

HARAKEVET

הרכבת

ISSUE 48

ISSN 0964-8763

MARCH 2000

A Quarterly Journal on the Railways of the Middle East

Edited and Published by Rabbi Walter Rothschild

Judische Gemeiinde zu Berlin, Joachimstaler Strasse 13, D-10719

Berlin-Charlottenburg, Germany

Fax: (+49)-30-214-73889

e-mail: <Rothschild-Berlin@t-online.de>



*48:1 Egyptian Railways Henschel loco 3007 shunting south of Luxor, 13th. August 1998.
(Photo: R. Hamoen).*

48:2. EDITORIAL:

The pace of change seems to be hotting up on Israel Railways. Nevertheless, in this issue we devote some more attention to the Past. Paul's ramblings (physical, not literary) lead to further explorations of obscure wadis of the First World War, and the dire situation of PR/IR rolling stock during and after the Second World War gets further attention to supplement the survey of HR stock in the last issue. The Haifa Museum seems to be making significant progress (such a pity the same regime was not in place only ten years ago, when so much interesting material was still lying around...) And there are significant plans elsewhere in the region.



48:3. Destroyed bridge in Lebanon - approximately one mile east of Beit-el-Beidar. The rack rail can still be (just) made out. (Photo:R. Hamoen.)

48.4: NEWS FROM THE LINE.

a). The new Be'er Ya'akov Station. Sybil Ehrlich took one of her excursions to visit this new addition to the IR scene on 4/2/00 and writes "I allowed more than an hour to walk from the nearest point on the Ramle-Tel Aviv road, and it took me almost all that time to reach it. The station itself consists of two side platforms with glass roofs in the style of Netanya etc. There is a passing loop in the station, but only one track is as yet in use, the other being still

rusty (so all trains use the northern platform). There is a pedestrian subway between the platforms, at the west end, beyond the actual platforms. The station is unstaffed and has no facilities at all. Eight people (including myself) boarded the 11.05, and I got off at Lod. The station master there informed me the second track is not yet completed. The two old stations (British and tin-box) have both been demolished.” “Rak Rakevet” Jan. 2000 reports the new station cost 3M NIS and is served by 31 trains a day.

b). Airport Link: Progress at Last. (See 47:4(f).) From R.G.I. 2/2000, p.67: Israel Railways has reached agreement with the Ministry of Finance and the Airports Authority for construction of the long-planned rail link to Tel Aviv’s Ben-Gurion Airport. The government will fund the US\$ 25M cost of the 2km. branch, and the Airports Authority will provide the station and connections to the air terminals as part of its planned redevelopment programme this year. The line will diverge from the Tel Aviv - Lod line, and pass under the main road to Jerusalem to reach the airport. Journey time to and from Tel Aviv Savidor station will be 10 to 15 min. (It remains a confusing issue that “Tel Aviv Merkaz” is also known as “Savidor”; it would help if a single name could be used.)

c). Modi’in Extension. The Ministry of Transport has also instructed IR to start detailed studies of an extension of the airport branch to the new town of Modi’in. This currently has around 30,000 inhabitants, but is expected to grow to 250,000, with many commuting to Tel Aviv each day. The Tel Aviv - Ben-Gurion - Modi’in line could also form the first stage for a new or realigned route to Jerusalem.....”

d). Bezek Competition. I.R. has been granted a licence to run commercial communications services in competition with monopoly operator Bezek-Israel Telecom using its expanding fibre optic network which has some 75% unutilised capacity.

e). Tractor Relic Saved. The long-dumped Fordson Major tractor on flanged wheels at the grain silo at Benei Beraq (the one described as “on large rail wheels with fragmentary buffer beams”) is now at the Haifa Museum, having arrived at the end of 1999 aboard a lorry. A group of volunteers has begun cosmetic restoration work on it.

f). New Timetable & Leaflet. A small new “updated” pocket timetable booklet with purple bands to distinguish it from the previous one has now been issued. It is marked “effective 7/11/1999 & until further notice”. (See below). The simple colour-coded route map on pp. 18/19 (the centrefold) shows the routes as: Nahariyya - Tel Aviv Hashalom (green); Kiryat Motzkin - Hof HaCarmel (red); Binyamina - Ashdod Darom (blue), and Tel Aviv Merkaz - Beer Sheva (orange). No indication is of course made of the Jerusalem line. The Information pages are only in Hebrew, whereas the tables and contents are in both Hebrew and English. The lines are now distinguished between “Beynironit” (i.e. Inter-City) and “Parvarit” (i.e. Suburban). From 31/10/99 additional trains left Tel Aviv for Yavneh at 16.47 & 17.47, arriving 17.25 & 18.25; from Yavneh to Tel Aviv 18.06 & 19.04, arriving 18.44 & 19.44. A further new timetable will be introduced, probably in June 2000, when the line to Rosh Ha’Ayin opens, with additional trains also on the Beersheba route, making a total of 200 trains a day being operated.

g). New Double-Deck coaches. (See 46:4(j).) The January 2000 issue of "Rak Rakevet !" includes on p.6 an artist's impression of the new German-built D/D driving trailer - livery is largely white, with red bands around the sides of the cab window, a dark blue band across the upper level windows and a light blue band below this, but with downwards extensions to cover the doors. "Fahrplancenter News" 31 adds that the contract with Bombardier for the four D/D P/P trains includes options for another 8 and/or 18 sets, and each train will offer 506 seats. They will be used on what Samuel Rachdi refers to as the "S-Bahn service" between Tel Aviv and Petah Tiqva (for non-Europeans, this means frequent, regular suburban services).

h). Old Single-Deck coaches. More services require yet more stock (unless utilisation is improved for off-peak trains, of course). There are reports that IR is currently negotiating with "several European companies" for delivery of new stock, hopefully within the current year. According to "R.G.I." 3/2000 p.140 IR is planning to buy 24 second-hand coaches from FS and CD (i.e. from Italy and Czech Republic) to work the new Tel Aviv - B'nei Berak - Rosh Ha' Ayin service from the start of suburban services in June 2000 pending delivery of new stock; this will also allow the introduction of more trains to Beer Sheva.

i). Further Stock Orders and Reinstatement: The same issue notes that IR General Manager Amos Uzani is hoping to order ten more Flexline IC3 dmus from Adtranz Denmark at a cost of US\$45M with an option for another ten. Three former Egyptian Railways GM G16 Co-Co diesel locos are also to be returned to service to cope with booming traffic, pending an order for six more MEGA passenger diesels from Alstom Transporte. (These were last noted in store at Qishon.)

j). HaHaganah Station. The same issue has an artist's impression of the new station at Tel Aviv HaHaganah, which will cost 51M NIS and incorporates also an upper-story bridge-level entrance with lots of glass walls and a "waved" roof.

k). Buffers News for Old Buffers. The 'Jerusalem Post' of 17/1/2000 had an advert for the Manufacture and Supply of Buffer Stops - in fact, two sets only, deliverable within 12 weeks, with an option to manufacture and supply further sets over the next three years. At first sight this seems rather a major fuss for such a small matter, even when IR is "in accordance with its obligations under the Israeli Mandatory Tenders Law", but para. 7 is interesting: "When reviewing the proposals submitted, IR reserves the right, in its sole discretion, to take into consideration IR's past experience with any particular bidder and IR may reject any particular proposal based solely on such past experience." The implication is that some previous deal ran into the buffers.....

l). Passenger Statistics - the number of rail passengers in 1999 was 9 million, an increase of 40% over the previous year! The year has begun with further increases in the number of passengers - 941,000 in January, an increase of 67%. There was an increase of 56% on the Tel Aviv - Haifa line, an 83% increase on the Ashdod-Tel Aviv line, 73% on the Tel Aviv -

Nahariyya line, 66% on the Netanya - Tel Aviv line, and a massive 225% increase (albeit from a very small base!) on the Beersheba line.

m). Freight Statistics. From R.G.I. 3/2000, p. 133: Amos Uzani announced on 26/1/2000 that IR had carried 10.2 million tonnes of freight during 1999, an increase of 8.4% over the previous year. Longer hauls saw total tonne-km. up by 17%. He hopes to see traffic up to 12 million tonnes in 2000. Mineral traffic, predominantly phosphates and potash, rose by 25% to 4.2 Million tons, giving IR a 42.3% market share. Coal traffic was up 4% to 2.55 million tonnes, lifting rail's share to 25.7%. (Editor notes: These statistics are wonderful, but one cannot help wondering what the "market share" item means - tonnes moved or tonne-kms. If the latter, this means that absolutely VAST amounts of coal and minerals are still moving long distances by truck! Since there is no rail link to Eilat yet, of course road has 100% share here; but what is the division of road/rail traffic from, say, Har Tzin to Ashdod?)

n). IC3 Crash. On Tuesday 15/2/2000 the 10.21 from Nahariyya hit a truck left on the line by building workers at the site of the new Tel Aviv University station. The driver of the truck got clear in time when he saw the train coming. Two passengers were slightly injured. Some Danish experts will come to assist in repairs to the train set.

o). Jerusalem LRT scheme. "Bis Hundertundzwanzig!" From R.G.I. 3/2000 p. 142: "Over 120 companies have registered interest in the Jerusalem LRT scheme, including Adtranz, Alstom, Bombardier, Breda, CAF, CKD, Fiat, Siemens, Skoda and SNC-Lavalin."

48:5. NOTES AND COMMENTS: a). Krikorian. Many readers will be aware of the photographer Krikorian who took some useful early shots of the Jaffa-Jerusalem line. In some old notes I recently came across the following biographical information: He was born in Smyrna in Turkey, and studied for the Armenian priesthood; he was ordained as a priest and worked in a photographic laboratory of the Armenian Monastery. But he then fell in love with a nurse at the Talita Kumi home, and married her - he was therefore defrocked and freed from his work at the photo lab. So in 1876 he opened his own studio in Jaffa St., Jerusalem. He died in 1920.

b). Syrian Piece Talks. No, that's not a spelling error. Through the kind offices of Uri Ben-Rehav I have received a photo of a hand-thrown switch lever at Ma'an, just opposite the station. The actual photo (with thanks!) is by R. Sperber. It shows the maker's plate, reading: "F. KALTENBACH & SÖHNE MASCHINENFABRIK HAIFA - SYRIEN. So now we know. Haifa is also in Syria! A more likely hypothesis is that this item was constructed by a Templar-owned smithy in Haifa when this was all part of the Ottoman Empire - but it is news to me that anywhere in then-Palestine was in a position to cast railway track materials.

c). Haifa Relic..... The February 2000 issue of "Backtrack" a magazine specialising in historical articles on British railways, has (p.73) a colour photo of an 0-6-0ST "The Bursar" at work on the Oxfordshire Ironstone Company's branch line at Wroxton, near Banbury. The caption

explains “The Bursar was built by Hunslet Engine Co. in 1930 (Works No. 1645) and originally saw service in Palestine during the construction of Haifa Harbour. Returned to its makers, it was reconditioned and sold to Oxfordshire Ironstone in late 1940. Redundancy came with the diesels but scrapping did not occur until the dismantling of the railway in 1969.”

d). Re. 47:5(a) - Suez Canal. Paul Cotterell writes: Railways definitely were used in building the Suez Canal. Keith Clingan contributed a pioneering article on the subject in “Industrial Railway Record” N. 129.”

e). On 47:7(k) (1), HR Stock: Paul adds: The HR Sentinel steam railcars (SC11 and SC12) were, of course, omitted from the total of HR locos in IR stock as they had previously been damaged.

f). On 47:7:k(2): Stock List. The Guard’s Coach/Inspector’s Van No. 1726 was listed in the IR General Manager’s Report as a Karon Pikuach - the Hebrew was not that unclear!

g). On 47:11, Bet Nabella. The standard-gauge Bet Nabella branch was lifted at the end of 1949. There was a run-round loop at the quarry faces on the southern edge of what is now Shoham.

h). Yet Another New and a Missing Station. Paul has sent an excerpt from the Palestine Gazette of Jan. 1933. It lists two items of railways interest. Firstly, under the ‘Railways Ordinance of 1927, Tariff for the Transport of Passengers’, Mr. C.R. Webb announces (dated 29th. Dec. 1932) that “In exercise of the power vested in the General Manager by section 44 (1) (b) of the Railways Ordinance 1927, I hereby issue the following tariff to come into force as from 1st. January 1933: Third class quarterly season tickets will be issued between Shekhunat Ovdim and Haifa at the rate of 600 mils per ticket.” This was “Approved” by M.A. Young, Officer Administering the Government, on 1st. January 1933. Evidently in those days this was not an official holiday with all offices closed! And so the new halt at “the Workers’ Settlement” had a rate for 3-monthly season tickets for the impoverished workers. But the next “Notice” bluntly announces: “The public is hereby notified that the passenger halt at Haifa Business Centre (Merkaz Miskhari) will be suppressed as from the 15th. January 1933.” This decision was made on 6th. Jan. - i.e. one week’s notice was considered to be adequate! And where was this halt? Even Paul confesses it is a new one for him.... Haifa Central was described in the P.R. Reports as replacing Karmel Station, not this, though one assumes the “Business Centre” must mean it was not far from the shuk....

i). We note with regret the passing of our subscriber A.E. Roach of Alexandria, Va.

j). Integrated Transport? In the “Jerusalem Post’s” “65 Years Ago” column is a snippet from 14th. Jan. 1935: “The Palestine Post reported on the Haifa Harbour’s growing pains: 38 ships crowded outside the port awaiting unloading. There was severe understaffing in the Cus-

toms House and a total lack of co-operation with the railways.”

k). 1953 Timetable. Sybil Ehrlich has obtained a copy of the timetable for 15/5/1953 - the day after the new coastal line opened. Without quoting it extensively here, it may be noted that both Hadera East and West stations were of course in use, that the stations at Shefayim and Kfar Vitkin on the new line are not mentioned, and nor are Ramle, Na'an, or Bar Giyora on the Jerusalem line. Akko was the northern extent of operations. The Saturday night service comprised one northbound service serving Hadera East and one southbound serving Hadera West - rather strange. A bus service linking to Tel Aviv North station is advertised.

l). Off the Rail. Theodor Schuchat writes: In August 1973 I was in Israel on a Bar-Mitzvah trip with my son. During luncheon at the Khan I befriended a pair of Sabra soldiers who then invited me to attend some sort of ceremony and meet Mayor Teddy Kollek. My son returned to our hotel to take a nap while I went to the party.

It proved to be a reception honouring William Levitt (of Levittown) who had financed reconstruction of Mishkenot Shaananim; Richard Crossman was the speaker, and the Mayor was indeed there. When he engaged me in conversation, he learned that I had been in Seattle not long before, and he was curious about the monorail that had been erected there in 1962, for a World's Fair.

Did it blight the street below? he wanted to know. I assured him that it was not unsightly nor oppressively huge. “We can't dig here” Mayor Kollek told me, “that's just out of the question. So I am interested in the monorail.” I told him that, on the one hand, it would be constructed of native material (concrete) largely, but on the other hand, it would intrude on the skyline at the crest of Jerusalem's many hills.

The point of my story is that monorails were considered in Israel, for a time at least. Personally, I think the monorail is singularly inappropriate for Israel where more intensive use of the roadbed will suffice.”

48:6. OTHER MIDDLE EAST RAILWAYS.

A. EGYPT: Danish Trams. Marc Stegemann has sent information gleaned from a Danish magazine “BY-Trafik”, No. 4, p. 166 that a batch of second-hand trams has been exported from Kobenhavn to Alexandria. The same article states that in June 1977 second-hand PCC cars were sold from Los Angeles to Cairo, and some PCC's were also sold at some time from Toronto (Canada) to Alexandria. A video advertised in BY-Trafik 6/1999 is called “Frk. Düsseldorf fra Kobenhavn til Alexandria”.

From Svend Christensen in Copenhagen comes an excerpt from a book “Trams and Trolleys in Africa” by Martin Pabst, pub. Rohr Verlag. According to this 139 Toronto cars were bought in 1966, Nos. 901-1020. Most of them were transferred to interurban routes in 1969/70;

on the town routes they were also used as two-car sets, motor + trailer. The last PCC car was withdrawn 1981/2. The old stock was almost completely replaced by the ex-Copenhagen six-axle trams 801-840, 842-900 (built DUEWAG 1960-66), which retained their old numbers, but had their second door blocked to prevent joy-riders.

More information on tramways in Egypt is now to hand, and may be used in a future issue.

B. IRAN. a). 2nd.-hand Rumanians? According to "Today's Railways" 49, p. 48, in an item on sale for former CFR (Rumanian) Class 60 (formerly 060 DA) diesel locos to Italy, "some members of the same class have apparently also been sold to Iran". In issue 50 (Feb. 2000) p. 47 is more information - "Iran is to acquire 40 Class 60 (formerly Class 060 DA) Co-Co 20 km/h [sic] diesel-electric locos from CFR. The first eight locos to be shipped out were 60 447/842/949/977/1205/1135/1209/1310. These are the same type of loco, built under license from Sulzer, which have been acquired by KEG in Germany. Locos have been re-equipped for multiple operation." In view of the detail given in this report, it is strange to note that TR 51, p. 52 adds that "the 122 Sulzer-engined CFR locos sold to Iran in summer 1999 were 120 km/h Class 62 and not 100 km/h Class 60."

We have noted before an abortive attempt to purchase diesel locos from Denmark, although most of the diesel fleet there is now redundant following further electrification and traffic changes. It would be fascinating to learn how the Iranian Railways are chasing up redundant locos and coaching stock all over Europe, even Spain where regauging is necessary. What else is on their shopping list?

b). The Underground in Teheran. Just a week after the recent Iranian elections comes news from the Underground. Specifically, the Jerusalem Post reported 22.2.00:
"President Mohammad Khatami yesterday inaugurated Teheran's first subway, describing it as an 'inevitable necessity' for the traffic-clogged metropolis of 11 million people. Officials said they hope the subway will help ease Teheran's excessive pollution and gridlocks caused mainly by an estimated 2 million cars, most of them more than 20 years old.

The 9.6 kilometre line, the first in the Persian Gulf, was built over a period of 13 years, according to metro officials. It cost about \$383 Million. The only other cities in the region that have subways are Cairo and Ankara.

Askar Ibrahim, the former head of the Teheran Metro project, said 40 workers were killed in work-related accidents during the course of the subway construction. The project was also beset by problems and delays. Several years ago, a main street in downtown Teheran opened to swallow cars and people when a metro tunnel being built underneath it caved in.

The line inaugurated yesterday connects central Teheran with the western suburb of Sadekiah and merges with the regular railway service westward to the town of Karaj. The line has the capacity to carry 40,000 people per hour. An extension and three more lines are planned,

covering 96 km., but no time frame has been set.

“Today, the metro has become an inevitable necessity for a very, very difficult line in a city like Teheran. It pains me to see people suffering like this”, Khatami said in a speech after taking an inaugural ride from Sadekieh Square station to Imam Khomeini Square. The line will operate initially for three hours and then for five hours beginning March 21.”

C. SAUDI ARABIA. a). New Timetables. From “Fahrplancenter News” 31 p. 19: After several years of unaltered timetables, the Saudi Government Railways Organisation (SRO) has for the first time radically changed the services on offer. The goods trains, which took the older line via Al Kharj and Harad, have lost their attached passenger coaches, since the journey times of 13 hours over the 561 km. long route were unattractive. Instead, the service over the shorter 449km. long line via Al Hufuf has been increased from 1 to 3 pairs of trains, since on this route the Ad Dammam - Ar Riyadh journeys require only 4 hours, 5 minutes!

b). Budd Railcars. Not really “news”, but “Fahrplancenter News” Nr. 31 has a lengthy and comprehensive article on the construction and use of Brill and Budd RDC railcars in various countries - including Saudi Arabia.

On p.31 is the following table of information: “Four RDC Type RDC-2’s came to Saudi Arabia, one of which was fitted out as a luxurious saloon and conference room for the Saudi King. The vehicles are still in Saudi stock, although they were demotorised in 1982 and since then serve as normal passenger coaches. Builder’s Numbers 5417, 5418, 5419, delivered 12/1951, Saudi nos. 8000, 8001, 8002 respectively; Builder’s number 6228, delivered 10/1955, Saudi no. 8003, luxury saloon.”

D. SYRIA. From “Fahrplancenter News” 31, p. 18: “The CFS intends to modernise its signals and telecommunications systems, concentrating first on the main lines from Halab (Aleppo). An international call for tenders has already taken place.”

E. TURKEY. a). Earthquake Damage. From “Fahrplancenter News” 31, p. 18. The severe earthquake east of Istanbul also left its marks on the rail network, and severely damaged the TCDD’s main line, especially in the area of Izmit. This has pushed the TCDD into hurriedly announcing international tenders for a renovation of the entire Istanbul - Ankara line (567 km.); the contract is worth US\$ 237M. As well as the rehabilitation of the main and station tracks, the overhead catenary and the electric supply in the western section also requires repair and rehabilitation, and in addition the many mechanical road crossing installations in the towns east of Istanbul should be replaced by more modern facilities.

The bypass line around Izmit was built shortly after the earthquake and is reportedly already in operation - this implies the line, already mentioned in 47, was actually either planned or its construction accelerated as a result of damage to the town.

b). Marmaray Shortlist. From R.G.I. 2/2000, p. 70: "Turkey's General Directorate of Railway, Port and Airport Construction shortlisted three consortia in December for consultancy and engineering services on the Marmaray cross-Bosphorus rail link in Istanbul. The three were to be vetted by the Japanese Bank for International Cooperation, before the final tenders were issued in January. The three groups are: Pacific Consultancy of Japan with Parsons Brinckhoff and Yiiksel Proje; Nippon Koei, Mott MacDonald, Louis Berger, Su Yapi Mhendislik, Nippon Civic and Sverdrup; and Prokon Mhenislik, Chiyoda, Akn, DE-Consult, Bung, TEC and Setec.

The consultancy contract is due to be awarded before March 31, with the aim of starting work early in 2001. The 78 km. corridor includes upgraded suburban lines linked by a 13.3 km. tunnel under the city with a 1.8 km. immersed tube below the Bosphorus. Meanwhile, Istanbul Municipality has postponed until February 15 the bidding deadline for survey for the metro extension from Yenikapi to Bagcilar."

c). Old News. From Marc Stegemann I have received a section from a promotional newspaper called, simply, "Turkey", dated May 1989. It reports on a "Railway Production Industry" seminar held 3-9th. April that year in the exhibition hall of the Industry and Trade Ministry in Ankara. The (then-)TCDD General Director Birkan Erdal in his speech "said that their aim was to eliminate the bottle-neck encountered in the acquisition of imported materials used in the manufacture of railway carriages and to encourage their domestic production. Erdal noted that at one time the TCDD had occupied an important place in the nation's economy and that with the advance of the world automotive industry, the share of the State Railways in the communications sector had dropped. "We are now aiming to develop the State Railways by establishing opportunities in the domestic manufacture industry", he added..... At the exhibition, where railway materials were on display, quantity used in this industry in the last five years and possible future uses are cited to facilitate the calculations of the concerned industrialists.

The railway carriages required by the Turkish State Railways founded in 1924 are produced by these corporations: TÜMOSAS (Turkish Locomotive and Engine Industry Corp.); TÜVESAS (Turkish Carriage Industry Corp.); TÜDEMSAS (Turkish Railway Machinery Industry Corp.) and the Ankara Railway Plant."

F. IRAQ. a). The Bagdad Metro. The Transport Minister announced in August 1999 that the detailed planning for the construction of a metro network in Baghdad would be resumed. The work was halted in 1980 because of the war with Iran. The network should include over-and under-ground sections.

b). Metro Accident. Marc Stegemann reports that a Dutch free newspaper (ironically called "Metro") on 8/3/2000 reports that ten people were killed "recently" when a train collided with two cars, according to the government-controlled weekly "al-Itihad" of 7/3/2000; several were also injured, some seriously. The exact date of the accident was not mentioned.

There are no further details known about the collision, but usually this sort of accident is never mentioned in the Iraqi government-controlled press.

c). Iraq Railways Report. From "Fahrplancenter News" 31 p. 19 comes the following report: "According to the limited information received the freight traffic is at very low levels. The passenger traffic has also suffered as a result of the repeated wars. Nevertheless, traffic has resumed on all available routes, all trains starting in Baghdad. Two night trains and a day train serve the line to Basra, Al Mawsil (Mosul) can be reached at least once per day, likewise Haqianiyeh (near Al Haditha) is served daily. The greatest problem for the rail traffic is the shortage of replacement parts, which come under the embargo/boycott restrictions."

R.G.I. 02/2000 p.76 mentions a report in, of all things, the "Berliner Kurier", which suggests that "only 20 of the 382-strong loco fleet are serviceable, with many of the rest cannibalised for spares. The condition of rolling stock is deplorable, with windows in passenger coaches a rarity. All signalling on the Baghdad - Basra main line is reported to be defunct, with trains being run on telephone orders. Speed restrictions abound, so that the 541 km. trip now takes anything up to 16 hours. Train crew are not paid regular wages, just for each trip completed. The legacy of the Gulf War was everywhere to be seen. Some day Iraq will presumably return to the international community, at which point there will be huge opportunities to help rebuild the shattered network. Until then, Iraqi Republic Railways eke out a most precarious existence."

G. ARAB EMIRATES. (DUBAI AND SHARJA.) A new entry for this magazine! From "Fahrplancenter News" 31, p. 19: The governments of the two Emirates have now decided that only a rail link between the two states can possibly reduce the traffic problems. The annual licensing of new cars has currently reached a total of 20,000, and the distance - only 10km. long - can take up to 45 km. to travel in rush hours. After extensive studies it has been decided that only a Metro line, mainly underground, could possibly tackle this problem, since the area to be traversed is heavily built-up and any ground-level or over-ground construction would create too heavy problems. It is hoped to complete a rail line within ten years, since otherwise a total traffic collapse threatens.... It is also envisaged that this line could form the basis of a proper network covering almost the entire Emirates.

48:7. GENERAL JEWISH RAILWAY INTEREST?

From time to time the Editor uses his prerogative to include in "Harakevet" items which have little or no direct relevance to the Middle East but are nevertheless of interest to (mainly) Jewish railway enthusiasts - in the hope that other readers will not mind! Here are a few more:

a). Railway Museum in Nymburk. Klaus Matzka went exploring Nymburk (formerly Nimburg) in the Czech Republic, searching for a rumoured Austrian narrow-gauge steam loco. He didn't find it, but he did find a small railway museum - in March 1999 closed for rearrange-

ment - and a photo shows a 4wD and a small lorry-like draisine, both standard-gauge. The location - see the building in the background - is the former synagogue !

b). Tilting at Windmills in Amsterdam ? From Marc Stegemann comes more information (from "Op de Rails" 1/99) to confirm a rumour I had already heard: The Caterer of the Academisch Medisch Centrum in Amsterdam Zuidoost (i.e. the Academic Medical Centre) pre-



sented a DR Reko-52 2-10-0 steam loco to the hospital as a "conversation piece" and decoration, in December 1998. 52 8091 had originally been bought by the VSM museum railway at Apeldoorn (one of five of the class purchased!). The loco stands on a short section of track. It is meant "to provide interest and pleasure for the patients". However, it seems to have done the opposite, for complaints have been registered that it is tactless and tasteless to stick, of all things, a former Kriegslok of the German Reich exactly where a lot of older patients with memories of deportations might be being treated..... and its removal has been demanded.

(For the record - 52.8091 was originally 52.7223 before reconstruction, built by Wiener Lokfabrik 16676/1943, rebuilt with new boiler etc. to Class 52.80 by DR in 8/1963. (see "Die Baureihe 52", Eisenbahn Journal, Weisbrod/Obermayer) p.78. In 1970 it was based at Berlin Schöneweide ("Baureihe 52 - Kurze Geschichte der Kriegslokomotiven" Slaughter/Wassilijew/Beier, p.99.)

c). Neuengamme Camp Memorial. Neuengamme was a Labour and Concentration Camp in the marshy areas south-east of Hamburg. Set up by the SS as a commercial concern employing cheap (i.e. free) labour to produce building materials, bricks and tiles, thousands of prisoners of war and forced labourers were brought by train from all over Europe, the last leg of their journey over the metals of the Bergedorf - Geesthachter Eisenbahn. There they were worked and starved to death, digging in the quarries, digging a harbour for river transport, etc.

The camp had its own "station" on a branch off the BGE to Zollenspieker, and photographs in the Camp's guide books and on information plaques show local 0-4-0T's on lengthy trains of vans.

Although the line and the branch had been long-gone, a short length of line with a point and siding have been rebuilt at the southern end of the complex, near the main exhibition centre.

Deutsche Reichsbahn G10-type van 40 50 9511832-0, a "Gerätewagen" (tool van) from Bauzug 101 (Construction train) still bears its Departmental olive-green livery and DR numbers on the south side. The northern side has been repainted in goods vehicle brown and the number Kassel 37 723 G, and large blown-up photos of crowded and cramped prisoners placed in the half-open door and "window" to thought-provoking effect.

A painted inscription records that it was sold from its base in Berlin-Schöneweide to the Memorial Institute of Neuengamme.

Elsewhere in the camp complex there are remains of the extensive 60cm. gauge system for clay and spoil, and at least 12 tub wagons were noted at various points.

d). A Snippet from the "Jewish Chronicle" of 7th March 1890.

Death of a Jewish Locomotive Superintendent. "The death is announced of Mr. Solomon Miris of Melbourne, Locomotive Superintendent of the Victorian Railways Dept. Mr. Miris, who died in December last, was born in Manchester and served his apprenticeship as an engineer in the firm of Messrs. Sharp, Stewart & Co., loco builders. He went to Victoria in 1861, and was engaged in that year as draughtsman in the Loco Department. of the Railway Dept. After several promotions he was appointed Loco Supt. in 1877, a position he retained until his death. The funeral took place on Dec. 29th and was attended by a very large number of railway officials. During the day special trains were run from Ballarat, Sandhurst and other towns, to enable passengers to attend the funeral, and throughout the entire system on that day every engine was draped in black as a mark of respect. The service was read by the Rev. Dr. J. Abrahams, minister of the Melbourne congregation. The coffin (which was covered in wreaths sent by all branches of the service) was borne by representative drivers, firemen and delegates from the railway workshops. Among those present were the Premier, the Minister of Railways, the Chairman of the Railway Commissioners, and all the leading officials of the service; Sir B. Benjamin, Mr. E. L. Zox M.L.A., and other representative Jews and Christians. There was also a procession, four deep, of railway officials, extending over half a mile and numbering about 2,500 men, of whom 700 represented the Locomotive branch. A large number of station masters and officials attended the funeral, which appears to have excited unusual interest."

48:8. STEAM IN JERUSALEM.

The Opening of the Jaffa-Jerusalem Railway in 1892. Some time ago I came across a very early issue of the Hebrew newspaper "Ha'Or", and thanks to Ron Shafir a translation of the text (which I have modified slightly) follows. The Hebrew - at that stage still a very incomplete and developing revived language - is rather florid and complex, and I am grateful for the help! The article is really less about the technical achievement of the new railway as a polemic on the hopes that its coming will lead to an intellectual and cultural revolution in the city. Great hopes!

“Steam in Jerusalem. The coachmen wrinkle their brows. The camels and donkeys weep bitterly. Thunder and noise like a volcano. Wheels run on rails, and accelerate, and the wagons come. They cross valleys and mountains and two nostrils spew forth water. The whistle blows to awake those sleeping in town. Here they arrive in groups, young and old, women and children, rabbis and writers, merchants and doctors, hypocrites and fanatics, students and teachers, responsible and wise men, fools and crafty men, in great numbers.

A long blast of the whistle! The steam train has arrived in Jerusalem. A huge noise! The steam train is at the gates of Jerusalem. The inhabitants of which fight with all their might and soul to stop the light in their midst. To this wonderful city which harbours in its midst all the culture of the world, and people of every description. To this town which at the threshold of the twentieth century still has its ears plugged, and eyes that do not see, whose inhabitants are backward, who burn with fury when hearing of improvements and enlightenment, of awakening - yet to the gates of this city has arrived the steam train.

Honour the twentieth century, for not only to the land of sand but even to the holy city itself has come wonder and exaltation. With pride and majesty has the train overcome hills and valleys and with a great blow of the ‘shofar’ or ram’s horn it has arrived at the gates of the holy city. The town whose inhabitants shun the pulse of life. A town that loves sleep and darkness, close to death. There he comes, and a shout of victory is on his lips. An infinitely great victory!

The multitude heard in the roar of the engine, the victory of enlightenment over ignorance, of work over indolence, of wisdom over emptiness, of modernism over backwardness.

Victory of the fresh breeze over the stale air! Rejoice, you cultured and wise of Jerusalem. Though your victory from within has not succeeded yet, now you have received reinforcement from outside. This will lighten your task.

Maybe now you will be able to pull out this people from its narrow circle. Maybe now they will open their ears and hear your words. Shame on you, myopic writers, put a crown of thorns on their head!

What are the majority of them doing? Open your eyes as to their whereabouts, enlightenment is in their mouth, but do they really cherish it? Would you call them bearers of the advancement of their tribe? Look at their shame, did they carry out their duty? Do they understand that it is their task to fight for its ideas and opinions? One must clear away the bad attitude of the people and introduce fresh air instead. One must be the target of all the arrows of ignorance, but also be valiant and fend them off; to be the hero who will overcome the ignorant and subjugate opponents to the enlightenment. How many of your intellectuals are doing this? How many fulfil their duty? Are they numerous?

The land of Israel is different from the rest of the world, and Jerusalem is different from other

towns. And the standing of enlightenment in Jerusalem is different from in other towns, and the flag-bearers of the enlightenment are different from their colleagues in the world. There are those who have gone abroad and come back with degrees, it is they who are at the forefront of the struggle.

And there are those who have been granted wisdom and who have been ostracised and pursued like dogs by those so-called great men of the age. Have all of them made efforts to eradicate boorishness and bigotry, to dispel darkness and bring light? No, they do not carry the banner of learning to show everything without hiding or covering up. They are different from your wise men, doctors, teachers, writers from the intellectuals of the world. They will not divulge their ideas to anyone so as not to harm their pockets or honour. In their bedroom, far from the public eye, they will indulge in intellectual pursuits, but outside and in front of all those mired in the mud of ignorance they will appear like authentic "Hasids". The others will content themselves with an occasional wisecrack. Some will assiduously count over the money from the 'Halukah'* which they has been allocated. And the rest will use their culture to further their own interests.

And concerning the schools of Jerusalem - one school swears by the French civilisation to educate the next generation, and the other one believes the German culture. One will say to another: "You are not of my generation". And they will quarrel amongst themselves instead of healing the sicknesses of the society.

No, there are no enlightened and cultured people in Jerusalem....."

** The sums of charity money sent from the Diaspora to support those studying in Israel.*

48:9. MORE MEMORIES OF BERT DYKE.

Following on from the lengthy memoirs published in 47:12 Bert has managed (despite 'flu', bronchitis, pleurisy and a sick wife) to pen some more of his memories of "One Man's War". And what memories he has!

a). More Memories of the Sudan - The quite distinctive Atbara - Abu Hamed - Wadi Halfa line ("General Gordon's Line") - went through the most appalling Nubian Desert - nobody lived there, so passing loops are simply numbered 1 to 9, with Abu Hamed in between, where a gang is domiciled, stores kept, and lines of water tanks (bogie and truck) are the only supply. It's so dry there that they don't even rust. I'm talking of Colonial days, of course - it was beautifully run, and I've worked out that availability of both locos and rolling stock was very much higher than my own GWR. But at the height of the Italian East African Campaign, it was a bottleneck, and arbitrary embargoes would be telegraphed to us - "Halfa barred" (i.e. they were chock-a-block. I had to see it, of course. Atbara supplied the motive power (the Swindon of Sudan), so a goodly variety of locos came out of shops and cripple sidings.

Every loop was full (maybe even with two trains) - and shuttled and see-sawed past each other. How do you see-saw a train by another when longer than the loops? I can tell you, but need diagrams..... Being on the Control job I knew a lot of people high and low - it was handy - so I had a run or two.

The 3' 6"-gauge Sudan system had a very rare feature - a Mobile Church. The Vatican Railway has one, and my Dad saw one on the Vancouver Island line in 1911, but very few existed. This one was a high, imposing coach - like the famous 'White Trains', Nos. 1 and 2 in the Timetable, making up the Up and Down "Khartoum Mails" from Port Sudan. Only one was still white while I was there, they were to be painted dun-tan, matching the desert. I hopped out at Ed Damer when we crossed the white set one day, and galloped to a Jebel, this was one place which was a bit of scrub, no palm - some hills, an assortment of the circular rondavels lived in by railwaymen - picturesque. Got a really good photo, full length, of a Mikado on No. 2. The Commissioner liked it so much he had it enlarged and used as an advert! £S 10 they gave me - big deal, you say? It was. A month's pay for me, or four months' pay for a Dock/Railway labourer then! The Church vehicle was for the Bishop of Egypt and Sudan, his See was rather extensive - the Med. Coast to Eritrea border, 3,000 miles or so - so he didn't get to places very often. We kept the Church at Atbara mostly, but I did meet him at Port Sudan in the little stone cathedral. I used to try and take off to Communion on a Sunday morning but rarely, either I was not there or on duty. It had a triple roof (like No. 1 & 2), top and centre roof with air vents, and slim tanks between centre and carriage roofs. Also triple windows (drop-lights) that fell into the body sides. The outside one was slanting wooden slats, the centre one glass, the inner one of blue glass - against the glare. (Especially the drag from Haiya Junc. to Kassala and beyond, flat, flat desert, only the odd ostrich (or dead Eyetie) - monotony and heat.) At the vehicle ends the usual man-high cupboards with earthenware "ollas" (known as Chattis) full of water. Exact copies of the ancient Roman amphorae (found on Med. wrecks) - they stood in metal rings, with pointed bottoms - dripped into containers of sacking. Attendants draped the soaked sacking round them again. Result, cool, cool water. Cool, but not like Mum's tap water! Fleas, snails, streptococci, mosquitoes and dirt - usually you ended up with a red-hot arse, until finally after five years I was inured to it all! The linen on the altar had all been hand-embroidered, and the vessels were donated by a generation of generous Colonials, all now long gone. Slatted, folding moveable seats filled at one end-corridor, and metal flap connections, and usually marshalled at the front of the train.

At the back was the Mareem Coach! The Booking Office had at least 12 different fares everywhere, you know - First Class plus Sleeper & Food, First Class without either, 2nd. Class ditto, 3rd. and 4th. Class and last, Mareem. Sometimes 6-wheeled vehicles, tiny barred windows up by the roof, just a windowed Sulb usually. If you happened to be at the rear end when a door opened, you dared not look, the miasma that came out was enough. But the Church was something else. I've played the piano on the Commonwealth Trans-Nullarbor in Australia, and ridden in an easy chair on the famous free Sugar Railway in Oahu, but our Church was a good runner.

b). Sudan to Sinai, (almost) via Timbuktu. Finally, after yet another bout of dysentery, I got a move (too weak to leave on the Trooper), went "on my tod" on the relief Kassala, with No. 207, a 2-6-2 and only 12 bogies. Dodging between loops - just what I wanted, a Movement Order in my pack, valid through three countries to Kantara East - no time limit ! So I was SAFE ! I made up my evil mind to explore Atbara, Wadi Halfa, Shellal, and have a leave in Cairo - the S.I.B. couldn't touch me! [SIB - Special Intelligence Branch - on the look-out for deserters, smugglers etc. Ed.] 3-weeks-plus that journey took me, and I fed with any companies I found at Transit Camps. Went into Atbara Works and found acquaintances there, stayed with them by the river, next day there was 4-6-2 120 (ex-Shops) backed up on a cripple siding with the Works train plus empty coaches being sent to Halfa to pick up a Company of Free French Chad troops and artillery. You see - it's handy being "in the know". We grabbed the empties (two of us) and set off before the regular "Express". Called at every loop - Stations 9, 8, 7 to 6, and there the "express" caught up and passed us a - big new 2-8-2 No. 189. She had two firemen, and a raft of bogies that just went in the loop and full - absolutely solid, lavatories, diner, even the water cupboards, had men and passengers! Smug and snug, we trundled on behind, still dropping supplies at every siding (they even cooked us a chicken at No. 3). God I was a terrible lucky 'fiddler' in those days! Took us 40 hours to Wadi Halfa dropping behind and into refuge sidings.

Halfa was a Marshalling Yard Foreman's nightmare. French Chad troops swarming everywhere, and a whole Company of colourful Rajputs (Indians) plus Madrassi sappers - these had been with me at Keren and the mountain campaign in Eritrea ! So I ate and slept in their Lines ! The real village of Wadi Halfa is called Gebel - a hill nearby. I soon found out that a Sudan Railways steam paddler (steamer) was "steam up" to go to Shellal. Called the 'Nubia', I found she was taking a dumb barge of horses (yes, horses, real blood stock of the Sudan Defence Force) and a dumb barge of smelly hides up-river to Shellal. Odds and sods of RAF, one RE, a couple of invalids, we moved into cabins (top deck), Luxury. The four RAF men had been salvaging crashed planes by No. 6 station. 11/2 days later we shoved off - the galley cooking just for us - and for 21/2 days sailed up the Nile (I'd been all the way down !). Past the Barrage at Aswan, Elephant Island - remember, this was before the new dam, by the cataracts, there's a channel at some times of year. A journey you couldn't do now, but would pay a lot for. I couldn't go wrong.

At Shellal was a mob of 1006 Docks Coy. RE - the Captain was a friend of mine from Norway days, took me in, gave me a tent, "stay a while Dicky". I ruddy well did, too, some days. Food a-plenty, and they wouldn't let me buy a drink. The ESR shunter was a 4-4-0 No. 208, and that little 2-6-0 No.102 whose rather long wheelbase screeched all the while (the last one of the Hanomags of 1915 captured in the 1914-18 war.) Then a weird 2-6-0 built by Siemens came in from Cairo, with huge blast pipes jutting from the boiler, and I swear she had rotary cam valve gear (proably Lentz) - like the solitary 2935 'Caynham Court' of the GWR. It had been into Bulak and was "changed", the driver told me. He also told me it was "Afrit" - which is a ghost or bad spirit, as you no doubt know..... Suffice it to say that when it left next day - I was with him, you bet. He had over 500 tons behind the tender (oil-burner), so I nicked an overall

from Capt. Gutteridge, and we flogged it all up through Luxor, Kom Ombo, Esna, to Cairo, in 20 hours. They didn't appear to have Union hours - just a run then have a break - a bit like us !

We got sour-dough bread and long-dead-fish-paste and very dubious water, so I had the trots again by Cairo! Went into a Church Army building in the Tramway Centre by Cairo Main Station, and stayed a week. I had back pay, promotion pay, and a gratuity from Sudan Railways - the lot. So I lived it up, though the first morning took hours to de-louse, sort out hair nearly solid with dirt, and dhobi some clothes. Spent most of the time riding the Bab-el-Luq railcar sets and Helwan fast tram (inter-urbans), but took in the Step pyramids etc., and Delta Railways. Deviated Cairo - Ismailia by going down to an R. T.O. pal at Geneifa, slept there, then Kasfareet to 1008 Coy. - more old depot mates (of 1939). Finally to Kantara, and over the transporter. Three full weeks of freedom - and I was in Sinai. A last run on the footplate of "Rameses II" (the ESR 4-6-0) Ismailia to Kantara West, and there was P.R. That's how it could be, if you knew your way 'around the Army', see half of Africa 'for the King', make the most of being alive.....

c). Crew Troubles. When 'Peter Maersk' brought in the GC 'ROD' 2-8-0's, (see Harakevet 46:6(j) & 47:5(d).) she had to remain with us several days, as we had orders to tranship these four to the 'Belpareil', for Egypt. The 'Peter' dashed back to Blighty for more 2-8-0's, both ex-GC and also the LMS '8' Class (which we had at Bandar Shah in Iran). Well, we had very hastily to arrange a well-armed guard when the two vessels berthed alongside each other, as the Norwegians hated the Danes for capitulating in 1940. Really nasty fighting, even to causing deaths - and this meant crew shortages, which meant delay to desperately-needed ships. And these Jumbo Derrick ships were invaluable. You don't pick up trained winchmen (donkey-men) in places like Port Sudan or Safaga - so we borrowed squads of Sepoys - these are very military Indians - from 4th. Indian Div. This kept the crews apart, physically. The 'Belpareil's' Norwegians had to go ashore from the seaward side of their ship in our launch (the one that burned cottonseed) so as to keep them off the 'Peter'. Very tense - four days and nights. It was bad enough with the Yanks in the days before Pearl Harbour, their ships crossed the Atlantic singly - as neutrals - ablaze of lights, a huge 'Old Glory' up-ended and floodlit astern (like a football pitch) and on deck in full view were tanks, vehicles, Boston bomber bodies - you name it. Franklin D. Roosevelt did his damndest to aid us - whatever U-Boat commanders did think, seeing that through a periscope, defies imagination ! Mainly "American Export Line" and "Luckenbach Line" ships at first, they had difficulty in crewing them from Western Seaboard ports, so offered a bonus to crews willing to sail into war areas (ours.) Naturally this attracted some very poor types, "rough" is hardly the word. "Dorothy Luckenbach" berthed just around 20 Dec. 1942, and was already painted grey - they were just in the war ! The crewmen didn't like it at all, we wanted them to go on up, traverse the Canal and into the Med. No, they bloody weren't going to, etc. etc. I stood under her flared bows, with an immaculately-uniformed Sudanese policeman - white uniform, white turban, golden gazelle badge, black puttees, wooden pattens. Above us a fight was on, a deckhand on his knees pleading, another running amok ! As the bo'sun rushed over, the one with a machete chopped at the deckhand, and almost severed his head. You know how it is, if you

do that, the jugular pumps on for a few minutes, this did, over the flare bow and plop-plop onto the policeman's shoulders. He turned his head, and he was a Nubian (black) - but he went quite pale. Course, they chained up the Yank, who was quite beside himself, and hauled him off to the horrible jail behind Port Sudan. All this meant crew shortages, held up discharge, stopped shunts, and caused our labour to run away, and we had to get on with supplying the war.

And did they load those U.S. ships, well below the Plimsoll Line - deck cargo extra! sometimes we berthed them stern-to the wharf, too deep laden to tie-up, and used Sudan Rly. travelling cranes to lighten ship by some 1000 tons or so. Not easy, you need a Diesel shunter handy to shift wagons all the while - which was why Nos. 400/1/2 were allocated to our wharves.

d). Benghazi. I wanted to tell you of our stunned amazement when we entered Benghazi. Tobruk of course didn't faze us, we knew it was just rubble - but Benghazi is a large port, huge bay, big town. First, the bay and port - 121 ships sunk in and around, some three deep. A Jerry arms ship, the "Erthe", had 8,000 tons of explosives, and got there O.K., but was 'blown' at the Cathedral wharf. I couldn't 'get my head round' it all. She was in two distinct parts (or three, really), bows up-ended, midships and funnel a quarter of a mile away - over two other wrecks ! (I have photos of it all). Nobody anywhere near survived that one, the sea and ground trembled. But the railway and yard (these were the narrow-gauge lines east and west of Benghazi then) was nothing more than a burnt-out scrapyard. One wall of the loco sheds left, two railcars upside down and burnt out, wagons, coaches, locos shredded, just shreds on wheels. My photos are a puzzle in scrap.

Then, in rolled 115 Railway Operating Coy. (Indian) in force - little blokes from the East Indian, Southern, Madras Mahratta, NWR, GIPR Railways. With my pal (from the Bombay, Baroda & Central India), Rajahghopal (yes, I visited him in 1954), they descended like vultures on the shambles and in no time had assembled a 2-6-0T from pieces - a side tank loosely based on the original '301' Class. Their Colonel was named Madden - so "Jessie Madden" she was painted. I then had a squad of 12 Sudanese Red Caps (as I spoke the lingo as well), and was i/c Gate & Dock Security. We had film stars, world Press, V.I.P.'s, politicians, even Air Marshalls, all wanted to see the devastation (and savour the victory), but every day when little 'Jessie' steamed in on her repaired empty freight wagons, she was my gal, she made my day. The lines were 0.95 metre (3' 1 3/8") and were to run to Derna, but reached Barce (67 miles) East, the Westward line was to reach Agedabia but ended at Solluch (35 miles). It had 30 steam locos, '202' Class 0-4-0T's, '301' Class 2-6-0T's, and a few '401' Class 0-8-0T's - Breda built some. After 'Jessie', two more '301's were restored by 115 I.R.O. Coy, and sent to Tripoli 1943. In 1940 Brown-Boveri of Milan had sent double-bogie Diesel-Electric locos for freight, and there were at least two "Littorina" railcars. These were rebuilt to start a daily Barce service when the local inhabitants returned from God-knows-where to their shattered homes. One of the Diesel heavies was repaired for goods, but 'Jessie' did all the Dock work. Rita Hayworth visited us, then a real thrill (for me).

A 10-ton Mack truck rolled in, with a little dapper man, about 5' 2", high heels, a piano on the tailboard. None other than Irving Berlin. I had played EVERYTHING he ever composed, a hundred times, on my old stolen Joanna. "Anybody play a duet with me?" he said. Such a little, quiet man, and all that music in him. My lads (1009) bawled "Dicky will!", and threw me up on the tailboard. Irving said, "What'll it be, soldier?" "Always", I said (Amy's favourite). I played bass, he double-trilled the melody. Now, that really made my day.

When we 'went in', we 'walked the line' and a very dark episode emerged. The line swept in from the west, and followed the Corniche, right on the sea-edge balustrade, high above any possible tide - the Med. hardly has one. Between two marble columns which once held Romulus and Remus (long ago shot away). There was a smell there. Unmistakeable to 8th. Army veterans, and no doubt to Europeans. There was a dig organised - it all came out. When the Afrika Korps, now known to us as TEDS (from Italian for "Tedeschi") were there, the Cyrenaicans had to work for them. They were "Untermenschen", as everyone was except for 'Aryans'. But the Afrika Korps paid in Scrip. [i.e. paper money. Ed.] I have quite a bit - tatty green cardboard squares, filthy notes in green tissue - and the Arabs want Coin. All Arabs want coin - we always paid in coin. When the Benghazi men said that, the 'regular' European penalty came in - every 10th. man shot, but not buried deeply enough in the railway embankment. Just a teardrop in the weeping in Europe, but it was our teardrop (my teardrop.)

48:10. BAGDAD RAILWAY BRITISH-BUILT 0-6-0 TANK LOCOS. By Paul Cotterell.

"We continue our superficial survey of locomotives illustrated by outline drawings from the diagram book with this dinky 0-6-0T named CORNBROOK. It was Manning Wardle works number 1063 of 1888. And that is all I know about it ! There were five other miscellaneous British-built tank engines on the Bagdad Railway as follows: Peckett 0-6-0ST 716/1898 GERTRUDE. Hudswell-Clarke 0-6-0ST 567/1900 LYDIA. Manning Wardle 0-6-0ST 1673/1906 ELEPHANTA. Hudswell-Clarke 0-6-0ST 441/1895 EASTNEY. Manning Wardle 0-6-0ST 1291/1896 LORD WINDUS.

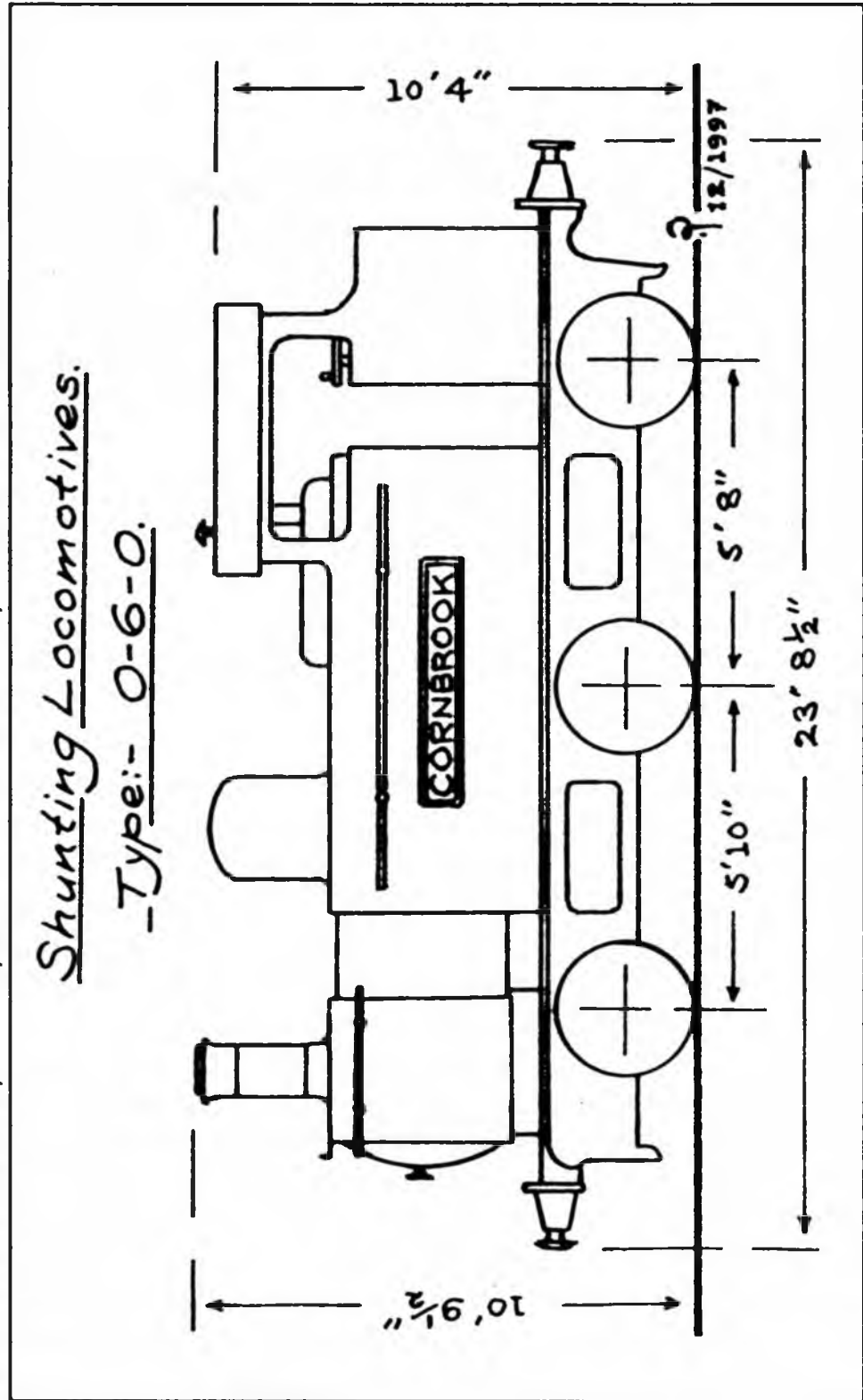
In "Middle East Railways" Hugh Hughes noted that these six small engines were sent "in 1917 from Bombay where they had previously been used by Price, Wills & Reeves on dock construction", and that they were allocated the numbers 417-422 in Iraq. The situation there must have been pretty desperate if these locos were deemed necessary to help keep things on the move." (see drawing nextpage)

48:11. GREAT WESTERN WAGONS ON THE NARROW GAUGE !

Ray Ellis sent Paul Cotterell a copy of the "Great Western Study Group" Newsletter No. 24 of Autumn 1989, in which is reproduced a small item taken from an (unknown) issue of "GWR Magazine". It is entitled "British Rolling-Stock in Palestine", by H. Weaver, "Late station master at Paddington", and is clearly from the early 1920's. What is amazing is the reference either to some form of "Transporter Wagons" or, more likely, to standard-gauge wagons being fitted onto narrow-gauge Hedjaz axles - or even bogies. What does Weaver mean, and does anyone have any further information on this phenomenon? Or know of a photo?

"It may interest readers of the Magazine to know that a few months ago while travelling in Palestine, I was one day at Semakh station on the Haifa-Damascus railway; when a goods train arrived from the Damascus district and

included in its load were four English goods wagons, which were loaded on Palestine narrow-gauge trucks. Two of these English wagons were Great Western open trucks numbered 88624 and 88181. The buffers of both wagons were removed in order to reduce the length of the load within the structural limits of the narrow-gauge stock. The difference in width of the vehicles did not offer any particular difficulty, as the lines are all single, there are no overbridges and no platforms, and at crossing places and sidings ample room is provided between the lines.



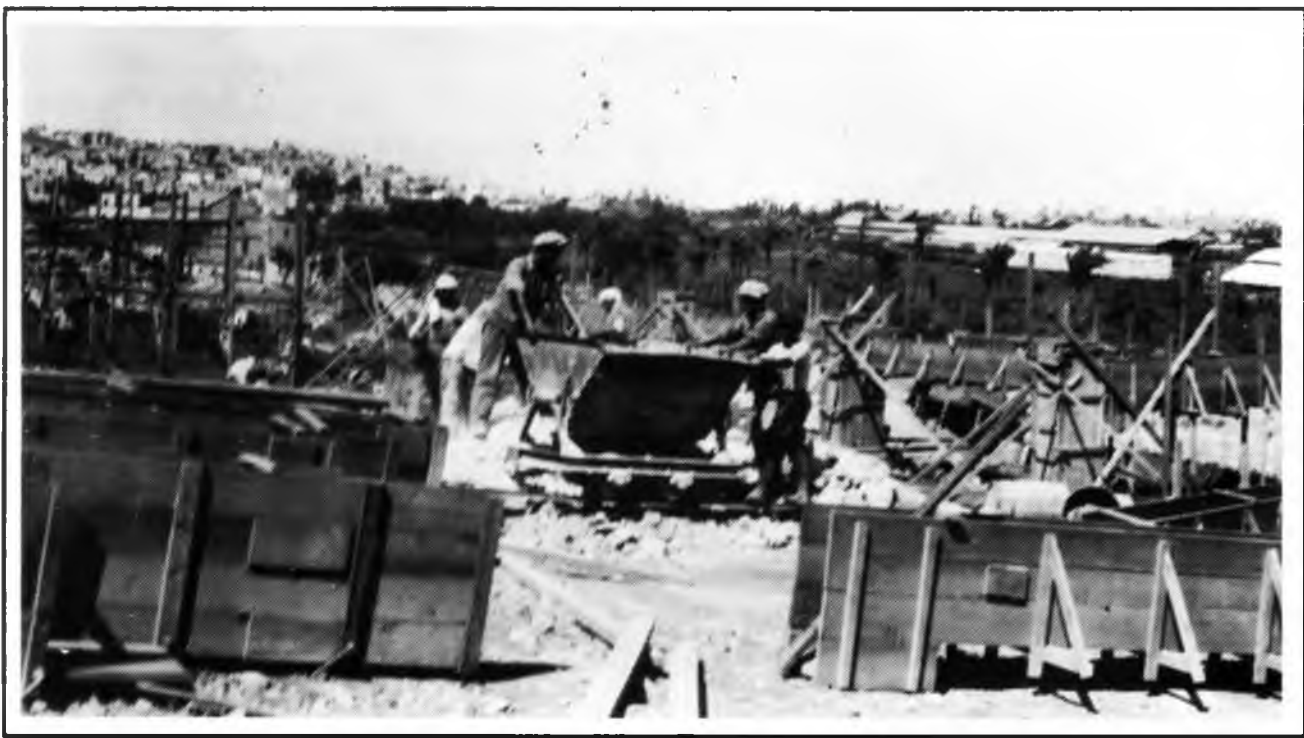
The unexpected sight of Great Western wagons at such a remote spot would have been more surprising had not the occasional sight of British rolling-stock and locomotives in Egypt and other parts of Palestine somewhat prepared one for such an event.

When travelling one day from Ludd to Jerusalem, the train was composed of five 8-wheel and one 6-wheel coaches and drawn by two L.& S.W.R. 6-wheel coupled goods tender engines. The gradients for some 25 miles are continuously so steep that these engines found they had an ample load to deal with. This line of railway climbs the Judean mountains from the plain of Sharon, just above sea level, to the City of Jerusalem, and as it follows the natural windings of the valleys, the curves negotiated are almost as formidable as the gradients”.

The reference to the lack of ‘overbridges’ seems somewhat irrelevant if the goods train were arriving at Semakh from the “Damascus District”, since it would have just traversed several tunnels in the Yarmuk Gorge.....

48:11. THE DECAUVILLE NEAR GESHER PAZ. By Paul Cotterell.

Here’s another 60cm. gauge portable railway which has recently come to light. I found this view in the photographic collection of the Israel Electric Corporation Archives. I am grateful to them (and to their Keeper of the Albums, Ya’akov Rabin) for the accompanying print. It shows early stages in the building of Haifa’s first, small electric power station which dates the photo to about 1925-6. The usual side-tip wagon is being manhandled along the usual lightly-laid prefabricated track. Other photos show that there were at least three of these wagons on site. The town of Haifa can be seen in the left background. Hidden among vegetation at the right, but indicated by a straggling row of palm trees, is the main road to the east. Just beyond are the low buildings of the PR Haifa East loco sheds and marshalling yard. Behind the photographer is the site of the future Geshet (Bridge) Paz which, though supplemented by modern day roadworks and bridges, still provides access over the railway tracks to Hof Shemen (Oil Beach) and further north round Haifa Bay. The scene is, as only to be expected, much changed today, and the whole area is now built-up. I was surprised to learn that a Decauville light railway had been used for the building of this power station. I was equally surprised to learn that a standard gauge siding had also been laid down to help in its construction. This appears in another print at the Israel Electric Corporation archives, taken looking in the opposite direction towards what is now Checkpost. The siding can clearly be seen leaving the dual gauge section, which had then recently been built to serve the Nesher cement works, crossing the road and climbing steeply back up the hillside to end right alongside the foundations of this PEC power station. The siding would have been used for bringing building materials on site for distribution by the Decauville side-tip wagons. Both the Decauville railway and the standard gauge siding would become redundant once the power station (which still stands, incidentally) was completed.



48:12. MORE INDUSTRIAL DISCOVERIES. By Paul Cotterell.

Whether in archival records or actually on the ground, a spate of interesting industrial railway finds have been made lately. This article describes a couple of surviving locomotives which only came to our attention very recently - and I wonder what else might be lurking out there awaiting discovery.

a). Pardess Hannah. It was Ran Hedvati of Kibbutz En Shemer who put me on to this one. We were discussing his Deutz diesel 57082 (see 46:13) and he just happened to mention in passing that there was another one in the back yard of Amos Ben-Yosef at Pardess Hannah! A few phone calls later Evyatar Reiter collected me at Binyamina station and we drove the short distance to Pardess Hannah to find Amos Ben-Yosef. His place was easy enough to spot: on the main road and with the loco visible through his front gate. It is Deutz 56132 of 1959, which was illustrated working underground in "Industrial Railway Record" 158 of September 1999. Amos' main interest is tractors (he has an amazing collection of fifty or so, many of which he rebuilt from scrap condition) but he found time to spend on the Deutz loco too, and this is almost in working order. I had to admit to not liking the colour scheme he had bestowed on it - a sort of camouflage pattern in yellow and light green.

Amos was able to give some background detail to his loco. It had been found - along with Deutz 57082 now at the nearby Kibbutz En Shemer - in a quarry to the east of Beersheba. Both locos were lying disused there, and there was no sign of any track having been laid in the quarry. It seems, therefore, that the two Deutz locos had merely been dumped in the old quarry, having been brought from elsewhere. The Timna copper mines are one possibility for a previous working location, but Amos knew nothing of this.

Having examined Deutz 56132 and a yard full of old tractors, Evyatar and I drove the short distance to En Shemer to check on things there. The Hunslet 60cm. gauge 4-6-0T from Naharayim is still in bits and pieces, though protected by a coat of red-oxide primer and raised off the ground. Ran Hedvati rode up on his scooter just as we were photographing a large lump of rust on four wheels which, he told us, had recently come from the Salt Company at Atlit and, while individual identification was now impossible, could only have been Ruston & Hornsby 175415 (see 35:16 for a photo of this loco when it still looked more or less like a loco.) It had literally rusted away to nothing more than the chassis, wheels and engine block, but Ran said that the Salt Company had been asking for it back - the Lord only knows why they want it returned ! We were then treated to the sight, sound and smell of a Ruston

single-cylinder horizontal diesel engine being fired up and operating grinding stones and other mill machinery, after which we sat and chatted for a while. It was then that Ran dropped his latest bombshell - a little diesel locomotive had recently been



Photo: Deutz 56132 in the back yard of Amos Ben-Yosef at Pardess Hannah on 17 Dec. 1999. (Photo: Evyatar Reiter.)

delivered to Kibbutz Ain Harod (Meuhad) just east of Affula in the Jezreel Valley.

b). Ain Harod (Meuhad). A week later Evyatar and I set out to track down this latest mystery, stopping off along the way to view surviving Hedjaz Railway sites at El Roy, Kiryat Haroshet and Kfar Yehoshua where small exhibitions have been established or the station (at the latter) is being renovated. At Kibbutz Ain Harod we quickly found the little loco mentioned by Ran Hedvati. "It's an Orenstein & Koppel", says I, having immediately made out the embossed initials O&K on the left side of the engine block. Squinting at the indistinct maker's plate caused me to think again; visible details indicated that all was not quite so

straightforward. It took some time and effort to clean up the works plate sufficiently to make out most of the details which were very lightly stamped. These are given below, with question marks where nothing could be deciphered:

MACCHINA No. 804. Tipe MD1 Scart 600 Peso 024. Velocita Km ?? a 24/48/52/104
Anno cost. 938 ORENSTEIN & KOPPEL Fabbrica STOSGIOV

There was another small plate on the right hand framing alongside the engine block and a filling hole:

Apertura per pulizia

From this information I guess that the loco was actually built in Italy under licence from Orenstein & Koppel by Stosgirov as their works number 804 in 1938, and that it was an O&K type MD1 of 60cm. gauge. This deduction was reinforced by Oved ('Abed') Michaeli who I found busy in his adjacent workshop and who had acquired the loco just a month or two before from Kibbutz Sdot Yam. He told us that the diesel had been brought to Israel by the Italian contractors who excavated the ancient Roman amphitheatre at Caesarea on the Mediterranean coast in the early 1960's. They had used the loco for carrying away spoil and, once the work had been completed, donated it and lengths of track and wagons to the nearby Kibbutz Sdot Yam where it was used "for about fifteen years", to give rides to the kibbutz children before being laid aside.

All this was useful historical background to a particularly intriguing little loco whose existence in Israel had not even been suspected. Questions remain, of course. In particular, who was/is Stosgirov, the presumed builder? I have never come across this name before.

[Note from Editor: Klaus Matzka has been kind enough to do some research: an Italian friend of his suggests that STOSGIOV is an abbreviation for SESTO SAN GIOVANNI; this is an industrial city, 10km. north of Milano. There was a plant named SOCIETA' ITALIANA ERNESTO BREDA, which also built locomotives. "Breda" is, of course a well-known loco builder.]

c). Deutz Loco List. Regarding industrial locos in Israel in general, Uwe Pietruck has kindly sent the Editor a list of Deutz locos that were exported to Israel, taken from a new CD-Rom entitled "V2.000: Stand 01.01.2000" published by Jens Merte.

Excluding the ex-Wehrmacht diesel loco that ended up at Haifa for a while before being scrapped (Deutz 27307/1942, V8M536 engine, delivered 30/5/42 to the OKH Berlin, Type WR550 D 14; With Voith drive, later WD 246, and 70246, scrapped 1956), there are four standard-gauge type A12L614 shunters:

Three for Israel Railways (IR Nos. 201-203), Deutz 57061/2/3, all delivered 01/09/1959, via the Israel Mission; (No. 202 is preserved at the Ha'aretz Museum in Tel Aviv, and No. 203 as "No. 201")

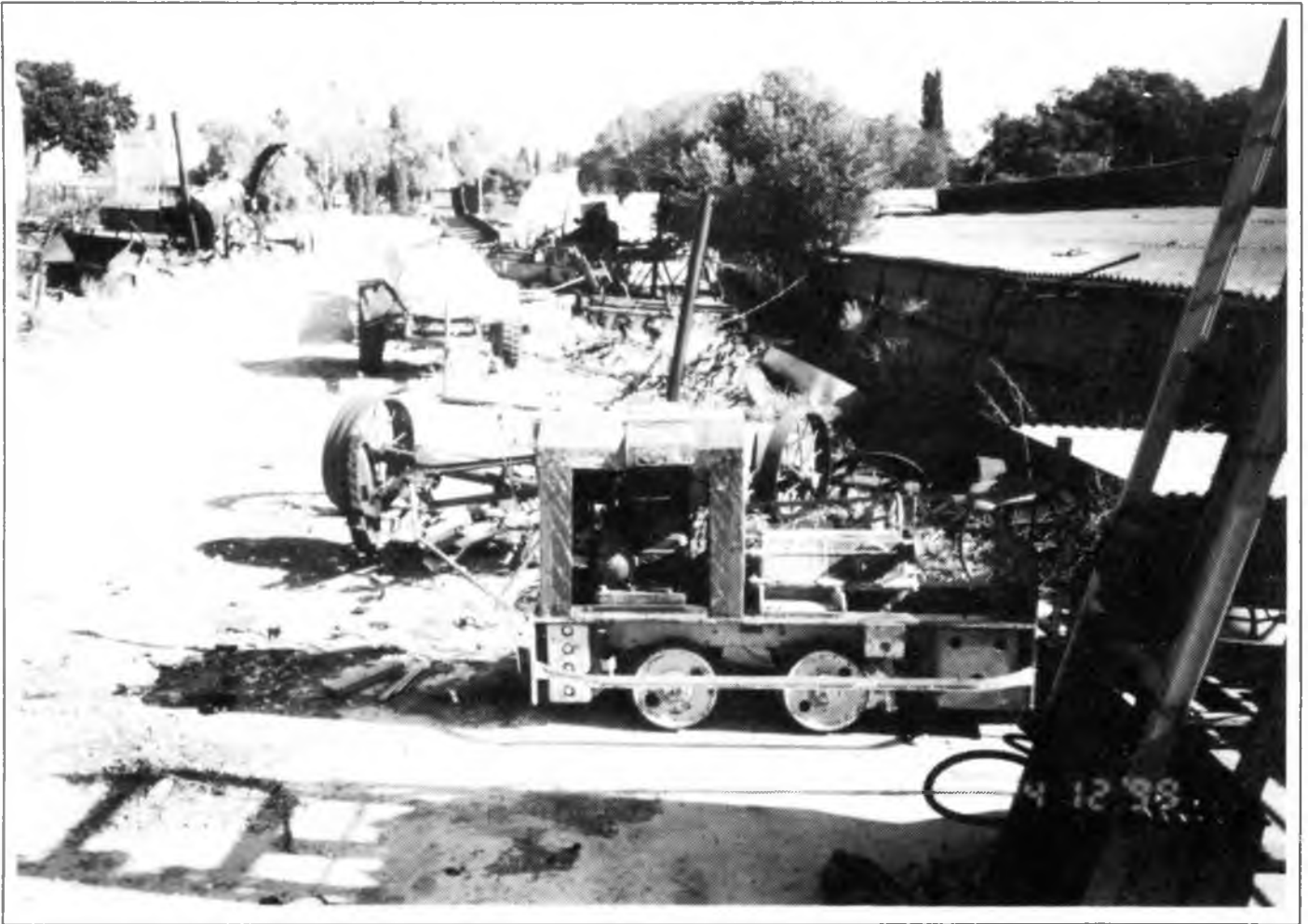


Photo: The little O&K/Stosgiow 4wD at Kibbutz Ain Harod (Meuhad) on 24 December 1999. Visible in the left background, with the immensely tall chimney, is the contraption described as a mobile boiler in 30:7 but which looks like a disinfectant unit, possibly of World War 1 vintage. (Photo: Evyatar Reiter.)

at the Railway Museum in Haifa); plus Deutz 57096, type A4L514 delivered 10/06/1960 to Franz Haniel & Cie GmbH, Mannheim. (This will be the loco at Kiryat HaPlada steelworks, though whether Haniel was an agent or not is not known.)

The following Deutz 60cm. gauge locos are known:

- 56098, delivered 28/03/1955, type A2M517 via Israel Mission to Shilumin Corp., Hakiryra, Tel Aviv.
- 56099, delivered 28/03/1955, type A2M517 via Israel Mission to Shilumin Corp., Hakiryra, Tel Aviv.
- 56132 delivered 22/06/1959, type A2M517, via Israel Mission to Shilumin Corp., Hakiryra, Tel Aviv.
- 56345, delivered 11/01/1957, type A2M517, via Israel Mission, to Copper Mine, Negev.
- 56346, delivered 11/01/1957, type A2M517, via Israel Mission, to Copper Mine, Negev.(now preserved at Rafi Nelson Tourist Village, Taba, as "No. 1".)
- 56347, delivered 11/01/1957, type A2M517, via Israel Mission, to Copper Mine, Negev.
- 57082, delivered 27/04/1960, via Israel Mission, to Shilumin Corp., Hakiryra, Tel Aviv.
- 57147, delivered 27/03/1961, type GZ30, via Israel Mission, to Shilumin Corp., Hakiryra, Tel Aviv.
- 57633, delivered 17/08/1962, type GZ30, to Israel Mining Industries, Hakiryra, Tel Aviv.

This list is taken from builder's records; "Hakiryra" simply means the Government offices in Tel Aviv, where presumably the invoice was sent, not the location of service of course. In 32:21 Uwe tracked the two locos at Taba as 56346 and 57633; (This is technically, of course, no longer "within Israel"); they had worked at the Timna copper mines north of Eilat. With 56132 now also saved, as above, this means that at least 2 of the 4 standard gauge and 3 of the 9 narrow-gauge locos are still extant.

48:13 ARCHIVAL EVIDENCE 4. (By Paul Cotterell).

The following brief references add to our knowledge of certain military installations dating from World War 2, a couple of which have already featured in previous issues.

1. El Jiya (See 26:12). A plan has a note to the effect that El Jiya station was closed and the loops removed on 13/3/1948.

2. Kafr Jinis. (See 33:23). Missing from my sketch in that issue is a siding to a petrol depot. This left the station from the south end of the outside loop on the east side of Kafr Jinis station. The siding was 870 metres long and curved round to the south-east to parallel what is now the road to Kfar Truman. There was a run-round loop approximately two-thirds of the way along the line. In 1997 the ruins of the petrol depot remained among a clump of eucalyptus trees (causing Uri Yinon and myself to wonder what they might have been), but there was nothing to indicate the course of the siding. Plan E/95/14 of 28/6/1943 does not include this siding, but SE/95/15 of 10/12/1943 does; so the petrol depot line can be dated to the second half of that year.

3. Tel Litvinsky branch. (See also 33:23). The two plans mentioned above in item 2 also show that the Tel Litvinsky branch line was built during the last six months of 1943. Plan E/95/15 of 9/6/1945 has a later hand-written note stating that the Tel Litvinsky branch closed on 8/5/1947.

48:14. ARTHUR RUPPIN'S MEMOIRS.

Arthur Ruppin (1876-1943) was a German lawyer who helped establish the Palestine Land Development Company offices in then-Palestine and was responsible for much of the serious scientific and statistical work on Zionist development, including establishing, almost by accident, the foundations of the Kibbutz movement. He died on 1st. Jan. 1943, with his autobiography unfinished. However, "Memoirs, Diaries, Letters", translated from the German by Karen Gershom, edited by Alex Bein, was published by Weidenfeld & Nicolson in 1971. The following extracts are not totally concerned with railways, but give a flavour of travel in general, the time and effort and expense involved, during his period, as well as a typically-analytical description of several other aspects of contemporary life, and with especial emphasis on the development of Tel Aviv - it all helps provide context to the more current news items. As Editor I am simply using my privilege to bring to a wider readership snippets of information which amuse or disturb me in addition to specific Railway History - and Ruppin was a very acute observer. There are many parallels one could draw between his observations then and the situation now..... He made his first visit to Palestine in 1907:

"My First Journey", (p.81): "I hastened my departure, leaving Berlin on 20 May 1907 for Trieste and there, on 22 May, boarding a ship of the Austrian Lloyd Line, bound for Jaffa.

After seven days we arrived in Beirut, where we visited Victor Jacobson, director of the Beirut branch of the Anglo-Palestine Company... On the following day, I continued my journey on the same boat to Haifa. There I visited Samuel Pevsner, who managed the Atid oil factory. This, a similar factory in Motza, near Jerusalem, managed by S. Klimker, and an engineering workshop in Jaffa were the first Jewish industrial enterprises in Palestine. I spent the night at the Hotel Kraft in the German Colony and admired the magnificent flowers in the garden opposite. I also called on the German Vice-Consul in Haifa, Keller. One of the few Europeans, he had built himself a house on the Carmel and planted a small pine grove there, which had the oldest trees growing on the Carmel. He made me very welcome and showed me all the places on the Carmel which Emperor Wilhelm II had visited with him in 1898. Some parts of the Carmel looked almost like forests and, enchanted, I told him how much it pleased me that he was interested in the afforestation of Carmel. He answered, in his Swabian dialect: "We do it all for the sake of the Jews, whom God has promised would return to this country." He was a Templar, believed in the Bible and spoke these words with absolute sincerity. His remark fell on fertile ground with me; I decided to buy the Carmel for the Jews if ever I should have the opportunity to do so. This possibility was realized during the Great War. On the following day I sailed on the same boat from Haifa to Jaffa. I remained there for some time and..... made small excursions in the vicinity, especially to Lydda and Beit Arif, the future Ben Shemen, where the Belkind Agricultural School, Kiryat Sefer, was then located. Four days later I travelled by train from Jaffa to Jerusalem.... I spent most of my time looking at all the antiquities and talking to the Jews in the Jewish quarters. I also went on excursions to Bethlehem and Hebron."

He went back to Jaffa by train in July, but now suffering from typhoid fever contracted from unclean drinking water, and spent six weeks recuperating in Jaffa.] "When I left the hospital (2 September), after more than six weeks, I still felt very weak, but before long I nevertheless rode on a donkey to Rishon le-Zion, Nes Tzionah and Rehovot. On this ride, I suffered another attack of intestinal trouble, but I took a powder (which I prescribed for myself and bought at a chemist's in Rishon le-Zion) and the trouble really passed.

From Rehovot I went on to visit the moshavot (villages) of Kastina (Be'er Tuviah) and Katron (Gedera). I talked to many of the settlers, inspected fields and schools and by these means tried to form an opinion about the conditions in the colonies. During the following two-and-a-half weeks I paid brief visits to the settlements in the Coastal Plain north of Jaffa (Petah Tikvah, Hederah and Zikhron Ya'acov); the German colonies Wilhelma and Sarona, and also the Jewish settlements in Lower and Upper Galilee (Tiberias, Safed, Rosh Pinah, Mishmar ha-Yarden, Yessud ha-Ma'alah and Metulah. I then went to Nabtiya and Sidon and from there I travelled for ten hours by omnibus to Beirut, to begin the return journey.

I missed the boat to Constantinople and had to wait for almost a week for the next one. I decided to make use of this time to visit Damascus and went there by train. I spent a few days there.....At noon on the last day I decided (as I had only a small travelling case and the station was quite near) to walk to the Beramke station instead of taking a conveyance there.

Not quite sure of the way, I approached an Arab and asked "Beramke?" making the appropriate gesture, and he nodded affirmatively. I went along with him, but it seemed rather strange to me that the station should be so far away. I asked him again and he nodded, so I walked on. Finally, however, I suspected some misunderstanding. I tried to convey to him through mime that I was looking for a place from which trains leave. Then he became alarmed, ran with me quickly as far as a railway crossing, and I saw my train just leaving the station, which was about 1 kilometre away. (The Arab had thought that I wanted to go to the village of Beramke.) At first I considered jumping on to the moving train, but I thought that it would be a pity if I were to lose my legs, so I let the train go. But what was I to do? According to the time-table, the next train to Beirut did not leave until the following morning. I had a ticket to Beirut and one German mark in cash. How was I to manage on that until the train left? I was ashamed to return to my posh hotel and ask them to put me up for the night when I could not pay for it, so I went to the bazaar and first of all tried to exchange my mark for two boiled eggs and Turkish currency. After several attempts I succeeded and received, besides the two eggs, 1 beshlik and 7 metalliks in change. I rented a room in a low-class 'hotel' for 1 beshlik and then went to some café, ordered a cup of coffee for 1 metallik, and spent another 2 metalliks on grapes and a pita to eat with the two eggs. In the hotel, I did not lie down on the dirty bed but spent the night sitting on a chair with a revolver in my hand. In the morning I had my shoes cleaned (noblesse oblige!) for 1 metallik and bought for the remaining 3 metalliks coffee, pita and yoghurt, which made a good meal. I arrived in Beirut, where I had money at the hotel, in good spirits in the afternoon, boarded a boat that same day for Constantinople and from there returned by train to Berlin. I had been away from home for more than five months."

pp.90-94. "In 1908 Jaffa was a town of about 40,000 inhabitants, 8,000 of whom were Jews. The Jews lived scattered among the Arabs in the centre of town or close together on the northern outskirts in two predominantly Jewish quarters, Neveh Shalom and Neveh Tzedek. The two Jewish quarters, as well as the Arab part of town, were dirty, and the streets and houses looked neglected, which was typical of the small oriental towns of that time. The two residential settlements of the German Templars were an exception. One was called simply the German Colony, the second Walhalla; they consisted of no more than a few dozen houses, all rather primitive, but the streets were clean and the houses and gardens properly cared for. In the areas inhabited by Arabs and Jews, many houses were dilapidated or were still being built, and the rubbish-filled streets were unpaved or the surfaces marked with innumerable holes. There was no drainage, and therefore an unpleasant smell hung everywhere. There was no running water, and as water was obtained from draw wells or pumped by hand from - frequently heavily contaminated - wells, every summer there were typhoid epidemics; trachoma and malaria were also widespread. The roads were lined with beggars, men and women (mostly holding children) whose eyes, sick with trachoma, were covered with flies.

The only street in the centre of Jaffa with a fairly good surface and pavements on both sides was Bustrus Street, which extended from the Serail (government offices) several hundred metres north. It had been built some years before by a Christian Syrian, Bustrus, to enhance

the value of his property, which bordered on the town. He had lined the road with Arab-style houses and shops, which were rented by both Jews and Arabs. The street had thus become Jaffa's main road, where the Jewish institutions had their offices.....

Food could be bought in the oriental-style suk (bazaar) in the old town or in the market in Neveh Shalom. There were no shops selling fresh food until after Tel Aviv was founded. The food, brought into the town by Arab peasant women from the neighbouring villages, was very cheap: tomatoes, lettuce, eggplant were abundant when in season; chickens, eggs, mutton and yoghurt were available all year round. On the other hand, cows' milk and butter and cheese made from it were almost or altogether unobtainable; the Jewish settlements did not produce them, and though the Arabs had large flocks of sheep, they kept very few cows. The chief sources of cows' milk were the settlements of the German Templars, Sarona and Wilhelma. A particularly good cheese was made at the Trappist monastery at Latrun... but it was not for sale in the open market. It was a stroke of luck to obtain such a cheese, and it was then shared faithfully with all one's friends.

As the central office for all the activities of the Zionist organization and its institutions in Palestine, the Palestine Office was, of course, extremely dependent on the post and other means of communication, which were at that time still very primitive and not yet properly organised. Besides the Turkish post-office, there were also German, Austrian, French, Russian and Italian post-offices in Jaffa, Jerusalem, Haifa and Beirut. All had the right to handle post between these four towns and with other countries. Naturally, they competed for customers. The Austrian post-office was especially keen; it was willing to give large quantities of stamps on credit to Jerusalem institutions which existed on charity and to writers of letters soliciting funds, thereby encouraging this activity, which could hardly have continued to exist otherwise. The Turkish post-office was well known to be slow and unreliable; it was not used to send mail abroad, and in the country was used only for letters addressed to places where there was no foreign post-office; it was also avoided if there was any alternative and an 'opportunity', that is, a traveller, could be found to deliver a letter.

For telegrams, one had to rely exclusively on the Turkish telegraph-office. The service was so bad that most people hardly ever made use of it and were satisfied if a telegram from Jaffa to Tiberias arrived after a few days or even weeks. There was no guarantee that it would ever reach its destination at all. Until 1920 there was no telephone communication in Palestine. At that time the British administration introduced an inland telephone service, and only many years later was telephone communication with other countries established. Because of the difficulties of communicating over distances, I was obliged to travel a great deal in order to talk over business personally with, for instance, people in Kinneret, Huldah and Merhavyah. I think that during the eight years between 1908 and 1916, I must have spent at least a 1,000 days travelling.

Transportation was in a very bad way. There were only two stretches of railway line in the country: Jaffa - Jerusalem (twice daily in both directions; travelling time, three-and-a-half

hours) and Haifa - Tzemah (two or three times a week; travelling time, three hours.) As the trains lacked every comfort - for example, washing facilities and lavatories - travelling by train was not very pleasant, but it was incomparably better than travelling on the roads, which actually existed in name only (from Jaffa to Jerusalem, from Jerusalem to Jericho and from Haifa via Nazareth to Tiberias).

Travel by coach was a torture because of the number of holes in the road surfaces, the terrible dust in the summer and the knee-deep mud in the winter. The horses were emaciated and incapable of pulling their load (one of the horsemen jokingly called his Adler, eagles); there were no facilities for having a meal or for lodging overnight on the way. During the Great War, when the Turks removed the rails between Jaffa and Jerusalem and all traffic between the two towns was restricted to the roads, the journey lasted ten to fourteen hours and sometimes more. Even short stretches of road on which there was a lot of traffic - for instance, Jaffa - Petah Tikvah - were in terrible condition; as a rule, in summer passengers walked the stretches that led across sand and helped the horses to pull the coach.

Occasionally, the 'coach' was a hansom cab with two horses that could take three people (two on the back seat and one on a small wooden bench that could be set up), but more often it was a diligence pulled by three horses and had three cross-benches with wooden back rests, leaving room for eight people besides the coachman (usually, however, far more people travelled on it.) One day, on the road from Jaffa to Petah Tikvah, the German agronomist Hubert Aunhagen and I met a diligence containing the correct number of travellers, that is, eight people; he stood rooted with surprise and said, "Here comes an empty diligence with only eight passengers!" The journey by coach from Jaffa to Haifa took one-and-a-half days. In 1912 or 1913, Shmaryahu Levin made the journey from Jaffa to Haifa (changing horses at Zichron Ya'akov) in one day (without staying overnight at Zichron Ya'akov); this was considered great progress. The worst journeys were those in the southern part of Palestine (in the vicinity of Beersheba or from Kastina (Be'er Tuvyah) to Gaza). Here the coaches regularly got stuck in the wadis, and it took hours of hard work to drag them out.

The first motor car (imported from the United States) appeared in Palestine in 1912; it belonged to Aaron Aaronson. It aroused a great deal of interest, but after a short while it broke down and disappeared from the roads. Shortly before the Great war, a German called Wagner produced a car in his engineering works in Jaffa by fitting an engine into a sort of hansom cab. This car could be rented from him for special journeys. I used it shortly before war broke out for an urgent journey from Jaffa to Haifa. I paid 105 francs (more than £4) for it and made the journey in five hours, which at that time appeared to be an amazing feat. Cars became the regular means of transportation in Palestine only after the Great War. [There is a later reference to this journey on p. 150, Ed.]

The best connection between Jaffa and Haifa was by boat. Steamers made the voyage in no more than four to five hours. Nevertheless, almost nobody went by boat in winter, and even in summer it was rare to find people travelling this way because they shrank from having to

get on and off the boat. The approach to Jaffa had a bad reputation because of the rocks, and the difficulties of embarking and disembarking there (boats lay two kilometres out to sea) were well known throughout the Middle East. Even Haifa, which was better protected by nature against storms, did not offer an easy landing. Passengers had to jump (or were thrown) from the steamer into a pitching and tossing boat; even people with strong nerves were reluctant to face the screaming of the boatmen and the wild confusion. Between November and April, the worst aspect of the sea voyage was the uncertainty whether or not the weather would allow the steamer to land passengers at Jaffa (to a lesser extent this was also true of Haifa.) An acquaintance from Jaffa who went to Beirut by sea for a day to attend a wedding was unable to land on the return journey and had to go on to Port Said. On the next journey she was again unable to get ashore at Jaffa and had to go on to Beirut. There, however, she decided to go to Haifa, via Damascus, by train, and travel from Haifa to Jaffa by road. The journey had taken her almost three weeks instead of three days, and she had travelled 2,000 kilometres instead of 200.

Equally primitive were the conditions under which travellers were put up for the night. Apart from Jaffa and Jerusalem, very few places - for instance, Tiberias, Safed and some of the moshavot (villages) - had Jewish 'hotels'. People who were obliged to spend the night in one of these inns could be sure of finding many bedfellows. It might have been worth writing an article about Palestine's 'bed fauna'. The most basic 'conveniences' were lacking. When I asked for the W.C. I was frequently told: "Noch nicht geendigt" (Not yet finished), whereas the truth of the matter was that it had never been started or even planned ! Once, I was surprised to be told there was a shower in the hotel. I searched and found it on the roof: a room with a water-pipe hanging down from the ceiling, but there was no door to it !

I was repeatedly surprised (and very annoyed) by the lack of sanitary facilities and people's indifference to this problem. When I asked the agronomist Bermann, the manager of the Kinneret farm, for the lavatory there, he gestured munificently, as much as to say 'The whole world is at your disposal !' He opposed on principle the introduction of such 'urban' facilities into agricultural settlements. This attitude changed radically only when Tel Aviv began to be built. When I was working out the details of the plan for Tel Aviv, I got hold of the plan of the newly-built, extremely modern town of Heliopolis in Egypt and found that the regulations concerning lavatories played an important part in it. I tried a similar plan in Tel Aviv, and consequently it became compulsory for every house to possess a lavatory. This led to the joke: 'What is a house in Tel Aviv ? A W.C. surrounded by small rooms.'

In the Arab quarters in Jaffa and in the surrounding villages, conditions were, if possible, even worse than among the Jews. The only praiseworthy exception were the quarters of the German Templars in Jaffa, Haifa and Jerusalem; although their sanitary arrangements were also primitive, at least they existed and were kept clean. The hotels managed by Germans in Haifa, Jaffa, Jerusalem, Nablus, Nazareth and Tiberias were the only ones to meet simple European standards. Only after the Great War, when the number of Jewish tourists began to

increase, were hotels and boarding-houses for Europeans opened by Jews.”

From Ch. 12, “Urban Settlement.” pp. 119ff. “In July 1907, during my first visit to Palestine, I was sitting one evening in the Hotel Kaminitz in Jerusalem, tired after an exhausting day, when a man came up to me and introduced himself as the watch-maker Akiva Weiss from Jaffa. He began to tell me about the unbearable conditions under which the Jews in Jaffa were living. The streets were extremely dirty, and the flats which could be rented from the Arabs lacked everything that was, according to European standards, considered essential for health and comfort. Therefore, sixty Jews, most of them businessmen, teachers and intellectuals, had come together to form a company called ‘Ahuzat Bayit’ [Hebrew for ‘House Ownership’. Ed.] for the purpose of establishing a modern Jewish quarter outside Jaffa (on the road to Petah Tikvah). They were already considering a certain tract of land. The Hebrew grammar-school had received money for a building from a Zionist patron, Jacob Moser of Bradford, and intended to erect a building on the land to be bought.

I liked the quiet, impressive story, asked Weiss how much money the sixty people had available to realize their plans and was expecting the answer I always received when people came to be with their plans: ‘Money ! We don’t have any money. We have this plan; the money has to be found by someone else.’ Much to my surprise, however, he answered that the sixty people were prepared to contribute 100,000 francs of their own...

As I was planning to go to Jaffa on the following day, I promised Weiss that I would go with him to have a look at the tract of land under consideration and that, if I thought it suitable, I would put his request before the JNF. [Jewish National Fund. Ed.]

On the following morning, Shmaryahu Levin and I took the train to Jaffa. As I have already mentioned, I had felt unwell while I was still in Jerusalem, and in Jaffa Levin, without my knowledge, sent for a doctor. The late Dr. Kahan came to the hotel and after a brief examination told me that I was ill and would have to go into hospital at once. I told him that I was willing to go, but that first I would have to keep a promise, namely, to look at a certain tract of land together with the watch-maker Weiss. Dr. Kahan objected, but I insisted; Weiss was already waiting for me, and the two of us rode out to the tract on donkeys.

The road was a Turkish one (that is, full of holes and unsuitable for all vehicular traffic), but I thought the position favourable, as it was between Jaffa and Petah Tikvah and also relatively close to the sea. After Weiss had satisfactorily answered my questions concerning the constitution of the Ahuzat Bayit company, I decided to write to the JNF as soon as I returned to the hotel and recommend a loan of 300,000 francs, on certain conditions. I sat down to write but was no longer able to hold the pen.....”

Some weeks passed. One day as I was lying in hospital and running a high temperature, Dr. Kahan came and brought me a telegram from the Hague (the Eighth Zionist Congress was then in session there) stating that the JNF granted the Ahuzat Bayit company a loan of

300,000 francs. Of course the company was delighted with the telegram, but more than a year was to pass before all the formalities had been completed and the loan was actually made. The building of the first houses was begun in the summer of 1909. Ahuzat Bayit received only 250,000 (4,200 francs per house); the remaining 50,000 francs were used to finance the building of ten houses in Haifa. These were the first Jewish houses on the slopes of the Carmel, where the Jewish district Hadar ha-Carmel is located today.

The development of Tel Aviv was hampered by the general lack of money. With the help of a loan from the JNF, people might manage to build their own little house, but there was no money to spare for all the other expenses which inevitably arise when a town is established. The whole development was influenced by this lack of money. The first houses in Tel Aviv were built by the members of Ahuzat Bayit, which commissioned the surveyor Josef Treidel to design the layout of the streets and the division of the 220,000 pics which were originally available into lots. But all the land which was subsequently bought was shared out not by this company or by the Tel Aviv committee, which later replaced it, but by the Palestine Real Estate Company, which bought the additional land through the Technical Department of the Palestine Office. Of course, the network of streets which already existed was taken into consideration, but it was not always possible to match it perfectly. For instance, Allenby Street, today Tel Aviv's main thoroughfare, has a bend in it for which there is no topographical reason. When we wanted to buy the next piece of ground, which would have allowed the existing street to be continued in a straight line, we encountered some unexpected difficulties, so the street had to be continued over the neighbouring piece of ground, which happened to be for sale.

Difficulties in the planning also arose out of the fact that buyers to whom we offered plots were either unable or unwilling to pay large additional amounts for paving streets. There was a constant conflict between the interests of the buyers and those of the emerging town. A storm was provoked when the engineer Joseph Loewy, the head of the Technical Department of the Palestine Office, suggested that Allenby Street, the main traffic route from east to west, should be thirty metres wide (until then no street had been more than twelve metres wide at most.) How were the poor buyers of the plots of land going to pay for the upkeep of such a wide street? But I insisted; the street was built thirty metres wide and is therefore still adequate for the traffic now that the town has a quarter of a million inhabitants.....”

“Most of the small houses in Tel Aviv were built without the help of an engineer or an architect. The builder, whether or not he knew what he was doing, concocted some sort of plan together with the man for whom he was building, who knew even less about the field. It is hardly surprising that many monstrous houses were produced in this way, especially as the lack of money made it necessary to build as cheaply as possible. Real progress in the field of town planning was made only after the Great War. In 1920, when we were about to settle the Jezreel Valley, I was cautious to avoid a repetition of the ugliness of the layout of the old settlements and invited to Palestine Richard Kaufmann, a town-planning engineer and architect who was at that time working in Christiana. It was a happy choice. He worked

out the plans for the settlements in the Jezreel Valley - first for Nahalal and Kfar Yehezkel and later for many other settlements - and also created a certain style for the layout of our communities.....”

p.124: “In 1907, when I was in Haifa for the first time, there were about 3,000 Jews living scattered all over the town. Most of them lived in primitive rooms rented from the Arabs, but a few had found more adequate accommodation in the houses of the Templars in the German Colony, which, because of its cleanliness and gardens, contrasted very favourably with the dirty town centre. At the eastern end of Haifa, near the railway station, was the ‘Yehudi’ district, where Sephardi Jews lived in a few dozen, neglected houses built in the oriental style.....”

From Ch. 14 “Working Under Difficulties”, pp. 132.: “My work as director of the Palestine Office made extraordinary physical and mental demands on me. Above all, it was necessary for me to travel a lot, and this was difficult. As I have already mentioned, I spent an average of ten days per month travelling, and that by stage coach. This meant wearing out my back against the wooden board that served as a back rest and having my bones shaken up on the horrible roads - quite apart from having my patience tested by the waste of time when the horses collapsed because they were incapable of doing their work, or when the stage-coach sank into the sand (in the summer) or into the mud (in the winter). Moreover, there was a shortage of passable hotels, which meant that one did not get enough sleep. The many meetings which were necessary to discuss public affairs were also exceedingly tiring. Those invited to take part usually arrived one or two hours late and, to make up for it, kept the discussion going until late into the night.” [Jewish communal life hasn’t changed much ! Ed.]

From Ch. 15: “Palestine in 1912.” p. 139 ff. He quotes from some articles he wrote for the “Berliner Tageblatt” in this year, intended to “illuminate different aspects of the political and economic life of those times.” One is datelined Jerusalem, 17 June 1912: “From Asiatic Turkey. Building a New Railway, Educational System, Sanitation, Administration. Progress in the construction of the Baghdad railway line is followed here by everybody with great interest. The fact that work on it is continuing briskly in spite of the war is seen as a guarantee that within two or three years at most, the link missing in the connection between Constantinople and Syria, namely the section through the Taurus Mountains, will be completed. Together with the Haifa - Nablus - Jerusalem line, which is already under construction [never finished, of course - only from Afula to Nablus. Ed.] it will then provide a direct railway service from Constantinople, via Aleppo, Damascus and Haifa, to Jerusalem. The journey from Constantinople to Jerusalem, which now takes at least eight days under favourable circumstances, will then require no more than two or three days.

In this way, we are moving closer to Europe in time; It may be hoped that it will also bring us closer to European cultural conditions. This is especially necessary in the fields of education, sanitation and administration. The educational system is in very poor condition. Actu-

ally, until now the Turkish authorities have not concerned themselves with it at all, but left it to the spiritual leaders of the several denominations (or what amounts to the same thing in Turkey, the several nationalities.) As far as these nationalities were organized, they created a passable or even satisfactory educational system on their own account. This was done, for example, by the Greeks, the Jews and the Armenians.....

Frequently a large Arab village contains only one single man - the village mayor (mukhtar) who is capable of writing after a fashion. It follows as a matter of course that a people with such a low degree of culture are politically immature and during parliamentary elections blindly follow the instructions of a few influential people. Even if a supreme effort is made, it will take at least a generation before a constitutional government will have made up for the sins of omission of the Abdul-Hamid regime in the field of education.... Therefore, it will also take at least a generation before the population will have acquired the political insight necessary in a constitutional state if the people are indeed to be masters of their fate and not playthings in the hands of ambitious politicians. If the people were more aware of their rights, the administration would not be what it is. There is still a lot of despotism and corruption among the officials, at least in the smaller places.”

In Ch. 16 he writes movingly of the death of his first wife Selma as a result of blood-poisoning in October 1912. They had married in Berlin on 22nd. March 1908, and left for Palestine the next day. Following complications in the delivery of their first child, the surgery led to even worse problems with the second, which died in utero and had to be removed, but too late. (p. 144): He took her from Jaffa “in a special train which stopped beside our house” (where Ruth [their 3-year-old daughter] said goodbye to her) to the Wallach Hospital in Jerusalem, where she died on 15 October 1912.....”

Ch. 18 “The First Two Years of the Great War”, pp. 150ff., starts: “As I have already mentioned, there were no cars in Palestine before the war; the bad condition of the roads ruled them out. The first car, which was acquired in 1912 by Aaron Aaronsohn in Zikhron Ya’acov, did not function for long; but in the spring of 1914 the Wagner Engineering Works in Jaffa produced a car. Actually it resembled an old hackney-carriage, except that it had a motor instead of horses. Towards the end of July 1914, I hired this vehicle for 105 gold francs (more than £4) to travel to Haifa, and it made the journey from Jaffa, which took the horses fifteen hours, in a mere five hours. I had decided to spend such a sum because it was already rumoured that war was about to break out, and I wanted to complete some urgent business in Haifa before then (I believe that it was a question of negotiating the purchase of Mizra in the Jezreel Valley). As a matter of fact, while I was staying in Haifa war was declared in Europe.”

There are lengthy accounts of troubles during the First World War, with Jemal Pasha, the Turkish military commander, making life very difficult for the Jewish settlers, expelling and exiling and threatening them, and odd references to journeys - but not enough detail to help the reader interested in exact routes and timings. (e.g. p. 153: 25 Dec. 1914. “During these

days, while I have been travelling in a hackney-carriage from Jaffa to Jerusalem and from there via Nablus to Damascus, my mind has been continuously occupied.....”)

The economic situation of the Jewish population became dire, and American Jews sent emergency funds and food supplies on the S.S. Vulcan. “In order to distribute the emergency funds, I had established local committees in every town. They were working satisfactorily in all the locations except Safed, where many complained that the committee members were concerned only with looking after their friends and relations. I appointed a new committee, but the result was the same, except that the complaints were now coming from the other side. One day an ICA official who knew Safed well was in my office and I put the problem to him: Was it really impossible to find five decent people to serve on the committee? Perhaps he could suggest some names to me? He agreed with pleasure. I gave him a pencil and paper and he was about to write, changed his mind, thought hard for a while and finally asked: “Do they actually have to be from Safed?” [Shades of Gen. 18:32. Ed.]”

It is clear, however, that there was little liking and respect for the Turk from the German officers and Ruppin, at this point still a German citizen, was able to exploit this to save himself and others from even harsher treatment. But the following section is of interest:

p.156f. In Spring 1915 there was a plague of locusts. “A plague of typhoid was added to the locusts. During the first year of the war, health conditions in the country were not so bad; the workers lived on bread, oranges, grape marmalade (instead of sugar), tomatoes and so forth, and it became apparent that these foods were more suitable for them than the salt herring, which had previously been an important part of their diet. But then typhoid was brought into the country. In light of a lack of medicines, doctors and facilities for hospitalization (many of the doctors and the hospital personnel had been mobilized), the disease spread like wildfire. In many Arab villages the majority of the inhabitants died, and the plague also found thousands of victims among the Jews. Moreover, old people who could no longer adjust to the privations of war died in large numbers. During the war, the Yishuv lost approximately 5,000 people through expulsions, and deaths exceeded births by about 15,000; the Jewish population sank from 85,000 to 65,000.

At about this time (autumn 1915) Jemal Pasha convened a conference in Damascus to discuss the question of providing Syria with grain. An Arab and I were invited to attend from Jerusalem. Typhoid was rampant in the country, and the railway carriages were particularly infected. My friends, and especially Dr. Thon, tried to persuade me not to go to Damascus. When I remained firm, they implored me at least to take every possible precaution against infection; for instance, rub essences into my skin, travel wrapped in a white sheet so that the louse carrying the infection might be detected immediately, and so forth. I promised everything and did nothing, while the Arab travelling with me was constantly busy with embrocations. The result was that only one of us lived to return to Jerusalem; the other died of typhoid.”

p.187, Diary Extract for 14th. August 1920. “I have been on the Carmel together with Profes-

sor Geddes, who is known in England and India as a town planner, the engineer Hecker and the agronomist Ettinger from our office. Before us is the question of allotting large tracts of land, which I purchased before and during the war, for agricultural purposes and for a garden city. I want to turn this into a large-scale project (with a funicular railway from the town to the Carmel etc.). During my walks there I grew to like the Carmel very much.... The landscape really is very beautiful. When a funicular railway has been built and the Carmel will practically be in the town itself, perhaps I shall build a house there.”

It was not to be, though the funicular has now been built, and the Carmel has become a large town !

48:15 JAFFA STATION IN THE 1920s

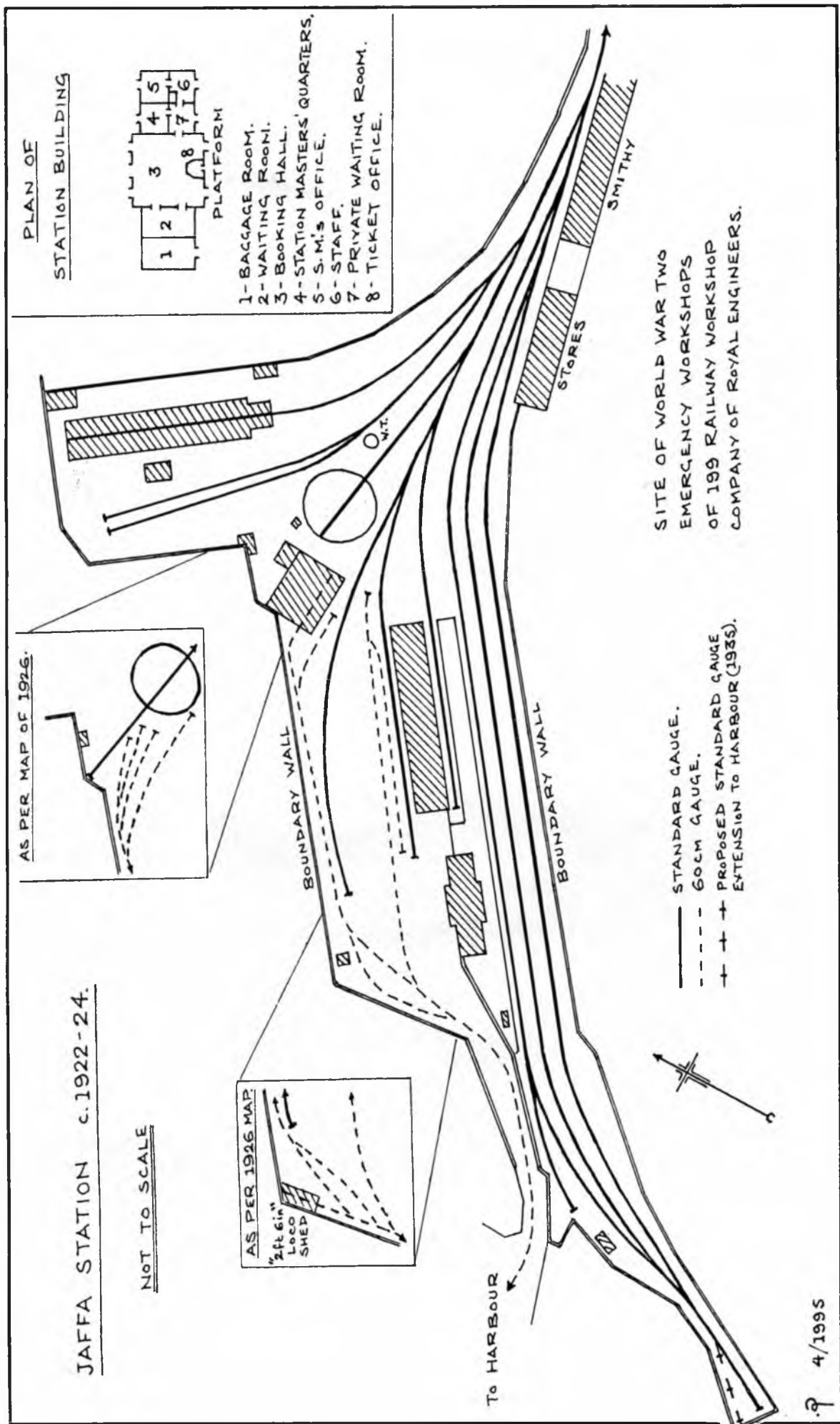
The accompanying main diagram of the layout at Jaffa Station is based on a drawing produced by Hecker & Yellin (architects?) and is dated 1922. There is an additional notation on the original: E/32 4/1/24. I infer from this that the layout diagram may be considered as reasonably accurate and current for these two dates. Immediately noticeable is the cramped nature of the layout at Jaffa, a legacy from the metre gauge Jaffa - Jerusalem Railway. Shunting manoeuvres saw the loco and wagons well outside station limits, part way up the hill to Tel Aviv. Nothing else could move while shunting was carried on. Not that this would have mattered much as a rule since traffic at most times was light, but must have caused problems in World War Two since there was much more action, especially after the emergency workshops of 199 Rly Workshops Co. (RE) had been set up and were in full swing. I have indicated the site of these WD shops. Also added is the beginning of the standard gauge extension to Jaffa harbour which was suggested by Sir Felix Pole in his “Report on Proposed Railway improvements in Palestine” in 1935. Pole himself noted that a short section of this extension was laid to test its practicability and elsewhere stated that the whole of the standard gauge harbour extension was later completed. I have grave doubts about this, but have never come across sufficient evidence to decide the issue one way or the other.

Less contentious is the 60cm gauge line between the station and the harbour (“Little Terezina”) dating from WWI; though here too, there are discrepancies to be noted. In the main diagram I have drawn the 60cm gauge layout in the station forecourt as it appears in the Hecker & Yellin map of 1922. However, another official diagram of 22/5/26 shows differences in both narrow and standard gauge layout of the lines. I have not attempted to indicate the alterations to the standard gauge layout of lines as these are relatively minor, but the 60cm gauge differences are worthy of note, and the main ones are shown in the two small insert diagrams. It will be seen that the layout in the vicinity of the turntable appears to have been altered considerably between 1922/24 and 1926. What looks very much like a 60cm gauge loco shed/workshop has disappeared by 1926 and been replaced by a fan of narrow gauge sidings and a standard gauge extension to the turntable line. Instead the loco shed has moved closer to the station yard entrance and been much reduced in size by 1926. The 1926 plan refers to it as a “2ft.6in loco shed”, which is clearly wrong and tends to cast doubt on the overall veracity of this later layout diagram. It is likely that neither drawing is accurate in every detail. Official diagrams rarely are, in fact. Even those highly detailed and generally excellent Ordnance Survey Maps can sometimes be a trial and tribulation. Never mind, though, the layout plans of Jaffa station have surely illuminated a previously dark and obscure corner of local railway history.

The 60cm gauge line between station and harbour, in use by Jaffa Municipality after WWI seems to have closed down about 1927 and been lifted a couple of years later. I am left to wonder therefore, whether changes to the narrow gauge layout at Jaffa station were actually needed or carried out in the mid 1920s. Perhaps the 1926 diagram was only ever a proposal. Indeed it is entitled “Palestine Railways - Jaffa Station - Proposed Improvements”. Nevertheless, it is quite clear that the intended improvements were limited to the station building and platform, and did not refer to the arrangement of the 60cm gauge lines. In other words, any alterations which may have been made to the 60cm gauge layout here pre-dated this

1926 diagram. So we are left with much leeway for speculation and theorising. Speculation is fun, just so long as it is kept in check and pet theories are not presented as gospel. I prefer something more tangible, so will say no more.

Incidentally, I have searched in vain for evidence of a signal box or ground frame in either of the diagrams. I assume there was some sort of basic fixed signalling to get rains into and out of the station but I have not seen any photographic confirmation of this. Can anyone provide details of such arrangements, or where they really n o n existent?



JAFFA STATION c.1922-24.

NOT TO SCALE

48:15 EXPLORING LOST RAILWAYS: By Paul Cotterell.

Part 2: BET NABELLA TO LUBBAN.

This second article of the series sets out to describe the route and remains of the very short-lived WW1 2ft. 6in. hgauge line from bet Nabella to Lubban; the first section of which (later to be standard gauged) between Kfar Jinnis and Bet Nabella was recorded in 47:11. (Note also 48:5(g): The standard-gauge line was lifted in 1949). A necessarily brief historical outline of the whole branch was given in that first article. For our investigation of the narrow gauge continuation from Bet Nabella, Uri Yinon and I were accompanied by David Menachem who knows the area well and whose 4x4 provided useful but not essential transportation.

The Route Described. From David Menachem's firing range at the end of the standard gauge track it is extremely difficult to trace the first kilometre or so of the narrow gauge formation. This is located on a hillside above the Nahal (Wadi) Bet Arif, among olive trees and ruined stone terrace walls. Erosion has almost obliterated the route here. The old trackbed becomes more distinct where it turns north just beyond high tension electricity cables strung overhead. One or two yellow signs hereabouts proclaim that the north-south Trans-Israel Highway is to come this way. Should this environmental monstrosity be built it will undoubtedly sweep away the last traces of the narrow-gauge railway route over a distance of about one kilometre. On this section are the remains of a bridge which carried the narrow gauge line across the wadi (see Photo 1). Just north of here is a large rubbish tip (presumably for the new town of Shoham nearby). This tip occupies the old trackbed which is hemmed in on the east side by steep cliffs making exploration here almost impossible without



Photo 1: Remnant of a bridge abutment over Wadi Bet Arif, looking north towards the rubbish tip. The narrow gauge line seems to have crossed the road and continued on more or less parallel to the row of trees. 26/9/97

climbing boots and tackle. Immediately beyond the rubbish tip the narrow gauge formation could clearly be discerned disappearing into the road which provided easy access to examine much of the railway route onwards. This is an army patrol road from the days when the border with the Jordanian-held West Bank needed to be regularly inspected and kept sealed. As can be seen from the accompanying sketch map, the road was built on or very close to the narrow gauge formation. Several army firing ranges have been built along it, but our visit was made on a Friday afternoon when not another soul was abroad in this desolate hill country. The road/railway

sweeps around in tight curves for a couple of kilometres, hugging the hillsides. Below is the dry, rock-strewn bed of the wadi; its width (anything up to ten metres) testifying to the force and amount of



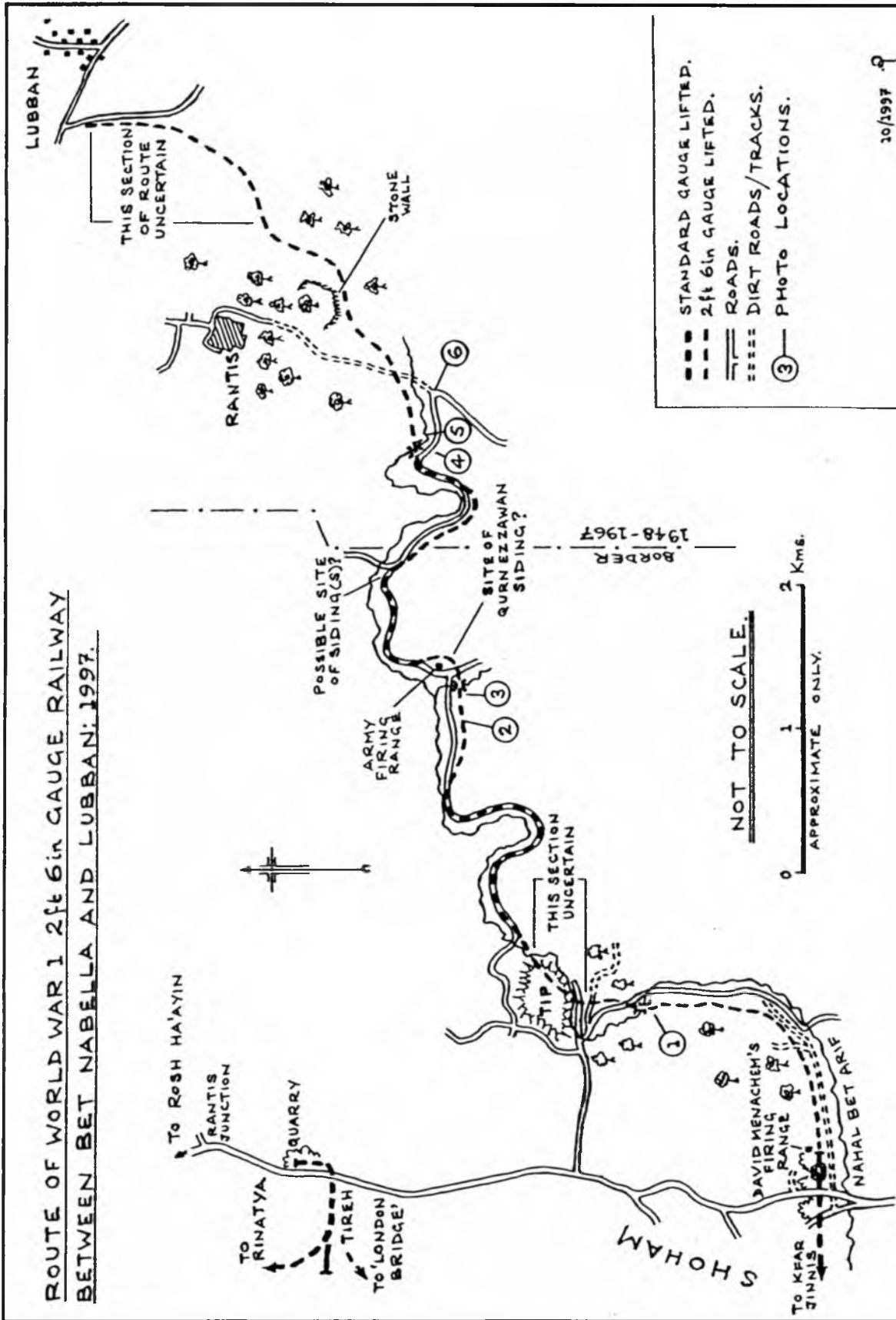
Photo 2: Uri Yinon inspects the decaying stone culvert built around a metal pipe

water which roars down the valley after a winter storm. The next relic to be discovered was a crumbling stone culvert (photo 2). Though located above no discernible water course, it had evidently been considered essential to protect the railway from runoff cascading down the steep hillside above. Two or three hundred metres further on the patrol road comes to a junction, on the south side of which were the remnants of a bridge over a side stream bed (Photo 3.) Judging from the topography and an old map (see

25:13) this appears to be the site of Qurn ez Zawan siding. The assumption is logical, at least, for the side road leading off to the south (doubt-

less no more than a dirt track eighty years ago) could well have been used by pack animals to distribute ammunition and supplies to troops elsewhere along the front line. Once across the ruined bridge here the narrow gauge swung round to the north in a tight curve at the foot of a hill, passed just to the east of a modern army firing range, and then rejoined the patrol road. After about a kilometre we came to the junction of another patrol road heading off to the north right alongside what had been the border before June 1967. The junction is located in a relatively flat area which led me to ponder the possibility of another railway siding once being located here (though I have nothing positive to back up this supposition). Another kilometre or so brought us to more extensive army installations (now apparently derelict) located on a large curve of the narrow gauge formation where the road had been almost washed away by floodwaters. Just around the next curve we came across the largest and best preserved relic encountered anywhere along the 2ft. 6 in. route. This is a skew bridge (Photos 4 & 5) so constructed because of a sudden meander in the course of the wadi which could not easily be avoided by altering the railway alignment. Even in ruin this bridge is quite a spectacular find, and prominent enough to be marked on certain official maps. A good deal of erosion has taken place over the years whenever the wadi has been in flood, but the railway embankment - much reduced in height - could still be made out leading east from the bridge in the direction of Lubban. The old narrow gauge formation becomes less distinct just as the Arab village of Lubban is sighted on its distant hilltop. Our travels were terminated south of Rantis, where the patrol road suddenly heads off to the south away from our objective. There seemed no way of driving directly to Lubban, and we did not know where Israeli jurisdiction ended and the Palestinian Authority took over. A stroll onwards through olive groves and over rough terrain was considered unwise, particularly as the afternoon hour was now late. But from our final lookout we could discern the last section of route from the skew bridge to our left and Lubban on the horizon to our right. Directly in front of us, just across the valley below Rantis, the narrow gauge formation was made out as it crossed a dirt track and followed a stone wall to curve along the contours on its upward path to the unknown terminus at Lubban (Photo 6.)

A Concluding Speculation. While investigating the narrow gauge formation to Lubban I could not help wondering what locomotives had once hauled trains through these ancient hills. Research by Hugh Hughes (See 14:19) has shown that six Hawthorn Leslie petrol tractors were delivered to Lydda



for use on the 2ft. 6in. gauge lines, and that two Crewe tractors were converted from 60cm. gauge to 2ft. 6in gauge. The Crewe tractors would have been totally unsuitable for hauling trains to Lubban, and the Hawthorn Leslie locos were, I think, likely to be restricted to the easier gradients found on the lines from Lydda to Ras el Ain and El Tireh. This leaves us with seventeen Alco 0-6-0STs which arrived at Lydda between March and August 1918 (see photo in 19:13 of two of them loaded aboard an ESR bogie flat wagon), and I have pleasant visions of them shatter-

ing the silence of the hills as they dragged a works train or a few wagons loaded with ammunition and supplies upgrade towards Lubban.

Photo 3: The ruined bridge across the side stream at the presumed site of Qum ez Zawan siding. David Menachem's 4x4 truck stands on the narrow gauge formation which curved round behind the army firing range and disappeared in the patrol road. Approximate route is indicated by the dotted line. 26/9/97.



Photo 4. Abutments of the skew bridge, looking north-east, 26/9/97. The remote and desolate nature of the countryside hereabouts is evident.

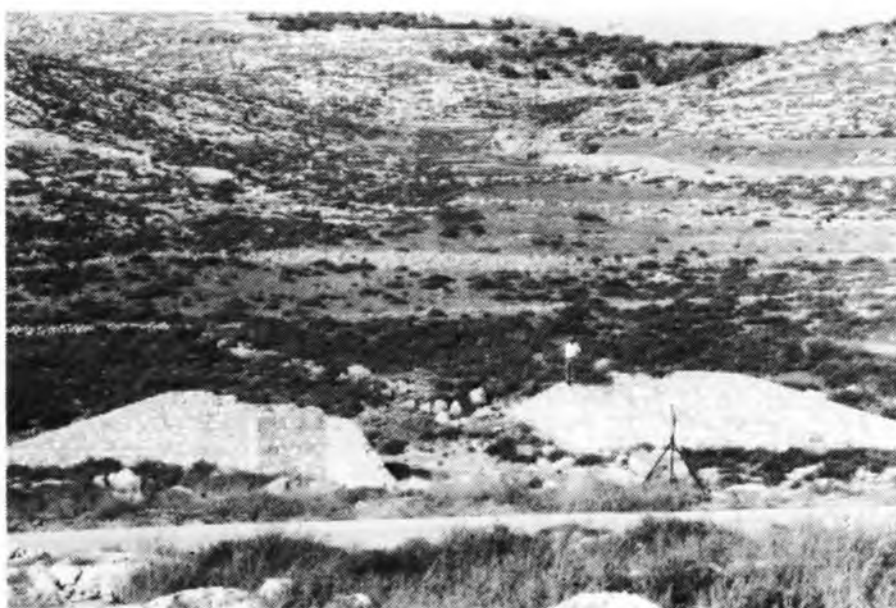


Photo 5. The skew bridge, looking north-west. The 2ft. 6in. gauge track once ran where David Menachem's pick-up truck stands on the patrol road.





Photo 6. Looking north-east towards Lubban (shown by the arrow). At top right is the nearby Jewish settlement of Bet Arie. The village of Ramtis is at top left, beyond the olive trees. The narrow gauge railway ran parallel to, and just below, the stone wall in the left middle distance before taking a curving course up the valley to its terminus located somewhere below the village of Lubban. (Part of the approximate route indicated by dotted line.) All Photos: Paul Cotterell, 26/9/97.



Standard-gauge 0-8-0's Nos. 106 and 34 slumber at Rayak shed on 28th. July 1998. (Photo: John Alexander.)