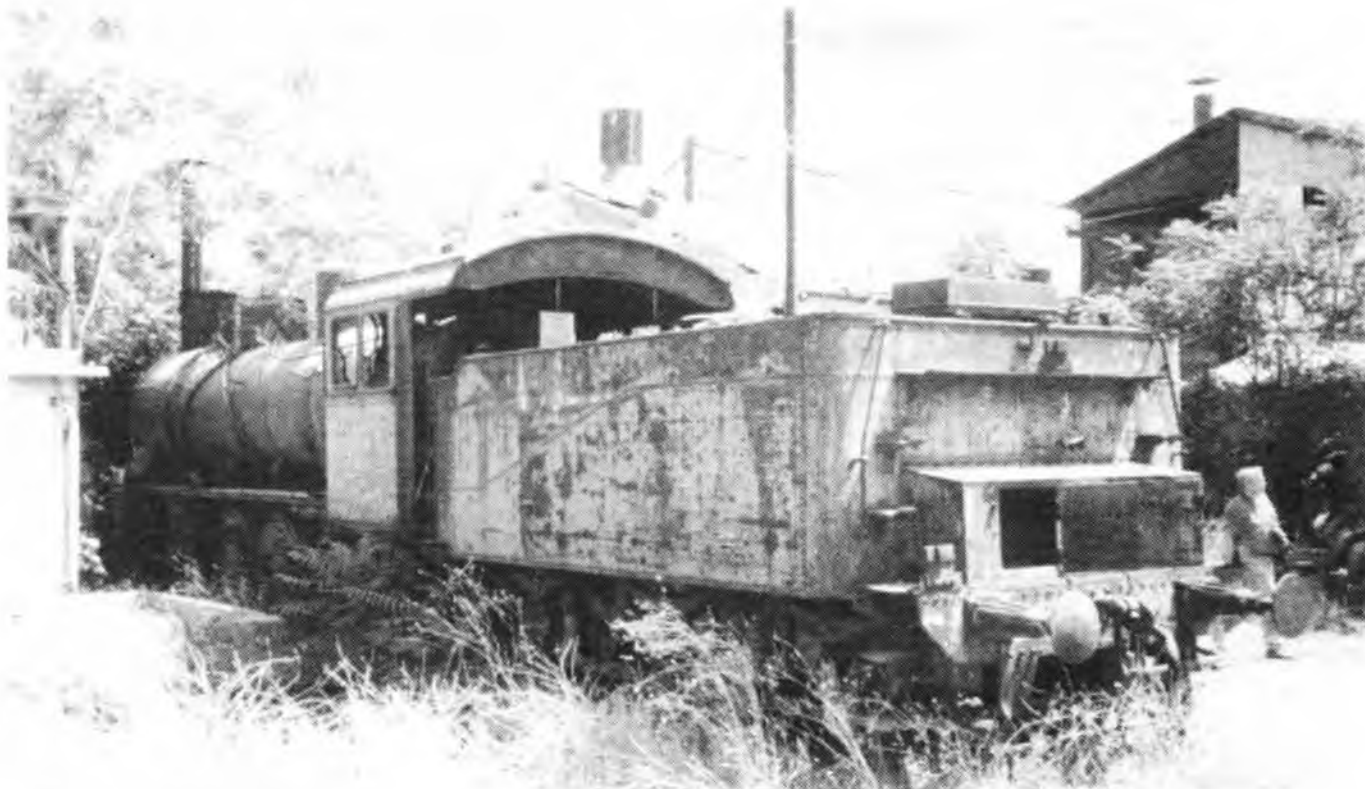
way network should soon serve the Emirate on the Persian Gulf. An initial stretch would be built within 5 - 6 years from the city centre to the airport, following which further lines to Bani Yas, Shahama, Rahba, Bahya and Nahil would follow. The investment for the entire network is estimated at 10 Billion Dinars, and it is hoped to find German contractors and investors for the project".

h). Jordan.

Progress on Amman Light Rail. From RGI 11/98, p.754: "October 30 is the deadline for expressions of interest in concessions to build and operate the proposed light rail network in the Jordanian capital Amman. The Transport Ministry says combined bids will be accepted, but the operating concessionaire does not have to offer to fund the construction costs beyond a regular payment for 'infrastructure provisions'.

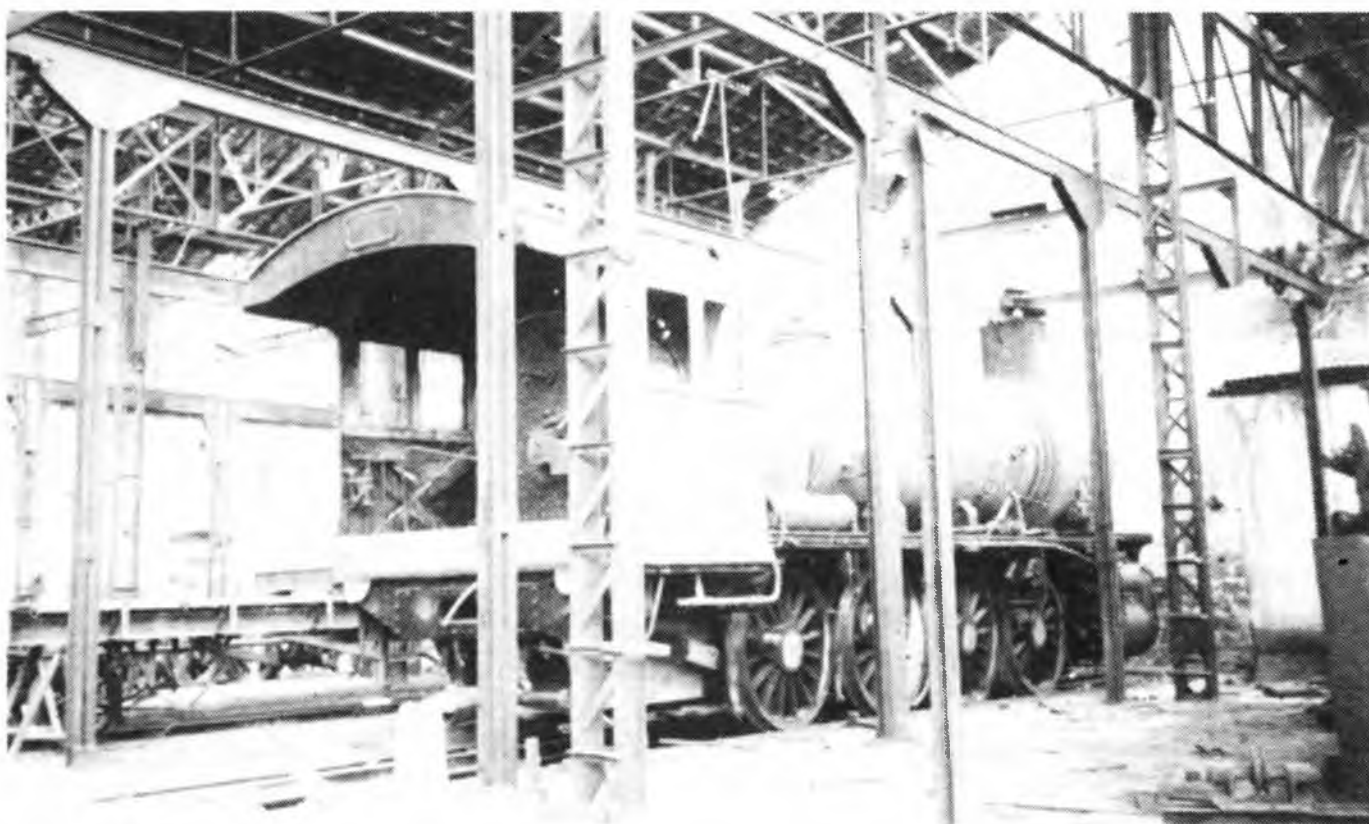
Costed at JD 28M, the 26km. network will be double-track throughout and of 1435mm. (standard) gauge. There will be 3km. of street running in the city centre and a 23km. interurban route from Al Mahattah in Amman to the satellite suburb of New Zerqa alongside the existing 1050mm. gauge Hedjaz Railway. Traffic is put at 40,000 passengers a day.

A shortlist of prequalified bidders is to be drawn up this month, following which formal tenders will be invited. The ministry is being advised by a consortium of JARTS and Padeco Corp of Japan with the local firm Consolidated Consultants."

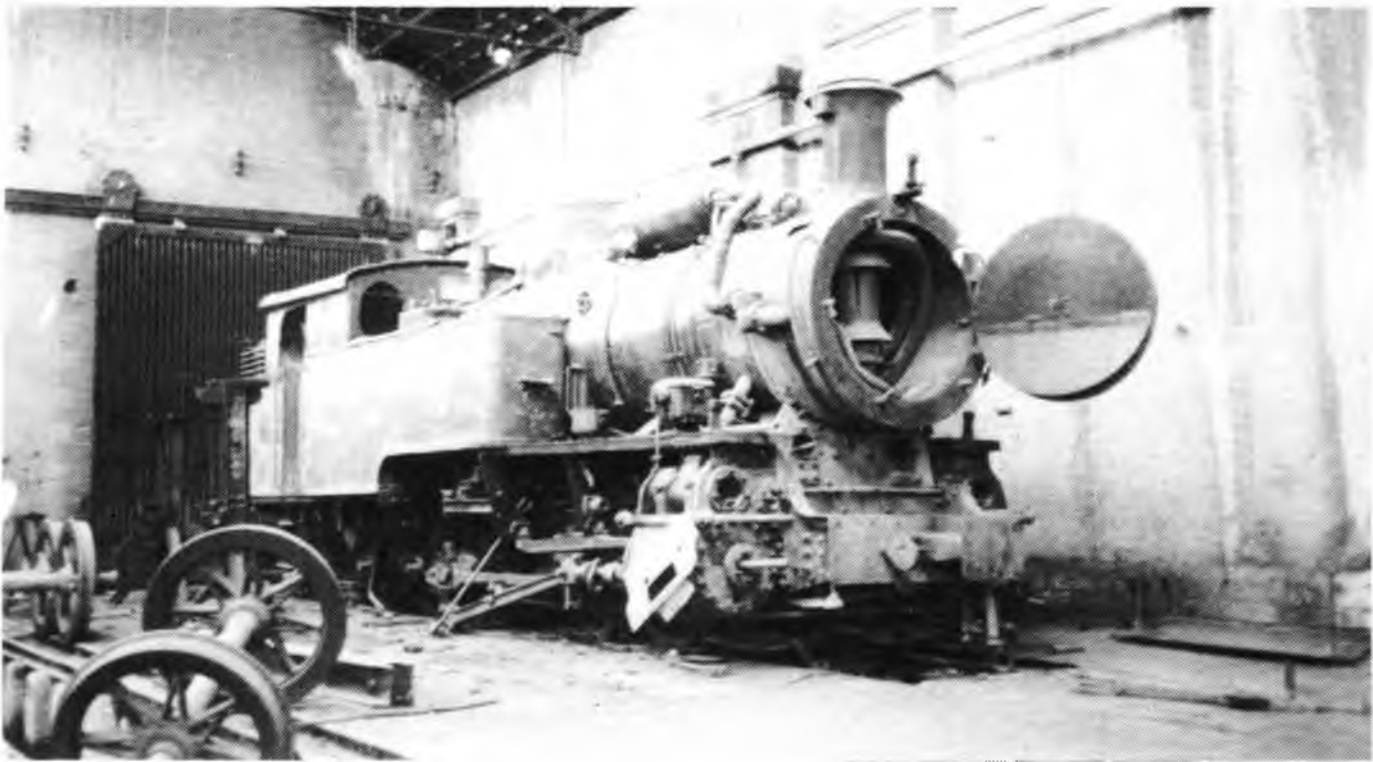


42:10:

At The former Rayak workshops - the veritable museum piece revealed at last to the outside world ! G8 0-8-0 No. 106 (Vulkan 2469/1909, formerly KEPV "Elberfeld 4890") stands mouldering in the yard. 28/7/98. (This and 49 sisters, having become French property following World War 1 reparations, were transferred by the French to Syria in 1939; see Hughes "Middle East Railways" Appendix (e), p. 119.)



CEL G8 0-8-0 No. 104 (Henschel 11233/1912, formerly KEPV "Halle 4834") stands in Rayak workshops, waiting patiently for its overhaul (interrupted many years ago) to be resumed.



DHP 0-10-ORT No. 304 (SLM 3124/1926) waits (almost complete) in Rayak Erecting Shop.
(All Photos: John Alexander. 28/7/98.)

42:11. Old News

Some Items relating to the Distant Past.

a). No Halo. From the „Jewish Chronicle“ of Oct. 23rd. 1998 comes this snippet from their issue “One Hundred Years Ago”, of October 26th. 1888:

A Railway Station in Jerusalem ! The very idea seems sufficient to destroy the halo of romance which, even in this matter-of-fact age, still attaches to the Holy City. But the idea is within measurable distance of becoming an actual reality, for we hear from Constantinople that an imperial irade (Edict) has sanctioned the concession for a railway between Jerusalem and the thriving port of Jaffa.....

There is reason to believe that, before many years are over, both passengers and goods

may be conveyed by the iron horse instead of, as at present, by means of coaches and other vehicles drawn by horses, a mode of locomotion that is in itself a vast improvement over the camel of a few years ago.”

b). Johannes Frutiger. Theo Pelz has sent an article from the “Gemeindebrief” of the “Evangelische Gemeinde, Erlöserkirche Jerusalem”, Mai/Juni 1997, which includes a contemporary report from Pastor Böttcher on the Opening of the Railway Service between Jaffa and Jerusalem on 26th. September 1892.....and a character assassination of Josef Navon. My translation.

Böttcher wrote: “Just how much effort and expense is required, in order to get permission to construct a railway in this part of Asiatic Turkey, is borne witness to by the grey hairs of the businessman Herr Johannes Frutiger in Jerusalem, a man still in his prime, who has paid with his health a high price for the joy of this day and for the rise in economic activity which we now expect as a consequence of the railway in the Holy Land.” Johannes Frutiger suffered from

Alzheimer's Disease; it had already begun to affect him before, in 1888, the permission to build was finally granted and construction could begin.

The founder of the Basel Pilgrim Mission, Christian Friedrich Spittler, had sent Johannes Frutiger from Basel to the Holy Land in 1858. Trained as a businessman, he was to work in Spittler's Jerusalem trading company. It was also thanks to Frutiger that the shop at the Jaffa Gate grew to become Palestine's biggest trading company. In Basel they lost the overall perspective on developments, and the Mission gave full responsibility to their "Brothers on the spot". In 1873 Frutiger took over first the banking department, and then eventually the whole business (Frutiger et Cie.) Contact with Basel remained good and close. Frutiger however became independent and became the biggest banker in Palestine; he occupied himself in Import and Export, financed the construction of several Christian, Moslem and Jewish businesses, as for example the erection of the current Jerusalem market quarter "Machaneh Yehuda", inasmuch as he purchased land, had houses built, and sold them to Jews, allowing them to pay in small monthly instalments.

Frutiger became the richest man in the country. The Templar Theodor Sandel built for him the house "Mahanayim", an impressive villa with 40 rooms, in the area north-west of the Damascus Gate. For many years the Israeli Ministry of Education has occupied the house, which was renovated in 1996. His most important contribution to the development of Palestine was, however, the construction of the first railway, between Jaffa and Jerusalem. Its purpose, according to the pious Frutiger, was to ease the journey for the pilgrims on their ascent from the coast to Jerusalem. However, a Swiss citizen (under the protection of the German Empire) could not acquire such a construction concession in Constantinople. So in 1887 he requested the Jewish businessman Josef Navon, a Turkish citizen, to travel to Con-

stantinople, where as a "strawman" he could manage to get the required permit. When Navon successfully returned to Jerusalem in 1888, Frutiger was already suffering from Alzheimer's, a situation which Navon knew how to exploit.

At that time it was not possible to understand the strange symptoms sufferers of this disease displayed. Frutiger felt simply weak and lacking in energy. The illness was kept secret. Soon he lost a clear view over his affairs. Frutiger certainly took part in the opening ceremonies of the railway, as Pastor Böttcher reports, but whether he really understood the significance of his achievement, we do not know. A little later his illness became more widely known, and his bank went into bankruptcy. In 1894 Frutiger was brought back to Basel, where he died in 1899. Navon continued to get the credit for being the "real initiator" - it was he, and not Frutiger, who was honoured with the naming of a street in Jerusalem by the station, and later a relative of Navon even became President of Israel. But that Josef Navon only worked on behalf of Frutiger is clear from the Father of Zionism Theodor Herzl, who wrote in his Diary that he wanted nothing to do with Navon. Frutiger is nevertheless largely forgotten....."

c). Selah Merrill. In 40:9 we reproduced an 1893 article from "Scribners" on the opening year of the Jaffa-Jerusalem line, written by one Selah Merrill. Sybil Ehrlich has sent an excerpt from Helga Dudman's 1982 book "Street People", a collection of biographical essays on the people whose names are represented on some of the Jerusalem, Haifa and Tel Aviv street signs, and on pp.83/4, in the item on Selma Lagerlöf, we find:

"Just before lunch, on a bright March day at the height of the 1900 tourist season, the American Consul in Jerusalem knocked on the door of a guest at the Grand New Hotel, the best in the Old City - and launched into an agitated warning.

"The American Colony is not a house for ladies to visit. It is a wicked place. You are deceived in what you see there. They pretend to be saintly. But you do not know what goes on at night. It ought not to bear the name of America. And Mrs. Spafford is the worst of all. She is a notorious free lover....."

The tourist toward whom these intriguing accusations were directed was the Swedish novelist, Selma Lagerlöf, who was to become the first woman to win the Nobel Prize for Literature. She was visiting the Holy Land with a Jewish friend Sophie Elkan, who was also a writer.

"They break up the marriage relation between men and their wives", the Consul, whose own wife was portly and comfortable, sputtered on. "They have group meetings, and afterwards men and women go together into dark rooms and have love affairs." It was quite a performance, considering that the ladies had never been properly introduced to the American Consul.

His name was Selah Merrill and he came from Andover, Massachusetts. He had a degree in theology, had taught Hebrew at Andover Academy and was a writer and an archaeologist. For nearly 20 years, during three tours of duty in Jerusalem, he had spent tremendous amounts of time and energy, and so also much of the American taxpayer's money, attacking the "American Colony", although, as he was always careful to make clear, he had never "degraded himself" by setting foot in the place.

The Colony was a strange messianic group that had come to Jerusalem in 1881. Their leader, Horatio Spafford, a Chicago lawyer, died in 1886, and his widow Anna, a mystical woman of great charm, intensified the peculiar way of life of the commune. Jerusalem missionary establishments bitterly opposed the group, which practised a form of early Christian communism which nobody on the outside understood. To the American

Consul and others, it seemed thrillingly likely that if property was held in common, so too were the women."

In 1896 the original American settlers were joined by two groups of Swedes, one from Chicago, the other from a village in Sweden. They had learned about the American Colony through a widely reported Chicago lawsuit over an inheritance, in which a central issue was the suitability of the Colony as a place for bringing up the two young heirs. The Colony emerged with its reputation vindicated and an increased following.

"They throw young girls in the way of men", Dr. Merrill went on. Then he made his big mistake. "Mrs. Spafford will not let you see the Swedes alone", he said. "She keeps them hypnotized."

Selma Lagerlöf knew that Swedish farmers were living at the Colony. That was why the place interested her from the time she first heard about it. In Sweden, she had learned about the wave of apocalyptic, messianic belief that swept entire villages. And now the American Consul was telling her that her countrymen were being held in bondage on a bizarre and depraved community! Miss Lagerlöf and Miss Elkan ate their lunch and decided to investigate the Colony as soon as possible.....

They visited the Colony several times during their three-week stay in Jerusalem to gather material for their books - instant journalism is not such a new invention as some people think - and they were completely charmed by Anna Spafford and her daughter Bertha. Two years later Selma Lagerlöf's best-seller "Jerusalem" was published, and translated into many languages. It is a melodrama which makes the Colony into a model for the conflict between the individual and the group, between fanaticism and benevolence, between human love and the love of God." But, in fact as well as fiction, the Colony can be seen as a model for the conflict between

America's official presence in Jerusalem and an unofficial idealistic transplant."

The "American Colony" normally appears as relevant for us only as a source for some early photographs. This brief account may help readers understand some more of the currents of life in 1890's Jerusalem !

d). First Israeli Train. In Paul Cotterell's book, p. 84, is a mention of the first IR services running from Haifa to Kiryat Motzkin and to Hadera - though a photo shows an "inaugural" working to Hadera on 4th. Jan. 1949. However, Yediot Aharonot for 4/5/48 reports: "The first train of the Jewish Train service (this was the temporary name of IR before 15/5/48) arrived this morning from Haifa to Hadera. A Hebrew flag was raised on the loco, and tens of Hadera residents crowded to in the station and welcomed the train. A party for the railway workers was held." (Thanks to Zvi Rechnitz.)

42:12. Notes and Comments

a). "Little Terezina." It is some time ago (9:7 & 10:25) that we discussed the origin of the name of the little goods tramway at Jaffa Port - the assumption (for new readers) being that it was based on the word "Draisine", a term used in Europe for a small trolley. In "Das Flugelrad", then the official magazine of the Deutsche Bundesbahn, 19th. year, Heft 11, Munich, Nov. 1964, p. 319, is a brief note (my translation): "About 150 years ago, Karl von Drais, a Forest Master from Baden, developed a primitive "walking machine", a two-wheeled vehicle which one could, with effort, propel forwards with one's legs - the forerunner of today's bicycles and mopeds. Once the first railways began operating in

Germany, Karl von Drais improved his invention, developing a light rail vehicle that could be easily operated, through hand-operated levers, on smooth rails. This vehicle was named the "Draisine", after its inventor, and remains so named, although it is no longer operated by hand action but by motors."

By pure coincidence, just before putting this issue (finally) to press, I received the "Continental Railway Journal" No. 116, and there on p.303 was a letter on the same subject from Günter Koch of Karlsruhe; his additional information is:

"The word is based on the name of a German inventor, Karl Freiherr Drais von Sauerbronn (a "Freiherr" being the German equivalent of a British Baron.), born 1785, deceased 1851 in Karlsruhe, and a district forest officer of the then-Grand-Dukedom Baden by profession. In 1813/4 he constructed a 4-wheel road vehicle which was moved by the person sitting (or more accurately half-standing) in it by propelling it with his feet. In 1817 he constructed a similar 2-wheel vehicle, the driver half-standing on its wooden frame and again propelling it with his feet, considered to be the forerunner of the bicycle. Both types of vehicle were called "Draisine" in German and later, when railways had come into being, the same term was used for small rail vehicles moved by human muscle power. This spread into other languages, this becoming an international expression. It was even retained when, still later, these vehicles were equipped with internal combustion motors."

b). Re: Double-deck Railcars. Samuel Rachdi of the "Fahrplancenter" writes that the Chinese Railways operate a high-speed (140 km/h). double-deck railcar in long-distance services, and intend to build further examples. In such a crowded country and system as China such a vehicle makes sense, as the full length of the platform can be used, without wasting space with one or two locos. In Sydney, Australia, there are several genera-

tions of double-deck e.m.u.'s in use, the latest being the "Tangara" series, which can operate with up to 12 coaches coupled.

Samuel also queries whether Tel Aviv really needs double-deck stock, specially-developed - a better (and cheaper) way to increase capacity would be a phased expansion of track capacity through further loops and then doubling, combined initially with diesel single-deck railcars (as is currently happening), and only move on to electrified double-deck stock when the capacity and the traffic warrant it.

c). Holocaust Memorials. Further to my enquiry in 41:7(j), I received a very helpful response from Reinhard Dietrich concerning the existence of a van at Neuengamme, south-east of Hamburg. [When I visited this former concentration camp in 1973 it was still in use as an Open Prison, and there had recently been a scandal in the local papers concerning the discovery of some human bones near the surface of one of the recreation areas. Ed.]

At Neuengamme is van "Kassel 37723 G", further information from the KZ-Gedenkstätte being: "Floor area 21.3 sq. m., weight 10,300 kg., load 15,000 kg."

At the Berlin Museum für Verkehr und Technik is a display area in one of the former roundhouses, with a class 52 2-10-0 (52-4966 of 1944) and a G10 type van. The van is - apparently deliberately - without any identification mark or number, although it bears several photographs as part of the display on the role of the Reichsbahn in the extermination policies of the time. The official museum catalogue "Züge, Loks und Leute", p. 164 states that: "This nameless closed goods van of the German railways stands here as a symbol for the wagons in which, between 1941 and 1944, many European Jews were brought from their homes to the German extermination camps. Often more than a hundred people were kept for several days

in a wagon of this type on their way to their deaths. Older and weaker people often died during the terrible transport in the goods wagons. The Deutsche Reichsbahn had more than a hundred thousand closed vans of this type and its similar partners. Their normal freight was crates and cattle. For the deportation of the Jews from the occupied countries of Europe, many foreign wagons were also used..... The wagons of this type were constructed from around 1890 and remained in service until around 1970. Many vans were then used as storage or used for other railway purposes, the majority were scrapped. The van displayed here stood around for years after withdrawal and had gradually become semi-derelict. A restoration of this item is not planned."

d). Old Maps. Richard Bowen recalls seeing, in the museum at Amman, a map of the area. "This contains many railways and older spellings. I tried to date it, but the museum was about to shut and the curator wanted to talk about something else, and he did not have the normally accepted facts about the railways depicted. This was before there was a dialogue between Israel and Jordan. Now that the political climate has changed, another study of the map by experts might be productive..."

e). Koshers Conversions. In 37:15 I described a little of the transport of PR Baldwin 4-6-0's to Armstrong Whitworth's works in Newcastle for conversion into 4-6-2T's. From Geoffrey Horsman of Leeds comes the following analysis of the possibilities, based on a lifetime's work in the British locomotive-building industry:

"There was a crane gantry at Scotswood Works which reached out over the Tyne from the north bank of the river. I believe it has now gone but it certainly was still there when I saw it in 1977. It was constructed for the shipment of two hundred 2-8-0 locomotives built under AW order No. E19 that was finally completed in 1922. A contemporary

"Railway Gazette" article mentions that there were no wharves at Scotswood to accommodate a ship of even medium size. The solution was to load the locomotives by the overhead crane on the gantry onto a float positioned underneath, tow the float downriver to Armstrong Whitworth's Elswick Works where they could be lifted onto the jetty by the dockside crane. The ship could then come alongside the jetty for the locomotive to be lifted on board for shipment to Antwerp.

In the case of the Palestine Railway 4-6-0's sent for repair and some for repair and conversion to 4-6-2T's, I think they would have been unloaded from the ship at Elswick and then transferred to the float for the remainder of the journey up the river to the Scotswood works.

While the engines were of standard gauge, I think that it would be unlikely that they could have been hauled over L.N.E.R. rails from Elswick to Scotswood and vice versa on the first stage of their journey back to Palestine. At 10' 6" wide over footplates the conversions, and probably the 4-6-0's, would be out of the loading gauge and may also have exceeded 13' 3" in height, which seems to have been about the maximum for the L.N.E.R. Even if the locomotives had met the loading gauge requirements, each engine would have had to be examined by a Railway Company Inspector for mechanical condition including tyre wear. So it does seem that, apart from being lowered onto rails on the jetty at Elswick before transfer to the float, the whole journey from Port Said to Scotswood was by water.

Last year I spoke to someone now aged over 90 who had worked for Armstrong Whitworth and he could recall seeing one of the 4-6-0's in the Works yard at Scotswood. Unfortunately he didn't actually see it arrive or depart, as shortly after seeing it he was transferred to the Elswick Works."

f). On 38:12, "Hicaz Demiryolu". Andy Wilson has a copy of this book, and comments - "This is a historical researcher's book, not one written from a railfan's point of view. There is clearly much more to be got from it, once my Turkish has progressed. The photographs are mainly Ottoman "official" and a number of them have been published by Turret and others, but there are some very interesting ones which I have not seen, including one of the HR Haifa branch showing the track laid on wooden sleepers of standard gauge length - the photo is not entirely clear but I cannot see any spike holes or other signs that the gauge had been altered. Unfortunately the photos are not reproduced very well. The London supplier is Mega Press, 106, Green Lanes, London N16 9EH, tel. 0171-923-1485, price £12.00 plus £5.50 post etc."

g). On 39:15(c): HBT Track. Andy Wilson writes: "Yes, most of the HBT north of Beirut is laid with the twin concrete block sleepers mentioned by Ellis (cf. photo in Harakevet 33, p. 14). There are some lengths of this track south of Beirut as well, though most of the surviving sections in that direction are the original chaired bullhead track on wood sleepers."

h). On 39:15(e), "Les Chemins de Fer de la France d'Outre Mer". Andy has Volumes 1 and 23 of this work, dealing respectively with Vietnam/Cambodia/Yunnan and Algeria/Tunis/Morocco, and keenly awaits a volume dealing with the Middle East - though there is as yet no news of such a volume. "These books are very good but they deal almost exclusively with the French period, which is a bit frustrating."

i). On 40:8, Dutch Exports to Egypt. From Andy: "The firm of W. Hart & Co. of Cairo was an agent, not the ultimate user of the loco. Hart was also the agent for Motor Rail industrial locomotives in Egypt. The Egyptian sugar industry certainly imported a number of new steam and diesel locomotives."

tives around 1948, from Britain, the USA and Canada, both 60cm. and standard gauge, so it could well have been the destination of DuCroo and Brauns No. 387. However, there are a number of cement factories south of Cairo, particularly near Helwan, which have previously used narrow-gauge railways from their quarries and from wharfs on the Nile - now all replaced by conveyor belts."

j). On 41:7(d). Egyptian Passengers. "Further to Alan Clothier's remark about crush loading of the old Cairo-Helwan EMU's, I certainly recall seeing roof riders "under the wires" in the 1980-81 period. I think this way of riding ceased with the introduction of the present style of train which has a smoother roof profile offering no easy grips."

k). On 41:11(a) - Turkey. Andy notes: There is something odd about the sums of money quoted if Lire means Turkish Pounds; Recently 1 Million TL was worth about £4.

l). Misspelling. On 35:18 etc. - LHB = "Linke-Hofmann-Busch", which has only one 'f'. (A correction from David Bowen.)

m). Cyprus Notes. David Bowen sent some notes on railways in Cyprus relating to his visits in 1970 and 1989, and these were published in 28:14 and 33:18. Now he has had some correspondence with other visitors, and remarks that, in summary, nothing runs on the island now; the Cyprus Mines Operation is left as it stood on the day war broke out and is now straddling the dividing line; at Kokkinoros one of the O&K locos was found in a shed. The Hellenic Mines operation had finished by 1989, and nothing much seems to have changed since then.

n). Syrian and Turkish Origins ? In the "Automne 1998" "Informations" of the A.H.I.C.F. (Association pour l'histoire des chemins de fer en France), contact 19, Rue d'Amsterdam, 75008 Paris. or e-mail <ahicf@hol.fr>, p. 10, I noted the following recent thesis listed among "recent works":

"Guillaume Charloux: "Paul Gaudin, 1858-1921", mémoire de l'Ecole du Louvre. "Le constructeur des chemins de fer Smyrne-Kassabe (Turquie) et Amidie-Hedjab (Syrie) de 1895 à 1921 fut l'un des plus importants pourvoyeurs du Musée du Louvre en objets d'art islamique et témoignages archologiques du Moyen-Orient."

The implication is that this engineer left his collection of Middle East relics to the Louvre on his death, aged 63, after working on some important lines. Does anyone have further information ?

42:13.

OBITUARIES

With sadness we note the passing of two people who have helped "Harakevet" over the years :

Hugh Hughes, author of "Middle East Railways", and also an acknowledged expert on Indian railways, passed away in Auckland, New Zealand, in October 1998. I only met him once, at a Continental Railway Circle meeting in London around 1982, before he emigrated to New Zealand, and had the impression of a meticulous and enthusiastic man. Certainly he had more patience than most in trying to unravel complex locomotive histories. In correspondence he was friendly and helpful, and had made extensive notes even during wartime journeys, which he was willing to share.

John Price (better known in railway and tramway circles as J. H. Price) also died on 15th. October 1998, in Peterbor-

ough - he had suffered for many years from Parkinson's Disease. John worked for Cooks Continental (or International) Timetables for many years, was well known as a major figure in the Light Railway and Tramway League (LRTL), his name appeared over all sorts of articles and news items, and he built up a vast archive of snippets of information on railway and other systems all over the world. On one occasion during our correspondence he intimated to me that his health was declining to the extent that he could no longer maintain his archive, and offered the relevant files and envelopes to me for safe keeping - an incredibly generous gesture. My life at the time was sufficiently complex that the best time we could arrange to meet was between two Kings Cross - Leeds trains, on Peterborough station plat-

form, and so we did, and this short, already shuffling man handed over to a virtual stranger several bags containing newspaper cuttings, timetables, magazine articles and street maps covering Iraq, Iran, Turkey, Jordan, Egypt etc., representing years of his work. It took me a long while even to sort out the amount of material into box files, but in his memory (and posthumous honour) I should like to urge all readers of Harakevet, and their friends, to do their best to ensure that their own collections of cuttings, scraps of paper etc. also find a good home (wherever that may be) in due course. History contains too many stories of personal collections being thrown out with the rest of the "rubbish" because this step was neglected.

42:14.

The Association for the Study of Travel in Egypt and the Near East

This new Association came to my attention recently, I sent them some information on "Harakevet" and this was published in their "Bulletin: Notes and Queries" No. 6 of October 1998. It is a mainly-academic association for those interested in exploring the Near East from the perspective not of archaeology but of travellers' tales, biographies, diaries and accounts. Obviously many of these accounts pre-date railways by several centuries, but equally obviously there is much overlap of interest in modern times. Their third Biennial Conference will be held at Cambridge, July 15-18th., 1999. A "Call for Papers" has been published - a request for submissions for topics by persons interested in making a 20-minute presentation on some theme. The Editor wonders whether the antics of Hedjaz Railway enthusiasts over the last twenty years would qualify for such an academic treatment !

Contact is: Lisa French, ASTENE, 26, Millington Road, Cambridge CB3 9HP, fax: 00+44-1223-353056, e-mail: LISACAMB@aol.com

42:15.

Old War Department Rolling Stock

Another snippet, from the "Bulletin" (Vol. 8 No. 6, Nov./Dec. 1998) of the World War Two Railway Study Group, p. 8.160, in which Alan Blackburn lists all war-effort related contracts carried out at Southern Railway workshops. They included:

Order No. 1720, of 11/9/41, for Eastleigh Works to manufacture 1,000 13T open wagons (small bodies, five-planks high) for the Ministry of Supply for Persia. These were in fact completed in 10-11/41 (only two months !) at Ashford Works, in the form of sets of parts for shipping out.

Order No. 1722 of 13/9/41 was for conversion of two, later amended to four

LMS 8F 2-8-0s for the Ministry of Supply, at Eastleigh, presumably also for over-seas (i.e. Middle East) service.

Order No. 1831 of 19/12/41 was for 600 open goods wagons (five plank) to be built at Ashford for Ministry of Supply, Persia - supplied as sets of parts, presumably a follow-on for Order 1720.

Order 1852 of 23/12/41 was for twenty 25T goods brake vans, completed 3/42 and plated as built at Ashford, although possibly built also at Lancing and Eastleigh - some of these were shipped out for use on the HBT line.

42:16.

Another Lump of Coal

By Paul Cotterell

The following internal PR memo, from the Superintendent of the Line and sent to the Running Superintendent at Lydda on 3 July 1928, adds a little to my brief notes on the subject of fuel in 36:13.

"Subject:- Yorkshire Coal.

The Borsig wide spaced firebars were

tried and a considerable improvement effected in coal consumption, due to a more perfect state of combustion.

The difference in consumption of Welsh and Yorkshire coals is approximately 20% in favour of Welsh, and in view of this figure and the small difference in cost per ton does not allow of considera-

tion being given to the Yorkshire coals." While I cannot be dogmatic on the point, I tend to think that those Borsig wide spaced firebars were put into standard gauge locos for trial rather than those of the narrow gauge HR

engines. It appears from the wording of the memo that Yorkshire coal was being tried out in comparison with the already established Welsh coal supplied to PR.

42:17.

An Egyptian Monorail

By Paul Cotterell

"The Narrow Gauge" magazine no. 151 of Spring 1996 contains an interesting article by David Mander describing a catalogue of 'The Monorail Portable Railway' which was based on patents of a Monsieur Caillet. The article included three photos of the monorail system in use in France, but unfortunately did not reproduce "one view taken in Egypt".

It was noted in the article that "Messrs Guetin and Charvaut ordered a system for the construction of the Sanitary Station at Moise Wells, Suez in the spring of 1895 and used it to move excavated chalk. The system was supplied by the local agent, Monsieur E. Azmy Bey, us-

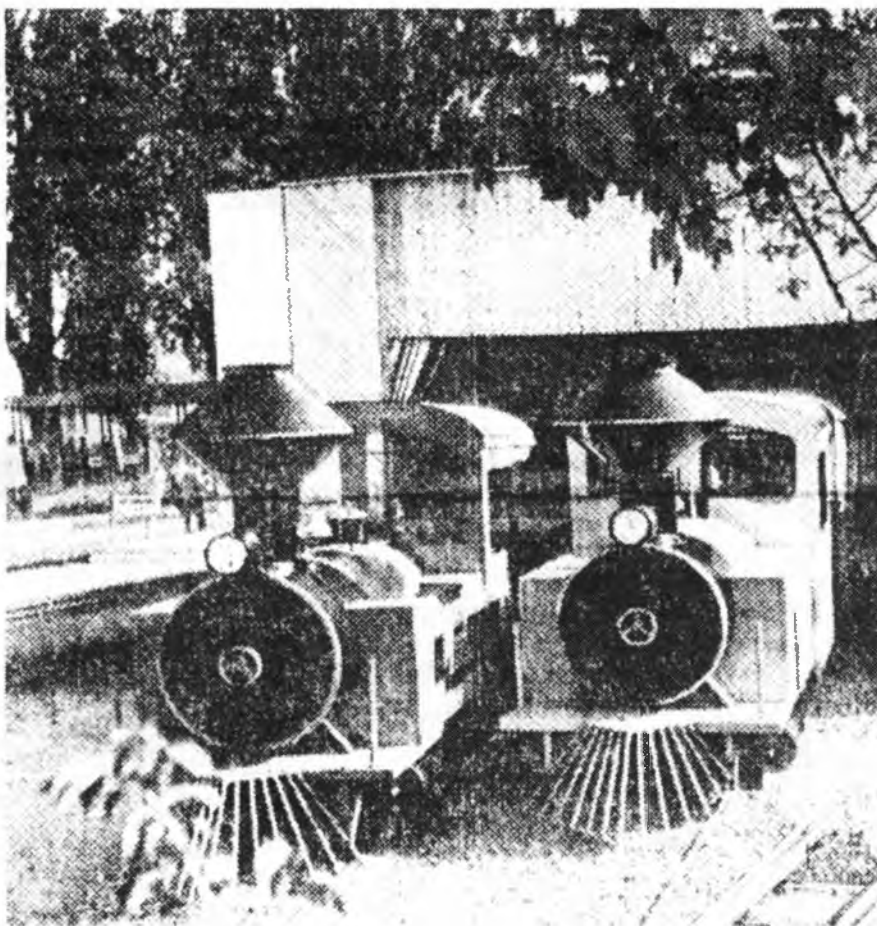
ing ten hand hauled cars. The line was left in place for at least two years and was doubled under the instruction of the Inspector General of Prisons in Egypt, Mr. Crookshank, in 1896."

Mose Wells seems to tally with Ain Musa (The Well or Spring of Moses) which was noted in 19:10 in connection with the WW1 military light railways along the Suez Canal and, as can be seen from the sketch map in 19:10, the place is not a million miles from Suez. The catalogue mentioned above is now deposited at the Corporation of London, Guildhall Library, Printed Books. Perhaps someone can go out of their way to track it down ?

42:18. Fun in Holon?

By Paul Cotterell

The accompanying newspaper clipping is from the "Jerusalem Post" of 3rd. June 1964. The fun-fair is reported as under construction at this date, but opening was only expected in nearly eighteen months in the future. Did this Tivoli/Disneyland/Bible Land actually open ?



Three narrow-gauge engines and carriages had been ordered, according to the journalist. The two locos seen here appear identical to that shown in 8:2, taken in the Yarkon Park in Tel Aviv. But our present photo was not taken in Israel since the engines intended for Holon were still only on order in June 1964. And what happened actually ? Did plans for the Holon fun-fair fall through, with the loco(s) going to Yarkon Park instead ? How many of these miniature locos arrived in Israel, and where are they/it now ?

"The opening date for the country's first permanent entertainment centre, now under construction here, has been set for autumn next year. Over IL 12m will be invested during the course of the next five years to ready all sections of the 200-dunam fair area, planned to become a Tivoli, Disneyland and Gan Israel and (an Israeli innovation) a scaled-down Bible land, all rolled into one.

The first pieces of equipment, three narrow-gauge railroad engines and carriages, have already been ordered. They will take visitors on a circuit of the fair area around the large lake in the centre of the grounds.

An animated scaled-down map of Israel - "Lot's Inn", a night-club, and floating rafts on the lake which can be hired complete with or without an orchestra for the night, are some of the highlights to be offered all year round except during two winter months of the year.

Most of the IL 1M required for the implementation of the first stage have already been raised, the Jerusalem Post was told. Subsequent stages call for the construction of an open-air swimming pool, "prehistoric zoo" and other attractions.

Attendance is expected to be one and a quarter million adults and children per

year. The centre, planned by architects Z. Bukofzer and J. Benn of Tel Aviv, gets assistance from the Holon Municipality."]

[Paul is right to query whether this "Jewassic Park" ever opened - it certainly has not reached my attention! David Bowen noticed the Yarkon Park line working in 1970. Ed.]

42:19.

THE ARAB REVOLT

From a biography of Glubb Pasha, by Trevor Royle, (pub. 1992 by Little, Brown), p.220f.:

"Because the Arab revolt had been put down with a severity which had alienated the bulk of the population, it was not surprising that its leaders in Damascus had decided to change tactics and looked eastwards for a new arena in which to take the battle back to Britain. The Mufti was also anxious to have Abdullah deposed and still held to the dream that a greater Arab Palestine could be carved out of the territory on both sides of the River Jordan. From a military and a political point of view it made sense, therefore, for his guerilla forces to turn their attention to the previously quiescent state of Transjordan.

Previously the main problem caused by the Arab revolt had come from the frequent incursions of Syrian 'volunteers' who had made their way into Palestine to carry out guerrilla raids before es-

caping once more back over the border. Now, it seemed to Glubb, they would turn their attention to Transjordan, using the remote northern area of the country as their main route. In the early stages of the Arab Revolt they had followed the old smuggling routes to the north and west of the Sea of Galilee, using pack-mules to carry their equipment and explosives and travelling by night to avoid detection. The construction of a huge wire fence along the Palestine frontier which marched with Syria prevented further penetration in 1937 but, nothing daunted, the rebels pushed further south to enter Palestine through the border with Transjordan. This was the area of the Yermouk [sic] valley and, as Glubb reported in March 1939, it was ideally suited to clandestine operations:

"Immediately opposite the Palestine frontier south of the Sea of Galilee, lies a system of very deep rocky canyons, running into the Jordan from the east, formed by the ravine of the Yermouk river and its tributaries. The ravine is on average about 1,500 feet deep with precipitous sides, in places almost vertical, and in others covered with undergrowth and strewn with boulders. The bed of this system of ravines has long contained a main depot for the despatch of men and stores to Palestine. Lying in Syria, the right bank of the Yermouk and its tributaries to Wadi Masoud and the Wadi Khalid, are yet within a few hours walk of Palestine.

The virtual closing of the north Palestine frontier by the wire fence has ren-

dered the Yermouk valley the principal base depot, firstly for stores, munitions and reinforcements for Palestine, and secondly for creating disorders in Transjordan. So open are the preparations carried on at the rebel base on the Yermouk that most of the men, stores, ammunition and rations arrive by train from Damascus, and are unloaded at Wadi Khalid station in the Yermouk valley." (Glubb: Monthly Report, March 1939, PRO, ref. CO 831/51/10.)".

This item at least casts a new light on the Haganah decision to blow up the Yarmouk Valley railway bridges in 1947 !

42:20. Excerpts from the "Palestine Post"

Jerusalem 1947

Transport Issues

Over a period of several years, as time allowed, the Editor has made trips to the National newspaper Library at Colindale, North London, and ploughed through the microfilm copies of the "Palestine Post" for several years. The following are taken from long-hand notes or, when it seemed worth the trouble and expense, photocopies ordered and made from these microfilms.

Some items are of direct relevance to Palestine Railways, but news items relating to road, air and port traffic have also been in-

cluded, as also a few items of background political interest to provide a context for these events. In addition the newspapers provided full accounts of court proceedings or political debates which are sometimes relevant to incidents on the line.

Part 2. April 23rd. to May 30th. 1947

Wed. 23/4/47. p.1. "Attack on Cairo-Haifa Railway Line. 8 Killed, 27 Wounded in Train Blast."

Rehovoth, Tuesday. "Blown up by an ambush attack launched from an orange grove, the 12-coach mixed military and civilian Cairo-Haifa train was derailed and wrecked near here this morning, killing eight and injuring at least 27 others, six of them seriously.

The dead are a British Army sergeant, four soldiers, Mamdouh Mohammed Ali Said, a customs guard, George Khoury, a porter, and three-year old Gilbert Balladi, who was returning to the Lebanon with his mother.

Troops on the train immediately sprayed the orange grove with fire, but there is nothing to show that anyone had been hit. About 100 men of the King's Royal Rifle Corps engaged in rescue work, and no-one is now believed to be trapped in the wreckage.

The locomotive, a mail truck and the first three coaches, filled with troops, passed safely over the mine which went off under a first-class coach, the seventh in the train. Two first-class coaches before, and a sleeping car and diner behind were derailed, while the next car telescoped into it, turning the interiors into a shambles.

A 20-foot section of up-ended steel rail stabbed through the bottom of one coach and rammed its way out at the end.

The disaster occurred shortly after 8 o'clock this morning at the approach to the Rehovoth Station as the train ran slowly along an embankment between low-lying orange groves. The attackers apparently fled between the trees to the Rehovoth-Yavneh road, where a vehicle is thought to have awaited them. Police dogs took the scent from footprints in the freshly-ploughed soil of the grove, but lost it at the roadside.

A unit of the Royal Army Medical Corps which arrived on the scene took the dead and injured from the wreckage and searched meticulously for further passengers possibly

trapped inside the tangle of wood and steel. By this afternoon they were satisfied that there were no more victims.

Gifts he was bringing from Egypt were piled on the khaki army stretcher on which lay the body of three-year-old Gilbert Balladi after the explosion. The gifts included a box of sweets, its white wrapper and gold seals still unsoiled and gleaming against the khaki. His mother, Mrs. Shaki Baladi, was still sponging his face after the crash when she discovered that he was dead. She screamed, and as the child's body was carried down the tracks on the stretcher she walked alongside, holding her son's lifeless hand.

Passengers walked to the Rehovoth Station about a mile away. The soldiers were then taken to a nearby camp, while civilians travelled to Jaffa in buses. The injured were carried in stretchers to ambulances and were transferred to military hospital.

Passengers Dazed

Many passengers were dazed by the shock of the explosion, and there was much confusion. Some claimed that shots had been fired at the train from the groves on both sides of the tracks, but this has not been confirmed. No cartridges were found. A relief train arrived at the scene two hours after the tragedy. The mail was removed and work gangs were brought to clear the tracks.

A railway official told The Palestine Post that service would be resumed at noon tomorrow. The locomotive and leading coaches were uncoupled this afternoon and steamed off. The rear coaches were left standing on the tracks.

The entire roof of the coach underneath which the charge exploded - half first-class and half second-class - was blown off, as were the walls at the rear end of the coach - the first-class half, an eye-witness reported. The coach was hurled from the track and came to rest with all its wheels in the air.

The front part in the dining car behind was not badly damaged but the sleeping car behind it rammed into the rear end of the diner, killing one man in the vestibule between the two and pinning the cook there. The child was killed in the sleeper. Several cars behind the sleeper telescoped into it, but the last four coaches were intact and stayed on the rails.

A goods train had passed the spot safely about 15 minutes before, and a squad of track walkers had been over the scene earlier in the morning. It was reported in Tel Aviv that the train had been blown up by the Stern Gang, which also carried out the attacks on Army camps in Nathanya and Rehovoth this week.

The two villagers from Abu Ghosh, who were detained following the escape of Geulah Cohen from the Jerusalem Military Hospital, had nothing to do with the escape, the Sternists are reported to have said."

p.3: "Triple Funeral held in Curfewed City." The triple funeral was held in Jerusalem yesterday of Moshe Barazani and Meir Feinstein, who committed suicide in the condemned cell at the Jerusalem Central Prison on Monday night shortly before they were to be hanged, and Abdul Mizrahi, who was shot and killed by a military patrol while with his young daughter the same night.

A tight military cordon was thrown around the cemetery on the Mount of Olives during the burials. In all, about 35 persons, including relatives, members of the Burial Society and the Press attended. All three were buried in a common grave near the victims of the 1929 and 1936 disorders....." [This item was printed in Part 1 but is repeated here in its context. Ed.]

Thursday 24/4/47

p.3. "Black Borders for Train Outrage." Hebrew Press on 'Stab in Back'"

"Headlining the report of the train outrage near Rehovot on Tuesday in a black mourn-

ing border, the Hebrew daily "Davar" yesterday warned the terrorists that they were likely to drag the Yishuv into political and moral disaster. "No matter what the shedders of blood say or think, it was an enemy's hand that placed the mine, it was an enemy's hand that operated it", the paper wrote. "These crimes arouse shame, grief and anger. They are a stab in the back of Zionism and the Yishuv."

"Haboker" referred to the coming session of the United Nations on Palestine, warned that terrorism was blackening the Yishuv's name and observed that the Government seemed bent on showing its strong arm.

"Every concession can now be opposed on the flimsy grounds that it looks like a concession to terrorism. There had been weeks of comparative calm, and public opinion was mobilizing against the terrorists. Now the vicious circle of terrorism and Army retaliation has begun".

"Mishmar" calls the Rehovoth attack "sheer murder, which cannot be even partly condoned..... This outrage has lent important support to the White Paper which is now coming before the United Nations. There is no doubt that Government action was jointly responsible for what has happened; but terrorist outrages also occurred a year ago and two years ago and will continue unless we fight them. Terrorism is far more dangerous to us now than Government methods. There is danger that the world will regard the Palestine problem as a struggle between the reactionary Administration and some crazy Jewish gangs. The Yishuv must combat the evil despite the continuous sabotage from outside."

"Haaretz" forecast that there was now little prospect that Palestine would be quiet during the Lake Success deliberations. Arab Threats.

"The Army and the terrorists have seen to that. The Arabs are active, too, and have

hinted that Lake Success is their last effort to liquidate the Jewish National Home by peaceful means. Doubtless those who talk like this are waiting until the Jews have frittered away their strength in a struggle with the British Army."

"Hamashkif", stating that the eight persons killed in the train explosion were the victims of Government policy, added that the Government "can, today and tomorrow, break the vicious circle by embarking on a new policy for our survivors. Its policy in the last two years has, from its own point of view, been exceedingly troublesome. No forms of repression can subdue the Jewish quest for national liberation."

Also p. 3: Train Wreckers Escaped in Car.

Rehovoth, Wednesday: The terrorists who blew up the Cairo-Haifa train yesterday are believed to have escaped in a grey saloon car. Earlier rumours that they were members of the Stern gang were denied yesterday by reports which said that they belonged to the I.Z.L. Troops from Camp 501 racing to the scene of the disaster passed the car on the Rehovoth - Yibnah road and saw it speed toward the Jaffa-Jerusalem road. Only later, when the tracks of the saboteurs were found to lead through citrus orchards to the Rehovoth - Yibneh road, did police suspect that the car they had passed may have carried the escaping terrorists.

The Cairo-Haifa train passed Rehovoth at 2 o'clock this afternoon after halting at Gaza while the tracks were cleared. Three persons arrested yesterday were released.

The seriously injured of yesterday's explosion are: Ahmed Mohammed Ali (of Cairo), dining car attendant; Ahmed Shukri Asher, Passport Officer; and Mohammed Saidi, Railway conductor. The names of Army casualties are not yet known, as representatives of their units must be brought from Egypt to identify them."

Also p.3: "Reporting"

Mr. R. Stubbs, [Public Information Officer] "could not say if the authorities would take steps to prevent exaggerated headlines such as the one in yesterday's Arabic daily "Ash-Shaab" which announced 100 casualties in Tuesday's train explosion in Rehovot."

Also p. 3: "Unable to Intervene"

"Expressing the High Commissioner's regret that after consideration he was unable to intervene in the death sentences passed on Meir Feinstein and Moshe Barazani, a letter dated April 22 - the day after the two men committed suicide - was received by the Agudath Israel yesterday. The letter was in reply to a petition sent to His Excellency last Friday." [This item also repeated from part 1. Ed.]

Also p.3: "Two T.A.C.'s Killed at Level Crossing."

Rehovoth, Wednesday: "Two Arab supernumary policemen were killed at 4.30 this afternoon in a collision between their car and a train at the Beer Yaakov level crossing. The car was swept along the line for 80 yards by the train."

Fri. 25/4/47. p.3.: "Train Victims Announced."

"The British Army casualties in the Cairo-Haifa train outrage at Rehovot on Tuesday morning were a Sergeant and four Privates of the Royal Corps of Signals, S/Sgt. Watkinson and Sgmn. P. Hutchinson, both of London; Sgmn. R. J. Cole, Berkhamstead, Hampshire; Sgmn. T. Wells, Great Yarmouth, Norfolk; Sgmn. C. S. Hunter of Beverley, Yorks."

Mon. 28/4/47: p.2.

Advert for sale of 375 WD vehicles, from "No. 155 RVS, opposite Khayat Beach, Haifa."

Tues. 29/4/47. p.3: "Rail Workers Warned of Dismissals."

Haifa, Mon. A 17-point memorandum was submitted to the Management of the Palestine Railways today by the committee to [sic.] railway workers, containing their suggestions for retrenchment and improvements in order to avoid dismissals.

A protest mass meeting of the Palestine Arab Workers Society addressed by Sami eff. Taha, General Secretary of the P.A.W.S., and by representatives of the railway workers, yesterday sent a telegram of protest to the G.M. of the Pal. Rlys., Mr. A. F. Kirby, according to a P.A.W.S. spokesman. A two-page circular distributed among the 8,000 railway employees some days ago explained that retrenchment was necessary now that the wartime boom was over, and the railways would have to "retract to the peacetime level".

The staff numbered only 4,500 workers in 1935, but a reduction was envisaged to the 1940 level, since the railways were benefiting from increased transport of oil, cement and foodstuffs, and were looking forward to industrial development, the circular said."

Fri. 2/5/47. p.8.

Article about a feature in "Fortune" magazine, in the USA, praising Britain's railway system !

"A 14-car American lightweight train, hauled by a 4,000hp. Diesel, weighs about 1,200 tons, and costs more than \$1,500,000. A British express of equivalent capacity, consisting of 15 carriages hauled by a 1,500 - 2,000 hp. 3-cyl. Pacific-type steam engine, weighs less than half as much and costs less than \$350,000 or considerably less than the Diesel engine of the American train."

Also p.8: An article on Palestine Shipping.

Tues. 6/5/47. p.1.

King Ibn Saud and his heirs will receive about five thousand million dollars in oil royalties... There are 20,000 million barrels of oil in Saudi Arabian fields, and the King would get 23 cents per barrel under contracts due to run to 1999.....

Sun. 11/5/47. p.1. "Saudi Railway Survey Complete."

Washington, Sat. (U.P.) "The Survey of the proposed route for the Damman - Riyadh railway line in Saudi Arabia has been completed at a cost of 150,000 dollars, according to an official spokesman. The money, which was advanced by the Export-Import Bank, will be repaid either from Saudi Arabian oil revenues or from a private loan in the U.S. Of the 25 million dollar general credit advanced by the Bank in January, only 10 million has so far been used, and the remaining 15 M. are still available for projects, such as ports, roads and oil machinery, but may never be used, the spokesman added."

Tues. 13/5/47. p.3.

The Aviron Company's plane recently flew Lydda - Paris - London and back, arriving Friday. The plane was due to repeat the round trip this week."

Fri. 16/5/47. p.1. "Two Officers Killed in Railway Sabotage".

Haifa, Thursday. "Widespread sabotage of railway lines which began last night and continued this morning resulted in the death of two Army officers, injuries to troops and railway workers, and the destruction of rolling stock, bridges and tracks. A W.D. workers' train was derailed by a mine near Bat Galim, while a goods train was blown up near Rehovot. Damage amounted to about LP 10,000.

The fatalities were suffered by a military bomb disposal squad, which was removing a mine from the Haifa - Acre line at Kilometre 13 shortly before nine o'clock this morning. One officer was killed instantly when the mine exploded, and the second died on the way to the hospital. A third officer is reported to be in a very serious condition, and a sapper, who was wounded at the same time, is also seriously injured.

The Bat Galim explosion occurred at six o'clock this morning, derailing a train carrying hundreds of Arab and Jewish workers employed at the Khayat and Tireh military camps. The engine and two passenger coaches were flung off the line, and oil leaking from the engine burst into flames. One of the workers was slightly hurt. The fire was soon put out by the Municipal Fire Brigade. According to the official report, 30 metres of the railway line were blown up, and repairs were begun shortly afterwards.

The workers returned to Haifa and assembled at the Palestine Arab Workers Society. Their demand for security, compensation in case of injury, and ordinary wages for the day were presented to the Superintendent of the Pioneer and Labour Control Officer, Major Mason, who called at the offices of the Organization this morning.

Neither the Arab nor Jewish W. D. employees returned to work today. The authorities have promised that W.D. workers would be conveyed in military lorries to the camps until other arrangements have been made.

Beyond Repair

The engine of the train derailed at Bat Galim has been brought into the workshops for repairs but the locomotive blown up at Rehovot is beyond repair. The latter was a 50-waggon goods train, and the driver and three other members of the crew were injured in a mine explosion at 7.30 o'clock this morning.

Three weeks ago eight people were killed when the Cairo-Haifa passenger train was blown up nearby.

Passing near Hazofim settlement, the train, which was on its way from Rehovot to Lydda, blew up when a powerful mine exploded beneath the locomotive. Hurling by the blast, the engine and two waggons, one containing kerosene, landed in a wadi 30 metres away. Four other trucks were derailed and damaged.

Train Trips Mine

Unlike previous explosions, the mine was not electrically detonated, but was touched off by the wheels of the train. The track was torn and twisted for about 100 metres.

The driver, Ahmed Abdul Latif (37) of Saffariyeh, had his leg fractured, and slight injuries were sustained by Khader el Fayas, Sayed Mohammed el Houti, and Mustapha Mohammed Abu Sita. All four were taken to the Jaffa Government Hospital.

The Cairo-Haifa train, which arrived an hour and a half later, could not continue, and the passengers, most of them soldiers, got off. The line was cleared by four o'clock and traffic resumed.

There will be no railway service between Haifa and Lydda tomorrow (Friday), it is officially stated. Only two of the three bridges damaged between Zichron Yaakov and Benyamina have been temporarily repaired. Passengers from Haifa to Cairo are to be taken by bus to Lydda where they will join the train for Egypt. All other services will run as scheduled.

Unexploded mines were discovered early yesterday morning on the railway line near Beit Safafa village (Jerusalem area) and near Hatikvah Quarter in Tel Aviv."

p.3.: "Egypt Insists on Through Trains".

"A return to a former arrangement whereby the Palestine train for Egypt stopped at Kantara and passengers were ferried across the Canal to board the Egyptian train, has been suggested by the Palestine Railways to the Egyptian State Railway.

The Palestine - Egypt trains, the 'Palestine Post' learns, is held up between one and six hours at Kantara for frontier and Customs checks by the Egyptian authorities. Many passengers prefer to get off at Kantara, cross the Canal and go on to Port Said or Cairo by the Egyptian train, rather than wait for the Palestinian train to be allowed through. The Egyptian authorities are reported to be opposed to the scheme.

Coaches coming back from Egypt are described as being frequently damaged and dirty, and P.R. spends "a disproportionately large sum" on cleaning and repairs."

Also 16/5/47, p.3.: "Stern Gang Warns Railway Workers"

Jaffa, Thurs. "Warnings to passengers and railway workers are reported to have been issued by the Stern gang. An unknown caller telephoned the Arabic daily "Al-Difaa" this morning and asked it to warn the public that the railway tracks were mined."

Sun. 18/5/47. p.1. Funerals.

Haifa, Sat. "The funerals of the two officers of the R.E. who were killed while detonating a mine on the railway line near Kurdani on Thursday took place at the New Military Cemetery this morning. They were Lt. J. Graham of Peterborough and Lt. M. H. H. Holdway of Dorsetshire. The coffins were carried on two gun carriages to the cemetery and from there were borne to the graveside by officers of the Royal Engineers. A party of soldiers fired a salute over the graves, and two buglers from the 2nd. Parachute Bn. sounded the Last Post."

Tues. 20/5/47: p.3: "Warning Against Use of Railway."

Haifa. Mon. "Leaflets in Arabic warning people not to use the railway service were distributed last night in cafés in Haifa town and, according to "Yedioth Ahronoth", at the railway stations here today."

Also p.3: Weekly air shuttles have been started for 30 British officials to take their leave at a time. Leave is now annual, not every 18 months; it comprises 4 days per month served, but now with 4 days rather than 20 days added for travel purposes.

Wed. 28/5/47: p.1. "Ramle Station Blasted by Mine."

Ramle, Tuesday. "The two-storey station of the Palestine Railways here was wrecked at 10.45 this morning by a land-mine, only one office room on the ground floor remaining intact. The damage in this and three other attacks on the railways was estimated at about LP 5,000.

Mrs. Ibrahim Hakim, the Stationmaster's wife, who was alone in their flat on the second floor when the explosion occurred, was injured about the arms and legs. She was carried down a ladder from the wreckage and sent to the Government Hospital in Jaffa. Her husband was out shopping at the time, her three sons were in school and her daughter was in Jerusalem.

Reporters who investigated could obtain no information as to how the mine was laid. There were conflicting reports about various cars which approached the building, but none could be corroborated.

The Jerusalem - Lydda goods train passed the scene two minutes before the explosion, and it was later suspected that the saboteurs might have escaped on the train. When the train reached Lydda, all the passengers were screened. Suspicion at first rested on four men in police uniform who had been seen near the building, but they were found to be bona fide constables.

Mysterious Telephone.

Two minutes before the explosion, a mysterious telephone call was received at the Rehovot Station a short distance away warning its occupants to evacuate because the building was mined. The speaker said that he was from the Irgun Zvai Leumi. A car which may have been used by the saboteurs was stolen this morning from a taxi driver, Menahem Even-Tov. he had been hired in Tel Aviv by a young woman for a drive to Rehovot but was held up on the highway at Nahlat Yehuda by two armed men. He was imprisoned in an orange grove and given food and drink, and was later told that he would find his car in Rehovot. He reported to Police at Rishon Le-Zion. The car was recovered tonight.

Slight damage was caused to the track near Hatikvah Quarter in Tel Aviv this morning when a bomb exploded about the same time as the Ramle outrage. A goods train which arrived a minute after the explosion returned to Tel Aviv.

At the same time an explosion occurred under a goods train at Kilometre 39 on the Benyamina - Zichron Yaacov line.

The line was also cut at Hulda. The tracks were later repaired and service tomorrow (Wednesday) will be normal. It was reported tonight that the Irgun Zvai Leumi was responsible for the railway attacks."

p.3: Bomb found in a Cairo railway station.

Thurs. 29/5/47. p.3. "Ramle Protests Against Explosion."

Ramle, Wed. "A telegram to the High Commissioner was sent by a meeting held here this morning following the destruction of the railway station by a bomb yesterday. The message urged the immediate evacuation of British forces from Palestine as they did not prevent these outrages, in order that the Arabs could defend themselves. Later, a demand for armed guards in the town was made by the Mayor, Yaacoub Bey Ghusein,

when he met the Assistant District Commissioner, Mr. C. W. I. Arnold, here this morning.

The destroyed station building was built by a French railway company in 1882 [sic.], of specially selected stone, and was one of the most important stations on the Hedjaz route [sic.] during the Turkish regime. During the 1927 earthquake, when all the houses in the vicinity of Ramle were completely destroyed, the building stood intact."

Fri. 30/5/47. p.2. P.R. Notice re. Concession Fares to Blind Persons and their Attendants. A concession of 50 on ordinary fares to any blind person travelling by rail on business and to his or her attendant, etc., issued 27/5/47.

p.2. "Railway Officer Revisits Britain".

Mr. Samuel Collins MBE, Asst. Traffic Supt. of the P.R., is sailing on the 'Providence' today for his first visit to the UK in 33 years.

Mr. Collins, who was born in Worcestershire in 1893 and came to Palestine during the first world war, was demobilized here in 1919 and liked the country so much that he decided to remain. His excellent war record won him the DCM and in 1935 he was awarded the MBE for meritorious service with the Railways, the first honour ever given to an officer of the Palestine Railways."

p.4. Advert: Egged Bus Service in Upper Galilee.

"From Sun. 1/6/47 the Huleh Bus Service will be taken over by Egged. From that date there will be a direct service from Upper Galilee to Tel Aviv and Haifa, and vice versa. Egged Express Parcel Service will now also serve settlements in Upper Galilee."

[Also re. May - though in Sun. 1/6/47, p.3: "No road accidents were reported in Palestine on Friday, but 60-year old Ahmed Hussein Saladin was knocked down and killed by a goods train on the railway line near Ras el Ain on Friday. Six of the cows which he was tending were also killed."

42:21. Hedjaz Propaganda

"The Increasing and Eternal Happiness - the Hedjaz Railway". In 1900 a book was written in literary Arabic prose, with the title: "Al-Saada Al-Namiya Al-Abadiyya Fi'l Sikka Al-Hadidiyya Al-Hijaziyya"; The manuscript is 157 pages long, and was written still in Arabic letters - it was only in 1909 that the "Young Turks" changed the Turkish alphabet into Latin characters. It was written by Arif Ibn Al-Sayyid Al-Munir Al-Hussayn Il-Dimashqui. Arif was the scion of a well-to-do family in Damascus. His father, being a Shafiite Imam, had reached a certain eminence there. The book is an excellent example of Ottoman propaganda aimed at the Muslim population of the Empire.

A translation was made by Prof. Jacob Landau of Jerusalem, as "The Hejaz Railway". Here is Chapter 11: "The Railway's Advantages for Muslims in General.", pp. 124-129.

"We have already mentioned the benefits of the pilgrimage [to Mecca] and the visit [to Medina]. The main purpose is a gathering during the pilgrimage, which is the most general meeting of Muslims. If this is so, the more all-embracing the gathering is, the more useful it is going to be. There is no doubt that the pilgrims do not originate solely from Mecca and its environs or from the residents of the Two Shrines, or from the Bedouins, or from specific areas, or from one community rather than another. On the contrary, they come from all Muslim communities, from all countries on earth.

If this is so, any facility which can be provided for them is a matter recommended by religious law and humaneness. These lands are remote from the caliph [Ottoman sultan], in whose hands lie their rule, protection, enforcement of security, and comfort. Their inhabitants owe him obedience in every matter (commanded or forbidden), in accordance with the Koran and the sunna of Allah's Prophet (-) whose substitute the caliph is. Therefore, shortening the distance between them and him is one of the most important political matters in the world. Doubtlessly, in our days the railway is the best means of communication, as well as the safest and speediest. The construction of

this Hejaz Railway is one of the most necessary measures - from the point of view of religious law, and for reasons of expediency and humaneness. The advantages to be derived from it cannot [even] be evaluated or defined.

One should not maintain that steamships render the railway unnecessary. I maintain that whoever wishes to travel to Medina by sea - whether by Yanbu' or Jedda - has to undergo a considerable hardship. For between Yanbu' and Medina there is a distance of six days in an almost uninhabited and unsafe savage desert. He who wishes to travel from Yanbu' to Medina has to join a caravan. Caravans cannot be found all the time, nor do they have appointed dates. In addition, travelling with a caravan is not devoid of great danger too. Between Jedda [46 miles from Mecca] and Medina there is a distance of twelve days. We have already listed the days on which caravans leave Mecca for Medina. Should the traveler not chance on these days, he would be unable to join a caravan. Furthermore, there is considerable hardship in riding with the caravans. All this, in brief, adds up to the great dangers of the sea voyage, the storms, and the impossibility of traveling at any [unscheduled] time, for known reasons.

There are advantages to the Damascus - Mecca Railway which are not found in the steamships and ought not to be overlooked at this time. We have already stated that

these advantages are numerous. To discuss them in detail would require a large tome, for which this book has no space. However, although everything cannot be included, the subject should not be ignored. It is appropriate to list several of the advantages here, so they will not be missing from our book. They are as follows:

1. An increase in the number of pilgrims, visitors, and merchants. The extension of this railway line from Damascus to Mecca would raise the number of pilgrims manifold. If the present number of pilgrims from Damascus is, for example one thousand, it would certainly be twenty or thirty thousand after the construction of this railway, particularly if the fare is low. This would also apply to other pilgrims from the environs of Damascus, as well as to those travelling from Homs, Hamah, and Aleppo, via Damascus. Doubtlessly, their numbers would grow by the same ratio or more. All this, assuming that the Anatolian Railway, which reaches nowadays from Scutari to Konya, would not be linked with the above Syrian Railway. If it is linked with the railway line planned to connect Birejik and Baghdad, as well as with the line to be extended from Damascus to Baghdad through the savage desert, crossing Palmyra, then one cannot estimate the increase in the number of travellers at all ! Whoever remembers the large size of the Syrian pilgrimage caravan - as we have mentioned - will grasp how the number of pilgrims would grow then. Proportionately to the increase in the number of pilgrims, visitors, and merchants, the hoped-for benefits from the pilgrimage - those we have listed above and others - would multiply, too.

2. When necessary, the Ottoman government would be able to send required supplies [or reinforcements] and equipment to the areas [served by the railway] at any time it so wished. Then, these would get there in the shortest time, so that hostile acts by savage Bedouins would be prevented. Consequently,

these lands, their inhabitants, and the pilgrims, would attain complete security.

3. We have already said that all the area in Hejaz between Medina and Mecca is appropriate for growing grains, vegetables, watermelons, cucumbers, gherkins, and the like, and for planting various fruit trees, such as the vine, date palm, pomegranate, fig, walnut, banana, quince, lemon, and citron of all kinds. Of these [nowadays] only what grows in Wadi Fatima and Wadi Laymun is taken over to Mecca. The rest remains in its place, as it would spoil during the long time required for transportation. Even dates and the like, which do not spoil in transportation, are [brought to Mecca only] from nearby, not from afar. Even so, the prices these fruits fetch do not cover the expenses. Due to this, people have confined themselves to planting what suffices them [alone], while now they are not fully using the available water. If the railway line were extended to reach their lands or their vicinity, transportation would be easy, and consequently the produce would not spoil. Also, perforce, the transportation charges by rail would be lower than by camel. As a result, the inhabitants would profit and increase their farming, planting, and commerce. The same would apply to the vicinity of Medina. This advantage, again, cannot be rightly estimated at the present time, as it is liable to improvement and growth. Types of that produce may be transported to Damascus and its neighbourhood, so that its usefulness [or profit] would double. We may say that these areas could then manage without importing grains from Egypt and other distant countries. At present, when their arrival is delayed, their prices rise; if the situation gets serious, famine may set in; this happens, mostly in Medina, due to its distance from the seashore and the risks of travel.

4. The Bedouins of Hejaz now have no industries - as is the case even in Mecca and Medina. They get most of their woven cloth

and other things from the merchants of the Syrian caravans when these pass there. The Bedouins near Mecca and Medina, or those who go there, buy them [in these two cities]. Most imports, however, come from Syria; it is very unusual to find any products from elsewhere. The same applies to all the belongings of the Bedouins, their furniture and [other] household effects. All this they buy at exorbitant prices. Some of the merchants in the Two Shrines have no regard for Allah (-) in their business, hence they deal in the most debased articles, those quick to disintegrate. They sell them, however, at handsome prices, and after a short while they are worn out. Most of the people in the Two Shrines are poor. Later, the buyer stands before the Ka'ba or at the threshold of the tomb of the Prophet (-). Be the buyer man or woman, old or young, he curses the seller; Allah (-) avenges him and brings evident and hidden troubles [on the seller], and he loses because of his fraud and his taking the money of that poor buyer in a forbidden way. The arrows of trouble hit him. Sometimes, Allah (-) postpones his chastisement to the Day of Judgement. Those Bedouins sell their own products at very low prices - such as sheepskins, cowhides, camelskins, and wool, as well as a few products from which they make no profit, such as laban [sour milk or yoghurt], firewood, and goat hair. When the railway is constructed in those parts and completed - if Allah (-) wills it - it would be easy to institute bureaus for industry and farming among the Bedouins. At first these could be specialized in the matters of the area., then could become general in scope. When the Bedouins learn how to deal with their products, profit from them, and introduce what they require themselves - tanning skins, cotton, wool, and hair weaving, carpentry, smithcraft, making cheese and samn - then, indeed, they could live in luxury and wealth; they could refrain from buying imported articles, and from raiding one another, as well as those who cross their lands.

5. The railway would facilitate the search for minerals [or metals] in these deserts and wastelands, which have remained unexplored until now, their treasures hidden. When the construction of this railway is completed, it will be easy to travel in these countries, to dig in the earth and sand, and to pierce the stones; consequently, hidden coal and minerals would be discovered, and the secrets entrusted there would be unveiled. As a result these countries would experience a second period of prosperity. Their sun and moon would shine brightly, and these countries would enjoy affluence and wealth, in full contentment and luxury.

6. Furthering civilization in the population; spreading learning and knowledge among them, as well as security of life, property, and children; acquiring better morals [or finer customs]; and leading a comfortable life. The Ottoman state would establish primary and secondary schools to teach religious sciences, desirable morals [or manners], house-keeping and economy. The people would enjoy the pleasures of knowledge, and escape the noose of ignorance, squalor, and indolence. They would clean their clothes and meeting places, restore their homes and vary their foods, rest themselves, and lead a life of ease.

7. The Ottoman government (may Allah (-) grant it victory over its enemies and continued glory and prosperity) will employ inhabitants who are suitable in matters related to this railway. It would pay them a salary, from the proceeds of the railway. If these employees serve correctly and reliably, their services in the railway would be permanent, not temporary or forbidden [illegal].

8. The inhabitants would sell the train passengers various foods, drinks, and other things - all of which would in no way be sold except through the railway. None of these are [now] taken for sale in Mecca or Medina. Here is a source for large profit, tied up with the passengers.

9. The number of livestock would increase due to the railway, since - as we maintain - agriculture would develop and become general. When agriculture prospers, pasture land and fodder for the animals will be found. Hence, agriculture will increase and develop [further]. The people of the Two Shrines are in great need of an increase in the number of livestock, particularly sheep and cattle, for laban, samn, and meat, which they have not ceased eating at any time. Let not the pilgrims be misled by the sizable number of sheep brought [for sacrifice] in the season of Arafat. [Footnote from Landau: In 1893 more than 120,000 sheep were sacrificed at Arafat during the pilgrimage.] Most of these originate in Najd. Very few, comparatively, originate in the environs of Mecca. The Bedouins of Hejaz, however, bring all their sheep then, for it has been verified that anyone who fails to bring his sheep to the season of Arafat will become very sick or undergo some great calamity; they are ready to give them all up, without exception, even for the lowest price. Only [special] care for raising sheep would fill the need of the Two Shrines for an increase in their number. This, in turn, would

be achieved only by enlarging the scope of agriculture in those countries. This is further indicated by the fact that an okka [about 2.75 lbs.] of samn is maintaining its price at no less than half a mejidi, sometimes rising to a mejidi [about 20 piastres] - as it is imported. When imports do not arrive, the price goes up. Laban follows the same rules as samn. An okka sells in Medina for four piastres, sometimes rising to more than six. Whoever was honoured [has visited] in that wide land would know the truth of our statements. Perhaps, with the increase in livestock and samn production, it would be sent to other places which import samn, such as Jeddah. This may turn out to be big business in these parts.

All the above is in addition to the advantage which the Bedouin would derive from renting their camels for the trip from Mecca to Arafat when the railway is completed. We are going to devote a special discussion to this below, if Allah (-) so wills it. This is the most important of all the advantages, insofar as the Hejaz Bedouins are concerned."



42:22. The harsh reality of modern operations on the Hedjaz Railway and its offshoot to Aqaba. GE U20C loco No. 312 (built 1979) stands, badly damaged, at Aqaba depot - a write-off by the look of it.

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