

HARAKEVET -----

הרכבת

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45:1. (Photo 1) : Hedjaz Jordan Railway Haine-St-Pierre 2-6-2T No. 61 on TEFS railtour duty in the outskirts of Amman. 19/7/98. (Photo: John Alexander.)

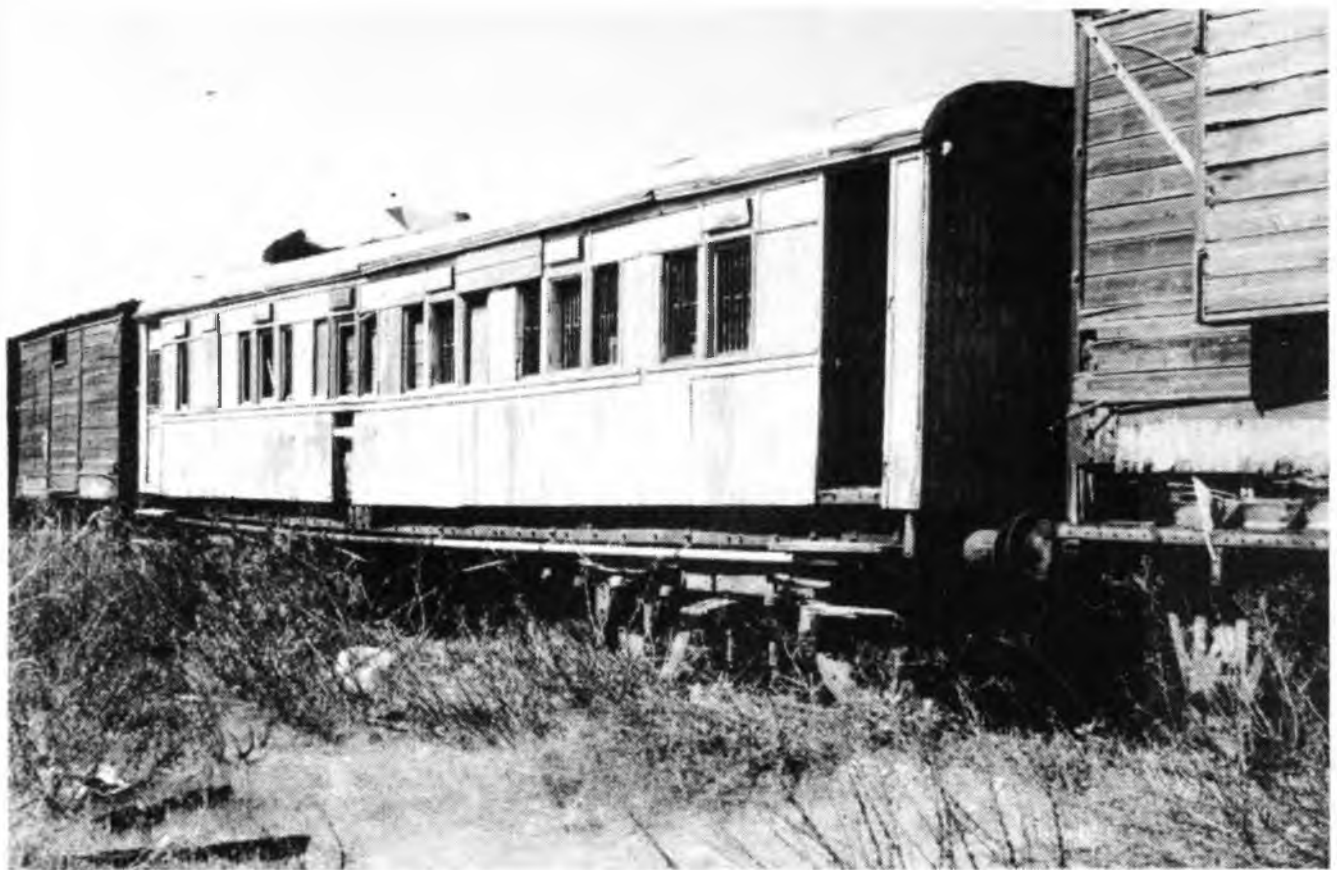
45:2: EDITORIAL.

From time to time one reads of “teething troubles” involving the “computer software” of modern rolling stock. The last issue was put together following such troubles - in this case leading to much gnashing of teeth as well - since at almost the last minute a discette decided to fall apart inside the computer, making it impossible to print off or download anything from the discette (in the process of being backed-up) or the hard disc... So we ended up eventually buying a new computer (as well as getting the old one repaired), but the issue was yet further delayed. And then some vital photos were mislaid, having been put “in a safe place”, so that an important article on Bet Nabala by Paul Cotterell and Prof. Uri Yinon had to be “pulled” at the last minute.... (I have since dismantled a bookcase to look for these photos, and have still not unearthed them; by coincidence Prof. Yinon spent five days in my “archive” researching, and also failed to find the vital envelope...) This article will, alas, be held over once more.....

The current issue, again, is heavily weighted towards news from Israel - simply because so much is happening there, and the Editor wants to present his own observations, and those of a few other correspondents, on the record for now - it is clear that within another ten

45:3:

Former LSWR “Eagle Saloon” coach, PR No. 314 (see 45:6(viii)) stored for future restoration for the Haifa Railway Museum. Restoration will need to be extensive ! The coach is pictured standing between two four-wheel vans, also of World War I vintage, in the yard north of Qishon Works. March 1999. (Photo: Editor.)



years (and “Harakevet” has been going now for ten years) the network and the image of the network will have changed completely once more.

There remain hopes of producing a proper Index of the issues since No. 20, and some more special “Monographs” - the Editor now has a scanner, which should help in saving time and effort once he has learned how to use the darned thing. (Suddenly the idea of having twenty clerks sitting behind typewriters in an office doesn't seem so stupid any more.) And a lot depends on the workload in a congregation with up to six funerals a week. But at the start of a new Series it is appropriate to thank once again all those who have renewed their subscriptions, sent letters of support, submitted material and photographs, and generally let it be known that this work is having an impact.

The Editor.

45:4: NEWS FROM THE LINE.

a). The Tel Aviv Suburban Network.

There have been several references in previous issues to the various schemes. The “Railway Gazette International” has the following on its “Server”, which helps to put the different bits into a coherent pattern:

“... The scheme to develop the Tel Aviv - Kfar Sava route has an estimated rate of return of 17.1% on a total investment package of US\$ 160M for infrastructure and US\$ 88M for rolling stock.

With no funding available for the full package at present, IR General Manager Amos Uzani has won approval to develop the suburban network in stages. The US\$ 20M first phase covers reconstruction of the 14km. east-west line from Tel Aviv (Savidor) to Rosh Ha-Ayin via Bnei-Brak, serving the growing residential area around Petah-Tikva. Over the next 16 months, this will be rebuilt with UIC-54 continuous welded rail and B70 concrete sleepers.

The stations at Bnei-Berak and Rosh-Ha-Ayin will be completely rebuilt, and a new US\$ 6M station added at University where the branch diverges from the Tel Aviv - Haifa main line. A journey time of 17 min. is envisaged, with an initial half-hourly service on the single-track route. Two further stations are planned on the Tel Aviv cross-city Ayalon corridor, at HaHaganah and Yitzhak Sadeh. This initial stage is expected to handle around 2 million passengers a year.

In the longer term, the line will be double-tracked and electrified to accommodate more intensive services, including a branch to Petah Tikva and extension to Kfar Sava. Journey times of 11 min. and 29 min. respectively are envisaged. Services could also be continued south from Rosh Ha-Ayin over existing tracks to Lod and then back to Tel Aviv via Kfar Habad to create a circular route.

To operate the suburban service, IR is to purchase a fleet of double-deck train sets, which will operate as push-pull sets with existing diesel locos but be designed for eventual conversion to EMU's. On the same day as the ground-breaking ceremony, IR announced that Alstom Transport had been selected as preferred bidder to supply thirty trainsets for a total value of US\$ 180M. Subject to design changes to increase the capacity of each trainset from 490 to 560 seats, Alstom will initially supply four trains at a cost of US\$ 30M, with the

options for the other 26 to be exercised over the next three years. Bodysells and mechanical parts will be supplied by Alstom, whilst the interiors will be provided by a local consortium of Ramta and Amit, who will also undertake the final assembly.

IR is due to announce within two months the preferred bidder for supply of four-car tilting diesel multiple-units; this has been shortlisted to ADtranz (VT612), Fiat (Cummins-engined Pendolinos) and Talgo (push-pull trainsets.) First deliveries are expected about 18 months after the contract award. Amos Uzani is keen to use these sets to reinstate inter-city services between Tel Aviv and Jerusalem, where the tilting sets could achieve an average of 105 km/h. on the sharp curves. Upgrading of the existing 88 km. line is costed at around UD\$50M, which is 10% of the cost of a proposed new route."

b). New Station. The tender for construction of HaHaganah Station on the Ayalon line (see above) was issued on 18/3/99.

Hof Carmel should (in theory) open in July 1999.

c). Another New Station ! (Or More....) From Sybil Ehrlich: "In late April, Israel Railways signed an agreement with the Lev Hamifratz Company, owned by A. Dori, Ampal and Super-Sol, for the construction of a new station at Lev Hamifratz in Haifa. Amos Uzani said "This is the first of a chain of stations to be built by private entrepreneurs." Uri Dori, Managing Director of A. Dori, said, "We are talking about the first co-operation of its kind between Israel Railways and private entrepreneurs, which will be beneficial for the entrepreneurs, for Israel Railways and for the general public who will use the modern and convenient stations situated close to commercial centres."

Lev Hamifratz station will be built north of Tzomet Zevulun on the Haifa - Nahariyya line, next to the Lev Hamifratz commercial centre (read "Shopping Mall") north of Checkpost. The company will build the station, which will have two platforms connected by a foot-bridge, elevators, escalators, ticket offices and automatic gates, at a cost of approx. NIS 5 million."

However, a later note implies that there will in fact be TWO new stations on this section of line north of Haifa. The second will be "Hutzot Hamifratz", and will be located at Vulcan Junction adjacent to Qishon Works, i.e. a couple of kilometres north of the station described above. If this is so, it will effectively replace "Kishon Station" (see 44:9, p. 18 for description of current situation). This will also be developed by private finance, an agreement having been signed with "Alef-Kuf-Alef Development", and the station "is to be built close to Hutzot Hamifratz and next to the Air Force Technical School; it will have two platforms, an underground subway, lifts, a passenger hall, ticket windows, a refreshment bar and automatic gates. It should be completed within 16 months (of May 1999)."

d). East-West Plans. Further to the notes in (a) above, the Israeli election results of May 1999 have clearly led to a new political constellation and to the need to "start again" in educating a new set of decision-makers. It is in this context that a report in the "Jerusalem Post" for 28/5/99 should be seen - either as attempts to retain approval for decisions already made by the previous government, or to see if it is worth "trying again" with some long-cherished dreams.

“Israel Railways is to present a plan for cross-country rail lines to Ehud Barak’s new government for approval. The planned lines are Tel Aviv via Ben-Gurion Airport to Jerusalem, Kfar Sava - Petah Tikva - Tel Aviv, and Tel Aviv - Rishon LeTzion West. Part of the plan is ready for implementation as soon as budget approval is received. The cost of the lines, including infrastructure development and acquisition of rolling stock, is about NIS 3.5 billion.

Amos Uzani, the Railways’ Director General, said the new government is being asked to adopt a multi-year policy for railway development, over 10 years at a cost of about NIS 800 million a year. he said even a decision to adopt such a plan will represent a real breakthrough that will lead to development of the railway as a central and dominant means of transport.

Uzani said the main investment in the last few years was in the development of the railway network along the length of the country, from Nahariya to Beersheba, and the doubling of tracks, upgrading of the line to Beersheba, and the development of suburban lines. The Kfar Sava - Petah Tikva - Tel Aviv line is almost the only solution to the traffic problems in one of the most densely- populated areas of Greater Tel Aviv. A fast line is planned for the Jerusalem - Ben Gurion Airport - Tel Aviv route, taking only 28 minutes from Tel Aviv to Jerusalem, at an estimated cost of NIS 1.5 billion. A temporary alternative plan, which would be easier to implement, is to upgrade the existing track at a cost of NIS 200 million, cutting travel time to 58 minutes (a saving of 50 minutes). Tenders for the upgrading work are awaiting approval, and work could be finished in 18 months,. No trains have run on the Jerusalem line for almost a year because of safety considerations.”

We shall see, in coming months, how the new government’s Transport Policy develops. Such practical issues were barely discussed in the political campaigns before the elections.

e). Single-Minded Opponents of Double Vision. From “City Lights” of 5/2/99:

“Haifa District Court has ruled that Israel Railways doubled the track in the Binyamina area without a detailed plan, contrary to planning and building laws. The court decreed that Israel Railways must prepare a plan which takes into account the impact of the track on the environment and offers acoustic protection for residents and a solution to landscape rehabilitation. At the same time, the judge renewed the injunction stopping IR from engaging in any activity connected with the track in Binyamina.

Meanwhile, a group of Binyamina residents which has been conducting a protracted battle against the doubling of the railway track has asked the local council to stop the second track from operating pending the presentation of a detailed plan. Three years ago, when work on doubling the track began, the council and the local planning and building committee issued a stop-work order on the grounds that no organized plan had been prepared. IR, however, successfully appealed the ban in Hadera Magistrates Court, with the presiding judge ruling that he considered the plan they had presented (prepared in the days of the British Mandate) a detailed plan.

Last week, District Judge Shmuel Berliner rejected the conclusion of the Magistrates Court. He said that the plan does not determine a route for the double railroad track and that “such concepts were unknown in the time of the Mandate”. He accepted the residents’ appeal, ruling that the doubling of the track was made in contradiction with the national master plan.

The legal representative of Binyamina local council, Dan Nachlieli, said that IR must now draw up a detailed plan and that there is a possibility that some of the recently-laid track will be removed. "IR carried out building works against the planning and building laws. I hope that the supervising authorities - the local and district planning and building committees - will now take notice."

IR's lawyers were said to be "examining the verdict".

What a bizarre tale ! There has been a railway passing through Binyamina since 1918, so one would assume that most local residents were aware of it. The second track, which permits more frequent trains, also allows them to run more quietly (not always accelerating from a standing start) - and in any case the IC3's are exceedingly quiet when running. The "land take" has been minimal. So what do these local residents want ?

f). Electioneering. Sybil Ehrlich wrote that, in the middle of the Israeli election campaign, each party showed tedious commercials. In view of the political situation, a policy of voting for the party which shows the best railway scenes seemed as logical as any other ! On 4/5/99 the "One Israel" party showed a brief clip of part of a freight train and what looked like a refurbished passenger coach. There are reports that the Negev Party commercial also showed a train.

Whether the change of Government will be good for the railways remains, as we go to press, a mystery.

g). Bunkered at the Museum. Latest arrival at the railway museum in Haifa, on 14/5/99, is a decidedly off-the-wall item. It is mobile concrete bunker or emplacement which travelled about the railway on a flat wagon and was used to protect workers from bullets and other missiles aimed at them. The thing weighs 28 tons and is believed to date from The Disturbances. It was discovered near the loco shed at Lod and rescued largely through the efforts of Uri Yinon. Still faintly visible on the sides of the bunker is the stencilled number 0001 and the legend THE HILLMENS PRIDE (sic). This last may give some clue to its builders or operators. Could it have been the nickname of a Company in the British Army ? Some group that used in operating on the hilly line to Jerusalem ?

h). Dagon Buffered. In mid-May the Dagon headshunt received a nice new buffer stop, replacing the crossed sleepers and pile of rubble which had accumulated there over the last several years. Painted brightly in white and red the new buffer stop should provide a tempting target for drivers to aim at, and rumour has it that bets have already been placed on how long the stop will remain upright.

i). Doubled at Last. Double track between Haifa Central and Bat Galim was brought into use on 1/6/99. This completes the double-tracking of the main line from Qiryat Motzkin in the north to Lod in the south, though single-line working remains in force over one or two sections where the old line is being upgraded with new material.

j). Improved Statistics. According to one informal report passenger figures leapt by 30% in May 1999, apparently as a result of the new timetable. This needs double-checking, but it does seem that the public has responded in unprecedented numbers to this new timetable.

k). Catastrophe Averted. A catastrophic collision was, quite literally, avoided by inches on 24/5/99. A train of IC3's from Haifa failed to stop for a red signal at Tel Baruch and entered the section to Tel Aviv Merkaz (presently singled for bridge replacement) just as another train of IC3's was passing. The trains brushed against each other, damaging such things as door handles and the rubber surrounds to the cab of one IC3 set. Both trains were heavily loaded with passengers and, if the incident had occurred just a couple of seconds earlier, the results could well have been extremely serious. There seems no doubt that the driver of the ex-Haifa train was at fault for committing the cardinal sin of running through a red light, but a subsequent investigation at Tel Baruch found that an Indusi magnet was not working properly.

45:5. ROLLING STOCK NOTES.

a). New Arrivals. Just to recapitulate a remarkable year - on 21/12/98 the three Bo-Bo shunters and two Co-Cos were unloaded at Ashdod Port. That made a total of 21 new locomotives delivered to Israel in just seven months, starting 21/5/98, a phenomenal rate in the history of Israel Railways.

Of the GA-3000 (JT-42CW) class Co-Cos, No. 708 went to the Haifa Diesel shops and 709 went straight to Dimona.

b). The Shunters. The three shunting locos (see 44:5.c(vi).) are based on the design ordered by the SBB as their class Am 841 (GEC Alsthom designation GA DE 900 AS) and they are numbered 261-263. They carry Alstom plates (without the "h" - this is the new trading name of the company), being works numbers 2038-2040 respectively - a direct continuation of the works numbers for the Co-Co's.

Following are some characteristics of the Swiss type - presumably the Israeli locos are either identical or very similar:

Total weight: 73 tons.

Max. speed - in service, 80 km/h; hauled: 100 km/h.

Length over buffers: 14.120 m.

Distance between bogie pivots: 7.450m.

Bogie wheelbase: 2.300 m.

Total height: 4.280 m.

Wheel diameter: 1.100 m.

After quite a long period of standing mostly idle, waiting for enough Israeli drivers to be trained on them, the "Yo-Yo's" (as they have been nicknamed - they spend their lives going backwards and forwards) have finally started working, in the first week of April 1999. One shunted Haifa East yard while T44 was undergoing maintenance. Nos. 262 and 263 have been noted working the "Dagon" trip and the Haifa Port duty; these duties had until recently been in the hands of G12's and T44 and, before they were withdrawn, SAFB Bo-Bos Nos. 101 (port) and 102 (after it was overhauled - the Dagon trip). G12 No. 128, which escaped withdrawal by working in the port, is still active, since not all shunter drivers have as yet been trained on the new locos. In April 263 was sent to Lod, following the return of T44 to traffic after a period of maintenance, while 261 and 262 continue to work the port and Dagon trips as above.

c). Livery Notes. The roofs of the Co-Co's are painted dark red; upper body panels are yellow, while the lower body is dark green. This scheme is based on the colour scheme used by I.R. in the 1970's, but with somewhat different shades (more modern and stark) and without lining. (I.R. used green/yellow for the Co-Co's and blue/yellow for the Bo-Bo's at this period.)

Main body colour for the shunters is dark blue, with a wide horizontal red band at middle height, becoming V-shaped at the ends. Ventilation grilles are coloured silver.

d). Withdrawn Locos. 251 went to Qishon on 9/9/98 (see 44:5.c) - there is nothing further to report at present..

e). Permanent Way Machines. More notes from Chen Melling:

(i): The Geismar/Donnelly crane-trolleys are numbered 981-988 but not in sequence with their worksplate numbers. Nos. 981-985 are allocated to the southern part of IR Engineering, which means they belong to the Lod maintenance shed, though their exact locations are uncertain. Nos. 986-988 belong to the northern engineering function, and thus get their heavy maintenance in Haifa. One is based in Netanya (currently 988), another in Binyamina (currently 986) and the third (987) works in the Akko area, though probably based at Haifa. The exact allocation will probably be flexible within each half of IR.

(Note - Israel Railways is divided administratively and psychologically (!) into "Northern" and "Southern" Divisions, which often go their own way on a variety of matters - British readers may recall the Crewe / Wolverton split on the old LNWR as a parallel.)

(ii): Matisa tamping machine No. 8 has been withdrawn since November 1998 following an accident in the Ashdod area.

(iii): Re. the Self-Powered Cranes - see 42:6(e-i): The exact situation is still unclear. It would appear that a No. 13 does exist, though Chen is unsure of its type; in addition, one new crane has entered service in the North, and possibly a similar one in the south.

(iv): A correction - Re. 42:6(e-iii): The name of the American company which manufactured most of the Trolleys in use by IR is Fairmont, not Fairmount.

(v): Clarification: Plasser & Theurer No. 001 is a type 08-275 lifting, lining & tamping machine, capable of handling points and crossings. The serial number is 1025, and it arrived in Israel 25/6/94.

Robel trolleys (or "gang cars") 861 and 862 were built around 1987 and are of type 56.27.

f). Robots. Uwe Pietruck has sent information gleaned from the Web Site of Vollert GmbH & Co. KG, Maschinenfabrik, D-74185 Weinsberg, tel. 07134-52228, fax. 07134-52202; an accompanying illustration shows the loco at Har Tzin, still looking bright yellow and new and not sand-blasted by the environment; Details given are: diesel motor, 290 KW, 4 axles, radio controlled, 84 tons service weight, 200kN traction force, top speed 10 km/h.

g). Freight Wagons.

(i). All the 58-ton ballast wagons (see 42:6f) have entered service after an inspection in the Qishon workshops. They were not repainted but had the Israeli numbers applied in standard style over IR-brown patches. Surprisingly, the old 24-ton Talbot ballast wagons

have not been withdrawn, and continue to work side-by-side with all the newer types. (This may reflect the large amount of construction and refurbishing work currently under way or planned on IR. Ed.)

(ii). Oldest Wagon. A wagon of interest is the former 10 007 Shin, now 007 Kuf. Currently being used as a match wagon for Burro Crane No. 3, it was built in 1912 by BRC&W, which makes it the oldest working wagon in the stock of IR today. It will hopefully be handed over to the museum when withdrawn, and maybe restored.

(iii). Dutch Maintenance Assistance. Marc Stegeman has sent an extract from "De Koppeling", the official NS (Dutch) railway journal, of 22/1/99. The article is headed "Israel Welcomes IP Solutions", and continues: "IP Solutions (IPS) is the Consulting Department of NS Materieel (Nederlands Spoorwegen Rolling-Stock Division.) It is now helping Israel Railways in modernising maintenance schemes for freight cars. Last week three IR employees visited several NSM departments. Israel is a small country when it comes to railways, and IR employs only 1,200 personnel. Like many others, IR is trying to improve its efficiency. The main repair works at Qishon was built by the English in the 1930's, and now IR feels restricted by the old-fashioned arrangement of the workshops. Because IR is a minor railway in these respects, they lack the specialised knowledge required to modernise the works, and that is why IR is seeking to purchase the knowledge.

IPS' Marketing Manager, Jan de Vries, happy at having acquired the contract with IR, said, "I organised visits for our guests not only to IPS but also to other departments of NSM, such as the maintenance and overhaul shops and the engineering department. This way our guests can appreciate the far-reaching results of our extensive knowledge."

Why did IR look to the Netherlands for expertise ? According to de Vries, the Dutch have a good name in Europe when it comes to railway technology. In addition, NS has been commercialising its organisation better than other European Railways. Most important was the lecture that de Vries gave in Egypt in 1997. This lecture was organised during a Dutch commercial promotion tour organised by Mrs. Jorritsma, the (then-) Minister of Transport. De Vries said "My lecture was accompanied by a hand-out, which somehow the Israelis laid their hands on. Via 'Railplan' we were contacted by them."

h). T44. Actually 131 is the official number for T44, and has been for a long time, but has only been used in the past for computer identification purposes. Evyatar Reiter's paint job initiative (see 44:5:a) may lead to the loco eventually being accepted as 131 among the staff as well.

45:6. NOTES AND COMMENTS.

(i): Esslingens. "Eisenbahn Kurier" has just published a very nice album of photos of the work of the Esslingen company - not just locomotive construction but also rolling-stock, bridge girders, constructional steelwork and the like. It mentions that Esslingen built 41 of the V60 class 0-6-0D's, but there is NO mention of either the export version shipped to Israel, nor of the export diesel multiple units based largely on the DB VT 08 class.

(ii). Further Infrastructure changes ?

According to Evyatar Reiter, both the signal boxes at Lod were demolished on 5/3/99; old

warehouses at Rehovot and Lod met the same fate. The old station building at El Hamme will also be demolished soon.

(iii). The Greek WD 2-10-0's. (See 44:13). Paul Waters adds some substantial further information to the deals of this period:

"I would like to correct the popular misconception of UNRRA as locomotive dealers. UNRRA's mainstream activity was dealing with "displaced persons" (DP's) in Europe and providing emergency supplies where the military could not do so, e.g. in Greece. Industrial rehabilitation was part of their brief, but not transport rehabilitation. However, they needed transport and so provided their own as a way around their formal exclusion from transport rehabilitation. They provided 17 locomotives to Greece, the 16 WD 2-10-0's and a new narrow gauge locomotive, and 668 or 700 wagons (official UNRRA reports differ.)

The ex-Middle East 2-10-0's were bought for US\$ 806,400 (i.e. near enough GBP 12,500 each at US\$ 4.03 to the Pound). At the time they were noted as being "in Suez and Northern Palestine regions." Turkey asked US\$ 320,000 (i.e. GBP 5,000 per locomotive, though the price also included the wagons) to convey them across Turkey and so they were shipped by sea in January 1946. The locomotives were on loan to the Greek Railways until UNRRA went into liquidation at the end of 1948, after which they were donated to Greece. The Greek Government did not buy them.

UNRRA also purchased 206 ex-Middle East wagons. These were allocated 50:50 for loan to Greece and Yugoslavia and were to travel overland with the locomotives. Bulgaria offered to transport the Yugoslavian allocation for the price of the fuel as they were aid. In the event they did not go by sea with the locomotives and by August 6th. 1946, both Greece and Yugoslavia did not want them. They were offered to the Egyptian and Palestine Railways, but no satisfactory price could be agreed and so they were sold to Turkey in exchange for cigarettes for the DP camps in Germany. I have not seen a note of how they were shipped to Turkey."

Sources used: "UNRRA history reports, "The History of UNRRA 1950", and UNRRA Industrial Rehabilitation Division: UNRRA's Program for Railway Transportation Equipment, by Lyn A. Scipio, April 1947."

An article by Artemis Klonos and Yiannis Zartaloodes in "British Overseas Railways Journal" No. 18 (Spring 1999) p. 96 adds that they arrived at Thessaloniki Port on 24/1/46, having been stored in the desert near Suez for over a year. Right-hand driver's seats were fitted shortly after delivery, and they then became the Greek Railways' best-ever steam loco class, reliable, working well, and with a low axle-weight of 13.7 tons which enabled them to work over the entire standard-gauge system. They worked initially in the north until the Athens-Thessaloniki line was reopened on 16/12/49, after which they worked express trains on this route until dieselisation in the early 1960's. They then worked passenger and freight trains in the north, in Macedonia and Thrace, the last ones being withdrawn in 1977.

Uwe Pietruck, quoting "The Railways of Greece" by W.F. Simms and Eisenbahnmagazin 3/99, suggests that it was SEK Nos. Lb 951 and 960, not 962, which were sold back to England.

NB: It is believed that four of the 2-10-0's were "donated" to Syria as well, when UNRRA wound up. Strangely, nothing like this was ever "donated" to Israel...

(iv). Whitcomb Diesel Survivors.

Following from the above, further survivors from the Middle East campaigns of World War 2 can still be found in Italy and have been occasionally mentioned in "Harakevet". (e.g. 7:20, 16:7, 17:6, 26:7(b).) "Today's Railways" No. 41 (May 1999), p. 44, notes that the FS is about to order fifty new diesel shunters which may at last spell the end for their Class D.143, Whitcomb Bo-Bo's built for the USATC in 1942-3, and modernised by FS in 1966-74. At present these locos are allocated to Ancona (2), Livorno (7), Mestre (4), Fabriano (1), Firenze (5), Roma San Lorenzo (6), Palermo (6), Reggio di Calabria (3), Roma Smistamento (4), Sassari (2), Catania (8) and Cassino (1). i.e. A total of 49 are still in service - it is to be hoped a suitable number might be preserved at appropriate military or transport museums ! These locos worked on Palestine Railways and the HBT as well as the Western Desert lines. How about Bet Ha'Osef getting one ?

(v). Whitcomb History. Following on from the above, and for information: In the "DGEG Nachrichten" 149 (Mai/Juni 1999), p. 11 is a Reader's Letter from Rainer Spohr, which relates to a title photo and article in issue 147 - some archive photos of the American MRS (Military Railroad Service) in action in Germany. He includes some useful information on the builder of these locos: (Editor's translation from the German):

"The firm George D. Whitcomb was situated in Rochelle, Illinois, some 110 km. west of Chicago, where the routes of the (former) Chicago, Burlington & Quincy R.R. and the Chicago & North Western R.R. crossed. The firm G. D. Whitcomb produced tools and machinery for construction and mining use. In 1906 it built its first locomotive - powered by a Benzol motor. Mining locos with electric and petrol engines were now constructed, and the first standard-gauge loco, a 90 ton diesel, appeared in 1929.

The firm went bankrupt in 1930, and was from 1931 onwards controlled by Baldwin, who had acquired 92% of the shares.

The factory in Rochelle was closed in 1952 and production transferred to Baldwin's own Eddystone Works. From this point on - February 1952 - the brand-name "Whitcomb" ceased to exist. Construction under a modified form of the Whitcomb-Patent was continued under the name Baldwin-Lima-Hamilton.....

Whitcomb built a total of around 5,300 locomotives, including 2,054 with diesel engines; most were four-wheelers of under 25 ton weight in various gauges, many built for export."

(vi). WD 0-6-0D Survivors. Further to 44:14, Uwe Pietruck has found more information on the fate of the former WD LMS-type 0-6-0 diesel shunters in Italy.

According to the booklet "Materiale Motore F. S. Italia 1979-01-01" by Fabio Cherubini, there were three units of Class 700 still in existence at that date. All had been built by the LMS at Derby in 1941 and were acquired by FS in 1948; WD 70052 became 700.001; WD 70054 became 700.002, and WD 70055 became 700.003. The latter two were noted as "out of use" by 1970. It is the first loco which has now been preserved.

Technical information was: Midland HI 800 diesel motor, normal rating 265 kW (360 CV), electric transmission, max. speed 30 km./h, length 9920 mm., wheelbase 1830 + 2820 = 4650 mm., driving wheels 1250 mm. dia., and weight in running order 56 tonnes.

(vi). Old timetable. According to the "Jerusalem Post" of 8/8/49, the first through train from Haifa to Jerusalem departed Haifa Central at 07.14 and arrived at Jerusalem just over four hours later, at 11.19.

(vii). On 44:9:b - Explosion. More has been found concerning the combustible LMS 8F 2-8-0 No. 70410. Date of the explosion was 29 August 1954.

(viii). The LSWR coach once to be found languishing in Haifa Port (see 26:11) and presently languishing at Qishon works until it can move into the museum, has always been believed to be PR/IR 316. This assumption now seems incorrect. A recently discovered file (22/36/Kaf) in the museum archives records the sale of LSWR coach No. 314 for use in the port area. The coach itself carries no identifying marks but it will be restored (hopefully) as 314 in light of the above findings.

(ix). Re. 44:25, Artuf. The compass directions to the cement works at Artuf/Bet Shemesh were, of course, wrong. It should be east-north-east.

(x). Mukaibli found ! Re. 44:25 - Sybil Ehrlich had her bell rung by this obscure reference and searched diligently through back-issues of Harakevet to find a "Moucaibele" listed in timetable 43a in issue 6:20:5. This timetable was in French, hence the different spelling.

(xi). Re: 44:9(e) - Funicular at Jounieh. Andy Wilson writes: "There is certainly a passenger-carrying ropeway - that is, the cars are suspended from a rope - from a station close to the sea shore up to a point on the mountain behind the town. I have not ridden it but understand that the upper terminus is at a monastery. I do not know how old it is, but it was in operation in 1994-96 when I was in the country. This ropeway is a little to the north of the CEL station at Jounieh. The term "funicular" implies to me a railway with rope haulage, and I do not know if any such things in Lebanon, though there is another ropeway a little inland from Jounieh for access to the Jiita Grotto and there are also some ski lifts, one near Bcharre and one or two at other places."

So - in answer to Klaus' query, it appears that there is only one form of transport here, not two.

(xii). ESR Sentinel Railcars. It is some while since any mention was made of this, but the Sentinel Trust have preserved a three-coach articulated steam railcar which they repatriated from Egypt. It is now being restored at Quanton Road Station, north of Aylesbury. A recent progress report received from the Trust's archivist indicates that two of the bogies have been removed and overhauled, but the third still awaits attention. Some other work has been carried out on underframes, together with protective measures on the bodywork, but no work has yet been undertaken on the engines or boiler. Work has slowed down somewhat ! Anyone wishing more information, or who can offer assistance, should contact John Hutchings at 10, Riverside Close, Kings Langley, WD4 8HQ.

(xiii). Re: 44:17 - Egyptian Coaches in Israel. Alan Clothier has responded to Paul's query thus:

"I can add a little information, but not as much as he hoped.

- On WD 201 - I have nothing to add.
- Re the 6-wheeled coaches 4907-4909 (I wonder, is the 7 a transcription error for 6, which in Arabic appears similar to a 7 ?) I never came across, either physically or in the records, any six-wheeled vehicles with running numbers higher than 2990 and the 3XXX series numbers were used for the four-wheeled stock - so I'm mystified by these numbers. Could they have been applied by IR ? I did wonder if they had been wrongly reported as 49XX instead of 29XX which were ENR 6-wheel service vehicles but this cannot be the explanation as all the vehicles 2906 - 2909 were seen by me in use on ENR during the period 1977-1984.

About the bogies coaches, however:

- 1256 was one of a batch of 19 First-Class clerestory-roofed compartment coaches with full-length body measuring 60' 0" over headstocks, with 8' 0" wheelbase bogies at 42' 0" centres, supplied by Nesseldorfer in 1912. In 1928 they were all converted at Bulaq Works to First/Second Composites with elliptical roof and seating for 45 persons (128 First and 27 Second Class). As such they were depicted on Carriage Diagram No. 31.
- 1153 was part of a batch numbered 1118 to 1162 of which the first 35 came from Metropolitan RCW in 1926-28 and the final ten from Officine Ferroviare in 1931. They came all elliptically-roofed, verandah-ended, Open Thirds with Brake and seating for 104 persons. Their diagram was No. 111 and dimensions were similar to 1498, which has already been reported to me when subject to an earlier article, (40:6(c)), but which had a full length body."

The Editor went to his treasured copy of the P.R. "Working Timetable No. 3" for 1st. May 1944. On p. xix is a list headed "Summarized Particulars of E.S.R. Coaching Stock Working Over the P.R. System". It reads:

Type	No. in service	Running Nos.	Accommodation	Length over buffer (m).	Av. Tare Tons
Saloons	16	1801-1822	2-7 berths	14.000-21.000	30.0-54.0.
1 Class	74	131-150, 171-190, & 204-259	45 seats	21.620	43.0-47.0
2 Class	114	321-600	47 - 72 seats	16.567-21.620	28.0-45.0
2 Class	12	850-896	107 seats	21.630	37.5-39.5
3 Class	308	602-1162	72-118 seats	18.0000-21.630	27.0-39.5
B.P.L. (8wh).	125	1601-1762	-	18.000-21.630	30.0-40.5
B.P.L. (6wh.)	25	2754-2866	10 ton capacity	11.820	16.0
Ambulance Coaches.	40.	1901-1941	30 berths	17.096-19.386	31.0-40.0
Shabaks (vacuum)	88	2640-2734	of which 67- 31/2 t. cap, 21- 10ton cap.	11.336-11.520	17.5

From this it can be seen that there was a wide variety in the pool of stock which might be found crossing over the Ferdan Bridge. Possibly the Ambulance Coaches could have had WD numbers ?

The 49XX series numbers could indeed be IR ones, but I would like to see more information on early Israel Railways number series in general !

p. xx of the above-mentioned WTT lists "War Department Rolling Stock" - in this list, WD 201 is a four-wheel flat truck, marked "for internal user only, for the Army".

(xiv). On 44:11: Head them off at the.... " Hans Kohut writes that one should really transliterate the word "Passim" thus, with a double "S" - the singular word is "Pass", a "hard S"; this word for Rail is, he considers, a loan-word into Hebrew via Yiddish from Polish, where it means "Belt", Yiddish "Passikl"; a more "Classical" Hebrew term would be "Messilah"/"Messilot", and is the term actually used by Israel Railways, who rarely use the term "Passim". ("Pass" in Classical Hebrew is used, for example, to describe the "stripes" or "sleeves" on Joseph's famous coat. I think it was Ben-Yehuda who first chose to use this word for a Rail, also a long straight strip.)

(xv). Narrow-Gauge Discovery. Tomas Meyer-Eppler visited Kibbutz Ein Shemer and discovered an additional loco there - Deutz 57082. No-one was able to give him any information as to the origin of this loco. Can anyone help ?

45:7.

One of the bogie hopper wagons for Merry-Go-Round coal trains between Ashdod Port and the Rutenberg Power Station near Ashkelon. Seen at Haifa East on 7/1/90 before entering service. Fitted with automatic couplers, this wagon has bogies built by CAF of Spain (dated 1987) with the upper body being constructed by Israel Dockyards (dated 1988).

(Photo: Paul Cotterell.)



45:8 OTHER MIDDLE-EAST RAILWAYS.

(a): EGYPT.

Andy Wilson made a visit in April 1999, and the following notes are based on information from him:

(i). Cairo Metro Line 2 is now open to Cairo University (in Giza), and the last section is expected to be opened later in 1999 - another three stations, which will take the line through the Giza city centre, with an interchange with the ER station, and to one station beyond.

(ii). Cairo Metro extension. It appears that the next stage of Metro work is to be an extension of Line 1 northwards for a further four stations from El Marg to Khanka, which is currently operated by ER diesel push/pull trains. Confirmation of this TV news item is awaited.

(iii). The Sinai coal mining project is now going ahead. No details yet.

(iv). Sinai line. One of the officials told me that the Sinai line had been rebuilt from Kantara to El Arish and was officially opened by President Mubarak at the beginning of 1999 - A new bridge is under construction over the Suez Canal (at Kantara, site of the WW1 bridge but north of the older bridge at El Ferdan) and is due to be completed in about two years' time. However - this information is unconfirmed, and as construction projects in Egypt tend to take a long time, it would be interesting to find out exactly how much of the line was formally opened and what other sources have to say about this line.

(v). Two new locomotive types are now in service

a). - a six-axle road switcher style, grey livery with upper half of cab in dark red and the red extending in a long flash along the long hood. These are made in Canada, according to a driver. (GM in Ontario ? Ed.) Typical running numbers 2310 and (uncertain) 2230. These locos were seen on heavy main-line passenger trains. ER colour codes its locos, and this is a new livery, implying a new power classification.

b). - A 6-axle double-ended European style diesel, silver-grey livery, with waist stripe in national flag colours (red/white/black). Typical numbers 2112 (ADtranz 33305 of 1998) and 2116 - I suspect these are an updated successor to the Henschel AA22T model which has been supplied in large numbers over the last 20 years or so - certainly there are similarities in the chassis, although the body styling is different with slanted windscreens, and the upper part of the body sides tapering inwards, in contrast to the very boxy outline of the Henschels. Livery is the same as for the Henschels and the comparable locos supplied by GM Canada from the mid-1980's.

c). Note on the Livery question. As noted above, ER colour codes its locos by power group - the silver grey scheme with the waist stripe in flag colours is also common with the very numerous Henschels, the much rarer GM equivalents, and the Soviet TE-114's, covering a power range of approximately 2200-2700 hp. I have never seen the Russian locos working on ER but they were transferred to the Egyptian Iron & Steel Co. at Helwan where a few may still be in use. The only locos I have seen in bright green livery with yellow stripes were some used for hauling bulk freight trains, and only seen from a distance in Jan. 1997.

The GM G16 and G26 locos on ER have always been a dull GWR-shade of green, and maybe this points to the power-range of other main-line locos on ER. Does anyone have any more information?

(vi). There is a new passenger coach livery for painted steel cars (i.e. not stainless-steel or aluminium). The bodyside is white with a red band about 1 foot wide running along the bottom of the body from the right-hand end, slanting upwards near the left-hand end to run along the top of the side for a short distance, and the upper stripe then continuing for a short distance along the next car. The roofs are grey. This livery was seen on express train stock, but there is still plenty in the older livery of grey lower sides, with lighter grey above the waist, separated by the national flag colours stripe.

(vii). The Railway Museum. The exhibits are neglected and deteriorating badly.

(viii). Noted on TV - ER have announced a project to build a 45 km. rail link to serve a port development on the east side of the Suez Canal opposite Port Said. Note that this is not at Port Fuad, which is just across the original channel opposite Port Said, but is on a modern relief channel further to the east. Whereas the line built by the British went south from Ferdan to a point opposite Suez city, this new line will head northwards and, at 45 km., seems likely to reach the Mediterranean.

(ix). A Children's programme featured an amusement park called "Magic Land", which is apparently located on the Cairo-Ismailia road. This includes a standard-gauge train ride with an ER diesel shunter 4339 hauling two old-style coaches. This is the loco which was at the TV studios on the other side of Cairo in 1993 and one of the coaches appeared to be the La Croyère 6-wheeler from the same place. (See 24:7).

(x). An historical note about the Suez Canal Co.'s railways:

"In 1993 I visited the Canal company's quarry south of Suez, which older maps show with a rail connection. The quarry was still in operation but with road vehicles only. I visited the office at Port Tawfiq (on the west bank of the Canal, virtually a suburb of Suez) and spoke to an engineer who recalled a "Decauville" at the quarry, now gone, but he knew nothing about a standard-gauge line. I then asked him about the four small Ruston standard-gauge locomotives which had been supplied at various dates to the Canal Company, and he said these had been for the company's shipyard at Port Fuad. This is not connected to ER which is on the opposite bank of the canal. Ruston's records note "special couplings" for these locomotives, which clearly indicates something different from the conventional fittings. I do not know if any of them survive."

This area has changed greatly over recent decades, with warfare, construction of fortifications, and subsequently the dredging and widening of the Canal.

(xi). Old Tramway News. From "Modern Tramway" for 3/95, in their "100 Years Ago" column:

"According to the U.S. Consul General at Cairo a trolley line will soon be built between that city and the Pyramids" - from "Street Railway Journal", 6/1895. (Thanks to Marc Stegeman for this.)

b). **YEMEN.** Andy Wilson is researching the railways here, and notes that "New Civil Engineer" magazine of 23-30 July 1998 reported that British consultancy Halcrow Transmark had just completed a pre-feasibility study for a new line in Yemen. Does anyone have any more details ?

c). **HEDJAZ.** Andy's researches on the Yemen have led him to the conclusion that the 85 vehicles listed in Tourret as "Roulx (Yemen" and delivered to the Hedjaz in 1330 H (equivalent to Dec. 1911 - Dec. 1912) were clearly originally intended originally for delivery to the Yemen but held up by the Italian - Ottoman War going on there at the time. So much seems clear. But Tourret also notes that they were hand-braked only, whereas Hedjaz stock was vacuum-braked - so the Roulx stock must at the very least have been through-piped pretty soon, and some given vacuum brakes. But the people in Damascus seem to have taken the opportunity to get rid of all of it to PR when the stock was divided up. If the planned lines in the Yemen had been built they would have reached a spectacular altitude of 3,000 m; vacuum brakes as used on the HR would have become ineffective at such heights, and any continuous brake would have had to be air-operated.

This all became theoretical. But one coach was still in use, as Hedjaz Jordan railway No. 48, until recently.

d). **IRAN.**

(i). **German Trams.** According to the Dutch magazine "Op de Rails" for March 1997, p. 112, in July 1996 six trams and one trailer, originally from the Rheinbahn, were shipped to Iran. A total of 33 Düwag trams and "Grossraum" (i.e. open saloon) trailers were available, but Marc Stegeman, our informant, is not aware of any later shipments. The trams were intended to cater for pilgrim traffic on a new tram line in Masshad.

(ii). **Sarakhs Interchange.** According to "Le Rail" No. 60, December 1996, p. 45, the Turkmenistan station at Sarakhs was then receiving approx. 30 wagons a day for Iran, containing cotton, petroleum products from Central Asia, kaolin from Kazakhstan and raw materials for the chemical industry from Russia. It received from Iran wheat, farina, rice and various foodstuffs. A single tariff has been arranged between the Republics of Central Asia for the transport of 40-foot containers, in order to compete with road traffic. Iran is planning to lease a rake of insulated wagons for carriage of citrus fruit.

The capacity of the axle-changing installations is 110 wagons per day in rakes of ten; a number of installations at the terminal have not yet been completed, including platforms for containers, a freight area, customs post etc. The signalling has not been completed, traction capacity is insufficient and a depot is needed. Turkmenistan is applying to Russia to form a joint organisation.

(iii). **North-South Line.** From the same source: This project is the object of a Protocol between Iran, Turkmenistan, Kazakhstan and Russia, following the inauguration on 13th. May 1996 of the Sarakhs link. It envisages a direct link between Russia and Iran and construction of a line Mangichlak (Kazakhstan) - Krasnovodsk - Gorgan (Iran), 850 km. long. It is hoped thereby to gain the traffic currently transiting between Scandinavian countries and Russia towards Iran and India (currently 85 M. tons p.a.) Following a recent visit to

Moscow Mr. S. Niazov, President of Turkemenistan, has raised the question of constitution of a joint Russian-Turkmenistan enterprise to construct and operate the railway.

(iv). Old News - German Locos. Whilst flicking through an old copy of "Eisenbahn Kurier", Jan. 1984, p. 68, the Editor spotted a notice to the effect that the planned sale of several Class 221 B-B diesel hydraulics to Iran had been delayed, so that the locos would remain in service in the Ruhr area for the time being.

What planned sale ? At this period other similar locos of Class 220 were being sold to Italy, or were being prepared for construction work in Saudi Arabia - but does any of our German readers have more information on this planned sale, and also on the sale of a large amount of ex-DB rolling stock to Iran ?

e). **TURKEY.** Not so much News, as a Query. Keith Chester of Vienna is researching the Feldbahn (military light railway) built by the Russians into Turkey during World War 1, from Sarakamis to Erzurum. After the war they left most of the equipment behind, and the stock was eventually absorbed by TCDD. There were two types of locos - Kolomna Type 86 0-6-0T+T's, which became TCDD 33901-33950, and ALCO Class A 0-6-0T+T's, which became 33951-33986. Apart from the photos in Ted Talbot's book "Steam in Turkey" (pp. 68f.), does anyone have any further information on this line ?

f). **SYRIA - IRAQ.** According to Reuters, "Syria and Iraq are discussing the restoration of railway links that have been closed for about two decades, to facilitate the transport of cargo and passengers between them", the Iraqi Transport and Communications Minister Ahmed Murtada Ahmed Khalil said on 24/5/99, after a meeting with his Syrian counterpart Mufeed Abdul-Karim. Iraq is currently using Syrian ports to handle food imports, mainly sugar and wheat, arriving under Iraq's oil-for-food deal with the United Nations. Khalil "did not give the volume of the imports but noted that Iraq's total imports by sea were 12 million tons before the imposition of UN sanctions after its 1990 invasion of Kuwait." Food imports are currently handled by road transport between Syria and Iraq.

He is quoted as saying "We discussed the possibility of restoring the railway links which exist between Iraq and Syria." Abdul-Karim stated that Syria is ready to promote transport co-operation with Iraq, and has agreed to open a Co-Ordination Office in the port of Tartous to facilitate the handling of Iraqi imports.

There are two links, one between the northern Iraqi town of Rabia al-Yaroubiah with the CFS network at Hasakah. Until the 1991 Gulf War this connected with the European rail network via Turkey. The second line is between Al-Kaem in Iraq and Abu Kamal in Syria.

"The first line has been closed since the beginning of the 1980's, the second line is complete only on the Iraqi side and is currently used to transport passengers to the border with Syria", said Khalil.

g). **SAUDI ARABIA.** From RGI 6/99, p.342: "A study funded by the World Bank is examining the feasibility of building a Jeddah - Makkah - Riyadh route. The line from Riyadh to Gurayyat via Hail and Qasim is also proposed."

Such an east-west line serving Mecca has of course been proposed for a long time.

45:9. WARTIME MEMOIR.

I have recently been sent a copy of p. 64 of "Trains" for Feb. 1949, in which Robert W. Richardson, a former G.I., reports that he "bought his way into the cab of one of the Palestine Railway trains by slipping the engineer a package of American-made cigarettes. It was a dark night and the engineer did not use his headlight because the generator had worn out some years before and had never been replaced or repaired. Visions of what might be ahead were rapidly chilling my previous enthusiasm for the engine ride. Not even a smooth-running machine and a hospitable crew could dispel thoughts of what might happen if some prowling partisan had lifted a few spikes or if one of the huge limestone boulders had rolled onto the track."

From correspondence, this trip was in December 1944. See also 30:25 for a previous memoir.

45:10. CONTROLLING YOUR MOVEMENTS.

I have made contact with a new group that may be of interest to some readers of Harakevet. The "Movement Control Historical Society" was established in 1995-6, and its objects are "To research the role, status and the operational details of Movement Control from its first inception to the present day and to publish the results of such research in appropriate style, to collect memorabilia of all kinds, official and unofficial, also to solicit contributions of diaries and descriptive accounts of events..... etc.

Apart from obvious categories such as those for former members of the Royal Engineers, Royal Corps of Transport etc., there is also "Associate Membership" at GBP 5.00 per annum for those "interested in the Society and supportive of its objects".

Since a great deal of the importance of Palestine Railways from 1920 to 1948 (and the Sinai Military Railway from 1917) depended on its contribution to military transportation requirements, of troops, stores, refugees etc., there is a clear area of common interest, and maybe some readers of Harakevet may also fall into the category of those who were professionally involved in "Movement Control".

Anyone interested - please contact the Hon. Secretary, Mr. A. Christopher Scott ERD, 69, Otter Street, Derby, DE1 3FD, United Kingdom.

45:11 A NEW ISRAELI MODEL !!

I have heard that Heljan, a Danish firm specialising in HO-Scale models, is producing a new model of the IC3 set as used in Denmark and elsewhere - and also a version in Israel Railways livery. This will feature technical experience gained on their model of the DSB "MX" class diesel.

Further details should soon be available on their website <www.heljan.dk> Cost is expected to be around 1,850 Danish Kroner, around GBP 165, and the model is due out around September.

I would imagine that the members of the Israel Model Railway Club or Pasim might be interested in a bulk purchase ! Or that IR might like to be able to present models on display

plinths to various dignitaries when officiating at opening ceremonies and the like. Is there anyone in Israel willing to act as import agent ?

Until now Heljan have been known mainly for models of buildings and landscape features, rather than locomotives, though their new catalogue also shows a Danish railcar, some coaches and wagons.

45:12. OBITUARY: MAX SEIDENBERG

Max Seidenberg, former driver on PR / IR and long-time volunteer at the railway museum, died on 2nd. June 1999. His life reflected the times and places in which he lived. Born in November 1917 in a railway coach at the junction of Raju Kurtkulak in northern Syria where his father Joseph was Superintendent, Max was looked after in his early years by an Armenian girl who had been wounded during the Turkish genocide of Armenians and was rescued by Joseph Seidenberg when he found her lying beside the railway line while out on patrol in a hand-propelled inspection trolley. Max's father was Roumanian by birth but a Turkish citizen, and his mother Ida was Russian. Max himself was nicknamed 'The Goy' because of his non-Jewish features. He lived in Syria, spent twelve years in Egypt, then moved to Palestine in 1934. In April 1935 he began work as a fireman with PR, becoming a driver at Lydda (Lod) in 1943. The same year he married Hannah and the couple had one daughter. The family moved to Haifa in 1949 and Max took pension in July 1970.

He will probably be best remembered for his sunny disposition and fund of stories, some of which were recounted in early issues of Harakevet. Quite recently, he recalled others. Like the time he came under fire when working a P-Class 4-6-0 past Tantura (Dor) during Israel's War of Independence; or taking an armoured train, consisting of a Baldwin 4-6-0 with flat wagons at front and rear on which were mounted guns, to clear the line between Haifa and Zichron Ya'akov (there were Arab soldiers even at Hof Carmel but they retreated without firing a shot.) Max's good humour and facility with languages (he spoke French, English, Hebrew, Arabic, Italian, Spanish, German and Yiddish) made him popular with visitors to the Haifa railway museum, and it was a particular source of sadness and frustration for him that illness during his last years kept him at home or in hospital. The accompanying photo shows Max as he would best like to be remembered, as a vigorous young man on the footplate of a steam loco - in this instance aboard a Nasmyth Wilson 0-6-0T.

Paul Cotterell.



Max Seidenberg 1917 - 1999.

45:13. ISRAEL RAILWAYS OBSERVATIONS.

Further to the personal observations described in 44:6, 44:7 & 44:9(j), the Editor considers it worth describing what was observed during mid-March 1999 - as the system is in any case undergoing such massive changes ! Main source of information for anything not personally observed is Paul Cotterell. If there are any mistakes, they are mine (scribbling in the heat and rush) and corrections from local observers of the "scene" will be welcomed.

a). Stock:

16/3/99: Haifa Mizrach C. & W. shed: receiving attention were 60.120 Taf, ex-SNCF Inox coaches 92 & 95, GEC coach 329, wagon 60.032 Tet. In the new (white) two-track extension to the main diesel depot an entire IC3 set 7008 was raised on jacks, 7010 on the tracks.

At the diesel depot ca. 09.00 were 735, 262, 263, 261, 703, 706, 126, 122. Inside the shed receiving attention were 126, 706, 702, 733, 614.

Nearby is a collection of old departmental stock, including 35.152 Shin (a former PR coach frame); WD van body 6126 on 40 069 Tet; old wooden 4-wh. Van body 114 Taf on 40.188 Tet. Three four-wheel wooden vans painted bright yellow, one bearing the number 3477; an old derelict black-painted wooden 6-plank wagon bearing what might be an Arabic number; an old German-type open wagon 25.118 and another numberless one painted yellow, a yellow ex-ESR 6-wheel coach; a modern crane with 4-wh. match truck; a former PR steel 4wh. van body placed on a 4-wh. frame.

T44 "131" was on shunting duty in Haifa Mizrach Yard, 128 shunting the siding connection to the Port.

The shed for servicing Permanent-Way trolleys is to the rear of the Diesel Depot (i.e. towards the station). There are three roads that enter the shed, and two further tracks inside it - i.e. not connected to the system, but presumably trolley can be manhandled across as necessary for repair and/or storage. Trolleys 73 and 45 were inside.

The sidings on the north/west side of the line between Haifa Merkaz and Mizrach are known as "Golani Sidings" - present were 50.030 Shin & 50.007 Tet.

At Bnei Beraq on 19/3/99 were: Track Recording Trolley 003, parked by the level crossing; several bogie flats carrying concrete sleepers: 58.006 Tet, 1856, 1863, 1854, 1861; Burro crane 6 Kuf; 3656 Kuf, plus 4-wh. match wagon 1224; bogie well wagon built by Geismar at Colmar, No. 1902; "40Tet"-type wagon No. 1701; Burro crane 2; Geismar track machine, 1992 - tare 20,320 Kg., type PTH 430, 18.61 m. length over buffers;

Also a long rake of ballast wagons: 40.009 Resh, 40.017 Resh, 50.113 Resh; 40.035 Resh; 40.013 Resh; 50.108 Resh; 40.035 Resh; 40.021 Resh; 40.012 Resh; 50.110 Resh; 40.010 Resh; 40.003 Resh.

In the sidings on the north side behind the grain silos the two ancient home-made tractors still stood - the one on an Esslingen bogie clearly still in use, the other half-overgrown. In the sidings to the silo on the south side was nothing. But the most interesting vehicle, parked on a short section of isolated track next to the middle signal box, was former PR coach 322. Since it appears that the old white steel coach, painted white, that used to

stand at Dimona has “disappeared” (sold privately for scrap ?), then this is the sole remaining PR passenger coach surviving apart from the Saloon in the Museum.

b). Operations.

(i). The “Dagon” sidings situated on the east side of the line just south of Haifa Merkaz are served by four dead-end sidings, two each side, reached by a headshunt at the south end. The sidings themselves are all set in asphalt. Traffic varies, depending on grain shipments, and can reach up to 100 wagons a day. A road tractor fitted with a buffer beam acts as “shunter” inside the complex. Traffic, all in bogie hopper wagons of various types, is worked by the local Pilot to and from Haifa Mizrach yard, using Track 3 at Merkaz to avoid the wagons fouling the footbridge linking Platforms 1 & 2. For many years this pilot was an Esslingen 0-6-0D, then a G12, and now these duties will probably be taken over by a “Yo-Yo”.

(ii). Haifa suburban services - known in Hebrew as “Parvarim”, single adjective “Parvarit” - are worked by single IC3 units, terminating for now in the bay platform at Haifa Bat Galim. Since at present the line is still single, this is easily accessed; once the current doubling works are completed, these trains will use a facing crossover just north of the “Dolphin Bridge” level crossing to gain access to the north-facing bay on the west side of the line. When Hof Carmel station is opened, the suburban services will turn round there instead.

(iii). Main-line services are formed either of three IC3 sets (on Sundays some peak trains run with four sets coupled), or a Push-Pull set with seven or more coaches and a driving trailer, or a loco with a mixed rake of older stock including a converted full-Generator coach.

(iv). Formations: Some trains noted on 16/3/99 included:

738 hauling 318/326/341/334/325/335/337/336/302;

740 on 340/333/316/317/304.

734 on 311/330/322/331/332/328/301.

736 on 625/634/81/642/619/82/601/56 (Generator).

(This loco and set were also observed 15/3/99).

On 15/3/99 the 18.28 T. A. -Ashdod was formed of 737 on 325/334/341/326/318/335/337/336/302.

(v). Stock Notes. It is not clear to what extent the formations remain fixed, or whether they are regularly “shuffled”.

At Haifa Mizrach spare stock standing around on 16/3 included: 610!

633 (Generator)/80/71/83/607; 616 (Generator)/91/96. ~~601~~ (Generator), 53 (Generator).

(Nos. 53 & ~~601~~ are not in regular use but are still in stock as reserves. 630 is now out of service due to poor condition, 615 also but still on inventory.)

(Dumped near the signal box were old Indian grain vans 40.012 Taf and 40.030 Taf.)

Coach ³⁴²642 bore all-over advertising for “Globes” newspaper. Coach 630 is out of service in poor condition, 615 is still on inventory but not used.

On Fri. 19/3/99 the 11.24 Bat Galim - Tel Aviv comprised 302/336/337/335/325/334/341/318 and Bo-Bo 738 propelling. At Tel Aviv 732 was seen on 633 (Generator)/80/71/83/617/73/78/72.

(vi). Note that all Push-Pull trains are formed with the Driving Trailer at the South end and the locomotive at the North end. (In former times when there was one former BR Mk. 2 coach in each rake, this was also marshalled at the north end.) The Driving Trailer also incorporates the generator for on-train power. When a rake of the older (i.e. mainly Yugoslav and French) coaches is used, these operate with a Generator Coach converted from an earlier passenger vehicle, and this Power Coach is always at the South end. All the German O&K and the ex-BR Mk. 2's are now withdrawn, as well as those coaches converted to half-generator vehicles (though 53 and 610 remain in stock as reserves). The ex-SNCF INOX ("inoxydable" = Stainless Steel) coaches are not very popular with passengers, due to their internal layout, but were in any case purchased as a stop-gap measure to cover for stock temporarily withdrawn for rebuilding by Ramta. Nevertheless a full rake of seven INOX coaches, plus a Generator coach, was noted at Tel Aviv carriage sidings one Friday evening, ready for a northbound service on Sunday morning. One assumes that these, the French Carel Fouche coaches, and the remaining Yugoslav vehicles, have only short-term futures.

Since the new GEC coaches are (apart from the driving trailers which also incorporate the generator) basically identical, with open saloons of the same class, and there are no Brake or Van vehicles, and catering vehicles (light catering being provided by a trolley service), the order of the rest of the rake is pretty immaterial. In the vestibules are attachments to fit cardphones, and some coaches now have these phone fitted. The new coaches bear their numbers on the solebars at both ends, and the "GEC-Alsthom" symbol on the right end, except the Driving Trailers where the symbol is at the cab end on both sides. The older coaches bear their numbers on the left end of the solebar only.

In addition to the new arrivals the following IR locos are also fitted for push-pull working: G12's 124, 125 and possibly 107; G26 "Jumbos" 607, 610, 611 and 612. (125 is geared for 140kph. running.)

(vii). Many of the drivers prefer working freight to passenger turns, since the working is more leisurely and they are better paid due to various premiums; some of the older drivers are in a link where they work only on locos, and have not been trained on IC3's. Freight work up to 80 km/h., passenger trains up to 140 km/h.

(viii). Though GM Co-Co 701 is still used exclusively on the Ashdod - Ashkelon coal trains, new GEC Co-Co 703 or 704 will also be fitted with slow speed control and the rotary couplers to act as reserve. Jumbos 613 and 615 have also been fitted with American-style couplers. At Ashdod the sulphur stores sidings are shunted using cables.

(ix). At this time the T.A. suburban service was still turning round at Netanya (now Binyamina). On 15/3/99 the 18.34 from T.A. was formed of IC3's 7411/7211/7222, arrived at Netanya's Plat. 3 (the outer face of the island on the east side) at 18.58, and departed back again at 19.05. Quite slick operating !

c). The Railway Museum. Enormous developments are potentially under way here - what follows is basically an outline.

There are two key factors: a Director (Shalom Yaakov) who, while not specifically a Railway Specialist, knows a lot about attracting kids and getting things done, and: the road-building schemes designed to ease traffic around this end of Haifa, partially by eliminating

the "Hiram" level crossing. Building the overbridge to do this will involve demolishing the Large Exhibits section of the current Railway Museum (NOT the old stone building for small exhibits, nor the rest of the station area and old monuments, as once feared), and in return the 'Netivei Carmel' company (building the road) is sponsoring a generous re-arrangement and rebuilding of the whole area.

Thus - a new three-road shed for the Permanent Way Department is being constructed on the north side of the lines, behind the large old three-storey stone building. Once this is complete, the P.-Way Dept. will be able to remove all their miscellaneous materials from the area around the former HR narrow-gauge engine shed. The Railway Museum will then, in turn, be able to take over the shed, and the areas east and west of it, for large exhibits (and possibly some parking places too.) There is a scheme for a footbridge linking the two sections of the museum, possibly a wide bridge with an Esslingen coach mounted on it, acting as a cafeteria ! Provisional plans show two tracks extending through the south end of the shed, and four tracks north of it.

The Museum is now represented on the railway's "Va'ad Grita" (i.e. "Scrapping Committee") and so can bid for interesting items. There is an informal arrangement whereby at least one vehicle per year can be properly restored at Qishon, possibly as a training project. And - the large three-storey stone building has been taken over and is becoming the Archive of the Railway Museum, with room also for other activities. (The Manager's office, a Library/Reading Room, possibly a small Art Gallery or Cafe. Four rooms are already in use, with two more almost ready for use.

The Archive is being worked on by a small devoted team, mainly on Friday afternoons - the attic is largely filled with Guano (in almost commercially-exploitable amounts !), these deposits covering some remaining files and folders, but most of the recently-rediscovered material has been transferred to new shelving on the first floor and is being sorted out into new boxes.

The IR Library will also be transferred from Tel Aviv.

There will be four tracks in the former engine shed, but only three will have access from the East end. They will be arranged in pairs, with a small circulating area in the middle. Due to the salt sea air, it will be advisable to place steel vehicles where possible indoors, whereas wooden goods vehicles will be less affected by being left outside. (The ex-LSWR "Eagle Saloon" will, however, go inside once restored.)

It is hoped that it may be possible to exchange an Esslingen shunter and a few wagons for the HR stock currently at Kibbutz Gesher. There is also a hope that the Model Railway Club might receive SAFB Bo-Bo 101 and an Esslingen railcar cab unit, as static exhibits.

(As a private idea, or fantasy, one wonders whether a system of "dispersal" and "loans" might not also permit preservation of stock elsewhere - for example, "Bet Ha'Osef" at the old Jaffa Station would be a good place to locate some former tank-carrying wagons, or the covered bay platform at Jerusalem could shelter a couple of old coaches, fitted internally as a small display on the history of the line, or the museum at the "Shemen" works, still with sidings in the asphalt, would be a suitable place to locate some different grain wagons. The "Shemen Branch", though disused and overgrown, is still in place, diverging near the per-

manent-way machine shed behind the diesel depot - this could, if restored, make an interesting ride on a small "Kronit", an additional attraction for the Museum.)

d). Stations & Lines, Infrastructure. Haifa Merkaz had its platforms resurfaced some five or six years ago, with red/grey concrete bricks laid in patterns replacing the former asphalt. At the same time the "bus shelters" on the northbound platform, and the electronic indicators were provided.

North of Zevulun Junction (i.e. the east end of Haifa Mizrach yard) there is currently a 5 kph. speed restriction due to subsidence problems caused by poor drainage of the land.

North of Kishon (with its loop and two links on the west side - one to the south end of the Works complex, one to the P-Way and scrap yard) there is also a south-facing siding on the east side, serving a small grain depot. An old wooden PR van has stood here for many years.

Kiryat Haim station is decked out in a colour scheme of yellow and blue, whereas Kiryat Motzkin is in red and blue (apart from the old wooden station building, still in green.) Kiryat Motzkin has a further loop north of the station platform and L.C. on the west side for trains "turning back" - the track then becomes single north of here. The link to former (WW2) military sidings on the west side of the line north of Kiryat Motzkin has now disappeared; further north, on the right side, a turnout remains in place on the main line, but the former sidings have been lifted or obscured. At Kiryat HaPlada there is a lengthy goods loop on the east side, a spur to a grain silo (still in use), and connections (looking fairly disused) to the steel scrap yard; the cement sidings on the west side are rusty and overgrown.

Akko now has colour-light signals replacing the former semaphores. The station retains its two loops, one used for crossing passenger trains. Chatzrot Yosef halt at Km. 24 still has only a very short platform - one coach length; Passengers wishing to alight need to travel in the front coach. Nahariya South has totally disappeared. (The other closed halts at Bustan Hagalil and Shavvei Tzion appear still intact.) Nahariyya retains its run-round loop with the loop line continuing northwards to Betzet, and has had some new bus shelters provided.

The location of Hof Carmel, for the record - the north points are at km. 8.4, an old building is on the east side at 8.8. the new platforms are being built from km. 9.0 to 9.4, and the south crossover is at km. 9.8.

On 17/3/99 work was still under way on construction of the southbound platform at Atlit, and all trains used the northbound platform. The long-disused connection to the Salt Co.'s sidings has been lifted with the doubling work. Zikhron Yaakov retains its signal box and old station buildings, with one long and one short loop on the western side, but there is no sign of any passenger facility any more. Where the line crosses the main coast road ("Kvish haHof" - the location is km. 90.7 on the road) a new double-track concrete viaduct has been provided and the former single-line one removed - the former trackbed on the east side of the new viaduct is visible, with some track still laid north of the viaduct. The pillars at road level are painted blue, yellow and red. (Incidentally, Dor block post and signal box is close to this main road, at km. 79.4).

3 ?

At Binyamina Burro Crane 13 and crane-fitted trolley 986 were noted by the small trolley shed, and 113 was acting as Pilot. (The new Co-Cos and, more importantly, the track doubling which enables northbound trains to “rush” the bank rather than starting from a stand at Hadera, have largely eliminated the need for banking of freights here.) The quarry sidings are connected only to the southbound line by a north-facing spur, so short workings from the station require some propelling. 40.008 Resh, 40.019 Resh, 40.027 Resh, 40.002 Resh, 40.033 Resh, 40.007 Resh, 40.006 Resh, 40.020 Resh, 50.102 Resh, 40.030 Resh were noted in the station, 24.011 Resh, 24.035 Resh, 24.020 Resh and two others in the south headshunt. (On 15/3/99 wagons noted here included 40.030 Resh, 50.106 Resh, 40.027 Resh, 50.107 Resh, 40.034 Resh, 50.101 Resh, 40.006 Resh etc. This indicates that the wagons of different capacity are marshalled haphazardly.)

The Binyamina pilot makes at least two return trips a day to the quarry sidings, in the early morning and late evening, plus maybe a trip to Hadera to drop and collect container traffic, and returns to Haifa for refuelling, but otherwise nowadays has little to do.

At Bet Yehoshua the siding connection on the west side is still in place, but the siding has been shortened by the simple expedient of building a car park over half of it.

At Herzyliyya (km. 85) the new red footbridge connecting the platforms looks very “English”, and is at the north end of the platforms. The third track on the west side is for freight shunting only and does not form an island platform. On 19/3/99 around 12.30 120 was noted in the siding on four wagons, and 609 plus another “Jumbo” headed north on a freight formed mainly of empty flat wagons.

South of Tel Baruch the southbound line is currently used as far as the Yarkon bridge, when it slews over to the north-bound track (which is disconnected at this point); the bridge itself is still being worked on. This line is then used until the crossover north of Tel Aviv Merkaz. A very operationally-constricting bit of single-track working..... (See 45:3(k) above.)

In the older part of Tel Aviv Merkaz (which is, confusingly, also referred to as “Arlosoroff” because of the road where it is situated, or “Savior” after the former IR General Manager and later Knesset Speaker) the platforms and tracks are intact but gradually succumbing to dereliction and overgrowth. The two Esslingen railcar vehicles have somehow been removed.

Southbound from Tel Aviv, the carriage sidings opposite the former Tel Aviv Darom station comprise three loops ending in a lengthy headshunt capable of holding an entire train. A crossover and spur allow access to a lengthy loop/headshunt from which the former station can be accessed, via the bridge/short tunnel under the Jerusalem-bound road carriageway.

The old Tel Aviv Darom station itself (best reached by taxi or a long walk !) is totally intact, the station buildings used as offices, platform 4 used for storage of old goods vehicles (see below) and at least Platforms 2 & 3, and maybe 1 as well, used during the day for stabling and cleaning passenger stock which was then propelled or hauled into the loop by the main line for return to late-afternoon services.

The wagons which appear to have been stored in Platform 4 for several years (either for training or museum purposes) comprise 40.145 Tet, 1143 & 1148 (former Indian grain vans), 32.005 Shin & 32.001 Shin, (former ESR short-wheelbase bogie flats of apparent British construction), 25.258 Taf and 25.212 Taf (four-wheel vans converted to grain hoppers.)

Two trains were stabled in Platforms 2 & 3 for cleaning; they comprised 733 (Alstom 2022 of 1998) at the buffers with 634/81/642/619/82/601/56 (Generator); and 122 (at the south end) on 633 (generator)/80/71/83/617/73/78/72. Coach 72 has a slightly different livery with extra Zionist symbols. 733 propelled its stock out at 14.40 and then reversed in the headshunt to haul its e.c.s. (empty coaching stock) to form the 14.52 from Hashalom to Haifa.

On this day the double track south of Tel Aviv appeared to be in use, with two crossovers at Kfar Habad, but the new signals at km. 10 were still marked as Not In Use; at Lod itself - as briefly noted in the last issue - the double tracks were slewed into one at the north end and a temporary connection had been made with the line from Rosh HaAyin, many tracks in the station area had been lifted for realignment and relaying, and by the time this appears it is assumed that the new layout will have taken shape and been commissioned, so further comment shall await. The two sidings curving off into the field at the south end, behind the former south signal box, (used for some years for storage of derelict coaches) had been lifted, and a pile of old semaphore signal equipment had been gathered there instead.

The loco yard at Lod remains as it has for many years, its overgrown and rust-brown appearance contrasting now with the bright white new concrete and ballast at the station, except that a new two-road extension to the old corrugated-iron shed (itself formed of two two-road sections) has been added some time recently to the east side. The western of the two older sheds was having full-length inspection pits (for IC3's ?) installed. One siding east of the shed has a new sanding silo and fuelling point fitted. The separate shed for Permanent Way vehicles lies between the main loco shed and the station area.

Noted at midday on 17/3/99 were locos 734 (just arrived with the train from Haifa) and 117; 64.028 Shin jacked up inside shed; also in the new shed 50.014 Tet, 60 120 Tet and 60 136 Tet. Behind the shed were 40.066 Tet, 25.083 Resh, and an old match truck 1504, whose frame bears plates indicating it was a "Southern. 927. Standard 11 Tons" "Built SR 1940 Ashford Works". Also 45.001 Tet, now renumbered to 1144.

Stabled around the P-Way shed were trolleys 102, 941, 985, Kershaw Ballast regulator 13.008, ballast machine 400.007, Burro Crane 0608 and match truck 1222, road-rail vehicle "Vaiacar V704F-V 600614", bogie flat 40.135 Shin used as a match truck, trolley 742.

G12's 116 was noted on a northbound freight ca. 11.55, 113 in the goods yard, (where three long new freight loops were being laid), & 111 waiting to enter the station from the Tel Aviv direction at 12.12 on a container train.

e). Night Observations. On 17/3/99 the Editor caught the 22.08 from Herzliyya (the last train of the day, formed of three IC3's). A Co-Co on a mixed freight (grain and ballast wagons) headed north through Herzliyya at 21.55, and this train was overtaken at Binyamina where it was reversing into the third loop, the other two loops being full of ballast wagons. At Atlit 606 was heading southbound on 35 wagons - ca. 10 grain, a couple of containers of chemicals, several flats of old rail and sleepers, two empty flats, the rest containers.) At Bat

Galim at 23.55 a G12 passed southbound on 24 wagons (containers and grain). Indication, if such were needed, that the main line is busy at night !

f). Odd Observation. At the south end of the oil tank farm at Gelilot, a white-painted former PR steel van body is visible from the main road.

The former BR Mk. 1 and NDV parcels van (originally purchased by "Apropo") were briefly noted from a passing bus, on the west side of the old "inland" road north of Batzea (?), between Kfar Saba and Netanya, in what seemed to be more of a scrap yard than anything else, near a road junction. (See 41:7(i).) Could any local go and find out more and get a photo ? At the time I was on the bus from Netanya to the airport !

g). **NOTES ON WAGON CODING.** For many years all PR and then IR goods stock used a four-digit code, passenger stock a 2- or 3-digit. For example, a diagram dated 23/12/66 refers to the "35 Aleph" vans as Nos. 6001 - 6192; the SR-type Goods Brake Vans were IR 4878, 4879, 4880, 4881; USATC-type cabooses were 1422, 1425.

The Passenger Stock retained the former PR numbering (hence coach "322" still in existence), and post-Independence coaches the 2- or 3-digit numbering (e.g. the O & K coaches 51 - 58, the Carel Fouche 71 - 84, coaches built in former Yugoslavia in the 601-643 range, the new GEC-Alstom coaches in the 301- range, the former SNCF coaches in the 91- range, former BR Mk2's in 681-688), but Wagons were at some point renumbered in a logical system which includes a prefixed two-digit indication of the tonnage capacity, and a suffixed Hebrew letter indicating the wagon's purpose. (The dots are added by me, and are not painted on the wagons themselves.) Some of these suffixes (can anyone add more ?) are:

Aleph:	"Argaz" - Closed. A closed van. (A wooden container). ("Ha'argaz" makes bus and lorry bodies.)
Bet:	"Belem" - a Brake Van. Later used for the "Pazgaz" tank wagons.
Gimmel:	"Galui" - "Open".
Daled:	"Delek", Fuel. Cistern or tank wagons.
Heh:	"Hasaka." Fuel ? Coal ? Mazout ? Heating ? (A "Masik" was a Fireman on a steam loco:)
Zayin:	"Chumtza Zarchanit (or Zarchatit) ". Acid.
Chet:	"Pecham". Coal. (or for "Chashmal" - the Electric Supply Co.)
Tet:	A bogie flat wagon - some say "Tet" for "Tankim", i.e. strengthened and suitable for carrying armoured vehicles.
Kaf:	Owned by "Keter", a private lease company.
Lamed:	Grain. (But what word does it refer to ?)
Mem:	"Melet": Cement.
Ayin:	Salt.
Peh:	"Phosphatim" - Phosphates.
Tzadi:	"Ashlag" - Potassium.
Kuf:	Crane, or Crane Match Wagon.
Resh:	"Reved": Ballast.
Shin:	"Shatuach" - Flat. A flat wagon. Presumably not reinforced as the "Tet".
Taf:	"Tifzoret": Grain.

However, Departmental wagons have either remained in the four-digit system or are even being renumbered into this system, to indicate separation from revenue-earning stock.

Because of withdrawal from certain categories of traffic, not all these codes are still in current use, but can still be noted on withdrawn wagons.

Sometimes a former number can be discerned under the paintwork (four-wheel grain vans often ran with the old number on the body ends and the new number on the body sides), and for historical completeness these will be added in brackets where noted. Sometimes a former War Department (WD) number plate can also be found attached to a wagon solebar.

Although there are a lot of mysteries regarding the Israel Railways wagon fleet, one can refer to, say, a "Forty Tet" and mean either a former USATC bogie flat wagon, or possibly the underframe of some other vehicle converted into such a bogie flat. There have been a lot of small batches of wagons, and a lot of local rebuilding using the available redundant War Department 4-wheel or bogie underframes, for example.

h). Ticket Machines. Netanya Booking Office is open 06.00 - 09.30 & 14.30 - 18.00 - a good indication of when the main business is expected. On Fridays, 09.00 - 12.30.

At other times one of the fancy new ticket automats can be used - as elsewhere. Instructions are in Hebrew and English. Tickets available (by pressing different buttons) are for Adult, Student, Handicapped, Pensioner, Child (age 5-10), Soldier, Railway Worker. The machines take NIS 20, NIS 50 & NIS 100 notes, also credit cards and 1/2, 1, 5 and 10 NIS coins. Change is given. The machines also indicate, on pressing buttons for a particular destination, the time of the next train to that place or, when appropriate, "No more Trains to this destination today" (sic).

i). Qishon Works. A visit was made on 18/3/99, during which pretty much the entire site was covered (a hot, dusty and exhausting job!) And even then, not everything was noted....

But for the record, this was the situation as can be gathered from notes, and noted in the order of my walk, basically anti-clockwise from the main Gate.

(i). The Permanent Way yard, entered by a spur just north of the level crossing which leads to the main entrance to the works:

4893 (WD 4-wheel caboose, WD No. 9893 of 1942.); 40.072 Tet, 40.056 Tet, 40.128 Tet. Esslingen railcar cab coach No. 3. 4-wh. ballast wagon 25.036 Resh. G8 Bo-Bo No. 251. Matisa ballast machine No. 4543. Withdrawn locos: 129 (blue/yellow/red livery); 127 (yellow & blue diagonal stripes livery); 162 (green/yellow/red livery); 161 yellow & Blue diagonal stripe livery); 104 (modern blue/white livery with red stripe at front). Bogie flat wagons 1865, 1866.

(ii). To the North end (I call it the Stock Yard, though some scrapping also takes place here) are three sidings filled with stock - quite a lot of it destined eventually for restoration and the Museum:

G12 Loco 114; old PR coach chassis; 25.073 Taf, 25.113 Taf, wooden van 7068, old wooden grey van, former PR steel van, three ancient (World War 1) grey wooden vans, one

bearing "Chas. Roberts, Wakefield" on axle cover); Esslingen railcar vehicles 11 & 7; half-generator coach No. 54; ex-BR Mk. 2 coach IR No. 687, very rusty and deteriorating; ex-LSWR "Eagle" saloon, very derelict; SAFB Bo-Bo 101, Esslingen 0-6-0D 227; ex-ESR crane built Cowans Sheldon, and Match Truck built by Hurst Nelson, Motherwell, 1950; old steam crane 3855, Cowans Sheldon 1918, and match truck (ditto); Esslingen railcar cab coach No. 1; G12 No. 109 in diagonal stripes livery; Esslingen 0-6-0D 221 in stripe livery; SAFB Bo-Bo 102 in red/yellow/blue livery; 107 in IC3-type livery; 103 in diagonal stripes livery; 25.085 Resh; 25.077 Resh; Esslingens 222 & 225 in original grey/red livery, 226 in grey/red livery but with a hood cover in diagonal stripes livery; wooden van 25.303 Taf, built Vulcan Works, Haifa; wooden van 7087; coach chassis 35.164 Shin, bearing an old Hedjaz van body.

(iii). Back towards the south, forming the western side of the Permanent Way Yard, is a large stack of rails and other materials, and an old corrugated-iron shed. Here were 40.152 Tet bearing an old steel PR van body; 40.184 Tet bearing a former ESR steel van body, numbered "012" - probably its number as a hut somewhere; 40.131 Tet bearing four standard-gauge wheelsets and axles, marked "Chas. Roberts" or "WD"; 40.058 Tet with HR wagon frame and two bogies marked "Usines... Siegesuri..."; 40.052 Tet with HR van frames and two bogies; 40.057 Tet with remains of HR flat wagon and bogies; 40.156 Tet with remains of HR flat wagon and one bogie.

(iv). North End. The main Works, for those who do not know it, comprises a very large structure aligned roughly east-west, with a traverser at each side spanning the entire length. To the north of the north traverser are several sidings used for storage of stock and a paintshop, north of which is an overgrown wasteland terminating in the former Pattern Shop, a derelict corrugated-iron building. Some vehicles standing here have clearly not moved in years. Noted were:

Bogie flat WD 1063 181/2 T, Capacity 50 T, USA 1942; 6-wh. ESR frame or flat wagon, carrying various loco bogie parts; van 25.165 Taf by traverser; two steel bogie open wagons, one numbered 1142, loaded with wheelsets, the other numberless but built BRCW 1947 (Hence, presumably, ex-ESR); Bogie tank wagon 37.001 Daled, 36... Daled; railcar cab coach No. 7; P-class steam loco tender; 4-wh. hopper wagon; Mk. 2 coaches 681, (light blue upper half), 684 (dark blue upper half); 40.014 Resh upside down and damaged on 60.160 Tet (built Bruninghaus, Westfalia); 40.190 Tet loaded with concrete blocks; 55.010 Bet with a hut loaded on; 25.087 Taf; two ESR bogie open wagons and a 6-wheel flat, an unnumbered Generator coach, coaches 630, 115 (rebuilt ex-Esslingen trailer); 60.111 Taf (built Arbel, Douai, 1981 or 1982); bogie flat 1853; Mk. 2 coaches 682, 685, 686; 688 in very neat dark blue/light blue livery; 60.116 Taf; 60.045 Taf; 50.010 Tet; 60.222 Tet.

Coach 615, burnt out; coaches 55 & 52, semi-derelict. Also 58 (built Orenstein & Koppel AG, Werk Spandau, 10004, 1955) (missing two doors); coach 621 looking neat, by the traverser; Coaches 79; 51. Also the converted road tractor on rail wheels used on this side.

Some of the above seemed to have either just come from service or have just been overhauled; others were unlikely ever to run again.

(v). Inside the Workshops are of course a variety of machine tools - noted were a flat-bed iron lathe built by Rice & Co. of Leeds and a Press by Brearley of Bingley ! (Both close to where the Editor was born - and presumably dating from Mandate times.) Also a vertical drill

from Rakosi Matyas, Csepel, Hungary. (Why machine tools from Hungary ? Csepel is the terminus of one of the HEV electric suburban lines running southward from Budapest - it is unlikely that such a machine would have been bought by Palestine Railways, so this must date from early years of the State, when relations with Eastern Europe were still warm.) Wagon 60.006 Taf was on jacks, 65.012 propped on stilts, also in works bogie flat "239", 60.006 Tet, 50.104 Resh.

(vi). Outside the workshops, by the South traverser, were a 4-wh. ex-ESR flat or frame; 50.067 Shin in brown livery, 56.051 Shin in black, loco 737 (Alstom 2020/1998).

On one of the tracks that extends from the traverser was a whole rake of the "Pazgas" tank wagons, actually mostly tanks mounted on old USATC frames and bogies - and, when observed closely, no two are alike. In the order in which they stand, from the works southwards, were 55.010 Bet, 55.013 Bet (both with French-type bogies), 55.016 Bet, 55.011 Bet, 55.001 Bet (all with German-type bogies), 55.015 Bet, 55.017 Bet (former WD 6006), 55.014 Bet (former WD 6754), and a 4-wheel brakevan, ex-ESR, built SGP (Simmering Graz Pauker, Austria).

On other tracks were a 4-wh. open numbered "Q 161" (an Internal User ?), 60.069 Shin, 40.043 Shin with a hut and an EMD-type loco cab mounted firmly on it; 50.053 Shin; 35.021 Shin (formerly 1828), an old coach frame mounted on German-type bogies; 40.162 Gimmel, (a WD bogie open); 50.103 Tet (British-built); old coach frame 1827 carrying a disabled wagon 50.005 Shin; 4-wheel flat No. 15.005; 40.005 Lamed, 45.005 Taf, 60.024 Peh; short-wheelbase bogie flat No. 1132; 42.001 Daled; 50.003 Tet carrying disabled 60.109 Tet; 60.039 Taf showing severe bending of frames; bogie tank wagon 42.003 Daled (former "USA 358732", "CCA USA 1942", 56 Ton cap. 19 T tare, WD 1285.) Also another P-class steam loco bogie tender (these are used as weights for bridge testing), and another road tractor converted with rail wheels. Many of these vehicles also seem to have been standing here for years.

(vii). South End. South of these now-dead-end tracks is another bit of what has become wooded jungle, with two lines curving through to meet near the gate by the signal box which allows access to the main line. Near this confluence is a pile of wooden bodies from American 35 Aleph vans, all piled up as though in preparation for a bonfire. They included bits of 35.113 Aleph, 35.131 Aleph, 35.097 Aleph, 35.083 Aleph, 35.092 Aleph, 1113, and maybe ten others. One assumes that the underframes that used to belong to these bodies have now been rebuilt as "40 Tets".

Noticeable on this visit was the presence of only one "active" loco, and no coaches actually under repair at the time. Clearly the arrival of new stock and the withdrawal of old stock has allowed for a bit of a lull in this respect. On the other hand, some modernisation work was taking place in the works area, with what appeared to be a new inspection pit, drainage, and a new reinforced concrete floor being installed in various parts of the complex, and various bits of tidying and new paintwork.

j). Tel Hanan. The line from Zomet Zebulun to Tel Hanan and Nesher is hardly busy; nevertheless, at "Checkpost" road junction where the road from the "Krayot" is being widened, the railway line is also being refurbished and new rails laid to ensure that the route is retained even after new asphalt is laid down.

The line now goes only so far as the former Tel Hanan sidings; beyond that, the line to the Nesher cement works has either been lifted or just obliterated, with odd bits of rails peeping through waist-high bushes. At Tel Hanan there is a large pile of brand-new track panels with concrete sleepers, and several wagons, clearly withdrawn and not in regular use. A lot are labelled "Museon" (i.e. for the Museum) - as are several wagons at Qishon - but it is not necessarily certain that this is more than wishful thinking. As well as an unnumbered 6-wh. ex-ESR frame, noted were:

In the "headshunt": Cement wagons 30.002 Mem (bogie) and 22.010 Mem (4-wh.), presumably each the last of their type; 6-wheel tank wagon 4149 and an unnumbered 4-wh. frame stacked on the large four-bogie 120 well wagon 1145; 40.001 Lamed.

In the sidings: USATC bogie box vans 35.139 Aleph; 35.037 Aleph; two ex-USATC bogie tank wagons painted red and labelled "Delek" (i.e. "Fuel") - these were in use for some time at Haifa Diesel Depot, and have lost all other identification. Three more of the "Pazgas" tank wagons, 55.004 Bet (former WD 6045), 55.012 Bet, 55.002 Bet. A 4-wh. wooden van, bogie flat 1138; 40.148 Tet; 25.225 Resh; Brake Van 1425 (built by SGP in 1954, 35378, Werk Graz). 40.203 Gimmel, a bogie steel high open, (built in India - actually Burns & Co., Howrah), with bogies from South China Wagon Works, Hong Hong); 40.104 Tet, 40.191 Tet, 40.192 Tet, 40.112 Tet; 40.035 Taf, a bogie steel van built in India; 4-wh. flat "Match truck" 3692 Kuf, and a steel ESR van.

Apparently scrapping is usually carried out "on site" at either Tel Hanan or the north end of Kishon.

45:14.

"Pazgas" tank wagon 55.016 Bet, built on USATC frame, standing stored at Qishon Works. March 1999. Note the "series number" 16 on the tank ends.



45:15. THE D.G.E.G. 1998 ISRAEL RAILWAY TOUR:

Tomas Meyer-Eppler of Sankt Augustin, near Bonn, was the brave man who managed to put together the first successful railway tour of Israel. (The Editor tried, with the help of TEFS, some years ago...) As well as a report on the trip itself, (in German, to appear in a forthcoming DGE G Newsletter) he has sent some background information on how it was organised - something that ought also to be on the historical record, and a warning for future planners !

“The first stimulus to the trip was contact with a married couple from Sankt Augustin, who had already been to Israel over forty times, and each time told me of the railways and the historical relics they had seen. And the question was always - ‘When will You go to Israel ?’

I did indeed want to do this, but not on my own. In the meantime I had organised several trips for the DGE G in other Mediterranean countries, especially Spain. These had always gone well, for the railways concerned had had great interest in showing off their operations (and of course interest in our money.)

After I had read, in the April 1996 issue of Railway Gazette International, an interview with the General Manager Ehud Hadar, and I wrote to him and asked about possibilities for a group to hire a special train. There was no answer. I wrote to the Embassy in Bonn and asked for help in finding a contact for negotiations. They advised me of the “Harbour and Train Authority” in Bet Shemesh. (!). My letter there came back with the stamped message “Gone away”. I wrote to the Ministry of Tourism - no answer.

In February 1997 I wrote to the new G.M., Amos Uzani. No answer. In April 1997 I asked the Embassy in Bonn again for details of a contact; this time I was advised of the Israel National Travel Bureau in Frankfurt. From there I received for the first time a concrete reply - I could arrange such a trip through “Shalom-Israel Reisen” (“SIR”) in Köln. There, I found an expert. SIR is a subsidiary of Amiel Tours, and the then-Branch Manager, David Lessner - he is now back with Amiel in Israel - is a railway enthusiast who even, some years ago, wanted to buy a steam loco for special trains. A senior colleague, Chanan Cohen, grew up in Lod directly alongside the railway line. Since Köln is only 25 km. away from Sankt Augustin, the two gentlemen soon paid me a visit and we hacked out a rough programme. Unfortunately they both had the same problem, in finding a contact partner within IR.

Independently of this I wrote to the Embassy again, who referred me to the Tourism Ministry, which again never answered any of my several letters. Then I wrote to Railway Gazette International, who sent me the address of Aharon Gazit. He answered immediately and gave me the names of Benni Naor and Harel Even. The first-named never answered, but the second prepared for me in January 1998 a quotation - admittedly rather expensive - after the head of SIR had had a personal chat with him in Haifa.

Around the same time the letter I had written to you (i.e. the Editor !) in Leeds found its way to Aruba. The names and addresses you gave me, including Harel Even’s again, were of great help. In this was I got to know Paul Cotterell and Sybil Ehrlich and was able to exchange correspondence with Evyatar Reiter and Benny Haspel. A major breakthrough came when it was possible to speak with Harel Even who was in Germany on a visit to learn about the technicalities and the operation of the ‘Baureihe VT 611’ tilting trains. In this

telephone conversation we were able to establish some basic outline arrangements. The IR would rent us a train at a fixed price per coach, but with a minimum of four coaches. We were able to negotiate a reduction to three coaches, so that the price for our small group became realistic. In fact, we could probably have managed with only one coach!

Aharon Gazit had given me names of contacts in the city authorities in Tel Aviv, Jerusalem and Haifa, so that the Tour could be as wide-ranging as possible. A major blow was suffered when we had to change the travel plans due to the closure, in summer 1998, of the Lod-Jerusalem line. As a result of this several people lost interest in the tour. By reducing our use of a special train to only two days we were still able to finance even the smaller group. By the end all had enjoyed themselves and no-one regretted having come.

The flights, bus tours and hotels I booked through SIR. The Guest House in Beersheba was recommended by the above-mentioned couple - there didn't seem to be a hotel in Beersheba we could otherwise have afforded."

Oh dear. What better evidence could there be for the desperate need for a). the Railways and Tourism authorities to get their act together, pull their socks up, buck up their ideas or get their fingers out - whichever euphemism you prefer - and b). for a well-organised, well-publicised amateur Supporters Group to fill the gaps.

At least there is now a much higher awareness in the German railway press about Israel Railways - including an illustrated article "Schienen am Toten Meer" in "Lok Magazin" 3/99, pp. 100-104, by Johannes Glöckner, and of course there is the forthcoming book, for which Tomas made another brief visit to Israel in May in order to obtain more illustrations.

The actual Tour Report follows (a joint effort of Tomas Meyer-Eppler and Dr. Reinhard Dietrich), reduced to avoid basic geographical facts and too much repetition with Sybil's article in 44:12 :

"Thirteen men and two women formed the DGEG group that flew to Israel from 31st. Oct. to 10th. November 1998. Why did they fly ? The answer is simple: For over fifty years there has been no rail connection to Israel any more..... We could have gone by train to Greece and then ship to Israel but it would have been no cheaper - quite the opposite.

Sunday 1st. Nov. 7am. - a quick look out of the window of the "Hotel Sun" in Bat Yam by Tel Aviv made it quickly clear that we had come back into summer weather. Bright sunshine, a cloud-free sky, steel-blue sea and the first sun-worshippers on the beach made things seem more like a holiday than a Railway Study Tour. Fortunately the first departure was scheduled for 10.53, so there was time to adapt slowly from the beach rhythm to the hurly-burly of the traffic. But it could not be avoided for long - Tel Aviv had to be crossed by bus, though the traffic was more cemented than jammed. Nevertheless we reached the new main station of Tel Aviv on time. Opened in 1988, it is one of the two new stations on the line crossing the inner-city between the two former termini of Tel Aviv Merkaz and Tel Aviv South. The tracks of Tel Aviv Merkaz lie next to the old station, and the old station building is still used. A post-modern steel and glass bridge leads passengers to the new island platforms. The old platforms and their canopies have become the "back garden" of the station. Some construction containers cover some of the tracks.

The special train stood ready: Diesel loco 113 (built General Motors, 1958), two coaches and a mixed coach/generator power car. For every passenger train requires power. A Generator attached to each axle is here unknown, and most trains are air-conditioned, in which case such dynamos would not provide enough power in any case. We were able politely to turn down the offer of an IC3 set at the last moment - no, we preferred to travel in vehicles with windows that opened. And that brings us to our train. At first we laughed at the signs that warned passengers not to lean out of the windows as rather exaggerated, but this soon turned out to be very important advice, as - since almost all passenger trains on IR are formed of air-conditioned stock - the trackside growth is only cut back as far as absolutely necessary. Branches end only centimetres from the coach sides and windows. So - photographers beware!

At first our journey took us a short distance on the main line to Hertzliya, where the loco - after an IC3 had passed - ran round to the other end. We then travelled back in the direction of Tel Aviv and after a short distance branched off eastwards. This line is now used only by goods trains, to bypass Tel Aviv. The curve linking this line with that to Tel Aviv Merkaz is visible in the landscape, but disconnected at both ends. However, reactivation is planned in connection with schemes for suburban rail services in Tel Aviv.

There were photo halts in B'nei Beraq and Rosh Ha' Ayin. It is true that the word "Photo Halt" is not to be found in the language of the Bible, but the engine driver spoke English and was therefore able to comprehend our wishes. We continued southwards, within sight of the Ben Gurion airport. The situation screams out for a rail connection - especially when one has experienced the day- and night- traffic jams that plague Tel Aviv. It is at the planning stage, an IR employee assured us later.

And so we reached the junction of Lod, south-east of Tel Aviv. This station is currently undergoing rebuilding work, since the services to the University town of Beer Sheba in the desert are not only to be accelerated but also increased in frequency. The station of Lod still has the image of a station of the British Mandate time; trains stop at high platforms built on the English model. The pedestrian subway bears reminders of earlier times - the half-bricked-up entrances indicate it served also as an air-raid shelter. A repair depot, that we were allowed to visit, lies next to the station. Our group formed an interesting phenomenon for the workers there - we were apparently the first people to show such interest in their operations and to walk across the tracks and through the halls armed with cameras.

South of Lod the train swung onto the freight route to the Mediterranean harbour of Ashdod, and then along the connecting line to Qiryat Gat. On the way we passed an empty coal train. In especially large wagons, fitted with centre couplings, the coal is transported from Ashdod to a power station south of Ashkelon. The locomotives for these trains can raise their normal buffers and use the central coupling, though the IR norm is still the screw coupling. At the last opportunity for running round before Qiryat Gat, our loco was moved to the other end of the train and we went back to Tel Aviv. During a half-hour pause in Ashkelon awaiting a crossing with another train, the darkness fell with astonishing speed. Once more we traversed the triangle at the entrance to Ashdod harbour, since the half-generator coach had to be facing the right direction for the trains on the next morning. All the IR trains are assembled exactly the same !

Monday. Originally a special train to Jerusalem had been planned for this day, traversing the 26.8% grades through the mountains. Thanks to the very limited interest of the Israeli Governments for the upkeep of this line, so perfectly suited to tourist traffic, the group had to make do with a bus journey along the four-lane road. However, in this way it was possible to make short detours to the building works taking place at various places on the Lod - Na'an line.

Visits to the railway line to Jerusalem also had to be made in similar fashion by the bus, wherever the line could in fact be reached or followed by road, for example at the station of Beit Shemesh. It was sad to see railway installations rusting and rotting away. Here, as in Jerusalem, not a single item of rolling stock was to be seen. The installations are complete but clearly out of use for a while. The entry to the station at Jerusalem is guarded by fine British semaphore signals. And minute relics of the 60cm. gauge line used for a few months in 1917 can still be seen - a short piece of track on a concrete ramp, and a bit of rail used as a handrail on some garden steps in a house opposite the station - was all that could be found.

In the capital of Israel, situated over 700 m. high, of major importance for three world religions, the Group met with the Planning Office of the Municipality to inspect the tramway construction schemes. Haste is required ! The metropolis is choked with traffic chaos, that cannot be relieved by the buses alone - themselves stuck in the jams... A brief detour was made to Yad Vashem to inspect the old Reichsbahn goods van that stands perched high over the valley...

We reached Beer Sheba in the last useable evening light and therefore went first to the surviving bridge of the Turkish military railway in the Negev. The row of Ottoman arches strides massively across the wadi. No rails have lain over it for many years. For the Ottoman regime it was extremely important in the First World War to supply their garrison in the south of the country, in the border area with Egypt. The British Mediterranean Fleet blocked any supply by sea, so with the greatest possible speed an inland railway was laid.

We spent the night in a Guest House in Beer Sheba, close to the old station, which dates from the second decade of this century.

Tuesday - Desert Day. The old station at Beer Sheba was on the programme before breakfast. Expanded in the 1920's on the basis of the Turkish structure, including a goods shed and the Station Master's house, the old area is now so surrounded by blocks of flats that the water tower was almost hidden between two of them. The house is now used by the Society for the Protection of Nature as a meeting place. In the garden stands the centre coach of an Esslingen railcar set - this series were delivered in some numbers in 1956, but soon proved to be unsuccessful and many were withdrawn, so that now vehicles can be found all over the country, a few used for museum purposes. A few of the centre coaches still run - heavily rebuilt - as passenger coaches.

In the new station of Beer Sheba, built in 1954 without any concept of aesthetics, our "Desert Special Train" was standing. The 20-year old GM loco 607, a Generator Coach (rebuilt from a coach built 1971 in Slovenia), and two second-hand French "Inox" (stainless steel) coaches. Wonderful - in these one can open the window and lean out without hin-

drance, and let the warm desert air in - we didn't have to be concerned about an air-conditioner set too cold.

Scheduled passenger trains end now in Beer Sheba; earlier they reached Dimona, our first stop. Our destination - the depot with several locos under repair. Apart from the Opening Train no passenger train has ever travelled south of Dimona - our Special Train was the first and unique opportunity.

Soon before the sparse vegetation ended, we saw Beduin and camel flocks. Many of the Beduin live in huts, some live in military tents, very few seemed to still have the traditional black camel-hair tent. An especial sight caught our attention - a tent with a satellite dish ! Through dusty grey desert with some dramatic views and appropriate opportunities for photo halts we travelled to both termini of the line, Har Tzin and Tzefa. Har Tzin is a phosphate mine, whereas in Tzefa Calcium won from the Dead Sea is loaded. The line was extended Qiryat Gat - Dimona (1965), to Tzefa in 1970, and to Har Tzin in 1977. Burning heat at midday (and this in November !) In the afternoon we retraced our steps to Tel Aviv, and that was the end of our second Special Train. There have never yet been, in the whole history of the nation, such Special Trains for railway enthusiasts, neither for Israeli, English or German groups.

On this day we were joined by Sybil Ehrlich - a doubly-rare species, there are only 50 or so railway enthusiasts in the whole country, and even fewer are women !.....

Wednesday. After our bus had now ploughed its way several times through the Tel Aviv traffic, it was interesting to hear how far the planning for a Stadtbahn in the area has gone. But because of the traffic situation we arrived for our appointment a quarter of an hour late ! In such a situation one becomes aware - even in such a country - of the advantages of rail. The Director of the Metropolitan Mass Transit System Ltd. explained the plans for the future rail network for Tel Aviv, a city of around 1.5 million people. A tramway and a metro line are to be built first.

With a detour to the Eretz Israel Museum, in whose extensive grounds six varied representatives of Israeli rolling stock are displayed, we went to Tel Aviv main station. At 12.00 punctually our push-pull train to Nahariyya - the northernmost station on IR - arrived, formed of an Alstom Bo-Bo diesel with 2237 KW power and a top speed of 140 kph, six coaches (all Standard Class and non-smoking) and a similar driving trailer. The trains are constructed near Barcelona, sent to Ashdod and assembled there. The train to Nahariyya is the most modern that IR can offer. The ride quality is very pleasant and the ambience approximates to the 2nd. Class Inter-City saloons on DB. It remains a mystery why this is not better known in the country; the rail market share of passenger traffic remains remarkably low.

The journey took us past Haifa and Akko, whose old Crusader citadel and mosque were easily visible across the bay from the train. Goods traffic continues a little further north from Nahariyya to Betzet. With the same train we returned in the afternoon via Haifa back to Tel Aviv. In order to avoid some of the traffic jams, our bus had been ordered to meet us at the southerly station of Hashalom. Since the driver apparently had not appreciated the logic of this, he waited at the other station ! Fortunately the bus had a telephone on board and we were collected - but the hoped-for time-saving had been lost.

Thursday. The Group members really wanted to do some photography on the busy main line, and therefore we had booked a bus again. However, the search for the old Jaffa station proved so difficult, and then the traffic so appalling, that we had to take the quickest way to Haifa. In the city (230,000 inhabitants) we visited the IR depot and the Railway Museum. A steam loco at last ! Here was the wonderfully-restored Krauss 0-6-0T. The railway museum is a small branch of the IR, maintained mainly through the enthusiasm of those who work for it. It is good that here, with such an interesting and varied railway history, some concern is being shown for the historical dimension of the railways. Unfortunately this awareness only arose after a major proportion of the old rolling-stock had already been scrapped. Thanks to the complex political history of the area a wide variety of locos and stock were used, most of which can now be seen only in old photographs. All steam locos apart from No. 10 were scrapped in the 1960's.

After this visit the Group met with the Municipal Construction Engineer. Our queries concerning further rail transport links in the city were dismissed by him as fully incorrect. As opposed to Jerusalem and Tel Aviv, he said, no such need exists in Haifa ! The topography of the city is especially difficult - it hangs on various hills of the Carmel. The only instance of rail transport within the city is the "Carmelit", an underground funicular that traverses six stations on its way from sea level to the top of the Carmel. But that is only one link for a large and extensive city. For the rest, buses follow the serpentine roads up and down. So we were instead shown the control office for the road traffic (!), but were also allowed a free ride on the Carmelit.

We had a further discussion with Harel Even, one of the railway managers. The Railway has concrete plans for its future, ranging from intensive suburban services in Tel Aviv to international connecting links with Jordan, Egypt and even Syria. But the carrying-out of these plans - with the possible exception of those in Tel Aviv - will depend on the political and especially foreign-political developments.

The Works at Qishon, north of Haifa, were built in 1932, and formed the last destination for this afternoon. Here various historical items are still standing - some incomplete. Some Hedjaz Railway frames had even been dug out of the sand. Many examples of ancient rolling stock, including some of British and German origin, are scattered around the greenery.

Friday. Traces of the Hedjaz Railway. After breakfast the DGEG bus drove parallel to the line of the former Haifa - Beirut - Tripoli Railway to the Lebanese border. There, by the rocks at Rosh Hanikra, a glimpse through the tunnels was risked northwards, and southwards along the old trackbed. Around 50 years ago trains could theoretically travel through to Istanbul.

Accompanied by Paul Cotterell, author of the book "The Railways of Palestine and Israel", the bus then followed from Haifa the traces of the former HR line. Via Afule we went to the Sea of Galilee. Many relics of the line, which connected with Damascus until 1946, can still be found. A lengthy halt was made at Gesher (Jisr el Majamie) - this station, at 247 m. under sea level, was the deepest surface railway in the world. On the other side of the Sea we drove closely by the Jordanian border and the Yarmuk Gorge.

Finally we drove onto the Golan Heights, in order to visit a Kibbutz with its own narrow-gauge loco. We found the Kibbutz, but not the loco. The wonderful view over the Golan and the Sea of Galilee was some consolation for the tour members.

Saturday. Since there is total Sabbath rest on the railway, there was time for some touristic activity. At last we found the station at Jaffa, and then drove over the mountains and through the Judean Desert to the Dead Sea.....

Sunday in Jerusalem. More tourist activity in the Old City and in Bethlehem.

Departure. On Sunday we went once more to the Negev - this time by bus. On the way we planned to photograph some trains on the line to Har Tzin and Tzefa. But nothing was to be seen. On this very day the locomotives were on strike! The only consolation was that, a few days earlier, such a strike could have affected our own travel arrangements. At least we were able to visit the phosphate works in Oron, and there was enough time to be able to see the lonely British-built bridge on the former line to Rafa, in the middle of nowhere. Then it was a case of along the Gaza Strip with its closed railway to Bat Yam for the last night. A bit of time to explore the town, laze on the beach, and then it was time to catch our flight back. A varied and informative trip was concluded.”

45:16. A FLAMING AFFAIR.

By Paul Cotterell.

At 04.00 on 3rd. June 1954 Nasmyth Wilson 0-6-0T No. 50 caught fire in Haifa Port, and the Port Fire Brigade had to be summoned rapidly to put out the flames. At the subsequent enquiry it was determined that the crew had left No. 50 unattended; this being against regulations. The fireman had not properly closed off the pipe which fed mazout to the firebox. A trickle of mazout continued to flow and this eventually ignited underneath the firebox. The flames quickly spread to the wooden cab floorboards and then engulfed the cab itself. There is nothing in the report on this incident to indicate the full extent of damage to No. 50, nor what happened to the locomotive subsequently, but I wonder if this conflagration may have led to No. 50 being withdrawn and replaced by the stored USA/WD 0-6-0T No. 71270 which was belatedly taken into IR stock as No. 22 sometime in the mid-1950's. (See 5:5).

Further details on the fire aboard No. 50 can be found in file 33/94/Kaf in the museum archives.

45:17. BAGHDAD RAILWAY 2-6-0's.

By Paul Cotterell.

This continues the survey, begun in 44:22, of locomotives illustrated and described in the surviving book of blueprints. (N.B.: In the article on the 800-class 2-8-0's, an error was introduced: The second numbering sequence (410-416) was for the DHP, and they became 1410-1416 when entered later into Iraqi State Railways stock.)

There were three of these German-built 2-6-0's on the Baghdad Railway, numbers 623-625. Their Hanomag works numbers were 7135-7137. They are dated 1912 on the blueprint,

but Hugh Hughes gave a building date of 1914 in 'Middle East Railways'. They became DHP Nos. 407-409, later Iraqi State Railways 1407-1409. Additional details, taken from the blueprint, are as follows:

Weight: Empty 51.8 tons, In service 57.7 tons.

Brakes: Westinghouse.

No. of Tubes: 136 & 21 Superheater.

Total Heating Surface: 1812 square feet.

Grate Area: 24.24 square feet.

Boiler Pressure: 170 lbs. per sq. in.

Cylinders: Diameter 21 1/2 in., Piston Stroke 24 3/4 in.

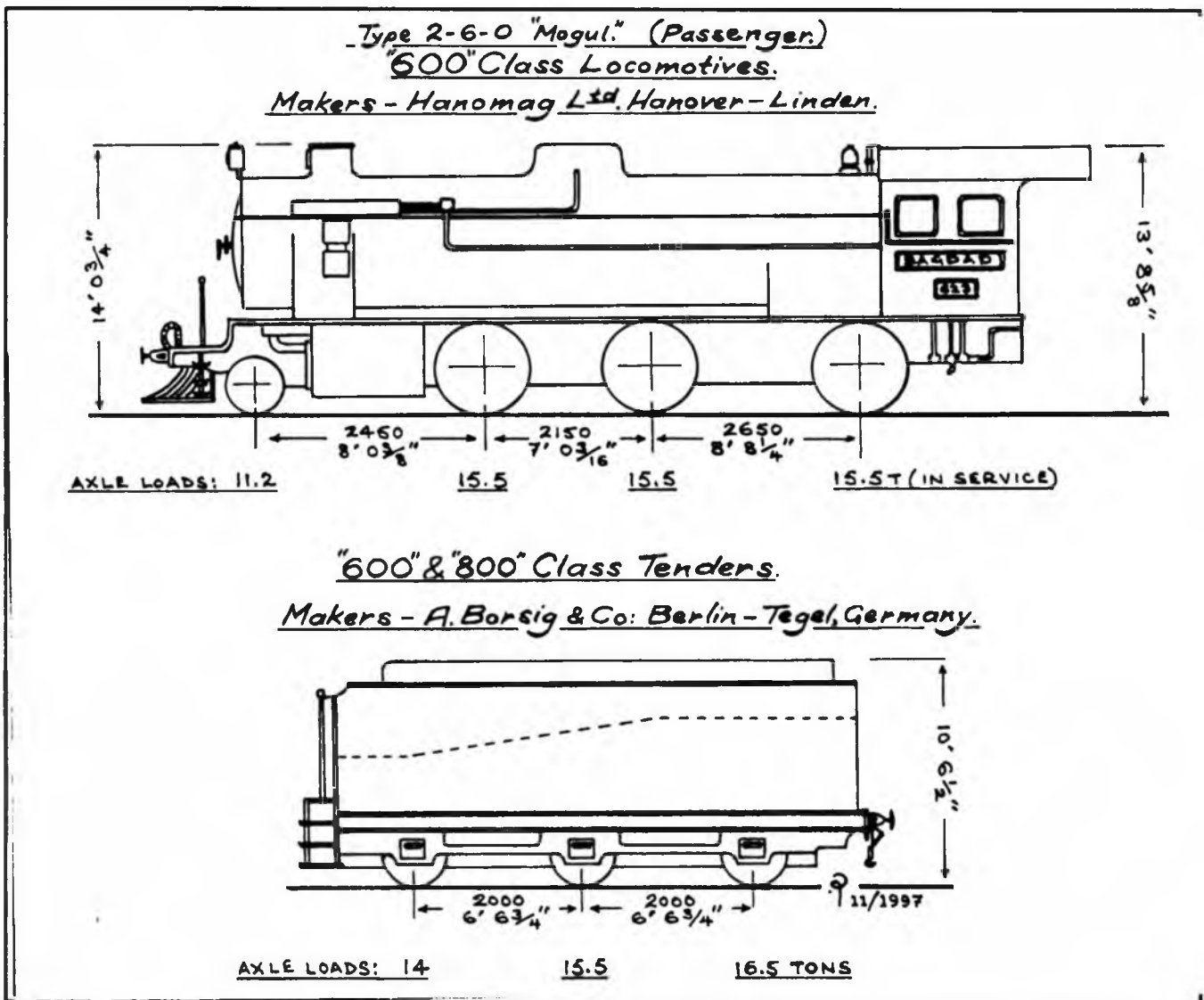
Diameter of Wheels (with tyres): Coupled 4 ft. 11 1/16 in. Pony (sic) 3 ft. 3 3/8 in.

Wheel Base: Total 23 ft. 9 1/4 in.

Superheater: Schmidt.

Tractive Effort: 23,050 lbs.

Speed: 56 miles per hour.



There is a photo on page 96 of "Middle East Railways" showing 1409 (originally 625) on the scrap line at Shalchiyah Workshops in December 1966. However, the loco in the photo looks quite different to that shown in the diagram. It has a tall stovepipe chimney, raised running plate, completely altered arrangement of smokebox saddle, larger Westinghouse pump, uncovered outside steam pipes, and what appears to be extended cylinder casing to reach up to the higher running plate. Evidently a rebuilding was carried out somewhere down the line.

It will be seen from the present outline drawing that both the 600 Class 2-6-0 and the 800 Class 2-8-0 (see 44:22) were fitted with the same type of tender. The photos of these locos on p. 96 of "Middle East Railways" show that the tender of 625/409/1409 had also undergone alterations over the years, the original fuel bunker sides having been replaced with higher plating to provide, presumably, extra capacity.

45:18. ARCHIVAL EVIDENCE.

By Paul Cotterell.

At this rate it will take several lifetimes to sort out and catalogue all the material now stored in the archives at the IRM (that's the Israel Railway Museum, with apologies to the NRM at York !), but there's no good reason to keep interesting snippets of information in the dark for so long. So here are a couple which caught my eye as I flicked through old files. Others will be coming along in due course.

1. HR Loco Shed. A map of 29/7/1943 shows that a locomotive shed was proposed at Kfar Yehoshua/Tel esh Shemmam on the HR line (Rakevet Ha'Emek). Probably this was because of wartime pressure, but it was never built.

2. Carmel Station. There has been much past discussion over what exactly constituted Carmel Station (long disappeared) between Haifa Merkaz and Bat Galim. A map of 30/8/1935 shows Carmel station tucked in at the back of the Templerfriedhof cemetery, and having a platform, station building and separate small latrine (toilet).

45:19. ELECTRIC PLANS.

Thanks to Sybil Ehrlich for this tip and a copy of the article.

On 21/1/1934, the "Palestine Post" published details of "the planned Jerusalem - Transjordan electric railway and on the construction of four up-to-date high-speed rail transport lines connecting Jerusalem with Nablus, Beersheba and Jericho". I have never heard anything otherwise of these plans, reproduced below. Yet someone must have carried out surveys, considered ways of raising capital, had discussions with the authorities, and so forth. The article claims to be based on one by "A Correspondent" in "The Electrician" of Jan. 5th. 1934. Bits sound more like excerpts from Herzl's novel "Altneuland". Can anyone add more?

"Recent economic developments in Palestine - of which the most important is the completion and formal opening of the new harbour at Haifa - tend to emphasise the isolated position of Jerusalem in respect of railway facilities. It is 35 miles distant (by rail to Ludd) from the Palestine - Egypt main line (Haifa - El Kantara - Cairo), with which it is only con-

ected by a branch line (the original Jaffa - Jerusalem Railway, and the first in Palestine), and about 60 miles distant (by road) from the Hedjaz Railway in Transjordan.

A project has been formulated for a Jerusalem -Transjordan railway with the object of providing Jerusalem and Palestine with a direct and up-to-date high-speed system of rail transport - where no railways exist at present - by the construction of four new electric lines, viz. (1). Jerusalem-Northern (Nablus); (2) Jerusalem-Eastern (Amman); (3) Jerusalem Southern (Beersheba); and (4) Jericho - . Dead Sea branch line - all three main lines converging on Jerusalem.

The Jerusalem terminus for all the new lines would be located outside the city on the north side and east of the Damascus Gate.

Jerusalem Northern Railway.

The route (67 miles) from the Jerusalem terminus is by a descent in an E.N.E. direction - roughly parallel with the Jericho Road - to the Wadi Fara at the head of the Valley of Achor, at which point the line turns northwards, then N.N.E. along the foothills west of the Jordan Valley to the Wadi Bakr, descending at that point to the level of the Mediterranean and continuing northwards along the western side of the Jordan Valley the line descends to the the 500-foot level below the Mediterranean (Wadi ar Rishash), and at the Wadi el Musetterah turns N.N.W. parallel with the Beisan Road, thence N.W. parallel with, and north of the Nablus Road, ascending the Wadi Fara at the head of which the line turns S.W. to Askara and Balata, then N.W. to Nablus and Samaria, thence continuing westwards parallel with, and south of, the existing narrow-gauge line - to Tulkarm Junction on the main Haifa - El Kantara - Cairo Line.

Jerusalem Eastern Railway.

The line (55 miles) would leave the Jerusalem Northern Line at the Wadi el Musetterah west of the Jordan, and runs thence in a N.E. direction across the Jordan Valley, crossing the River Jordan a few miles south of the confluence of the River Jabbok (Nahr ez Zerka) with the latter, thence continuing N.E. along the valley of the Jabbok to the eastward bend of the river, then due east, ascending the Jabbok Valley to the Wadi el Hasab, then S.E. , S. and W. along the Nahr ez Zerka, to the Kalaat ez Zerka Station, on the Hedjaz Railway, then W. and S. to Amman, the capital of Trans-Jordan, and the headquarters of the British Government's High Commissioner.

Jerusalem Southern Railway.

This line (50 miles) would run from the Jerusalem terminus southwards - east of the city - via Bethpage and Bethany, and thence S.W. to Bethlehem, continuing southwards to Hebron. From Hebron the line runs southwards to Yutta, thence S. W. to Beersheba.

Jericho Branch Line.

From a point on the Jerusalem Northern line at the Wadi Fara a branch line (18 miles) would run eastwards, down the Valley of Achor to Jericho, and then S.E. and S.W. to the N.W. shore of the Dead Sea.

It is proposed that a storage dam and power station be built in the Jabbok Valley, in Trans-Jordan, to provide the current to operate the four railways, but as [a precaution against] a possible occasional or seasonal shortage of water from the River Jabbok, an

additional storage dam and hydro-electric power station may be built in the valley of the River Arnon, on the eastern shore of the Dead Sea, at a point S.W. from Madaba, from which the current would be transmitted by overhead lines at a high voltage to a central sub-station on the main line near Jerusalem. This second power station would be necessary to supply current to a proposed future Red Sea Extension Railway, should this railway materialise later.

To Akaba.

The route of a proposed railway from Haifa Harbour on the Mediterranean Coast to the ancient port of Akaba (Gulf of Akaba on the Red Sea) was plotted some years ago. This line - so far as regards the section of the then proposed railway north of Jerusalem to Haifa - has now been abandoned and a new project prepared for future consideration.

The projected Red Sea Railway would commence by a junction with the terminus of the Jerusalem Southern line at Beersheba, and run thence in a S.E. direction to the Wadi Akaba, and then southwards along the latter to the port of Akaba, at the head of the Gulf of Akaba, on the Red Sea.

Construction of this Beersheba - Akaba line would place Jerusalem on a direct sea-to-sea railway from the Mediterranean to the Red Sea, and enable a through train service to be run from Haifa via Tulkarm, Nablus, Jerusalem, Hebron, Beersheba and the Wadi Araba to Akaba, thus reviving the ancient and formerly prosperous trading and traffic route from the Red Sea to Damascus and the Levant of the times of Solomon, the Nabataeans (when Petra flourished) and the Romans.”

Well - quite a breath-taking scheme. In theory, on a map, a comprehensive network, though in places paralleling lines already barely used due to the lack of traffic on offer. (e.g. Nablus - Tulkarm). No indication is given of costs and the incredible engineering problems such a network would face. At least an electric line would not be too bothered by gradients, but what about curvature ? Would the proposal have been for a narrow-gauge line to facilitate interchange with the Hedjaz, or standard-gauge to allow for through working to the PR main line ? (The terminus at Tulkarm is well south of Haifa, but access to Haifa Port over HR tracks via Nablus - Afule would have been possible). The Hedjaz line, being routed will inland south of Maan, of course could not play a full part in a revival of Akaba as a southern port for Damascus (it was virtually NOTHING at this period, anyway !) until more modern construction for phosphate traffic. But I would love to learn more about this electric interurban network plan.....

45:20. VIDEO REVIEW.

“LAWRENCE OF ARABIA’S RAILWAY”.

Produced and directed by David M. Dore, with additional photography by Michael Macmillan, sound by John Standen. Running time 58 mins. Produced by Gioconda Pictures for Spa Films, 1997.

Forget the title. The title is the only flaw on this video, which is in fact an excellent descriptive tour of modern day-to-day operations on the northern section of the former Hedjaz line, from Amman to Mafraq, and then the southern section of the Aqaba Railway Corporation from El Hasa to Aqaba. This is NOT another description of a steam-hauled railtour in ancient First-World-War rolling stock.

Filming quality is very good, and the caption (in English) is informative, factual and professional. Background music fills the silence on occasion, but is not too intrusive.

A brief description of the contents:

The film opens at Mafraq as the weekly southbound International Train from Damascus arrives, has a one-hour layover for “security purposes”, we see inside the ticket office, (a ticket for the 2 1/2 hour journey to Amman costs 600 fils, ca. 60p.); The train departs, formed of a GE U10 diesel, a bogie match wagon (former HR open with brakeman’s cabin), and two CFS Ganz railcar trailers, T502 in faded bright lemon yellow and another in darker yellow with red stripe. The commentary notes that the staff outnumber the passengers. There are some nice landscape shots of the train winding its way along the line, crossing the viaduct at Zerqa, then entering Amman station.

Amman station is visited, the shed with its stored steam locos. The loco and match wagon are uncoupled and the wagon turned by hand on the turntable to permit the buckeye coupling now to be on the south end to form the northbound train the next day. The commentary notes that the two U10 diesels work almost all the traffic, steam being used only for tourist trains southwards to Jiza and Qatrana, and that a large section of the line southwards is kept intact solely to allow these locos to reach Aqaba depot (410 km. to the south) for maintenance. Ma’an Works maintains the wagon stock.

After about 13 mins. of film we then move to the southern operation. A double-headed (GE U20’s) 2,000 ton phosphate train from El Hasa, formed of 31 wagons of three different types, is followed from approaching Ma’an, then Batn el Ghul (a brief foray shows the disused and lifted original trackbed southwards), and along the “new” line to Aqaba. The commentary notes it was a triumph of modern engineering, built 1972-75, using 17,000 rails, 220,000 sleepers, 160,000 cu. m. of granite ballast, how storms during construction washed whole sections away and sleepers were later found floating in the Red Sea..... Traffic is currently 3 M. tons per annum (an average of 8 return trains a day) and should rise soon to 10 M tons with the opening of a new mine. Track circuits are useless in this climate, and dynamic braking is used on the 2.7% descent through the Wadi. Staff are employed at both Ma’an and Aqaba, and often have lodging turns!

The train is filmed arriving at Aqaba Reception Yard, still high above the town, where all loaded trains stop and where baskets of spare brake-blocks stand in case of need following the necessary inspections following the fearsome descent and before the final leg to the port. It is noted that the colour-light signals are of British type (a point-lever in shot looked of German type), but they are placed on the right-hand side of the tracks.

A lengthy sequence explores the interior of Aqaba Works which maintains the all-General-Electric fleet (the most-recent locos were built in Brazil), the commentary noting the skills and training of the workshop staff (many trained in India and Egypt, or at the GE works itself) and the hostile operational environment of the machines in their care, with extremes of temperature, blown sand and dust, etc. We see No. 310 being dismantled for overhaul, and the overhead crane in operation. There is an interview in English with Talal Abu Ghousch, the Loco Planning Manager (complete with files for each loco on the shelf behind him !) who describes the growth of the fleet.

In view of this it is unfortunate that the next dramatic sequence, following the crossing of loaded and empty trains at a loop at Umran, demonstrates again the problems of operation - the loaded train has three locos, but two have defective braking due to earth faults; one loco is detached from the uphill empties to assist the downhill train with braking, but this leaves the uphill train only with No. 410, a "weak" loco, which struggles to lift its train and eventually has to give up and return to the loop - only when its sister loco is re-attached can the empties depart, the three downhill locos then have to uncouple and run light to Aqaba for repair, leaving their train in the loop for four hours.

Following this we have a cab ride on an uphill train of 30 empties in the morning from Aqaba to El Disi, past the massive lorry park outside Aqaba, crossing a loaded train at El Yuttu, then past track workers, through a sandstorm that reduces visibility to 100m and leaves the track blanketed, a quick interview with the signalman at El Disi and a look at his control panel, through Rum (the third of 16 passing loops), and eventually in the late afternoon to El Hasa.

This reviewer's sole regret - there is no view of the Port Area and unloading facilities at Aqaba, and no mention of or look at other parts of Ma'an, or any trace of the wartime line to Naqb Ashtar. But one cannot have everything.

The Film is produced by Spa Films at 6A, Tonbridge Road, Pembury, Kent, TN2 4QL, Great Britain, tel./fax 01892-842565.

My copy was obtained by mail-order from Motor Books, 33, St. Martin's Court, St. Martin's Lane, London WC2N 4AL, fax. 0171-497-2539.

Highly recommended for anyone wanting to see the current rail operations in Jordan.

45:21:

Aqaba Railway Corporation U20C No. 304 and U18C No. 412 double head a phosphate train near Wadi Rum. 22/7/98. (Photo: John L. Alexander.)



45:22: COPPER MINING IN THE NEGEV

By Paul Cotterell.

Another brace of photos from the Central Zionist Archives. These are entitled "Searching for Copper in the Negev Desert" and are dated June 1952. The only copper mine in the Negev that I know about is that at Timna, north of Eilat. But this is, or was rather, a large scale operation, far removed in scope if not in distance from the very small-time outfit depicted in these two shots. I could not help but be reminded of the panhandlers and prospectors of the nineteenth century who had dug for a more precious yellow mineral in the Comstock Lode and the Klondyke - a romantic notion assuredly. In one photo an empty tip wagon is being man-handled off a small turning plate down to the adit or rock face. The same wagon turning plate can be seen in the second view with a loaded tip being winched up. I think, but cannot be positive, that the winch is a Vibus.



45:23: THE LIGHT RAILWAY USED IN BUILDING QISHON WORKSHOPS

By Paul Cotterell

In the Railway Museum at Haifa East is a superb old photo album showing stages in the construction of Qishon Workshops. These shops were erected between 1930-32 in sand dunes alongside the HR branch to Akko. The album gives an excellent overall view of their construction, as well as of trains and other heavy equipment, and also of bridge renewal over the nearby River Qishon.

A few prints in the album show the use of a portable light railway in the early stages of building Qishon Works, probably for the laying of concrete foundations etc. One of these prints is presented here. It shows a line of rails laid, rather precariously, across timber trestles. Evidently an area of ground is being filled with sand to bring it up to the surrounding level. Another photo in the album shows that ordinary side-tip wagons were employed on the site, but the wagons seen here are unusual. When upright the bodies sat fore-and-aft, but in this view they have been swung round through 90 degrees for unloading, with their contents being shot out of one end as with a wheelbarrow. Considering the very makeshift nature of the track I am left wondering just how stable this operation was. I have visions of the rails collapsing under the weight of loaded wagons or of the wagons themselves ending up in the pit along with their contents. I cannot recall similar tip wagons anywhere else, and have no idea who their manufacturer might be. A perusal of contemporary catalogues may give some clue as to the builder and perhaps also to the original idea for the rotating body.

The last time I wandered round Qishon Works it was still possible to see a short length or tow of portable light track rusting among the weeds at the top end of the north yard. There might have been a side-tip body there as well. I guess these were relics of the light railway used in the building of the workshops.

On a more general note: I am struck by the fact that at least four major building projects were being undertaken in Palestine during the early 1930's. These were the Haifa harbour works, the IPC pipeline, the PEC power station at Naharayim, and Qishon Workshops. All four were being pressed forward during the worst years of the Great Depression. Were they considered, in part anyway, as 'make-work' projects?



Or were they looked upon as being so important as to warrant any investment even in a period of severe financial restraint? Certainly Haifa harbour, and probably the IPC pipeline, were undoubtedly counted as strategic assets of the British Empire and Colonies. In addition, these four projects were planned before the Wall Street Crash of October 1929 which precipitated the Depression. Nevertheless, it seems to me that there are questions to be answered on a subject which may prove a fertile field of research.

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