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הרכבת

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46:1. (Photo 1). Syrian 2-8-0 No. 91 at Zebadani on 28/7/98. (Photo: Roy Nelson).

46:2. EDITORIAL.

Issue 46 is being put together in some haste in the middle of the High Holy Days for this year - a time when your Editor should be concentrating instead on preparing some sermons ! But there are many priorities in Life. Nevertheless, with luck it will still appear in September and, failing that, early October. Again, there seems to be a lot of current news, flowing in from a variety of sources. The "Pasim" group in Israel seems to be slowly gaining strength - a good sign. My thanks go to the various contributors - Paul Cotterell, in particular, seems to be finding an amazing amount of fascinating stuff in the musty "archives" of the Railway Museum (soon to become, perhaps, part of a more general "Transport Museum" if rumours are to be believed.) Paul is also acting as a "channel" for some new contributors, and quite a lot of material is currently on file for the future.

Enjoy !

The Editor.



46:3. (Photo 2). Haifa as it was: G12 Bo-Bo No. 123 at Km. 1 on 20/5/70, hauling two former Esslingen trailers on an overgrown single track. (Photo: R.A. Bowen.)

46:4. NEWS FROM THE LINE.

a). "Palestine Roadways". According to an interview in "Ha'aretz", reported in the Israel Consulate "News" on 21/6/99, (and also in "R.G.I." 7/99, p. 428) Prime Minister Ehud Barak announced that he intends to build an elevated highway between Beit Hanoun,

on the border of the Gaza Strip, and Dura, in the Hebron area. He proposed that the bridge be “a kind of highway on pillars for 47 kilometres, with four lanes, a railway line, a water pipe and a communication cable.” He said that he had proposed such a scheme to then-P.M. Yitzhak Rabin the moment the Oslo Accord was signed. “In reaction to the interview, officials in the Palestinian Authority said that the plan is not new and they are not against it. The idea was raised during discussions between Israel and the Palestinians at the beginning of 1996, following its discussion in general terms after the Oslo Agreement was signed. Talks between Nabil Sha’at, the PA Minister for Infrastructure, and Ori Orr, then Operation Co-ordinator in the West Bank, raised the possibility of an elevated highway, a tunnel or useage of existing roads. There was no progress in any direction, however, as the Palestinians were demanding sole sovereignty over the road, according to Israeli sources in the security apparatus.” According to “Yediot Aharonot”, building this highway would cost approximately two billion dollars and will take five years to build.”

b). Underground Railway to Egypt. Not a major scheme to rival that above - but an illustrated article in “Maariv” on 10/6/99 (headed “Night Train to Cairo”) reveals that Israeli soldiers discovered a tunnel under the Israel-Egypt border, clearly used for smuggling goods and persons, and the photo (thanks to Uri Ben-Rehav) shows a not-too-primitive four-wheel narrow-gauge wagon with double-flanged wheels running on a set of simple “rails” - the wagon is even fitted with a coupling loop ! The story indicates that 23 tunnels have been found so far, in the last two years, around 25 m. long and 8 m. deep fitted with lights and telephone cables, and there are fears that they may also have been used for removing kidnapped Israeli soldiers across the border. Paul Cotterell writes that this story appeared also on Israel TV a day earlier, on 9/6/99, only here the rails were described as made of wood, and the tunnels were 75m. long. “The resemblance to ancient mine tramways in Europe, and even to certain lines in North Wales slate quarries, was very noticeable”. In a related story, AFP reported on 26/8/99 from Rafah that the Israeli Army had found another tunnel the previous day, linking the Gaza Strip to Egypt; it was 95 cm. high and 45 cm. wide, 6.5 metres under the ground level; inside it were found various tools, cables, fire extinguishers and explosives. A military spokesman said it seemed clear the tunnel was being used by radical Palestinian groups to bring material into the Palestinian area for terrorist attacks. It seems the Negev is being honeycombed. Shades of Colditz !

c). Airport Tender. According to “R.G.I.” 7/99, p. 423, “I.R. has called tenders for design of a suburban rail link between Rosh Ha-Ayin and Ben Gurion International Airport. This would involve refurbishing of an existing line through the eastern suburbs of Tel Aviv.” According to “Ha’aretz” 13/9/99, “The Treasury supports Israel Railways’ mass transit development plans; the first project to be implemented will be the construction of a new railway line connecting Tel Aviv to Jerusalem via Modi’in and Ben-Gurion Airport. When finally completed, the capital will be a mere 28-minute ride from the country’s economic centre”. One does get a bit tired of this constant stress on journey-time alone as a factor; frequency and ease of access are also vital. 28 minutes from a station that takes an

hour to reach, with perhaps 59 minutes to wait until the next service leaves, to take you to another station a long, crowded road journey away from where one wants to reach, is the presumed reality.

d). Co-operation at Last! Also from "R.G.I." 7/99 p.435, "I.R. has signed a co-operation agreement with DAN Bus Co-operative. Tickets for a day's unlimited rail and DAN bus travel are to be sold by station ticket offices and vending machines during a four-month trial period, and may be followed by monthly bus/rail passes." This is a wonderful step forward if it truly works, bringing Tel Aviv almost into a form of German-style "Verkehrsverbund". One hopes that information on vending machines will also be in English, for tourists.

e). Tel Aviv Progress. From "R.G.I." 7/99 p.419. Tel Aviv mass transit NTA Ltd. has appointed DeLeuw Cather to undertake preliminary design of its 18km. first line between Petah Tikva, Tel Aviv and Bat Yam. The route is to be designed as a pre-Metro light rail line suitable for conversion to heavy metro in the future, but NTA is now also looking at the scope for dual-mode operation on Israel Railways tracks."

f). Hof Carmel. The new Hof Carmel station was opened on 10/7/99 without undue ceremony. An official opening will presumably take place at a later date. This now forms the southern terminus of the "Haifa suburban" service. A new pocket timetable has been issued from this date, showing trains are allowed 7 minutes (!) from Bat Galim.

g). Yavne reopens. On the same day, 10/7/99, Yavneh station (between Rehovot and Ashdod) opened (or re-opened ?).

h). Viva El Roy! El Roy halt/station on the old HR line between Haifa and Kfar Yehoshua was reopened on 11/7/99 - well, sort of. Paul writes that it has been cleaned up by the locals who also scavenged redundant items from IR to add to the ambience. A reopening ceremony took place in the evening, with invited guests. Situated at one end of a length of remaining HR track, the restored El Roy halt provides a balance to the nearby Kiryat Haroshet Halt at the other end. Visitors can now stroll along the sleepers and imagine how it used to be when the trains still ran here.

i). B'nei Berak. (Or Benei Beraq, or... - sorry about the Orthography.) Hans Kohut has sent a photo showing the wooden station building erected for the station originally designated "Tel Aviv North" being demolished on 16/6/99. The concrete West signal box by the level crossing is also now used as the base for a large and ghastly advertising hoarding (one of those things with vertical panels that rotate to display different messages.) Work on doubling this line is going ahead.

j). "PASIM" Progress. The second meeting of this society for rail enthusiasts in Israel was held on 29th. July 1999, and was graced by the presence of several high officers from

I.R., including Amos Uzani, Yariv his Deputy, Benny Naor the Press Spokesman, and others. Amos was the main speaker. Paul Cotterell showed some slides of recent developments in the Haifa area. There have been further leadership changes within the "Amutah" (Society), and a new journal "Al HaPasim" has appeared - issue No. 1 dated June 1999. We welcome these signs of progress ! A Sukkot trip to Kiryat Gat and Beersheba was also being planned on 27/9/99.

j). Double-Deck Double-Take. As previously noted, negotiations with Alstom concerning provision of double-deck coaches to IR broke down at some point... apparently over the technical specifications. According to R.G.I. 8/99, p.483, IR announced on 22/6/99 that the order has now gone to Bombardier, who will be building the vehicles at the Bombardier-DWA plant at Görlitz, in Germany. Deutsche Presse Agentur (DPA) announced on 27/8/99 that Bombardier Transportation had actually won a contract for four double-deck trains, each comprising a Driving Trailer and three Intermediate Trailers, and the contract was worth 60M DM. The contract includes options for a further eight four-coach trains and, in a further phase, maybe even eighteen additional trains. This will be the first time that Bombardier will be exporting to Israel. Though main construction will take place at Görlitz, with delivery envisaged for the second half of 2001, Ramta in Israel will be subcontracted to fit in the inner furnishings.

k). Track Upgrade. From R.G.I. 8/99, p. 491: IR has called tenders for track upgrading on the sections Rehovot - Pleshet and Ashkelon - Kiryat Gat.

l). "Rakevet Ha'Emek". Jacob Landau has sent a cutting from "Ma'ariv" of 4/8/99, a "Tip HaYom" by Leah Koren, which shows a 60cm. gauge loco at Kibbutz Ein Shemer. The short attached story declares that the loco is more than 70 years old, the line is part of the Hedjaz Railway and was used to take wood from the forests of the Jezreel to the Turks, and the line now in use is 1.5 km. long. Telephone number for details or bookings is: 08-928-6757. (See below for Paul Cotterell's note on this locos.)

m). Politics. We should note here that the new Transport Minister in Prime Minister Ehud Barak's Cabinet is failed former candidate Yitzhak Mordechai (age 54). This Ministry now also covers Ports and Railways and Road-Building. The "Jerusalem Report" (2/8/99, p. 15) considers this position to be a punishment for Mordechai !

n). Revised Timetable. As mentioned above, a new booklet has been published, a revised version of the earlier 1999 one but adding Hof Carmel and Yavne. Yavne appears to be served by five northbound trains at 06.01, 06.33 and 07.03, 17.33 and 18.36, and three southbound trains at 16.58, 17.55 and 18.58. (None on Fridays). One assumes the southbound morning trains run e.c.s. to Ashdod, whereas two of the northbound afternoon return trains at least stop at Yavneh and the third runs through e.c.s.

46:5. PUBLICATIONS.

(a). Tomas Meyer-Eppler and Reinhard Dietrich's report on the DGEG Tour to Israel has finally appeared in "DGEG Nachrichten" No. 150, Juli/August 1999. I believe copies can be obtained from DGEG at Kleinsorgenring 14, D-59457 Werl, Germany. (b) No. 2 of "Rak Rakevet", the Hebrew-language on-board magazine of Israel Railways, is dated June 1999. Glossy and colourful, the 24-page magazine includes with IR officers Uzani and Feuchtwanger, an article on double-deck coaches illustrated by an SNCF set, and a page on "World Railways" which features, inter-alia, DB ICE trains, the hybrid train proposal of ICE power car with TGV 2N (double deck) trailers; and the rebuilt DR 52-class 2-10-0 transformed by SLM at Winterthur into the most modern steam loco of the world..... At least passengers will learn that there is more going on in the railway world outside Israel ! A welcome development.

46:6. NOTES AND COMMENTS.

a). **My little Poppet.** Paul Cotterell writes: "In 35:10 I presented an outline diagram of A Curious Baldwin 4-6-0 fitted with rotary poppet valve gear. I considered that the proposal "got no further than the drawing board" and wondered if it was merely "a draughtsman's doodle". It seems I was wrong on both counts. The "Israel Railways Capital Account as at 15th. May 1948: Report by P.C.J. Baker" noted under Subhead No. 15 - Locomotives, for the year 1929, a "Test fitting of Poppet Valve (Mouchly) to 1 loco" at a cost of 753. So there you are ! I can add only that I do not recall any other reference to such a rebuilding, nor have I ever seen a photograph (official or otherwise) of a Baldwin fitted with rotary poppet valve gear."

b). **Re:45:17, the Bagdad Railway Locos.** Bert Dyke writes from Evesham that he has been looking through his personal Index of articles in "Railway Magazine" and other publications: He notes that an illustration of the Hanomag loco, and other classes, appeared in R.M. April 1928, p. 262, accompanied by a full article. Another very detailed historical article in R.M. April 1941 (p.147) covers the loco types at the roundhouse in Baghdad in 1919 when the British took control, including the 2-8-0's. The Vulcan 4-6-0 mixed-traffic type 127-149 etc. are pictured, as well as the ex-LSWR 0-6-0 sent out to Palestine and Iraq in WW1; the official handover to the Iraq Railways is shown as 1936. Later articles in October 1941 and Aug. 1961 show R.S. & Hawthorns 4-6-2 streamlined engines. The metre-gauge Esslingens of 1956/57 appear remarkably in R.M. for Jan. 1954 (!), and the Indian 4-6-0's in Sept. 1967.

c). **Re: 45:10, Movement Control.** Bert adds that, although he is now over 80 and most of the old Royal Engineers in Mid. East will be long gone by now, he intends to get in touch. "I had plenty to do with them all over the Middle East. Some were simply bagged from any unit, being ex-railwaymen. A most notable bloke was R.S.M. Walter Cogan (Togan ?), who was M.C.O. at Port Sudan in 1940-41, then went on to Lydda, where I contacted him again in 1942 of course. He was formerly on the LNER Coldstream branch, but has

gone on by now, I'm afraid. We had fun with the Port Sudan / Atbara / Kassaba / Eritrea narrow gauge traffic. I spent more time helping him than at the docks ! And he was "King's Own Scottish Borderers", for heaven's sake. It paid to be a railwayman in World War 2, you could volunteer for anywhere and they grabbed you. I'd go anywhere for steam !

d). On: 44:9(e) & 45:6:(xi): Cables in Jounieh. Klaus Matzka returns to his query about Jounieh. "According to Walter Hefti "Schienenseilbahnen in aller Welt", Birkhäuser Verlag, Basel 1975, the line at Jounieh is one of this type - i.e. with rails, but rope haulage. But I have never seen a photo of this installation. It is rather clear that the statement "funicular and cable car" in the TEFS report was incorrect. It's the same problem that here in Austria, Germany and probably worldwide there are people who cannot distinguish between rack/cog railway / Zahnradbahn, and funicular / Standseilbahn. Even in technical literature, people in most countries have problems in distinguishing between the three forms of cable - Railways: Cablecar /Kabelbahn (e.g.in San Francisco); Funicular / Standseilbahn (e.g. at Jounieh), and Inclined Plane / Schiefe Seilebene (most of them disappeared) - [think of the exit from Glasgow Queen St. in early days. Ed.]" Klaus has sent an excerpt from the book in question - completely new to your editor; it lists the "Carmelit" in Haifa, and then as ref. 265.01, p. 295, the line from Jounieh to Harissa, with the following information in tabular form: (My translation) "Built 1965 by PHB, to 1,300 mm. gauge; electrically powered, by 1 550V DC 20 hp. ,motor, cars of 18 passenger capacity. The adjoining sketch shows a small passenger car body mounted horizontally on a 4.8 m. long 4-wheel frame of 3 m. wheelbase inclined to match the gradient. P. 122 has the following, under his reference 4.62: "Much more modest are the details of this second installation, which was erected by Pohlig-Heckel-Bleichert-Werken in Saarbrücken in 1965. The whole stretch is double-track with a length of around 80 m. and a even gradient of 650%. The cars are of 18 places, are 4,800 m. long, a width of 1,350 mm. and a wheelbase of 3,000 mm. They weigh ca. 3.5 tones empty. The track comprises steel plates; for the guidance of the cars as raised guidance rail is built in, upon which the clasp brake works..... The layout is operated by a DC motor of about 20 hp with 1425 r.p.m.; Operational speed is 1.05 m/sec. The feed to the motor is through a Ward-Leonard-Group Thus the traction motor is connected to the driving wheel through a "snail-gear" with a transition of 1:180. Here also the operation is automatic with control from the cars." Sketch 156 shows the general side layout of the cars, Sketch 157 shows the manner in which the guidance rail is laid off-centre between the sets of double-tyred wheels. Can anyone add any more on this elusive little line ? Does it still exist ? It is clearly different to the item described by Andrew Wilson.

e). Western Desert Extension Railway. The Editor has translated a chapter from a book "Einmal Dritter nach Berlin" by Erich Grunow, pub. Transpress of Stuttgart, 1999, ISBN 3-613-71099-4. This has appeared in the "Bulletin" of the World War Two Railway Study Group, Vo. 9 No. 4, July/Aug. 1999. Being lengthy, it is not intended at present to reproduce this also in "Harakevet" (though one never knows, and it is now on discette), but

readers interested in a copy are requested to contact Ben Brooksbank at 10, Eastway, Morden, SM4 4HW, U.K. The chapter deals with Grunow's experiences as a German soldier operating this line when it was under German (and Italian) control in 1942. It is clear that they were just as amateurish and unprepared as their opponents, despite popular myth to the contrary !

f). **ROD's on the HBT.** Also from the same issue of the WW2RSG "Bulletin", p.9.91, a note from Geoffrey Hughes: "In May [1943] I was on an Army Officer training course at what are now the Israeli Army barracks near Acre. We were out on an observation exercise when we saw a train in the valley below, on the Haifa-Beirut Railway. 'Hughes !' barked the officer in charge, 'Tell me what you observe about that train !'. This was my big moment. 'Sir', I said, 'The locomotive is a 2-8-0 of J.G. Robinson design, of which a large number were built for War Department service. The boiler pressure is 180 pounds per square inch and the cylinders.....' Fortunately he stopped me before I had dug myself into an even deeper hole. I nearly got Returned to Unit for being too clever. All he wanted to know was the number of trucks."

g). **A Railway V.C.** On p. 9.90 of the WW2RSG "Bulletin" is a brief note on the three employees of the London & North-Western Railway who won the Victoria Cross (V.C.) in the First World War. Locomotives of the "Claughton" Class 4-6-0 were named after each - but when some of these locos were technically "rebuilt" into the "Patriot" class (the rebuilding being more of an accounting exercise) not all the names were transferred to the new locos, and the one reproduced below was not. "Lance-Corporal John Alexander ('Jock') Christie (1895-1967), 1/11th. (County of London) Btn., The London Regiment (Finsbury Rifles). On 20/21 December 1917, at Fejja, Palestine, during an enemy counterattack through communications trenches, Christie took a supply of bombs (grenades) and advanced 50 yards in the open alone, bombing the enemy until they halted. He then attacked other enemy troops moving up another trench." The other two, Privates Sykes and Wood, won their V.C.'s in France and Italy respectively - but for some time this incident in Palestine was commemorated on a British express locomotive.

h). **WD 0-4-0ST's.** Also from the WW2RSG "Bulletin", p. 9.95f., is an article from Tony Lambert concerning WD locos from WW1 which survived to be used into WW2. Relevant to "Harakevet" is the story of two Baldwin 0-4-0ST's, five of whose fellows became Belgian Railways Type 50 (the last surviving until 1957), whereas others worked in Belgian or French industry.

ROD 29, Baldwin 43120, 1916. Landed Boulogne June 1917. Acquired by F.N. Pickett (an English firm operating in France, e.g. at Wimereux) and sold to Chemin de Fer Industriel du Port du Vilvoorde via Focquet and Westroos (other dealers), and named "Haren", bearing the Brabant Registration 1834. Before 1939 sent to Etablissements Francki, Haren, to work in Egypt. Acquired by WD as MEF 36, then WD 244, later 70244, still with name which she kept while Shops shunter with 169 Rly. Workshops Coy. R.E. Back to UK in February 1948, and sold for scrap to T.W. Ward and scrapped in April 1949. ROD 86, Baldwin 45337, 1917. Worked in Dunquerque area while with ROD in 1918. After 1919

worked at Lille (Fives) and at Aulnoye (Forges de Leval). Sold by Focquet to Chemin de Fer Vilvoorde 1931, named "Machelen" (NOT "Mechelen"). Acquired for use in Egypt by Ets. Francki of Haren in 1935. In about 1940 acquired by WD at Ataq as MEF 37, later WD 245 and 70245 and with name. In Palestine in 1942, then Wadi Sarar - Jaffa on banking duties. Rebuilt by 199 Rly. Wksp. Coy. R.E. at Jaffa in June 1945. Dumped at Haifa in 1952."

i). **On 45:4, services to Jerusalem.** Hans Kohut considers that the problem of this service has been mis-stated. "I take it that the "sharp curves" referred to are those on the mountain division between Beth Shemesh (formerly Artuf) and Jerusalem, a mere 30 km. or so. The fastest trip I have made on this section was with the centenary anniversary special formed of an IC3, which covered this line in about 36 minutes instead of the normally-scheduled 45-48 minutes. But - the IC3 suffered from this effort ! However - the real culprit is the section from Lod to Beit Shemesh; Tel Aviv - Lod is now of course a high-speed line (allowing speeds of up to 160 kph. without tilt), yet from Lod onwards through Na'an the line is still very curved and slow, but would not need a lot of rebuilding to improve.

j). **The S.S. "Belpamela".** This was one of the "Belships" used in the 1930's etc. for transporting heavy items such as railway locomotives across the oceans of the world. There have been scattered references in past "Harakevets" because they were used during World War 2 to transport some of the USATC and other locos to the Middle East, and it was thought that this ship had later sunk with all hands during a postwar voyage bringing American locos to France. Therefore, for the sake of the historical record, the following Letter from "Backtrack", September 1999, p. 509, written by Richard Chown of Philipston, West Lothian, is cited. "...Her story was given by John Deacon in "The SNCF Society Journal" No 85 in March 1997. .. All hands were not lost when the Norwegian vessel MV 'Belpamela' sank at 02.30 on Friday 11th. April 1947; nine men died but eighteen survived and were picked up. She was en route from new York to Cherbourg with her seventh load of seventeen "141 R" locomotives and their tenders for the SNCF. In violent storm conditions the lashings securing the rear four locomotives in the main hold broke and the locomotives moved to port causing a list of 10-15 degrees. These were secured, only for the next four locomotives forward to break loose and, more or less, start beating their way out of the side of the ship. 5 1/2 hours later she capsized and sank. It must have been hellish trying to secure a moving locomotive in a pitching and rolling ship at the height of the storm."

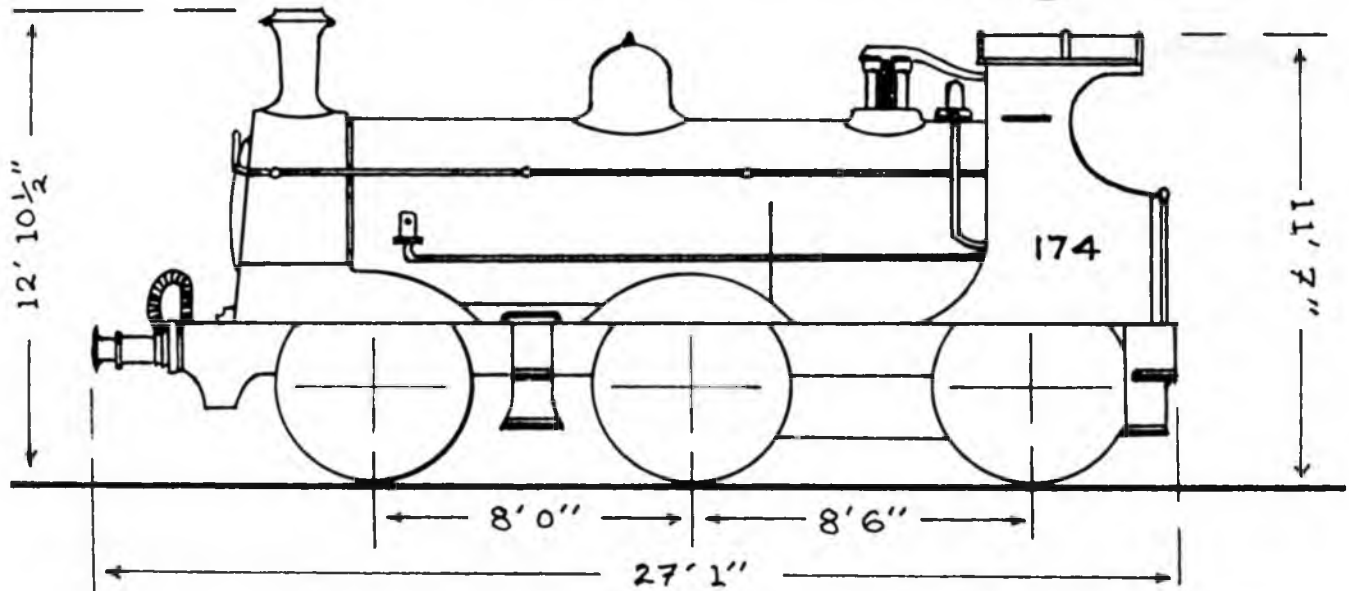
46:7. BAGHDAD RAILWAY

(ex-LSWR) 0-6-0's. By Paul Cotterell.

"There have been scattered references in the past (including back issues of Harakevet) to these endearingly Victorian locos in Iraq. I can add nothing to what little is presently known beyond supplying the accompanying diagram, traced from that blueprint book (see

L. & S.W.R. Locomotives.
Type - 0-6-0 (Goods).

Builders: - London & South Western Railway Co. Ltd.



NUMBER OF LOCOMOTIVES ON LINE - ? . TRACTIVE EFFORT - 12250 LBS.

WEIGHTS: EMPTY 36. IN SERVICE ? TONS.

GRATE AREA: 18.37 SQ. FT.

BRAKES: STEAM AND VACUUM.

DIA. OF WHEELS { WITH TYRES - 5'1"
WITHOUT TYRES - 4'5"

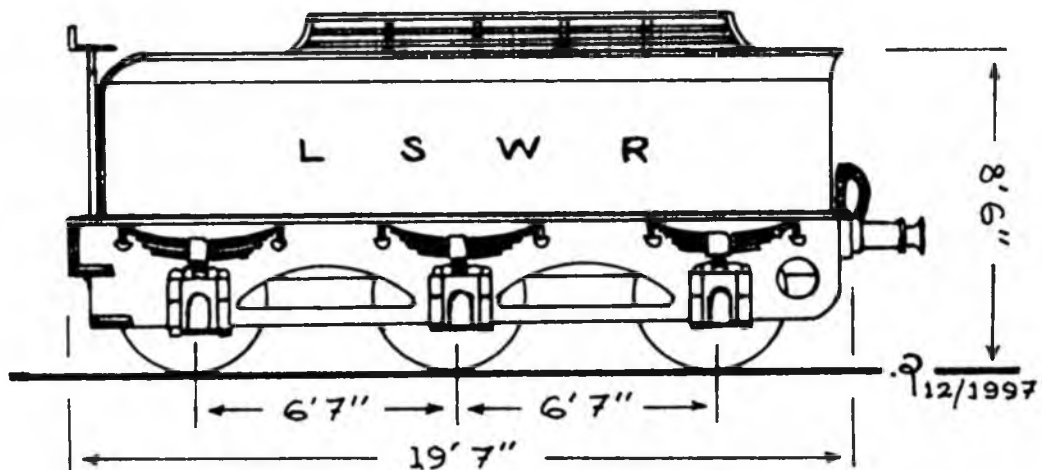
NR. OF TUBES: 210.

CYLINDERS: 17 1/2" DIA - PISTON STROKE 24"

TOTAL HEATING SURFACE: 1163 SQ. FT.

BOILER PRESSURE: 150 LBS. PER SQ. INCH.

CONVERSIONS: NOS 498 AND 443 TO FULL OIL BURNING (MEXICAN TROUGH SYSTEM).



44:22 and 45:17). It should prove instructive, however, to compare this drawing with that on page 26 of "The Railways of Palestine and Israel", when several differences, particularly about the firebox, will become readily apparent. The diagram in my book is wrong, making the engine appear altogether too elongated. I had sat and puzzled over this when copying the PR diagram but, being in Canada at the time, was unable to confirm or deny the accuracy of that original original drawing. Potential modelmakers of one of these engines, please note."

46:8. HEDJAZ RAILWAY NEWS.

a). **Serghaya Trip.** In 44:10(a)(iii) mention was made of a solitary passenger - Roy Nelson writes that he was the person concerned. "The train referred to was a public train on Tuesday July 28th. 1998, the 08.00 Damascus - Serghaya. This train is advertised as running on Fridays, Sundays, Mondays and Tuesdays during the summer holiday period. A diesel-hauled train also runs daily to Ain Al-Fijeh at 09.00. Although it is nominally an 08.00 train, the procedure seemed to be to restrict access to the train to those passengers travelling beyond Ein Al-Fijeh until 8am. And then at 08.00 allow passengers wishing to travel to stations up to and including Ein Al-Fijeh to join the train, and then wait until passengers arriving early for the 09.00 train have arrived in sufficient numbers to fill all the seats of the train! While waiting for this process to be completed, diesel unit H-503 arrived from Qatana at 08.11. We departed at 08.22 with No. 912, a bogie carriage and six four-wheel carriages, and ran thus (approximately):

Kanawaat:	dep. 08.22.	Dummar	arr. 08.47. dep. 08.51.
Al Haamah	arr. 09.03.		dep.09.06.
Jedeedah	arr. 09.17.		dep. 09.20. (unnamed halt) arr. 09.35.
dep. 09.39.	Ein Al-Fijeh		arr. 09.44.

Here we detached the bogie carriage and continued with the six 4-wheelers.

dep. 09.59. Souk Wadi Baradas. arr. 10.30. dep. 10.33.

En route we had a one-minute stop. Tekeiah. arr.10.48. dep.10.55.

Al Zabadaani. arr. 11.25.

The train continued to Serghaayah, but I left it at Zabadaani. On the return journey (tender first) the train left Zabadaani at 15.31 and arrived Damascus at approx. 18.45. The driver was Adeeb Al-Aseery throughout (at least nominally, for the last half-hour the train was in charge of a trainee driver and the fireman as Adeeb was suffering from an acute headache from the extremely loud whistle of No. 91, which has to be sounded almost continuously between Ein Al-Fijeh and Damascus (and 75% of the time elsewhere), and he was sitting chatting to me in the train.)"

b). **Amman Visit.** Hans-Henrik Landsvig managed a brief visit to Amman Station on 19/7/99. He wrote: "There were some staff there but I did not have time to start negotiating with them to let me through the gate. Several steam engines were standing around; 23 was in the loading bay track, looking quite presentable from a distance; there were at least

three locos in the shed, one big tender engine in very bad external condition, 61 and 82 looked better. At least one could read their numbers! No. 22 was standing in bad condition at the end of the shunting neck at the road bridge at the south end of the station. There were six Bo-Bo diesels standing together apparently disused, and apparently numbered 1 - 6. A faded blue-green colour, they seem to be the ones in plates 144 and 145 in Turret's book. A god deal of coaches, and various vans, flatcars and tank wagons were also around - some looked fine, others seemed in heavy need of repair." Well ! These are the CEM 650hp. locos owned by Grant Lyon Railbouw, (CEM = "Cie. Electro-Mecanique", mentioned in Turret's "Hedjaz Railway" p. 120 as being built around 1966 (they are not mentioned in his list of locos on p. 181) for the rebuilding works on the Saudi section of the Hedjaz line, then stored at Maan until used from 1972 on construction of the Aqaba line (the two plates Hans-Henrik refers to are of No. 5 on ballast trains during this period). What are they doing at Amman now ?

c). **An Historical Note.** From: "Lawrence and the Arabian Adventure", by Robert Graves, Doubleday, Doran & Co., New York, 1928, p. 352. Relating to a description of the area in 1921: "The railway south from Damascus is working again, but only as far as Maan and not very busily. A branch line is, however, planned to Akaba." Who was planning such a line at this time ?

d). Hejaz Line Developments.

(i). According to an 'Agence France Presse' report in the Egyptian weekly "Middle East Times" of 24-30/6/99, "A bi-weekly express rail service will be launched between Damascus and Amman in July, officials agreed in Damascus last week, in a new sign of the improving ties between the two governments. The new service will be inaugurated on July 16 using the tracks of the old Hejaz Railway, the official news agency SANA said. The railway's Jordanian and Syrian directors also discussed a Syrian study on the feasibility of a new line to replace the existing one, which dates back to the turn of the century, the news agency said. They also agreed to 'improve and develop freight links to give businessmen and companies the facilities to boost the volume of trade between Jordan and Syria', it said. ... Syrian-Jordanian relations, which became tense in 1994 when Jordan signed a peace treaty with Israel, began improving in February when Syrian President Hafez Al Assad made a surprise appearance at the funeral of King Hussein. King Abdullah II visited Syria in April and last month Damascus promised to provide its drought-ridden neighbour with 8 million cubic metres of water to cover its needs this summer." We have been here before. Who will use a bi-weekly (do they mean twice-weekly ?) service ?

(ii). Tony Travis was watching BBC World at 5am on 15/8/99, somewhat hung-over after a major wedding party, when he saw a news item on Hedjaz line refurbishment - with three diesels, two steam locos, shots in Amman and an ancient Hedjaz van painted yellow and sporting pictures of the Jordanian and Syrian leaders, hauled by a diesel. Did anyone else see this and get more details ?

(iii). Linked to this is a feature item in the "Jerusalem Report" of 22/8/99, though remarkably the Internet version, downloaded on 22/8, was datelined 30/8/99 ! An article by Amy Henderson from Amman contains the usual journalistic trivia and patronising misinformation but adds some background to a journey on 26/7/99 - i.e. three weeks before the BBC broadcast mentioned above, and presumably some form of trial/press run. But the following is extracted: "Having always had a soft spot for trains, I jumped at the chance to cover the test-drive of a freshly-painted red-and-yellow diesel engine along the Amman-Damascus leg of the historical Hijaz Railway line. The good vibes of rapprochement between Jordan and Syria having resurrected this regional landmark, the Hijaz Railway authorities of both countries recently dusted off and spruced up three steam and three diesel engines to haul passengers between Damascus and Amman. Aside from hauling a weekly cargo train and running the occasional chartered jaunt into the desert for those who can afford the novelty, the Hijaz engines have been napping in station houses [I think she means "stored in engine sheds. Ed.] for close to 30 years before the July 26 inaugural journey. The first train creaked out of the Mahatta Station on the outskirts of Amman - with mug shots of Jordan's King Abdullah II and Syrian president Hafiz al-Asad plastered on its front - and headed for the town of Mafraq in northern Jordan. Stepping onto the platform at Mahatta Station was like being transported into another era. A grand but dusty old shed yawned in the background, while the ticket windows were a throwback to the picturesque style of the early century. But a reminder of modernity soon appeared in the form of the closed circuit TV installed in the train's cafe car..... Jordanian and Syrian officials have renamed the Amman-Damascus line the "Hijaz Express" - a somewhat liberal interpretation since the original rails were designed to take a maximum speed of 40 kph.- So the journey between the two capitals takes a leisurely six hours, as opposed to three by car, border hassles included. A bargain at \$3.50 for a one-way ticket, the service now runs three times a week, with the prospect of becoming a daily line. The 100 or so passengers on the test drive included Hijaz Railway and Transport Ministry officials from both Jordan and Syria, their relatives and a few lone train enthusiasts. I and most of the other passengers opted to get off in Mafraq and travel back to Amman either on the steam engine that was calling from Damascus or by car. The diesel train went on to its next stop, Dera'a, on the Syrian side of the border." The article ends: "The tracks between Damascus and Haifa, I'm told, still exist. But that's one train ride that remains in the tantalizing realm of fantasy". Indeed it does, it does, it does, and one only hopes that this journalist doesn't believe everything else she is told in Amman or Damascus, though this sort of gullibility would explain so much coverage of the Middle East. But - did a CFS steam loco come south of Dera'a ? Or was this a HJR loco ?

f). May 1999 Observations. "Continental Railway Journal" No. 119 (Autumn 1999) has two brief reports on the Dorridge Travel tour of the system. From p. 509, "Jordan": "On 2nd.-4th. and 8th/9th. May, 2-8-2's 51 and 71, Pacific 82 and 2-6-2T 63 (masquerading as 61) were used, in some cases with diesel assistance between run pasts, for Dorridge Travel Service photographic charters north and south from Amman. Mikado 23, which had been in too poor condition to perform for some previous parties, did some demonstration shunt-

ing at Amman without problem and looked good externally. Other steam locos seen were Pacific 81 stored inside the shed, 2-8-2's 53 and 72 and 4-6-2 85 dumped in the shed area, 2-8-2's 21/22 and 2-6-2T 62 dumped at the south end of the yard, and Pacific 84 preserved at Amman University campus. Three GE UM-10 A1A-A1A DE locos were seen, all in action on 3rd. May: 40210 on yard work, 40212 assisting the charter, and 40213 on the Mondays-only "International" train to Damascus, departing at 8.09 with a modest number of passengers. No freight traffic was observed." From p. 513 "Syria": Notes based on a party visit form 4th.-8th. May 1999: [Some of this information repeats what longer-standing readers may well already know, but is reproduced here for completeness and for newer readers. Ed.] Damascus-Serghaya. This very scenic line runs from Kanawat station, in the middle of the capital, along and across some of the main streets, then follows the steep Barada valley, which in its narrow lower section to Ain-Fijeh appears to be a popular holiday area. Further up, the railway runs along the slopes of the Anti-Lebanon range and through open fruit-growing country. A regular (probably daily) passenger service runs to Ain-Fijeh (or possibly to Zebdani), this being seen behind Co-Co DE A-301 on 6th. May, and Serghaya is served by the FO steam-hauled mixed. Excursion trains also operate; thus on 6th. May [a Thursday; Ed.] a school excursion hauled by 2-6-0T 755 was observed at Serghaya. On Friday the 7th., 2-6-0T 754 was on the Serghaya train, departing Kanawat at 8.00. Dorridge Travel specials to Serghaya were run on both 6th. and 7th., powered respectively by 0-6-2T 805 and 755. Cadem Works. On 6th. May, "active fleet" steam locos seen were Hartmann 2-8-2 No. 260 (carrying plate 263), Borsig 2-8-0 160, 2-6-0T's 754/5 and 0-6-2T 805, plus Hartmann 2-8-2 261 stripped down for repair and with frames and wheels freshly painted. Time prevented detailed examination of all the dumped locos, but it appeared that the situation remained as shown [in earlier reports. Ed]; In the diesel workshop were Co-Co DE locos A-300, AV-401/2 and railcars R-11 and R-503. A Schöma 4wDM was engaged in shunting. Damascus - Dera'a. Passenger traffic appeared to be confined to the weekly "International" train to Amman; there is also probably some freight. A Dorridge Travel charter was operated from Dera'a towards Damascus with 260 on 5th. May (the party transferring to a road vehicle when darkness fell.) Dera'a and Branches: Neither of the two branches from Dera'a is in regular use. The line eastwards to Bosra, running inland over easy terrain, may see occasional freight, but no passenger trains other than charters, The line to the west, at one time a through route to Haifa, was interrupted and abandoned after the Second World War. On the Syrian side it is kept open to Mezerib and a short distance beyond, into the Yarmuk gorge. From Mezerib a branch runs some 3km. northwards to a lake and a park, where an unnumbered 2-6-0T is preserved. This has 61 stamped on the motion, so that appears to be a more likely identity than 60 (as quoted in CRJ 116). Steam locos seen at Dera'a were Jung 2-6-0T+T 66, Hartmann 2-8-0 91, Borsig 2-8-0's 160/1 and Hartmann 2-8-2 260. [i.e. two of the locos from Cadem noted above. Ed.] Apart from 161 which was dead in the shed needing repairs, the other locos were all active. Two Dorridge Travel charters were run from Dera'a to Bosra, on 4th. May with 91 and on the 8th. with 160. On the 5th., 260 (masquerading as 263) worked a special from Dera'a to Mezerib, where it ran round and propelled the two coaches to the Yarmuk gorge. The track through Tunnel No. 7 had been specially cleared for the train,

which was thus able to stand on the viaduct over the head of the gorge, reputedly the first to have done so for decades. The lakeside branch was traversed in the course of the return journey to Dera'a." [Those who have been following reports of various TEFS tours to this area may take issue with a few of the statements reported above, not to mention that some of the information clearly unavailable to the anonymous reporter was available in 42:8 and 44:10, but we urge Bill Alborough and others to keep calm. Ed.]

46:9. OTHER MIDDLE-EAST RAILWAYS.

A. JORDAN: (AQABA LINE). (and see 44:8:(d):(ii).)

From "R.G.I." 9/99: "Formal signing of a 25-year concession to operate and expand Jordan's 1050 mm.- gauge Aqaba Railway was expected towards the end of last month, following the approval of the deal by the country's cabinet on August 8. A consortium led by Wisconsin Central International and Raytheon Infrastructure was selected last November as preferred bidder for the US\$130M package to operate and extend the 283 km. line (cf. R.G.I. 1/99 p.7). However, the award of the concession was delayed by the Jordanian Parliament, which demanded an independent evaluation of the assets to be handed over, which include 21 Diesel locos and 267 wagons. According to Transport Minister Jamal al-Sarayrah, the approval of the railway concession is expected to trigger a US\$ 500M investment by Norway's Norsk Hydro in a new fertiliser production complex. Hydro Agri would create 1000 jobs and help to revitalise the Jordanian economy."

B. IRAN.

(i). **Traveller's Tale.** The redoubtable Ray Howgego has been on his travels again, including a trip to Iran. He writes:

"I was extremely impressed with the country. Unlike the Arab countries of the Middle East it had a well-organised infrastructure, and everything ran on time. The people, as well as being some of the most friendly I had met anywhere, were sophisticated and well-educated, even down to the poorest villagers. Although the women still wear the full chador, I was pleasantly surprised to find almost total equality between men and women - not to be found in the surrounding countries. And unlike everywhere else, there has been a general movement from the towns back into the villages, so there is none of that dreadful urban sprawl found around the major cities of the Middle East. Villagers are offered the most extraordinary financial incentives to work the fields, and the wide variation of climate allows almost anything to be grown somewhere. The major cities have therefore remained places of great beauty, with some of the finest gardens in the world. The cities are clean and well looked after, with none of the raw sewage smells of Damascus and Cairo. The country could be a tourist paradise, but I saw very few tourists outside the Tehran-Esfahan-Shiraz corridor. There appears to be a massive railway-building programme operating in Iran at present, and most of the new lines are not shown on any of the maps. Unfortunately, most of them are freight-only, and who can wonder? With petrol at 4p. a litre, bus services are cheap and fast. Internal air routes are heavily subsidised and, for

Iranians, ridiculously cheap. However, the passenger rail services shown on most of the maps, Tehran - Tabriz, Tehran - Mashad, Tehran - Kerman and Tehran - Khorramshar, are well maintained and patronised and run several express trains per day, all with three classes. The line to Mashad is probably the most used, with eight express services daily. Mashad is not only an important place of pilgrimage but has grown into a major commercial and trading centre. It was however some of the other lines which interested me. Even the official maps of Iran seemed to show them in the wrong places. It soon became clear that, in addition to a number of new cross-country lines, many of the earlier lines had been relocated. For example, the relatively new line to the port of Bandar-e-Abbas, shown in detail on the large scale Iranian map, had moved about 20 miles to one side and had clearly been rebuilt. This line, which originally joined the Tehran - Kerman line near Bafq (east of Yazd), now heads directly north across Iran. I crossed it in a remote region about 75 km. northeast of Yazd (where the map shows nothing) and was told by the local guide that it passed through the centre of the Dasht-e-Kavir (the western desert) where it divided into two. One branch then headed towards the Caspian, while the other went off towards Mashad. Near Mashad it was then to continue into Turkmenistan. There is an existing link from Mashad to Sarakhs, on the Turkmenistan border, running one passenger service a day, but I would think that the new line possibly follows a different route as it is not intended for passengers. It is significant, and unfortunate for Iran, that none of the new lines pass anywhere near centres of population. The border between Iran and Turkmenistan was closed for several years (to all forms of traffic) but re-opened about two years ago. Is anything known about these lines ? There was no secrecy about them in the country itself, but they have yet to appear on any European maps. My interest in them was regarded by the locals as somewhat eccentric! As for the remaining route, from Kerman to the Pakistan border near Zahedan, one local told me that it was complete, while another said it was still under construction. However it appears that it does not follow the ancient trade route (through Bam and Nosrat Abad), but heads directly across the Kavir-e-Lut (the eastern desert.) Some European maps show the line, either complete or projected, but in quite the wrong place. The short section of track from the Pakistan border at Mir Javer, to Zahedan, is still hanging on, running one train a week. No doubt the Iranians would like to see it go, as they are rather fussy about their eastern border.”

An intriguing report, and further proof, if proof were needed, that in the Middle East one footstep is worth a thousand maps. Does any reader have further information ?

(ii). **More Construction.** From “Railway Gazette International”, 7/99, p. 420. “Iranian Islamic Republic Railways is hoping to call tenders this year for the second phase of the Tehran - Qom - Esfahan direct line (see RGI 4/99, p.196). European suppliers have expressed interest in building the 250 km. line as a US\$50M turnkey project.”

(iii). **Tehran Metro.** Also from “R.G.I.” p. 424, is a photo of a double-deck suburban train on a bridge, with the caption: “Teheran Urban and Suburban Railway Co. is to step up its service to Karaj using Chinese push-pull double-deck trains ahead of the opening of the

first 10 km. of the Metro in February 2000.” According to “Fahrplancenter News” No. 30, p.33, operation of this line - similar in style to a Swiss or German “S-Bahn” - has begun, each train being formed of eight blue-and-white double-deck coaches and an electric loco at each end. In 42:9 (b)(v) we reported that the SSs-type Bo-Bo electric locos for this system were the first to be exported from China; a correction in “CRJ” 119, p.505, notes that these are in fact the first main-line electric locos exported from China, inasmuch as at least two industrial 4wE were built at Xiangtan in 1977 for the Pakistan Mineral Development Corporation, and two mining locos were sent to Turkey from Changzhou.

(iv). Hungarian Stock. György Villanyi of Budapest has sent me some fascinating information on Hungarian-built stock exported to the Middle East. He notes that Ganz-MAVAG and Ganz-Hunslet submitted various offers to both RAI and its successor IIRR for diesel locomotives, diesel train sets, luggage vans, etc. without however concluding any business. The other Hungarian railway rolling stock manufacturer, “Raba Hungarian Wagon and Engineering Factory” at Györ, has supplied the Iranian railways with 500 bogie container flat wagons and 50 luggage (Guards) Vans. Details are: Works Nos. 51460 - 51489/1972. Wagon UIC nos. 31 96 446 0501-0 - 31 96 446 0530-9. 51490 - 51859/1972. 31 96 446 0531-7 - 31 96 446 0900-4. 51860 - 51959/1972. 31 96 456 0501-9 - 31 96 456 0600-9. 52975 - 53024/1975. Luggage Vans 801 - 850.

(v). Tender for more DMU’s. According to “R.G.I.” 8/99, p. 491, IIRR has called for tenders for the supply of ten air-conditioned four-car diesel multiple units, to be used on routes in the east and south of the country.

(vi). Statistics. From “Fahrplancenter News” No. 30, p. 33: “The Annual Statistical Report for the IIRR for 1996-7 has been published with one year’s delay: In this period passenger traffic rose by 17.16% to 10.4M passengers; Goods traffic rose by 7.75% to 24.4M Tons. Personnel employed were reduced by 4.7% to 28,756, and the operational length of the system increased by 383 km. to 5995 km., of which 149 km. are electrified. 94 km. are of broad gauge (1676 mm.) - from Zahedan to the Pakistan border. 286 km. of standard gauge, including all the electrified lines, are double-track. Of the 548 Diesel locos, around 50% were not in use, either awaiting repair or considered irreparable. In addition there are eight electric locos and three 3-coach multiple-unit Turbo trains available for service. These multiple-units are expected to be renovated soon. Passenger stock was formed of 780 units, including 273 Couchettes and 62 catering vehicles; 698 of these coaches are air-conditioned. Around 200 vehicles on average are repaired every year. The number of Baggage Cars is given as 32. [See above (iv). Ed.] Only around 43,530 Tons of baggage and Post was transported, since the vast majority of this traffic is now conveyed by road. Of the 16,131 goods wagons around 15,300 are in regular service. The State Railways have no special stock for the broad-gauge lines.” [Presumably this means that Pakistan Railways motive power and stock is worked through - can anyone confirm this ?]

C. TURKEY.

(i). From R.G.I. 7/99, p. 423: "Look for plans to build a direct standard-gauge rail link between Aleppo and Damascus to be revived following the signing of a transport co-operation protocol between the governments of Turkey and Syria in May." (ii). "- Look for the Turkish General Directorate of Railway Construction to re-invite tenders for the 92 km. Turkish section of the proposed Kars - Tbilisi rail link, following the government move last month to reinstate the project in the investment programme." (See 44:8(c):(v).) At the same time, "Fahrplancenter News" No. 30, p. 34, has a depressing note on the poor state of the rail system in Armenia, which includes the information that the border link between Kumayri (formerly Leninakan) to Turkey has been closed. Moreover, that at time of press no expressions of interest had been shown in the Kars-Tbilisi project mentioned above, and neither of the railways concerned has the means to construct the line itself.

(iii). Light Rail. "- Look for the Turkish municipality of Isparta to call tenders for construction of an 11.6 km. light rail line from Ayazmana to Mehmet Tonge; the final plans were to be approved last month." The next month's issue, p.488, added that the line is designed by Eser, Tractebel and Transurb, is expected to open next year, and is costed at US\$ 135 M. (iv). Re-Bidding. From "R.G.I." 8/99 p.491: Turkish Transport Minister Enis Oeksuz has decided to re-invite tenders for construction of the planned 120 km. Alanya - Antalya rail link as a "BOT" project, since no bids were received for a "BOO" concession.

(v). Upgrading. From "R.G.I." 9/99: "At the beginning of August the Turkish State Planning Organisation approved the calling of tenders for upgrading work on the TCDD's Ankara-Istanbul main line (cf. R.G.I. 3/98, p. 138.) The US\$ 237 M package is intended to cut journey times to around 4 hours, but may be overtaken by urgent infrastructure repairs on the route following the Izmit earthquake on August 17." (vi): Preserved Turkish Locos. (See also 42:9:(a)(vi); 44:8:(c)(iv)); There is a full report in "C.R.J." 119, pp. 515f., on preserved locos etc. noted in April/May 1999: Izmir: 60cm. gauge 0-4-0T 97 and 0-8-0 44062 are plinthed at Karsiyaka station in the northern suburbs; Halkapinar depot and works has been totally rebuilt for the new railcars, with modernised track work and sidings. The former loco depot at Alsancak is now a museum of early diesel railcars, all in red and cream livery, exhibited around the turntable. Manisa: 2-10-0 56507 is still plinthed at the station, beyond the level crossing. Akhisar: 2-8-0 45025 is still plinthed south of the station. Soma: 2-10-0's 56128/49/65/531/50 are still stored unserviceable at the depot. Balikesir: 2-10-2 57003 is still plinthed south of the station. Bandirma: 2-8-0 45051 is still plinthed on the station platform. Alasehir: Stored unserviceable in sidings opposite and east of the station are 0-6-0T 3312, 2-6-0 34060, 2-8-0's 45165/8, 2-8-2's 46059/226, 2-10-0's 56045/117/42/53/503*/14/21/34/49*/912, 2-10-2's 57005/6*/10/21/5, those marked with an asterisk being minus tenders. This location appears to be the focal point for all surplus withdrawn steam locos in the area. Usak: 2-10-0 56547 is still plinthed at the station entrance, along with two departmental 4-wheel tenders. At the depot, stored serviceable are 2-8-2 46105, 0-10-0 55043, 2-10-0's 56528/48, 2-10-2 57009, and stored unserviceable are 0-8-0's 44034/71, 2-8-2's 46223/8, 0-10-0 55013, 2-10-0's 56508/11/2/8/20/4/45. This depot has taken over from Izmir Halkapinar as the main steam shed in the

area. Tavsanlı: 0-8-0 44507 is still plinthed on the station platform. Eskisehir: 0-6-0T's 3307 and 3323 are plinthed, respectively, on the University campus and outside the station entrance; the former is accompanied by a van and carriage. Tülomsas, Eskisehir: 2-10-0 56201 "Kara Kurt" and 60 cm. gauge 0-4-0T K2202 are still plinthed inside the security area. Overhaul of 60-cm. gauge 0-4-0T K2201 had been completed and the loco despatched to Didim, [for use on a proposed tourist line.] Dinar: 0-10-0 55016 is still plinthed at the station, and 0-8-0's 44055/65 and 2-10-0 56535 are still stored unserviceable. Burdur: All the ex-German rail buses (TCDD class RM30) are withdrawn, and passenger workings are performed by Fiat 3-car dmu's of class MT55.1 and Co-Co DE locos of class DE18.1. Shunting at the depot was DH6520 (DB Class V60). Still plinthed at the station is 2-10-2 57020. Isparta: 2-10-2 57011 is still plinthed at the station.

(It is clear that there remains some limited scope (for how long ?) to salvage a suitable loco from Alasehir or Usak for Israel if the will is there.....)

D. SYRIA

See above, under C(i). A note in "CRJ" 119, p.511, on Khazakhstan, refers to the TE114 class of diesel loco and adds: "This is a main-line 2600-2800 hp. diesel-electric for tropical climates, for service on railways with a gauge of 1520 and 1435 mm. in countries with a high dust content in the air.... The best known examples are the 107 units supplied to Cuba ... but other batches are known to have gone to Egypt (23 locos) in 1974-5 and Syria (80 locos) in 1987....."

E. EGYPT

. (i) Alexandria Light Transit. Uwe Pietruck has sent a "Data Sheet" concerning what is described as "Alexandria's Urban and Extraurban Transit Line". It is undated but appears to come from 1989, the Contractor is "MM" (i.e. Metropolitan Milanese) and the Client is the Italian Ministry for Foreign Affairs. The Data Sheet reads: "MM has reached the final stage of the planning for the modernization and upgrading of the Abu Kir existing railway line that crosses the city from East to West; one of the aims of the study was to plan the route of the first functional section of a light rail transit line. The line is about 22km. in length with 16 stations and an urban section of about 12 km., it runs partly at grade and partly on viaduct (4.5 km.) with 5 elevated stations. The Abu-Kir railway modernization works include: - bringing existing stations up to standards envisaged (200 m. long platforms); - rectifications to the route and the creation of all the infrastructures necessary for the maintenance and management of the line; - bringing all electrical railway plant and equipment up to standard; - planning of new rolling stock. After the year 2000, a further rolling stock purchase has been foreseen to allow an extension of the rail line underground or by fly-over bridges, running through Alexandria's historical city centre and going at grade ahead, side-by-side with the existing rail line reaching Amryah, with a total length of 55 km. and a passenger capacity of 40,000 pass/hours each direction."

(ii). **Traveller's Tales.** Hans-Henrik Landsvig has been on holiday around Egypt and has sent a succession of "Postcards from Luxor" by e-mail. A digest of his personal observations follows: "Luxor: In the morning I went to the railway station. Soldiers were blocking access to the platform, and there was no view from the street, so I found the nearest level crossing on the map and walked there. It turned out that the locals use the track as a footpath, so I just went along, meeting no soldiers. I looked very interestedly at a General Motors (Canada) diesel engine shunting in the station, so the driver stopped and waved me on board to demonstrate the thing. I got in slight trouble however when I climbed down and wrote down the number - 3983. Somebody in uniform shouted from the signal box and was angry, but I ended up being invited for coffee in the box and promised in return to make no notes. I had my closest view ever of an old mechanical English-manufactured signalling frame with 30 levers. Two block instruments (with Arabic text) for the tracks to Aswan and Cairo respectively - this was the Southern box. There is a similar Northern one which I did not enter. Three platform tracks are signalled in both directions and there is a bay for passenger trains from/to Aswan. There is a rather large motive power depot. Freight facilities seemed limited and little used, but there may be more that I could not see. Unfortunately the guys spoke only Arabic, and nothing on the frame indicated which factory had made it. All signs (and numbers !) on the levers were of course also in Arabic. Nearby - I found a widespread network of narrow-gauge tracks to take sugar cane to the factories. I saw no trains - presumably they only run during harvest. Track looked around 30kg. per metre. Most lines seemed in very good condition - also the bridges over the numerous irrigation canals. There were old-fashioned telegraph poles with perhaps a dozen wires along some of them. Aswan: Aswan station has a footbridge across it just south of the platform. But as usual in paranoid Egypt the bridge has metal screens so one cannot see the tracks. Anyway, the station seemed to have five platform tracks (two island platforms), but I did not linger too long, even though somebody (a rail-enthusiast, perhaps ?) had bent some of the corners of the metal so that there were small peepholes. A couple of Israelis ended up in jail recently because they photographed the wonderful old Imbaba foot-, road and rail bridge in Cairo, so I recommend caution.....

(iii). **New-Old Motors.** According to "R.G.I." 8/99, ER has ordered 270 remanufactured traction motors from Motive Power Industries subsidiary Motor Coils Manufacturing Co. under a US\$7M deal.

F. LIBYA.

Libya is not normally covered by "Harakevet", firstly because it is more "North Africa" than "Middle East", and secondly because there are no railways there any more ! However, a note in "Fahrplancenter News" No. 30, p. 32, indicates that the Libyan Government has, further to publishing wide-ranging plans for a new State Railway network, also established a formal Railway Planning Bureau to supervise the planning progress and the issuance of tenders and contracts. First contracts are expected to be issues at the end of 1999. The envisaged network will comprise a coastal line around 2,000 km. long, connecting with the Egyptian network (hence the interest in this magazine - this means further traffic on the former Western Desert military railway), plus around 992 km. of branches running inland. No lines towards Tunisia seem to be included. Planning is making good

progress since, to a large extent, it is based upon plans already made in the early 1980's by Hungarian consultants.

46:10. A TRIP TO THE WILD WEST BANK! By Sybil Ehrlich.

“On 22nd. June two intrepid Harakevet reporters went on a journey of discovery where few have gone before. Hans-Hendrik Landsvig hired a car from an East Jerusalem outfit, with the hire firm's name in Arabic plastered all over it to be less conspicuous, (although he says that their cars are terrible and indeed the air-conditioning was practically non-existent), and we headed off into the wilds of Palestinian Autonomous Territory. Our first stop was actually Rosh Ha'Ayin, where the tracks have been removed. The old station building is to be preserved, according to the workmen there. From there we drove in the direction of Nablus (Shechem.) We were stopped by a rather unfriendly Palestinian road-block, which insisted on searching the boot and our bags. (I didn't offer them the carrier bag containing a large selection of Hebrew maps and guidebooks - they didn't seem very interested in that!) Eventually they let us through and we continued into Nablus. I have a book with a fairly recent picture of the water tower, so we knew what to look for. We drove into the centre of town (actually a quite decent-looking sort of place, clean, well-ordered and with lots of new building going on) and I spotted the typical Turkish water tower. We drove around their one-.ways system (strictly observed - no cars rushing at each other in all directions and hooting) about five times looking for a parking space in the choked town centre, and ended up three yards from our tower. The tower is next to a large empty lot (why don't they use it as a car-park?), fenced off with real narrow-gauge rail (horizontal), some stamped 'JJ 1908' (I didn't write down the exact wording - we were watched but not stopped, and I took photos, but I thought taking notes might be pushing it a bit), and vertical posts consisting of standard-gauge steel sleepers in vast quantities. The empty lot might have been home to the station house; or perhaps that was one of the many old buildings with more recent additions. There was no point in asking - even without language difficulties nobody would know what we were talking about so many decades after the fact. I also took the opportunity of going into the post office to ask about railway stamps - no, only birds and butterflies. Still, it was worth asking. From there we decided to look for the station at Massudiye (popularly referred to as Sebastia, where the settlers stage occasional demonstrations.) Both Hans-Hendrik and I are good map-readers, but something seemed strange. We spent about an hour climbing over Samarian hills (on foot, beautiful countryside) trying to follow the railway embankment, which just wasn't going in the right direction. The roads just weren't right. There was a stream, yes, but why was the settlement of Shavei Shomron on the wrong side of the road? Finally the penny dropped - there are new roads, the map (1:100,000, partially corrected to 1992) was simply out of date. We finally realised we were about three kilometres from where we should have been. Eventually, out of curiosity, we took a side-road and saw a sign written only in Arabic (which neither of us can read), but with a picture of a locomotive. A few yards further on, and there was the station, with a restaurant just up the hill. Success! Next stop was Tulkarm, where the water tower (a thin circular one, same shape as Afula's) still has its tank, and

there are three somewhat derelict buildings. The station is only a few metres from the Israeli roadblock.”

46:11. THOSE WHO DID NOT COME BACK.

Perhaps a morbid topic, but I have received from the “8F Locomotive Preservation Society” a list - created with the assistance of the Commonwealth War Graves Commission - of Royal Engineers railway personnel who died during World War 2. The list for Egypt includes:

At ALEXANDRIA (HADRA) WAR CEMETERY: REYNOLDS. Sapper Eric. 2056528. 193 Rly. Operating Coy., Royal Engineers. 14th. September 1943. Age 22. Son of Thomas and Hetty Reynolds, of Shipley, Yorkshire. 5.F.3.

HALFAYA SOLLUM WAR CEMETERY: MAILE, Sapper, Albert William. 410276. 10 Rly. Constr. & Operating Coy, Royal Engineers. 22nd. March 1942. Age 23. Son of William and Gertrude Maile, husband of Elsie Maile, of Hexthorpe, Yorkshire. 7.F.7.
WATERHOUSE, Sapper, John. 1885866. 601 Rly. Survey Coy., Royal Engineers. 15th. June 1941. Age 43. Son of Ernest and Mary Waterhouse, of Bingley, Yorkshire; husband of Emily Waterhouse, of Bingley. 8.G.1.

KANTARA WAR MEMORIAL CEMETERY. JEFFERIES, Sapper, Ronald. 2124474. 182 Rly. Operating Coy. Royal Engineers. 3rd. December 1942. Age 26. Son of George and Maud Jefferies; husband of Lily Jefferies, of Selby, Yorkshire. D.149A.

SUEZ WAR MEMORIAL CEMETERY. PRICE, Lance Corporal, Joseph George David, 14866890. 199 Rly. Workshop Sec., Royal Engineers. 27th. November 1947. Age 21. Son of George Joseph and Olive Rebecca Price, of Romford, Essex. 5.A.10.

Presumably the letter-number code at the end of each entry refers to a plot number at the relevant cemetery.

46:12 “FROM THEN TILL NOW”:

Part 9. Noted in reading by Paul Cotterell from Baruch Katinke's “Me'az v'ad Henah” (“From Then Till Now”); see earlier instalments in 11:22, 13:17, 16:15, 19:19, 20:15, 24:11, 30:21 and 38:15. This is the chapter entitled “The Bitter Fate of a Lighted Carriage”, on pp. 179-181 of that book.

“It was a week before the Pessach holiday, March 1916. I was then in Beersheba, loaded with work. The English and French planes began to visit us in the main stations, several times a day, mostly at night. The planes were small and the explosions weak, nevertheless, it is not a pleasant thing to receive from on high a rain of hand grenades and especially unpleasant to be beneath a rain of “Kazanim”. (The “kazanim” were bombs made from

small metal cans, filled with explosive and metal fragments. The screw lid was opened to insert a detonator with a long fuse. Weight of the "Kazan" was about 20 kilograms.) At Beersheba station I had an office in one of the outbuildings, and a bedroom alongside. Enemy planes preferred to bomb the main stations where large forces were concentrated and there were wagons loaded with ammunition and equipment, which had not yet been unloaded. One such station was Beersheba. The town of Beersheba was not bombed. When a warning was received from a nearby station that enemy planes were approaching, an alarm would be sounded on the station bell. All the engines had to leave the station hauling with them the wagons loaded with military equipment. That was the order, but it was not always easy to carry it out. Between the alarm and the bombing there were but few minutes, and in them I had to find the drivers, to urge them to hurry, and sometimes to get on the engine myself, quickly couple up to the wagons loaded with explosives and equipment and escape from the station when the planes had already started bombing the train. At night a deep darkness descended on the station. One evening, when I left my office for the station and railway workshops to check the night shift, I saw a freight car standing on the tracks opposite the office and from its open door a faint light was showing. Inside I found a group of Jews playing cards by the light of a small oil lamp. They said they were carpenters working for the army in the south, and had been given leave until after Pessach. They were waiting for the midnight train, which would take them to Lod, and from there they would find their way to Tel Aviv. Many Jewish carpenters were mobilized for forced labour on carpentry work on the line from Beersheba to Suez. [Sic]. They did not receive any payment. I directed their attention to the light showing through the car door. I explained to them that enemy planes were likely to find the light of help to drop their bombs. The carpenters closed the sliding doors on both sides of the car. About ten o'clock seven enemy planes arrived, without any warning, and began to bomb. I was in the railway workshops at the time, a good distance from the centre of the station. The bombing was heavy and left many fallen. When the planes left the station I approached my office. I looked and saw that it was half-ruined. Nearby a "kazan" had dropped that almost completely destroyed as well the carpenters' car, which had stood close by. We collected the wounded and brought them to a first-aid station. Not far from the destroyed freight car I found a Jewish carpenter who had survived miraculously because he had been standing right by an open door (they had opened this again when I left) and the blast had flung him a distance of twenty metres. I found him lying on the ground in a state of shock, but only lightly wounded. The other 41 carpenters were crushed and killed on the spot. At morning's first light I rounded up all the Jewish labourers who worked at the station in order to collect the dead Jews and bury them together in a mass grave. We collected them limb-by-limb and buried them. Then we said "Kaddish Yatom" [a mourners' prayer. Ed.] in their memory. All the papers and articles of worth that we found in their clothing we sent with the surviving carpenter to Tel Aviv. The news of the 41 Jews who died in the bombing soon reached Tel Aviv and was spread by word of mouth. The news also reached my house. Mother, my wife, and my two sisters decided that my sister Theresa should travel to Beersheba to find out what had happened to me and her husband, who was then in the military hospital of Beersheba for a medical examination."

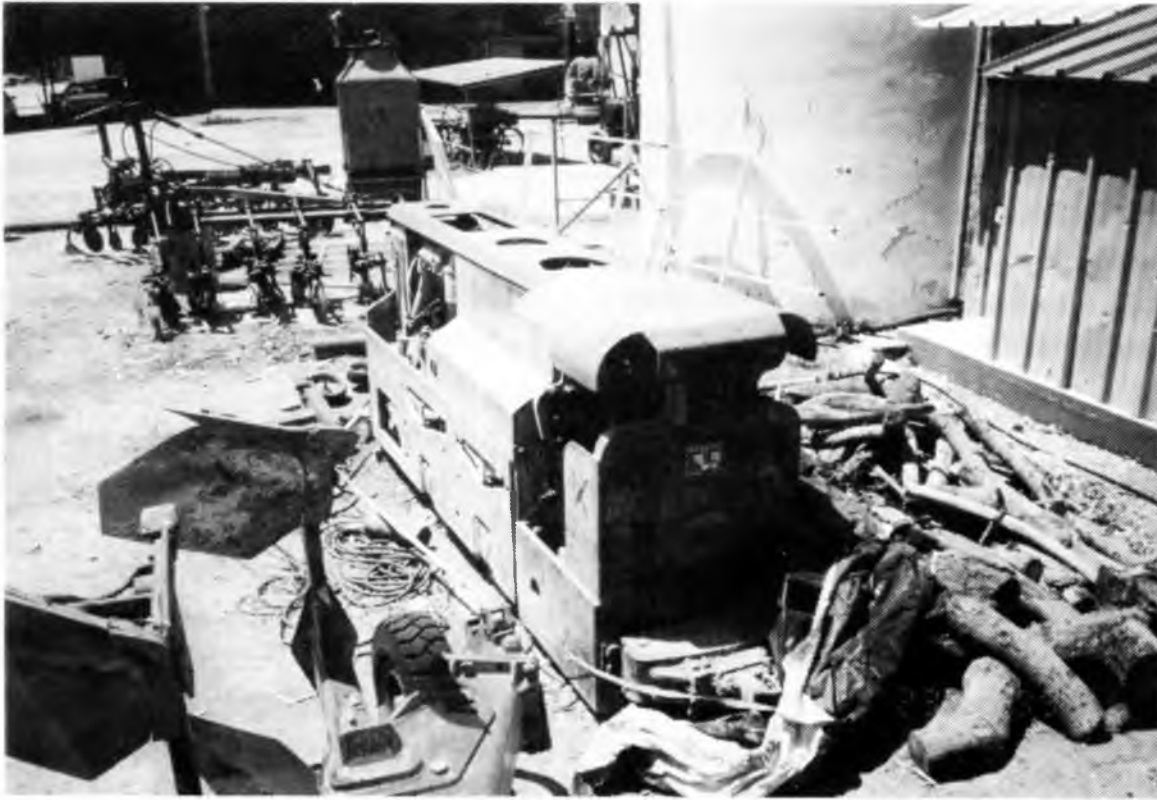
Notes: 1. There then follow several paragraphs describing a further air raid and his sister's frightened reaction to it. These add nothing of great import, so have been omitted. 2. In 7:17 Walter gave a translation of a plaque at the old Turkish station in Beersheba, but the details on it bear only a most hazy resemblance to those related by Katinke. The month and year are different, and the plaque records the deaths of 16 Jews, not the 41 recorded by Katinke. It is almost as if two different such incidents took place; but this cannot be, as the far more serious air-raid of Katinke's remembering would take precedence for public memorial over that actually recounted on the plaque."

Thus far Paul I would add a couple more notes: 3. How did Katinke know, in the pitch dark of a 10pm. March desert night, that there were seven places? 4. Would the Turkish army have let 42 carpenters take two weeks' leave at the same time? (Eight days of Pessach plus time to travel there and back.) 5. Do any air historians know of these raids? What ammunition was actually used? In March 1916 did aerial bombing take place at night? (This would have involved both take-off from bases in Egypt, flight to target and back (by dead reckoning and compass over hostile desert terrain), locating and attacking target, and landing on a small desert airstrip - all in pitch darkness.) 6. Since copies of issue 7 are now rare, I add the plaque translation referred to (Noted in 1989 by the door of the station building): "This building was used as the Turkish military railway station on the railway line Tzemach-Afula-Tul Karem-Wadi Tzarar-Beer Sheva, that was opened/dedicated on 30/10/1915. The line and the station were built in the days of the First World War to transport troops and supplies from Tzemach to Sinai. Beer Sheva was the site of the HQ of the Turkish Army in its campaign to conquer the Suez Canal. In the developing town was a small active Jewish community that originated at the beginning of the 1900's and lasted to 29/8/1928. At this place, on Monday the 21st. Tevet 5714, 15/1/1917, 16 Jews, members of the Yishuv of Jerusalem and Tel-Aviv-Jaffa, were killed in a British air raid. Seven of them are buried in a communal grave in the old cemetery of Beer Sheva. By their death they sanctified God. May their Memory be Blessed. 21st. Tevet 1987." (I.e. the 70th. anniversary according to the Jewish calendar.) Maybe some Beer Sheba historian can add more details - of the "old cemetery" or the location of other mass graves of war victims from this period?

46:13. THE DEUTZ DIESEL AT EN SHEMER.

By Paul Cotterell.

The infuriating discovery by Tomas Meyer-Eppler (how dare a mere tourist beat us locals to the draw!) of an unknown loco at Kibbutz En Shemer, reported in 45:6:(xv), caused Evytar Reiter and myself to spring into action, and we headed for the Kibbutz on a blazing hot 23/7/99. The little 4wD loco was found hidden under a green plastic sheet near the Kibbutz garage. It is Deutz 57082 of 1960 and still carries its works plate. It may have begun work in Israel on building the National Water Carrier, in which case it would have been employed in extracting spoil from underground tunnels. The loco either moved on, or went directly, to the Timna copper mines north of Eilat where it also worked under-



ground. It still carries the faded hand-painted number 2, and the two ex-Timna locos displayed at Taba (see 32:21) once carried similar painted numbers 1 and 4 until they were spruced up several years

ago. This suggests the possibility of a fourth Deutz diesel at Timna, evidently 56132 which is shown as being delivered to Israel. Very little indeed is known about the careers of these locos. A forthcoming article in the "Industrial Railway Record" may shed a little more light on them."

46:14. THOSE J.& J. LOCOS AGAIN.

By Paul Cotterell.

In "Hedjaz Railway", Rick Turret presented lists of CFH locos and rolling stock dated 1918, and including details of the Jaffa-Jerusalem engines taken over by the Turks. He omitted some footnotes to these lists, possibly because they are rather difficult to decipher. The footnotes do, however, provide food for further thought. The CFH loco list is annotated "Damas le 1er Juillet 1918" and pertinent details are given below: Baldwin 2-6-0's. 1, 2, 3, 4 "restées à l'ennemi". 5 "est irréperable". Borsig 0-4-4-0's. 6, 7 "irréperable".

The above fits in with what is known about these locos. But what about Borsig 0-4-4-0 No. 8? In the past it has been thought that the Turks also took this loco to Damascus as their front line in Palestine collapsed in the face of the British advance. If this was so, then why was it not listed with the other J & J locos as being "irréperable" in Damascus? Or, if left behind, why no mention of it as "restée à l'ennemi" in Palestine? Did it get lost somehow along the way? It simply disappears from all the known records! And then there is the problem of J & J Borsig 0-4-4-0 No. 9 which never even made it to Palestine. It is believed to have been captured by the British on the high seas and taken to Alexandria - but then what? Again, nothing at all is known.

46.15. THE HEJAZ RAILWAY ALBUM OF PHOTOGRAPHS.

A Brief Review by Paul Cotterell.

In January 1989 I spent the best part of a week escorting a Turkish TV crew around northern Israel - and a jolly time was had by all. We were retracing the tracks of the old Hedjaz Railway, and this was to be one episode in a series for showing on Turkish television about an imagined train journey from Istanbul to Medina to include connecting lines to, for example, Beirut and Haifa. I was promised a video. This has still not arrived, but instead I received a copy of this coffee-table book. I have no complaints, for this is a handsome volume indeed.

The book (details of which are given at the end of this review) is sumptuously printed on 247 pages of heavy-weight semi-matt paper. It is laid out expansively with plenty (some may think too much) white space around the photos. The text, in both Turkish and English, is kept to a minimum; for the book does not set out to be a comprehensive history of the Hedjaz railway. It is intended instead to be a pictorial Guide or Travelogue. Nor is it aimed primarily at railway enthusiasts but at the general public who know little of, and would not wish to be overburdened by, too much history or technicality. There is, however, plenty between its hardback covers to occupy and entertain even the hardened enthusiast. A brief historical background is given in the general introduction, and there are further short introductions to each chapter. The chapters are made up of photographs, each with a one-line caption giving only the barest information. The English translation is generally respectable and easily understood, though distinctly wobbly in places, and breathlessly florid in the chapter introductions - so perhaps it was wise to limit the photo captions to one-liners.

But it is the photographs which are the real strength of this book. They are laid out one to a page, both old monochromes (reproduced in sepia) and colour. The printing is uniformly excellent. I particularly enjoyed seeing the many then-and-now comparisons, laid out on facing pages, as should be done, for ease of viewing. Very few of the old photos were familiar to me (and none of the new, of course). And a fascinating collection they are - I really must get me to Istanbul University soon to view their photo archives. I only spotted one blatant mistake - a print described as "Iron bridge and train in the Yarmuk Valley, 1903". The date may be correct, but the location definitely is not. The photo shows a J&J train headed by a Baldwin 2-6-0 engine stepping out onto the bridge at either Km. 57 or Km. 58; I often get confused between the two in old shots and the bridges have, anyway, altered a good deal since then. It was a serendipitous mistake nevertheless, for this crystal-clear print was new to me - and when was the last time you came across an unknown photo of the J&J? (And the Jaffa-Jerusalem Railway also gets a chapter of its own, including yet another previously-unknown view !)

Some wild and fairly hairy places were visited by that Turkish TV crew to get shots. There are stills in this book of, for example, a ruined and trackless Bhamdoun station, a

rack-tank engine at Rayak (courtesy of the Syrian Army), and a view of Baalbek station (courtesy of Hizbullah, I suppose). There are modern shots of steam in Jordan and Syria, even a 1998 view of double-headed steam locos hauling freight in the Taurus mountains (and I could have sworn that Turkish steam finished years ago - it must have been an enthusiasts' charter train.) There are ancient and modern views of stations, cities and towns all along the route followed from Haydarpasa down to Medina and on to Mecca, and they all combine to form a fascinating and atmospheric depiction of what once was and still is, with the armchair pilgrim guided by a large fold-out map inside the rear cover.

I am much indebted to Mustafa Aksay for his kindness in presenting me with this book. He was leader of the TV crew and also wrote the Turkish language text, as well as taking many of the splendid colour shots for it.

Details are as follows: Title: "From Istanbul to Madinah, a Documentary of History: The Hejaz Railway Album of Photographs." (In Turkish: "Istanbul'dan Medine'ye Bir Tarih Belgeseli Hicaz Demiryolu Fotograf Albümü.")

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No price is quoted for the book - my copy was a freebie !

46:16. THE TEL AVIV - RAMAT GAN LINE.

By Elan Galper.

On a bright Spring Wednesday of the Passover week in 1921, a special train left Tel Aviv, loaded with excited excursion passengers ready to celebrate and tour the grounds of what is now Ramat Gan. This unique train ride, lasting probably half an hour at most, was rather short: no more than five kilometres. But with all that, the passengers taking part in this special trip treasured the unusual experience, remembering it for many years to come. This one-and-only ride took place on a former World War 1 military railway line, over a narrow track laid about three years previously in the environs of Ramat Gan - a line which proved to be of importance later on, at the very beginning of Ramat Gan and Shechunat Borochoy. This almost unknown railway line, about which very little is found in writing (*1), contributed its not-inconsiderable part to the success of one of the most famous military exploits in history, the liberation of north Palestine and of Syria from four hundred years of the Turkish yoke. The Egyptian Expeditionary Force, advancing from the Sinai, fought its way to the Yarkon (Auja) River by November 1917. At the end of December, the British forces crossed the river and succeeded in repelling the Turks to a point north of Arsuf. But for a whole nine months thereafter, the boundary between the south of Palestine in British hands and the north still controlled by the Turks, had remained static. The British Command endeavoured to break this stalemate on the Palestine Front. General Allenby planned a mighty military strike aimed to wrest northern Palestine from the Turks, by exploiting mobility and surprise

. The plan was to break through the Turkish trenches in the Sharon with a sudden concentrated infantry assault between the sea and Kfar Sava, and launch mounted forces through the breach in the Turkish defences. The horsemen were to gallop with fullest speed through Wadi Ara, by way of Megiddo to the Jezreel Valley, in the enemy's rear, to flank and surround his forces and eliminate his resistance. From there, the British forces would advance on Damascus and northwards. Allenby spared no effort to prepare the ground for the success of his plans. Improving communications and transportation was of greatest importance. The British Army therefore erected several light bridges across the Yarkon, repaired the partly-demolished Hadar (Hadra) Bridge ("Ten Mills"), an old stone bridge capable of bearing the weight of a train, and earth tracks were beaten north of the Yarkon in order to service the amassed forces in the vicinity of the Yarkon up to the Front. The area of Ramat-Gan served as the formation ground for the forces north of the Yarkon, On the lands included in the present cities of Ramat-Gan and Givatayim (in the areas of the modern Schapira Street, Borochoy Square and elsewhere) camps and stores were set up, and a piped water supply was installed. The headquarters of Corps XXI was fixed on "Bulfin Hill" (now "Sokolov Hill" in B'nei Baraq), and that of the Desert Mounted Corps near the Jerisha ("Napoleon Hill"); Some of these remnants would prove useful to the future settlers of Ramat-Gan. In addition to all these improvements, the Royal Engineers also laid in the winter of 1918 a railroad line in the direction of today's Ramat-Gan, and north of it, in order to facilitate the transfer of troops and supplies to the Front. It was a narrow-gauge, 60cm. track, like many of the British military lines elsewhere in the country. (*2) It should be noted that the train was the most efficient mode of land transportation at the time, and both sides to the conflict made extensive use of it. The carrying capacity of a train far outstripped that of any other means of transport available. An additional advantage was that operation was not hampered by night conditions. Prior to the breaking of the Turkish front, the British army laid and operated in Palestine 152.5 kms. of light railways, by which it had been possible to transfer over 1,200 tons of freight on an average day. Between June and September 1918 there was particularly extensive activity in laying light track, mainly 60cm. gauge, on all sectors in the direction of the front. The total length of 60cm. gauge track actually doubled between these two months.(*3) The laying of rails in the direction of Ramat-Gan was managed in stages. Firstly, in December 1917 a line was laid from Jaffa port to the Jaffa station (the "Tarazina", as the line was dubbed in Arabic). From thence, the line followed the former Turkish rail bed towards Jerusalem. In the area of Tel Aviv (Saron) station the track swung southwards towards Lod (Lydda); in the next stage, a line was also laid eastwards and northwards, towards the Front. The new extension, designated to supply the four infantry divisions of the XXI Corps on whom the breakthrough through the Turkish lines depended, continued eastwards by the side of the Pertah Tiqva Road of today, crossed the Musrara (Ayalon) Bridge over to Ramat-Gan, and continued along and a little north of the present-day Abba Hillel Road, reaching the "Hill Monument" (*4). From this point, a short (about 0.6km.) spur split off southwards from the main track, along today's Ben-Gurion Road. The line continued to Mivtza Qadesh Street of today, curved northwards (in the vicinity of the modern Tel Aviv North station) and crossed the Yarkon River on the Hadar Bridge, which the

tracks reached in February 1918, continuing due north and reaching "Jenkin's Hill" (near today's Gelil Yam) in March, 16.3 km. from the originating point. North of the Yarkon the line included also a short branch westwards, bifurcating into two lines (*5), the southern of which led to an ammunition dump in the Maoz Aviv vicinity, and the northern of which reached today's Tel Baruch. In the vicinity of the modern "K'far HaYaroq" a station was set up, (*8), from which a line was laid at the end of June to "Carrick Hill", north of today's Morasha. Aided by this railway, the British managed secretly to concentrate, on a limited front of no more than 15 miles in the vicinity of the Yarkon, four infantry and three mounted Divisions; about 45,000 soldiers with all their materiel, including considerable stores of ammunition for the opening artillery barrage. (*9). After elaborate camouflage and deception activities, and a feint attack on the east, the fateful assault was launched early in the morning of September 19, 1918. The amassed forces stormed the Turkish positions and breached them, sweeping the enemy eastwards, thus "opening the gate" and enabling the mounted forces to make full use of their mobility in what has become the greatest breakthrough of all battles of the First World War. The horses, having drunk the waters of the Yarkon before the attack, were able to quench their thirst 34 hours later in the waters of the Jordan. (*19). The success of this attack - aided also by the modest contribution of the railroad supplying the forces - was the direct cause of Turkish total surrender five weeks later, with the liberation of northern Palestine and Syria. This collapse of their Turkish ally was one of the main catalysts for the Germans quitting the struggle as well, thus bringing the four years of strife to a close. The grounds of what were to become the city of Ramat-Gan and its surroundings had already been the object of interest before the war. Three associations had been formed - "Ir Ganim", "Migrash Ganim" and "Nachlat Ganim", with the aim of establishing for their members a "Garden City", combining the best advantages of urban and rural life, and bearing a certain affinity to the "Garden City" ideas of Sir Ebenezer Howard. For this purpose, negotiations had begun in 1914 with the Arab owners of this barren tract of land midway between Tel Aviv and Petah Tiqva. It was a hilly, stony, desolate ground, torn by wadis, in desultory use by the villagers of Salameh (Kfar Shalem today) as agricultural reserves. Negotiations for the purchase of the land, frozen for the duration of the war, were renewed straight afterwards. At that time British installations occupied bits of the grounds - huts, water pipes and the railway, a branch of which, somewhat over a kilometre in length, actually passed over the land in question. At first the "Ir Ganim" committee considered itself hampered by the fact that the land was not vacant, and was interested in the removal of the army from the land, together with the railway track and other remnants of its occupancy. (*11) This branch had been apparently laid in summer 1918 (*12) to an army camp which stood, it seems, in present-day Givatayim, in what was to be the deployment area of the Fourth Cavalry Division, one of the three divisions under command of the Desert Mounted Corps. In order to preserve the element of surprise, this division was repositioned to its present place in the greatest secrecy (*13) on the very eve of the battle, finding cover amongst the orange groves in the vicinity. (*14). The branch in question on the "Ir Ganim" lands led off from the main line east of the Ayalon bridge, curved southwards east of the "Elite" confectionery factory of today, ran between Schapira and Ha-Matmid Streets of today's

Ramat-Gan, passed over a culvert into today's Schechunat Borochof of Givatayim and followed southwards, just east of the future Keren Kayemet Street, crossing another culvert in the Borochof Square area and continued to a point somewhat south of today's Katznelson Street. (*15). But after protracted and complex negotiations, the "Ir Ganim" Committee was finally successful in concluding the purchase of the land at the beginning of April 1921. The area of 1,800 dunams bought became the nucleus of the city of Ramat-Gan. But the "Ir Ganim" Committee, in urgent need of funds to pay some of its debts, was forced immediately to sell about 300 dunams to the Keren Kayemet, for the purpose of establishing a workers' neighbourhood. Thus the land which had been bought by "Ir Ganim" served as well for the settlement of Schechunat Borochof, the beginning of the city of Givatayim. The "Ir Ganim" Committee, headed by Dr. Yehuda Leib Matmon-Cohen, decided to negotiate with the army authorities over the possibility of procuring for the city about to be built some of the "inheritance" left on site, including also the railway. Dr. Matmon-Cohen approached the military authorities with the aim of persuading them to leave the railway for several years at the disposal of the new settlers. (*16). But even after the purchase of the land, not a few members of the "Ir Ganim" Association, numbering at the time about seventy families, had not yet surveyed with their own eyes the area on which they were hoping to settle. An organised Passover outing to the area just bought was planned for them and for their families. This would enable everyone to have a close look at the grounds and to celebrate the conclusion of the purchase. (*17). Others, even non-members of the Association, would be welcome to join the excursion as well, enjoying the outing into nature. The presence of a railway over the newly-purchased lands made it possible to combine the experience of looking at the area with the thrill of a train ride - an experience not so common in those days, particularly for children. The train outing to the grounds of "Ir Ganim" was set for April 27th., 1921. Since the times of the "Folk Celebration" which used to take place on Passover Week in Rehovot in the years before the war, the tradition of a Passover-week public picnic was already firmly established. In Jaffa and its Jewish quarters nearby, large posters were hung, announcing the train excursion to the future Garden City. A locomotive and ten coaches for the narrow gauge track were obtained from the military authorities. (*18). The cost of the ride was reasonable - two Egyptian Piastres (about a tenth of a daily wage). The improvised train tickets were numbered pages out of a pocket notebook, stamped with the Association rubber stamp and carrying a Keren Kayemet stamp. (*19). The Chairman of the "Ir Ganim" Committee, Dr. Matmon-Cohen, appointed some people as conductors, and the Committee Secretary, the lawyer Mordechai Talithman, was officially appointed as "Chief Conductor" of the "Tel Aviv - Ramat-Gan Line" (*20). Two committee members, policeman Itzhaq Rosenberg (*21) and technician Yaakov Goldman, took care of the organisation and of the technical details. At the appointed hour on the fifth day of Passover, a great multitude turned out, headed by the "intelligentsia" of Tel Aviv and the teachers of the "Herzlya Gymnasium", all eager to travel to the site of the future Garden City. The merry passengers, in their best holiday attire, chugged out of Tel Aviv on a slow train with a tiny locomotive, sounding the whistle on passing south of the green German Templar colony of Sarona (now Ha-Kiryat in Tel-Aviv), crossed the Wadi Musrara (Ayalon) Bridge and

reached the "Ir Ganim" grounds. The landscape unfolding before their eyes was desolate, almost primeval. Later on, the passengers were delighted to scent the perfume of the blooming citrus trees in the grove to the north, formerly owned by the Templar Georg Kappus, and bought near the end of the war by Itzhaq Leib Goldberg. The passengers alighted, walked about and inspected the land, celebrating together with the Arab owners the successful conclusion of the sale, enjoying the pleasant Spring day and the sight of the wild flowers blooming here and there in the valleys between the hills, strolling and dreaming of the future garden cities rising in the wilderness. But what the dreamers of the garden cities actually saw did not, unfortunately, entertain even the tiniest similarity to gardens - only sandstone hills aplenty, with just one solitary sign of human habitation - an abandoned former Turkish police post ("nuqta") standing near the wadi, forlorn and dilapidated. The hill which today proudly carries a public garden on its top, Saul Garden, was then known by the Arabs as "Jabal Haramiyeh", "Thieves' Hill"; its caves served as hiding-places for outlaws who used to rob passers-by. But in spite of this, the outing evoked such enthusiasm that a second train ride to the area was planned to take place within a short time, in the beginning of May. However, on that date public disorders broke out, with Arab attacks upon Jews. Because of the precarious state of security the plans for a second train excursion to "Ir Ganim" lands were postponed, as were all plans for immediate settlement of "Ir Ganim". The founders of "Ir Ganim" continued to hope to make use of the railway, at least for the near future, for communication with Tel Aviv. They even envisaged a future tramline, permanently connecting Petah Tiqva with Tel Aviv via Ramat-Gan. (*22). However, with the end of the war the military railway authorities regarded the Jaffa-Yarkon lines as redundant, there being no military necessity to continue its use, and gave permission to two railway engineers, acting on behalf of the Zionist Commission, to examine it and its rolling-stock, with a view to possible purchase. (*23). When it became known that the Palestine Railway authorities (on October 1st. 1920 the civilian railway authorities took over from the military) were intending to dismantle this non-profitable line in order to re-use the rails and sleepers elsewhere, efforts were made in the summer of 1921 to persuade against their removal. The railway question was constantly on the agenda of almost every "Ir Ganim" committee meeting of the time. This matter was particularly important, since the line could prove most useful for transporting building materials to the site. It should be noted that a considerable proportion of all building costs in those days, proportionately more than in our own times, was the expense of transport, chiefly by camels, owned mostly by Arabs. The Committee tried through a mediator to obtain a three-year contract for the line. (*24). The PR authorities, wanting to be guaranteed against any loss, specified several conditions that they should receive a 5% profit on all their expenditure on the train and machinery, and also a profit on the income from the service. (*25). The Committee was also asked to submit a list of the quantities of freight and passengers for the first year, the estimated receipts for the three years, and the percentage the PR would receive from this - presumably in order to ascertain if the line would be at all practicable. But before submitting these, the Committee had to deposit an advance of about £E 300. The authorities requested a speedy reply to their offer. (*26). The "Ir Ganim" Committee was hard-put to come to a decision over these difficult terms. It was decided to

continue to mull over them, while consulting with experts. The engineer Hornstein (*27), a transportation specialist in the employ of the engineering firm carrying out the survey and mapping of the grounds, was requested to draw up a detailed plan for operation of the railway. After some correspondence, a meeting was arranged in mid-August with the General Manager of the Palestine Railway, Col. R. B. W. Holmes, in Haifa. This meeting made clear that the railway authorities demanded first of all a very firm commitment to the deal by the "Ir Ganim" Committee, as well as a bank guarantee that all financial obligations would be honoured. Some Committee members were taken aback by all the stiff demands, but Matmon-Cohen and Goldman were determined to carry on with the contacts. For "Ir Ganim" the railway was "a vital matter", claimed Goldman, explaining that even if the line would not be put immediately to use by the "Ir Ganim" settlers - since construction work would not begin for a few months - the railway could be of service in the meanwhile to Sarona and to the Goldberg citrus grove. Matmon-Cohen offered three arguments for continuing contacts over the railway: the line was important "in order to revive the place and be in constant touch with the city"; and should the line fall by chance into other hands, "we will then be forced to become a source of income for strangers at each and every step". Apart from that, the authorities did not demand an immediate payment. He suggested to declare readiness in principle to buy the train and the track - but until the price was known, the Committee would not make a final decision. The Committee, possibly drawing parallels with the Petah Tiquva - PR agreement over the branch line "Peta-Tiquva - Ras el Ain", suggested as regards the payment that this should be spread over four or five years instead of one only, and that the money would be considered as an interest-bearing investment fund. The Committee would receive 50% of the profits of the line, and the rest should go to the PR authorities. It was decided to turn to the Anglo-Palestine Bank and to the District Commissioner, Major Campbell, requesting them to provide the PR authorities with a recommendation for "Ir Ganim". A memorandum to the twelfth Zionist Congress, drawn up by Matmon-Cohen towards the end of July, noted that the Committee was then in the midst of negotiations with the authorities "about the purchase of a railroad from Tel Aviv to Ir Ganim. Ir Ganim will thereby become the transportation centre for freighting all the crops of the citrus groves and vineyards in its vicinity."(*29). But when the Zionist Congress convened in Carlsbad at the beginning of September 1921, this plan for the purchase of the railway seemed no longer practicable. It was now known that the railway authorities fixed the price of the track at £E 3,000, whereas Hornstein estimated the income from the operation during the first year at only £E 600-800. The Committee found it difficult to reach a decision on how to make good the deficit, and had a change of heart over the suggestion to buy the track outright, so that they could be independent in its operation. (*30). It now seemed that it was better to abandon the idea of direct ownership, and to pay rent to the PR authorities for use of the line, even if it involved standing surety to cover all deficits, should expenses exceed the income. (*31). The Committee was informed of an impending visit by Col. Holmes on the first week of September, to check out the line and the site. It appears that Holmes had become convinced not to remove the line for the time being. In addition, the Committee also drew encouragement from the fact that in the first half of September the electrical

engineer Pinchas Rutenberg obtained a Government concession to use the water-power of the Yarkon River to generate electricity, by means of a dam erected at the Hadar Bridge site. The Committee saw in this a sign for the viability of the line, as Rutenberg would no doubt have recourse to it in the near future. (*32). At the general meeting of 93 "Ir Ganim" members in mid-September 1921, about a week following Holmes' visit, Matmon-Cohen summarised the matters "now in a state of being finalised", reporting the contacts over the matter of the railway in these words: (*33) "We had before us a question of great value: to wit, the matter of contact with the city. In order that our work at 'Ir Ganim' should develop in an easy and normal fashion, a permanent link with Jaffa and Tel Aviv is needed, where most of our members reside in the meanwhile. Without a permanent link, our settlement and economic situation will suffer. As you know, a narrow-gauge railway used to pass from the Tel Aviv Station to our land, where the army was encamped. But since the army left, the train traffic ceased. They made ready to remove the track leading from the Tel Aviv Station to 'Ir Ganim'. We had to strain with all our might that the operation of this train will be renewed, as it was so very important for our settlement. We knocked on all doors in all necessary places. After much effort and toil, after lengthy and prolonged negotiations with the military management and afterwards with the civilian railway authorities, it was finally agreed upon in principle to reactivate this train from Tel Aviv to 'Ir Ganim', on the main condition that the government would suffer no loss from this. This means that we will have to be responsible for the income to cover the expenses and if, after a certain period of operation, there should be a deficit - we will have to remit it out of our own funds." But another obstacle appeared and stood in the way of "Ir Ganim": the refusal of the Germans of Sarona to permit the train to pass over their land. They claimed that 60 dunams of their land was rendered agriculturally unworkable because of the track passing over it. The District Commissioner offered them two choices - either "Ir Ganim" would buy these areas from them, or it would offer them alternative land. At first the Saronans refused both of these offers, finally demanding an exorbitant price for the land. The Committee agreed in principle to buy this land from its owners, and the matter was referred to the District Commissioner. It appears that the matter was then settled, and this impediment was removed. (*34). In its first years, the PR made efforts to standardise the gauge of all railways (save for the former Turkish Hedjaz line) and dispense with most of the narrow-gauge lines (*35). Accordingly, the rolling stock suitable for the narrow gauge was gradually taken out of service. When the Committee learned of the opportunity to buy cheaply a solar-fuelled [sic. Ed.] small locomotive of the type known as "tractor", suitable for narrow-gauge track, plus two or three railway wagons, and all of this for less than £E 100, it was decided that Goldman would travel to Lod to come to terms with the official responsible. (*36). According to Goldman's recollections, (*37) he even drove to Haifa to see Col. Holmes, who was impressed by the valour of the "Ir Ganim" appointees, who braved coming from far away in such hazardous times. (*38). Holmes listened to Goldman's request to let the "Ir Ganim" settlers have the track for another year, and also provide them with two decauville wagons. The Committee would undertake all responsibility and would pledge return all equipment to Lod in good repair at the end of the year. Goldman wrote that Holmes was persuaded to grant them four decauville wagons instead of only

two, and in addition some several hundred rails and sleepers, to lay extensions as work progressed. (*39). The first settlers of "Ir Ganim" (*40), the so-called "Canadians", who actually planted their homes on the site at the end of December 1921, settled at the western edge of the "Ir Ganim" lands, in the immediate vicinity of the track, which ran just east of their lots. It seems, though, that they made only limited use of the line. (*41). Only some months later, in the summer of 1922, did the railway reach its full usefulness in transporting building materials, when the construction of permanent houses was in full swing, with 16 houses built by May 1923. (*42). The building supplies - gravel, stone, lumber, bricks and the like - were transported from Tel Aviv by means of railway wagons harnessed to horses or mules. It seems that the Committee had made a commitment to the Government for the care of the line and equipment. (*43). The line had a part to play also in the history of Schechunat Borochov (*44), the ten first pioneers of which settled in early February 1922 in tents of pristine simplicity, with only one wooden structure - a barn (*45). Permanent construction began only some months later, after the corner-stone of the neighbourhood was laid in a public ceremony one year to the day (according to the Jewish calendar) from the train excursion to the grounds of "Ir Ganim" on which it was built. When its first 22 houses were built in the spring and summer of 1922, the bricks were loaded on camel-backs at the "Silicate" factory (now the site of the Klal Building in Tel Aviv) and carried over to the Tel Aviv railway station. There they were reloaded on decauville wagons harnessed to horses, transported to Schechunat Borochov to Finkel's lot (7, Keren Layemet Street), and taken by wagons to the actual building sites. Thus most of the transportation (except for the camels) was carried out by Jewish labour. (*46). But it appears that towards the end of 1922, as was apparently agreed with the authorities, the track was dismantled by workers of "Ir Ganim". (*47). Some of the track was possibly re-used as building material in the construction of Schunat Borochov (*48). It appears, when all is summed up, that the operation of the "Ir Ganim" line was not profitable, and incurred a certain deficit. An instalment of the debt owed to the PR management was paid in mid-January 1923, and the rest was paid little by little after May. (*49). And as for Schechunat Borochov, when the final reckoning was made, it became evident that the costs of transporting building materials had really been higher than expected. (*50) At least for the following ten years the rail bed south of Schechunat Borochov was still identifiable. The remnants of the embankment at this place were the very site of the first camp of the nucleus of the Kibbutz Nir David (Tel Amal), whose young founders, after preparatory training in Hadera, settled in August 1932 in a temporary camp pitched on the track bed, on Moshe Kaminski's field between today's Katznelson Street and a wadi south of Schechunat Borochov (a part of Wadi el-Loz, today's location of Ha-Ta'as Street of Givatayim. (*51). It was in this very place, upon the track bed, that the twenty or so members organised themselves into an independent kibbutz, the historically-significant first kibbutz of the Ha-Shomer Ha-Tzair movement, "Kibbutz Eretz-Israeli A". Two weeks afterwards, the young members moved to the grounds of the "Nachlat Itzhaq" cemetery and thence, after other relocations, settled permanently in December 1936 on the borders of the Beisan Valley, in what was to become the first of the "Tower and Stockade" settlements. Today, the entire path the track once took is densely urbanised and built over. Not

even a single trace of the line remains. The history of the unique "Tel Aviv - Ranat-Gan" Line is entirely forgotten, while local folklore attributes the track, the remains of which were once identifiable in certain places - just as it tends to attribute many other old and quaint things - erroneously, to the Turks."

FOOTNOTES: 1. One of the foremost experts on First World War railways in Palestine, Dr. Pinchas Pick, mentions this line (without great detail) in his voluminous doctoral dissertation - but even he does not mention at all the extension to "Ir Ganim", the subject of the present article. It may be noted here that when I published a preliminary article on the subject in a local weekly ("Here Comes the Train to Ramat-Gan" (in Hebrew), "HaMekomon" of Ramat-Gan and Givatayim, 242 (15.5.1998), pp. 24-28, several train lovers remarked to me that my article was breaking new ground. This present article is a very considerable enlargement of the previous one, making use of new sources and correcting some of its errors. 2. For example: Pinchas Pick, "The Train which Crossed Jerusalem in the First World War" (in Hebrew), "Kardom", 16-17 (July 1981), pp. 112-116, which also explains the advantages and the process of laying a 60 cm. gauge track. 3. Data taken from Hugh Hughes, "HQ Light Railways R.E. 1917-18", "Harakevet", 14 (Sept. 1991), pp. 24-25, summarising the war diaries of the Royal Engineering Corps in the PRO. 4. The most eastern of three columns, erected to commemorate the British victory in the Battle of Jaffa. See Elan Galper, "The Hill Columns: the First British Monuments to the Conquest of Palestine" (in Hebrew), "Ariel", 102-103 (August 1994), pp. 66-77. 5. The track is marked on map No. 19, "Megiddo 1918", appended to "Official History of the War: Military Operations Egypt and Palestine"; Part II, by Falls and Becke (eds.) 1930. Dates of construction: Hugh Hughes, op.cit. 6. The point was perhaps named "Gurkha Junction" in honour of the Indian forces deployed north of it. 7. Perhaps called "Maori Station", after the Anzac forces. 8. Perhaps the one known as Pioneer Station. 9. Falls and Becke, op. cit., p. 457. 10. Shmuel Avitzur, "The Yarkon: The River and Its Environment" (in Hebrew), Tel Aviv, Ha-Kibbutz Ha-Meuhad, 1957, p. 50. 11. Ramat-Gan municipal archives, minutes of the "Ir Ganim" Committee (hereinafter referred to as "minutes"), 19 Teveth 1920, p. 14. The minutes are almost always dated only by the Jewish calendar. 12. This general area was the camping ground of the Desert Mounted Corps which, to maintain the surprise effect, was moved into location almost on the eve of battle. This branch does not appear in the map of the "Official History", ibid., which seems to represent the tracks previous to the laying of the Carrick Hill extension (i.e. before July), since this is also absent from the map. 13. The enemy command was indeed successfully duped by this last-minute move, locating this division on the very eve of battle still in the vicinity of Jericho. See Falls and Becke, ibid. p. 467, for a German intelligence map captured in Nazareth, showing the British positions as they were supposed by the enemy command to be on 17/9/1918. 14. West of the border of the "Ir Ganim" lands to the banks of the Ayalon (in today's Nachlat Itzhaq) spread the orange groves of Sheikh Salim, Sheikh Ali, and Rashid Beck. 15. The track is indicated on a cadastral map in the scale of 1:2000, marked with the date 11/6/28 but, in my opinion, the topographical groundwork of the map was plotted in summer 1921: Keren Kayemet Map Archives, the Hebrew University on Mount

Scopus, Jerusalem, file 24, map 1681. 16. Minutes, 9 Nisan 1921, p.40. 17. Ibid, 22 Teveth 1921. p.207. 18. From the memories of Itzhak Rosenberg: Aryeh Gelblum, "In Those Days" (in Hebrew), "Ramat-Gan, 1921-1946: Sefer Yovel" (hereafter, "Sefer Yovel", 1946, p.94. 19. One of these tickets, No. 186, which had belonged to the poet and educator Levin Kipnis, was kept by him and submitted years afterwards to the Jewish Labour Archives in the Lavon Institute, Tel Aviv, file IV-312-277. 20. M. Talithman, "Pages from the First Secretary's Notebook" (in Hebrew), Sefer Yovel, p. 103-104. 21. Itzhaq Rosenberg, "On the Straight Path to Ramat-Gan Police" (in Hebrew), in "Sefer Rishonei Ramat-Gan", Israel Eldad and Yosef Paper (eds.), 196-,[sic], p. 164. 22. Minutes, 28 Iyar 1921, p.54. The idea of the tram was not new. See Shmuel Avitzur, "150 Last Years of Wilderness", (in Hebrew), "Sefer Yovel", p.32. 23. Col. M. Crichton, 29/11/1918: CZA, L4/404 Chet. 24. Minutes, 27 Sivan 1921, p.66. The mediator was a certain Mr. Branitzky. 25. Ibid., 17 Tammuz 1921, p.74. 26. Ibid., 20/7/1921, p. 73. 27. Thus the name appears throughout the minutes. But perhaps the reference was to Jakob Orenstein, a highly reputed Vienna-trained engineer specialising in construction and road-building work. 28. Ibid., 16 Av 1921. p.81-82. 29. "Memorandum" (Undated): Beit Krinizi, file "History . Documents", original notation 14/2. The memorandum was presented to the Committee in its 25/7/1921 session. Minutes, 19 Tammuz 1921. pp. 75-76. 30. Minutes, 25 Av 1921, pp. 83-84. 31. Ibid, 3 Elul 1921, p. 86. 32. Ibid. 14 Heshvan 1921, p. 139. 33. Ibid, 11 Elul 1921, pp. 93-94. Translated from the Hebrew. 34. Ibid., 16 Elul 1921, p. 128; 28 Elul 1921, p. 111; 14 Heshvan 1921, p. 138-139. 35. At the end of the war the Palestine train system was a confusion of four different gauges - 60 cm., 2' 6", 105 cm. (the Turkish and converted lines), and 143.5 cm. (standard gauge) - each requiring of course its own special rolling-stock. 36. Ibid., 22/10/1921, p. 128; 29 Tishrei 1921, p. 131. With gratitude to Paul Cotterell of Haifa for much-valued information. 37. Yaakov Goldman, "Founding Birth Pangs" (in Hebrew), "Sefer Rishonei Ramat-Gan", p. 37-8. 38. According to Goldman, the journey to Haifa took place at the time of the 1921 disturbances. 39. The account, recalled at least some forty years after the event, is not free of inconsistencies. I failed to find any corroboratory documentation for this. The description in Tidhar's 'Encyclopaedia of Pioneers and Builders of the Yishuv' (in Hebrew) vol. 2, p.748, that Goldman "obtained... a permit to lay rails and decauilles from Jaffa to 'Ir Ganim' to transport water" does not seem beyond every possible doubt. The Ramat-Gan municipal archives and those of Beit Krinizi unfortunately possess no further documentation to elucidate the matter. 40. On February 1923, the name "Ramat-Gan" was chosen for the settlement. 41. Ishai Adler, "All Beginnings are Hard" (in Hebrew), "Sefer Yovel", p.86. 42. "In Jaffa and Tel Aviv", (in Hebrew), "Ha-Aretz" 25/5/1923, p.3. 43. The Committee warned the first "Ir Ganim" settlers, who removed for their use stones (or ballast) from the embankment of the railway bridge, "there still exists a responsibility [towards the authorities] over this". Minutes, 1 Shevat 1922, p. 198. 44. Avitzur, ibid., p. 34. 45. "A Kvutza in Schechunat Borochov" (in Hebrew), "Pinkas", 3-4, (Adar-Nissan 1922), p. 58. 46. From the memories of Manos Goldstein, one of the first settlers in Schechunat Borochov: "Schechunat Borochov: Toldot Schechunat Ha-Poalim Ha-Rishona". G. Kressel, ed. 1961, p. 19. 47. Dov Caspi, "The General Workers Federation (the Histadrut) in the Half Jubilee" (in

Hebrew), "Sefer Yovel", p. 132. 48. I heard from Mr. Ran Aldema of Givatayim, that the roof of the family's house (7, Achdut Ha-Avoda Street) was reinforced with rails from the railway. Upon inspection, the neighbouring house also showed evidence of this. 49. Minutes, 25 Teveth [1923]; 22 Iyar 1923. The debt was £E 38. 50. David Kalaji: "Schechunat Borochoy" (in Hebrew), "Kuntres" 117 (14 Elul 1922), p. 74. 51. Aharon Shurer, "On the Track" (in Hebrew), "Tel Amal: 10 Shanim Lekiyum Ha-Kibbutz", 1941, p. 6. Additional information from an interview with Shmuel Sarig from Nir David and Refael Agmon from Givatayim. The latter, Kuzminski's son, recalls that previous to its location in Nachlat Itzhaq, the original camp (of which he was a member) was located on a rise which had once been a "Turkish" military camp. Perhaps this was the camp that was the terminal point of the railway branch. 52. This mistaken notion is rather common. See, for example, Shmuel Shmueli, "From 'Ir Ganim Association' to Ramat-Gan" (in Hebrew), "Sefer Yovel", p.45.

[A brief Glossary for non-Hebrew speakers: "Ramat Gan" means "Garden Hill", "Ir Ganim" is "City of Gardens", "Givatayim" means "Two Hills". A "Schechunah" is a "Neighbourhood".

"Yovel" means "Jubilee", i.e. 50 Years Anniversary. Ed.]

46:17. ARCHIVAL EVIDENCE (2). By Paul Cotterell.

(a). Rehovot. "In 32:24:b I made a very brief reference to a rumoured light railway at Rehovot. Further evidence of the intention to lay such a line is provided in PR Ways & Works Dept. diagram number B/4/13 of July 1921. This is a Longitudinal Section drawing (virtually a gradient profile survey) bearing the title "Rehoboth Loco Tractor Line".

The line is shown as leaving the vicinity of the 'Station Hut', climbing past a 'Factory' to a summit at km. 1.100, descending past a 'Restaurant' at Km. 1.350 through or past the 'Village' of Rehovot, and then climbing again to an anonymous terminus at km. 2.900. Four level crossings and eleven culverts are shown along the route. Maximum gradient is a mighty 5% (1 in 20) over some 300 metres' length in the outward direction to the summit at km. 1.100. Only slightly less severe is the inward climb to the summit: 4.12% (1 in 24) over about 100 metres.

It will be noted that there are major differences between that brief, and evidently garbled, version of the projected light railway in 32:24:b and what is here extracted from the PR Longitudinal Section drawing. It is interesting, also, that PR was actually involved in the planning since I assume that the line was to be operated by an independent concern.

Another snippet of information has also surfaced. It is contained in the "Israel Railways Capital Account as at 15th. May 1948: Report by P. C. J. Baker, Adviser to the Railway". This is a huge ledger which contains some very interesting and detailed stuff, covering the whole period of Palestine Railways from 1920 to 1948. In Appendix No. 1 under the heading 'Roads' is the following: "Loco Tractor Experiments at Rehovoth", showing a loan in the amount of £P 4,416 for 1921/23. He who wishes may speculate further on this

subject but, until something more concrete turns up, would be well advised not to draw any conclusions.”

(b). **Haifa Funicular.** “Once or twice in the past I had heard vague rumours of schemes for some sort of cableway in Haifa during Mandate times, but had never come across anything concrete. Now I have. PMR Drawing number B/4/26 shows a Longitudinal Section “between Mr. Hatib’s house and Mr. Atala’s house”, this being a “proposed profile for Funicular Rly. on straight alignment”. A footnote to the drawing states that a “much flatter profile can be obtained by turning to a point about 2,000 M. N. W. CARMELHEIM.” This last comment at least shows the proposed funicular as being in Haifa, but it is impossible to be any more precise about the exact location. Mr. Hatib’s house was at the foot of the funicular and Mr. Atala’s was at the top. The drawing is undated but must have been made before PMR became PR in October 1920. What, though, were the Palestine Military Railways doing carrying out a preliminary survey for, I assume, a civilian project such as a funicular up Mount Carmel ?”

[Maybe there are early telephone directories etc. that would indicate the addresses of the householders concerned ? And, bearing in mind that the Turks had established gun and observation positions on the top of Carmel, maybe a military purpose was indeed intended ? Ed.]

(c). **Haifa Halt.** “PR Tracing No. E/31/15 dated 17/7/33 shows the location of a proposed station halt at the foot of Carmel Avenue (now Ben-Gurion Avenue) in Haifa. The ‘Halt’ was to comprise a 170 metre long low-level platform, station building, passenger shelter and outside latrine - quite a substantial construction. The station was to be sited on the south side of the main line precisely where the Dagon head shunt is now. A further drawing (E/31/15A of 27/7/33) gives two alternative station designs for this intended halt, both showing relatively slight alterations to the basic plan. The second alternative had, in fact, been added to E/31/15A on 26/9/33. This fleeting flurry of drawing office activity on the subject shows that the proposed station/halt was under consideration for a couple of months at least. I wonder if it was thought of as an addition to, or substitute for, Haifa Central nearby. Further research among the thousands of surviving drawings and files in the museum archives may well provide the answer - given time.

46:18. THE CALL OF THE ROAD.

An article with this title appeared in “The Palestine Post” for 11/6/1934, and I am indebted to Sybil Ehrlich for a copy. It presents, of course, an opposing viewpoint but one which is relevant to the transport politics of the time - and later..... It is by H. Razily, ‘General Manager of “Egged”’ .

“In the U.S.A. the motor industry has been called the ‘Father of Prosperity’ because not only does it provide employment itself but it creates employment in many other trades whose products it demands for its own service. Every restriction placed on this method of transport is a blow struck at employment and national prosperity.” (Royal Commission on Transport, Final Report.) If further proof were needed that facilities create trade, this could be supplied by the speedy and successful development of the road industry in this country. Only a few years ago there was practically no motor transport in existence here. The camel, the donkey and the mule used to supplement a rather inefficient and scanty railway system. Now 950 buses, 1,250 motor-lorries and 1,100 taxis are plying all over the country doing a good trade. At a time when our railway took little heed of the growing needs of the country, had its lines laid according to a strategic plan paying no attention to the economic map, the car pioneers studied the needs of the public and followed the new settler wherever he happened to pitch his tent.

The Link. Were it not for the good services of the road, the thriving orange belt of Judea, the industrial centres of Tel Aviv and Jaffa, the whole of the Emek, the lower and upper Galilees - the densest and richest parts of Palestine would have been left without adequate transport facilities to this day. Tiberias and Safed would have remained the isolated towns they were in pre-war days and Jerusalem - as far away from Tel Aviv as she is still from Gaza. Take away the motor transport and the country is dead. Industry and trade would be at a standstill and town and country alike paralysed. Against 716,000 passengers carried by Palestine Railways in 1932/3 the various bus companies carried 6,500,000. This is exclusive of the urban buses which carried in the three principal cities, Tel Aviv, Jerusalem and Haifa over 35 times the number of passengers carried by rail.

Large Receipts. The motor industry has a direct wage bill of well over half a million pounds annually, and together with the associated industries dependent upon it and deriving their livelihood from it, it spends at least L.P. 750,000 annually on salaries and wages, a not inconsiderable sum for a small country like ours. Thousands of families and their dependents are now living on road transport. The Government, in its official communication of March last on roads in Palestine makes the illuminating statement that “Better roads, in so far as they promote general prosperity and facilitate development, mean larger receipts from taxation of all kinds.” It is, therefore, to be regretted that the same Government, influenced by the fact that she is responsible for the deficit of the Palestine Railways, should lend a willing ear to any suggestion for the curtailment and restriction of that so-called competitor - the road transport. It is certainly the duty of an intelligent Government to look for ways and means of reducing the yearly deficit of the Railways, but that does not necessarily mean pressure on those engaged in road transport. It is about time we realised that not by restrictions on road transport and retarding the healthy development of the country will the Palestine Railways be saved and their position improved.

Jaffa - Haifa Road. It is asserted in well-informed circles that the construction of the road between Jaffa-Tel Aviv and Haifa through the Sharon Valley was interrupted at the insti-

gation of the Palestine Railway authorities. Now whether this be so or not, it is clear that very few people realise the boon this road would bring to the country and the bearing it would have on the development of Haifa. A direct road from Judea to Haifa via the Sharon would draw our harbour city closer to the orange belt and its industrial centre. It would reduce the distance between Tel Aviv/Jaffa and Haifa to 2 1/4 hours by bus and 1 3/4 hours by car. It would allow the transport of the orange crop to Haifa to be made efficiently and quickly. Two hundred and fifty lorries and trailers employed during the season would carry five million boxes of fruit direct from the packing houses to board the ship, making the trip in a few hours and sparing the delicate fruit and extra loading and unloading.. The carterage would not exceed the present cost of road plus rail and in some cases would even be cheaper. In addition much of the congestion of last season would probably be avoided. If the Jaffa-Tel Aviv road would be considered on its merits, its value to the country, the fillip it would give to trade and industry and the stimulus such a road would be to Haifa and its Harbour, the authorities concerned would certainly resume its construction at once in spite of objections which may be expected from certain quarters.

Roads Where Needed. In the budget for the current fiscal year now published L.P. 107.141 are allocated for Roads and Bridges. About L.P. 17,000 are, we understand, to be contributed towards this amount by Jewish settlements. The total Government expenditure under this heading, therefore, will not exceed L.P. 90,000 out of a revenue from road taxation of L.P. 400,000 at least. This expenditure of L.P. 90,000 on new roads compares with an expenditure of L.P. 91,356 budgeted to cover the estimated deficit of the Railways. On going through the various items, one cannot help observing that whereas the necessary sum is provided for the road Petah Tikvah - Ras el Ein required by the railways, no funds are available for the few kilometres needed to extend this road northwards to Kalkilia in order to complete the Tel Aviv/Jaffa - Haifa road via the Emek. The road passenger and carrier to and from the Emek, Tiberias or Haifa will, therefore, still have in future as in the past this most difficult piece of country before him. Another item which attracts attention is Natania. There will hardly be two opinions on the question as to what would serve the district best - the now approved feeder road to Tulkarm or an extension of the Raanana road northwards. A Natania - Raanana road would join up the district with the rest of the Sharon and the industrial centre of the south while providing it at the same time with the necessary railway junctions. Furthermore, such a road would be an important instalment towards the future Tel Aviv/Jaffa - Haifa road. It looks, however, as if these considerations were outweighed by the desire to help the Railways at all costs and leave them masters of the situation."

Well, what has changed ? Mainly that the roads have been built and have become so clogged that new roads are also constantly required to "relieve" them !

46:19. TWO MORE DECAUVILLE LIGHT RAILWAYS.

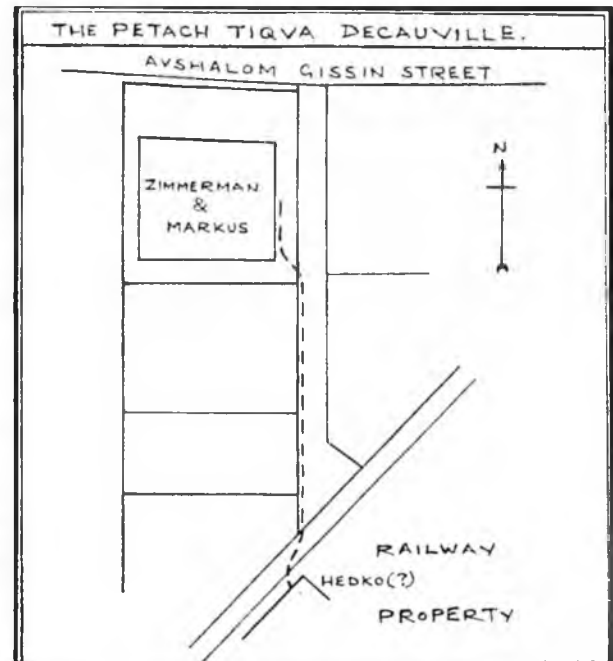
By Paul Cotterell.

“A small group of us meet on occasional Friday afternoons to help sort out material for the museum archives which are slowly being established. We often get side-tracked by discovery of previously-unknown items. Each to his own: I like the really obscure stuff, such as the following two references to a couple of Decauville lines.

1 The Decauville at Petach Tiqva. Details of this are contained in file 9/35/Kaf of 1953/54.

Zimmerman & Marcus wrote to IR stating that they wished to transport cases of citrus fruit from their central packing station to the Hedko (spelling ?) store at the station by means of a Decauville line, and requested permission to lay track over railway property. Correspondence continued intermittently with no objections being raised by IR. The final note in the file (possibly dated 4/6/54) noted that the Decauville had been completed.

I had never come across this Decauville line before. Information in the file is scant. An outlined diagram, a copy of which is reproduced here, gives only a rough idea of the layout with the track shown by a dotted line. Can anyone add anything else to these notes? I wonder if there might still be remains in situ. It shouldn't be too difficult to pinpoint the site.



2. The Decauville at Hatzor. Correspondence on this is contained in file 29/6/Peh. On 22/6/55 General Yigal Yadin (Chief of Staff and renowned archaeologist) wrote to IR from the Hebrew University in Jerusalem requesting the loan of 500 metres of Decauville track and “necessary appliances” for an archaeological dig at ancient Hatzor near Rosh Pina in northern Israel. This request was granted, with no indication as to where the track etc. came from. Correspondence ended in 6/57 with a further request (granted) for an extension of the loan between the 1955 and 1957 digging seasons.

Some time ago I searched through the extensive photo collection of the Central Zionist Archives in Jerusalem for shots of such light railways used in archaeological digs around Israel, but failed to strike pay dirt. No doubt such photos exist - but where?”

[A note by Ed.: I recall seeing at the dig at ancient Beth Shean a pile of Decauville track panels. In the PEF archive is also a very early, 19th. century shot (alas, I cannot recall where taken - probably in Mesopotamia) of a dig with various narrow-gauge tubs.]

46:20. FOR SCRAP.

By Paul Cotterell.

Reference has been made more than once in past issues to the difficulty of finding precise scrapping dates for IR steam locos. Things remain confused and vague, but I think the discovery of several files on the subject will allow us a much clearer picture. It will take some time, though, to trawl through these files (they're pretty thick) and properly collate the information for presentation in an easily understood summarised form. For now there is the following, extracted from File 3/9/24/Peh. This deals with numerous items which IR wished to dispose of for scrap in 1954. I list only a small fraction of those items of hardware, the ones which particularly tickled my fancy. They are shown by location.

Qishon Works: Sentinel boiler; boiler Baldwin 902; boiler Kitson 3; four narrow gauge (HR) locos; five narrow gauge (HR ?) tenders; eight tenders (standard gauge ?); chassis of Baldwin 890, 891, 902; one shunting loco estimated weight 35 tons; tender 9745; six army locos.

Lod: One Decauville loco; seventy-nine Decauville wagons; one Decauville loco 'Robert Hudson'; Baldwin 880 and tender; one shunting loco from British Army; one American shunting loco.

(N.B. I assume that both the Decauville locos were "Hudson-Hunslets", and those discussed in 14:28 - Hunslet 1836/1936 and 1874/1937.)

Jaffa: One turntable.

Haifa East: Two armoured trolleys without engines.

'Shemen' Line: Three Decauville trolleys.

Samakh. (HR). One turntable; two tenders; one loco.

Azzib (HBT): One driving cab of loco.

The above, just a small selection of what was on offer in 1954, makes for an eclectic collection. The vague wording of many of these listings hardly clarifies the position. I hope, however, that subsequent research will make things clearer - at least for the standard gauge locos. I have not yet come across anything which throws comprehensive light on disposals of the HR engines. But maybe we'll get lucky one of these days."

46:21. HAMANIYA.

By Paul Cotterell.

Drowsily browsing through old files at the museum archive one day, I came across this idealised scene in the "Anglo-Israel Trade Journal", Vol. III, No. II of November 1960. The illustration was used as part of an advertisement for Barclays Bank, which struck me as incongruous. A narrow-gauge train rolls past happy orange pickers in a 'pardess' (orchard) which could be anywhere and nowhere in Israel. The artist has done well with the little diesel locomotive: so well, in fact, that I have no hesitation in identifying it as one built by the firm of HaManiya. This tiny loco's claim to fame is that it is the only type of locomotive to have been built in Palestine or Israel. It was designed in 1937 by the "technical office" of M. Amitai in collaboration with HaManiya of Tel Aviv, and seems to have been built later that year or early in 1938. It is not known how many locomotives HaManiya constructed, probably just a few at most, though they had plans to build larger and more powerful locos for industrial use. Apparently the outbreak of World War 2 scuttled these plans. The first HaManiya loco was reported as having been tried out at Gan Hadar, wherever that might be. The appearance of one in an advert of 1960 does not necessarily mean that it was still working at this date.

There are several HaManiyas in the Tel Aviv phone book, but my efforts to trace the builder of this little loco met with failure - none of them knew anything about it. Perhaps someone else, more determined than I, might have better success.

HaManiya can loosely be translated as "propellant", "impulse" or "motive power". 'Pardess' is an ancient word of Persian origin, meaning "Garden" or "Orchard". From it comes the word "Paradise".





101 at Jerusalem Station 14/5/90