HARAKEVET

הרכבת

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A Quarterly Journal on the Railways of the Middle East
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53:1. The first IR double-deck train following its demonstration run with the Transport Minister, Press etc. on 15th. May 2001 from Tel Aviv Savidor Station to Beit Yehoshua. (Photo: Aharon Gazit.)

53.2. EDITORIAL.

Yet another new Series starts - with a new system of administration and subscriptions, a new currency available in Europe, and some advances in technology. Although your Editor remains a two-finger typist, other readers have volunteered to update the Index and place it "on the web", and indeed create a web site for previous articles and items which are perhaps too lengthy and technical (e.g. loco lists) for general publication. My thanks to them.

Those interested and 'plugged in' are urged to go to <http://get.to/pasim> for details.

Although so much is happening and continues to happen in Israel, and the network of enthusiasts communicating with each other through the 'Pasim' society is growing - wonderful news - it is also intended to retain coverage of the broader region.

One of your Editor's more obscure hobbies is flicking through piles of second-hand magazines in various languages at odd model shops or railway exhibitions, in the hope of finding something of Middle East relevance. It is a matter of luck - when time is short one never knows whether the NEXT item might not have had a detailed five-page coloured feature of Iraq in the 1960's! But the fact of the matter is that very little hard material has been published in book form - and when "Harakevet" started, there was even less - and so it is considered worthwhile to salvage these outdated nuggets and re-publish them "for the record" in a place where they may spark off more memories or more information. In this issue for example are some items from a year's worth of the Austrian "Schienenverkehr Aktuell", and a little amateur magazine "Railway Scene" from 1968 and 1972, from "Modell Eisenbahner" 1982, and so forth. Other snippets are always welcome from readers.

It is sometimes a matter of some doubt whether to include these items under the rubric "Notes and Comments" or under "Other Middle East Railways" - they are of course hardly "news", but then, on the other hand, actual "news" from some systems is very hard to come by. The main thing is that the information is preserved and transmitted further.

Another innovation in this issue is the first ever advertisement ! The back page is given over to a colour advert for a semi-messianic development in Israel - readers interested are urged to support this initiative, whether in person or by ordering 'on the web'.

The Editor will spend at least the next twelve months on two or three part-time jobs, which will involve a great deal of travel - nevertheless it is hoped to maintain quarterly frequency and some punctuality!

The Editor.

53:3.

Work under way in June 2001 on the construction of the new depot for servicing the double-deck train sets, at Lod. The view is to the north, with the railway station just off to the right; the new depot is on the site of the former depot for permanent-way machines. On the left can be seen the recent extension to the diesel depot. This area has been totally transformed within the last few years.

(Photo: Aharon Gazit).

53:4.

NEWS FROM THE LINE.

a). Double Deckers.

There will be more to report on this theme as the months progress and the deliveries continue. Aharon Gazit sent a press release of 18/4/01 that the first two vehicles from Bombardier at Görlitz had arrived at Ashdod on that day and been unloaded for transport to Haifa East, for training of drivers and train crew. The trains cost $55M.

Mr. Uzani said another two coaches were due at the the beginning of May so that one set of four would be available for the new July timetable. "IR has thus become the first system in the Middle East to join the respectable club of double-deck train operators."

In fact two more sets arrived on 8/5/01. In the meantime test runs were carried out with the first sets between Haifa and Binyamina, giving very favourable results - the air-conditioning especially performed well in temperatures up to 40°C!

A four-car set was sent to the Velim test track/circuit in the Czech Republic before shipment.

On 15th. May a special train of the new coaches, headed by an Alstom MEGA loco, made a short demonstration run between Tel Aviv Savidor and Beit Yehoshua. (ca. 22 km. in each direction.) A path was found on what is now a very busy main line, departing around 13.30. The train carried several VIP's, including Ephraim Sneh; Transportation Ministry Director-General Mr. Ben-Zion Salman; I.R. General Manager Amos Uzani, the Mayor of Tel Aviv, Mr. Ron Huldai, and a lot of press. Although short, the journey was very quiet and comfortable, and as well as the curiosity of the Transportation Minister, there was much reaction from the public at the lineside - astonishment and even applause ! The only problem was that the driver, Giora Weiss, was unable to push the loco beyond 135 km/h whereas the coaches are designed for a top speed of 140 km/h. The seats are in fact of local manufacture - by Paltechnica of Kibbutz Nitzanim, a self-development by this factory which also makes seats for the IC3 trains for Israel.

Photos of the coaches in transit have also appeared in "Eisenbahn Kurier" 6/2001 and "R.G.I."

The four sets of coaches then entered commercial service on 17/6/01, on different lines - Tel Aviv to Rehovot and Ashdod, Tel Aviv to Binyamina, Nahariya to Haifa and Binyamina and, very unexpectedly, Tel Aviv to Beer-Sheba, although these trains are not intended for this line as they don't even have a cooler for drinking water ! However, IR wanted to get as many passenger responses as possible from users of different lines, and it appears that apart from this shortcoming for longer trips in the Negev, all passengers were enthusiastic about the 'new toy' (as Aharon Gazit describes them) - hence they were introduced before the timetable change on 01/01/01. There are even reports that IR is considering ordering further trailer cars to make the sets up to five coaches

each. If so, these might then incorporate a 'service/snack/drinks automat area, as do some coaches on DB.

A formal launch ceremony for the new sets was held on July 3rd., attended by the Prime Minister etc., held a the Tel Aviv Exhibition Grounds, including a special short journey from Savidor Station to the new University /Exhibition station.

b). More Locos and Stock.

Transport Minister Mr. Sneh has approved the purchase of an additional five Alstom MEGA main-line passenger diesel-electric locos, at a cost of $12M. (A press release says $2.2M each, which only makes $11M.) This will bring the number of this type to 25, comprising ten currently in service, ten more to be delivered from the end of May 2001, (five arrived May 22nd. and entered service in the beginning of June), and these five at a later stage.

It appears that several minor modifications have been made to the second and third batches in the light of experience gained with locos already in service, and they will be able to reach a top speed of 140 km/h. They are intended to be used with the new double-deck sets. The modifications include the headlights being made to fit flush into the cab roof. These locos, and the British "Class 67"; have GM engines fitted; similar locos for Syria and Iran have Paxman engines.

According to Aharon Gazit on 18/6/01, IR is "seriously considering" the purchase of yet another six "semi-MEGA" diesel locos from Alstom, making a total of 31 - i. e. replacing all the G12's; as well as expediting the supply of an additional seven IC3 Flexiliners from Bombardier (formerly ADTRANZ) at Randers, Denmark, and additional four double-deck trains. There is even a rumour of up to 80 further push-pull coaches !

The IC3's were held up due to the need for modifications to the Jacobs articulated bogies, based upon experience in Denmark and Germany; they now have thicker axles and Gmeinder final drive..

c). Railway Police.

It is intended to establish a new Railway Police Force to replace the current security personnel who work on personal contracts under sub-contractors. The new police manpower will consist of regular policemen who will be specially trained for their new duties, which differ from their routine daily work to date. The decision to create this force is due on the one hand to the growing number of passengers, and on the other to the difficult security situation, which led to the conclusion that only a specially-trained force could cope with the new challenges. Which - well, see below.

d). Security Problems.

Alas, the dreaded expansion of Israel's security problems to the railways has finally happened. On Wednesday afternoon, 16th. May a bomb was exploded on the Haifa-Tel Aviv line under a speeding passenger train, south of Kibbutz Ma'agan Michael, between Zikhron Ya'akov and Dor, and not far from the Arab village of Jisr-el-Zerka ('The Blue Bridge'), apparently noted for its high Arab nationalist feelings - though there is, of course, as yet no evidence that whoever detonated the device came from there. Fortunately damage was slight, the train was passing at speed, the driver and most passengers were not even aware, and only the rear lights of the rear vehicle were damaged, but clearly this could have been a catastrophe.

A police spokesman for the Northern Region, Chief Superintendent Boaz Goldberg, said "This was an attempt to blow up or derail a train full of passengers. There is no doubt that if this had succeeded, there would have been a major disaster." Uzani said that security measures had been boosted and that staff were working in close co-operation with the security forces, but did not give details - on following days bag checks etc. were more severe and thorough than usual. This is the first bomb attack on an IR train in "modern times" (which is to say that the 1930's and 1940's were filled with such incidents, and trains were also derailed in 'Fedayeen' raids in the 1950's. The Editor also has a press cutting of 18/1/86 in which Mayor Kollek presents an award to a policeman for finding a bomb at Jerusalem railway station - it was safely dismantled.)

By coincidence (?) the Dutch Jewish newspaper "NIW" for 18th. May, p. 5, has a photo (by 'Sun' pictures) of an anti-terror police exercise at Tel Aviv South - the photo shows armed soldiers training to break into one of the former SNCF coaches at a station platform. Presumably the fictional scenario was one of a hostage situation on a train. Of course, just as in similar exercises all over the world, including Britain, soldiers train on the oldest available and disposable stock (Mark 1's in England), yet may be faced in terrible reality with more modern coaches whose doors are centrally locked, or which have double-glazed or darkened or armoured-glass windows, or..... It is now some decades since the Dutch were confronted with 'Hondekop' electric units taken hostage with their passengers near Zwolle, very different from new double-deck vehicles, and of course the Northern Ireland Railways face constant attempts to block their lines, especially the line to Dublin, and - well, the history of Palestine Railways from the mid-1930's onwards is maybe much less well known but much more consistently affected by bombs on the line than the Hedjaz at the time of T. E. Lawrence ever was.

So this incident and its aftermath could possibly be the start of something very unpleasant. Certainly your Editor received a (well-deserved) harangue at Binyamina some 18 months ago for dumping his heavy suitcase near the trackside while climbing the new footbridge to take photos - from now on, trackside enthusiasts, note-takers and photographers are going to find the situation even more difficult.....

e). The Line to Jerusalem.

(i). Tunnel to Jerusalem ?

In May: The new Transportation Minister, Brigadier-General Res.) Ephraim Sneh, has instructed his office team to check a new alternative to the line to Jerusalem. Designated 'Scheme G1', it consists of upgrading the easy section between Na'an and Beit Shemesh, and then building a tunnel of 16 km. up to the Malcha Mall, thus avoiding the damage which could be caused to the nature reserve through which the old line passes; the line would then continue, double-tracked and electrified, and in tunnel to the city centre. He gave the team a month to provide some figures and results. This option should cut the time between Tel Aviv and Jerusalem from 110 minutes to 40 minutes, and is a compromise between the basic upgrading scheme, and schemes 'G' and 'A1', the times being 54, 45 and 30 minutes respectively. The disadvantage of this alternative scheme is the high price and the time needed for construction. Meanwhile, the 'Greens' are also against this option, claiming that '"beyond the Nature Reserve, we have not yet been convinced that this is the best alignment as an alternative to private cars." Is someone just playing for time ?

[As a personal note - for those readers who have not been to Israel recently - it is remarkable how much heavy engineering of new roads goes on, with tunnels, viaducts etc., whether for security or for geographic alignment reasons. Israelis do not shy away from heavy construction when necessary.]

(ii). Revised Plans Announced.

On 12/06/01 Channel 2 TV news announced that the Transport Minister had approved reopening the line to Jerusalem. 'Haaretz' of 13/06 noted that cost of reconstruction will be US$ 85M, and Uzani reckons it will require about 18-24 months' work to complete; another US$ 60M will be needed for tilting trains to Jerusalem.

Planning for a completely new high-speed line will continue, but it appears that, since this will take many years, maybe until 2008, some refurbishment and reopening of the old line is seen as desirable in the short/medium term because of existing traffic congestion. In other words, faced with a choice between refurbishing the old or building the new, Sneh is effectively going for both. The cost of a new line is now put at US$ 527M (incorporating the line to Ben Gurion Airport as the first stage), plus US$ 120M for new trains.

This explains Sybil's sightings at Beit Shemesh - see below. It means that both the A1 and G1 lines are effectively being contemplated - the A1 line would take 8 - 10 years to construct as a double-track 56 km. long, designed to accommodate four trains an hour each way at 160 km/h. The upgraded line through Beit Shemesh is relatively low-cost but will be quicker to get operational. Even when the new line is in service, it will remain available for freight and for a 'suburban service' linking Jerusalem with Beit Shemesh (according to an article in the 'Jerusalem Post'.)

Nevertheless, in mid-June it appeared that there was a major confrontation building up between the Transport Ministry and the Treasury. The Treasury prefers to consider "big projects" (which it can then of course turn down) to smaller-scale but more realistic refurbishments. The "Project A' version would be costed for example at $530M.

f). Modi'in Line Hopes.

Further to last issue, the efforts of Modi'in residents (including Aharon Gazit) appear to be bearing some fruit. Firstly - the Finance Ministry has decided that whichever alignment for the Jerusalem link is used, the line between Ben Gurion Airport and Modi'in will be built - i.e. the two projects are being technically separated. Secondly, the Ministry

of Construction has agreed to share with IR the building of the section between the two stations planned for Modi'in - i.e. one on the outskirts and one at the centre. This means that, with a little bit of optimism, the line could be ready by 2004.

At a meeting at the Transport Ministry on 23/5/01 the link was stated as being "high priority", "of vital importance" and "all steps needed will be taken soon". The station itself at Modi'in Central will be the first main-line railway station to be built underground, will have four platforms, and the tunnels will be designed to take the double-deck stock. [And electrification ??? The thought of those MEGAs idling away underground on a hot day..... Ed.]; it will be an integral part of the city's Mall and the bus station will be built above it.

g). More IR Tenders.

-HN/KB/02/01 - for planting trees along the Tel Aviv - Lod line. Time of implementation, 4 months. Bids by 08/05/01. (Ed. adds - this can only improve the view from the train, which otherwise consists solely of motorway ! But it will make photography a little more difficult.)

-HN/KB/11/01 - for building a tunnel of 130 metres under Highway 1 by the 'cut and cover' system, as part of the line to Ben Gurion Airport. Time of implementation: 14 months, bids by 31/05/01.

-MK/KB/03/01. For design, installation and maintenance of a washing plant for rolling stock at Lod depot. Implementation in 6 months, bids by 25/06/01.

-MS/RK/2001/16. Allowance for use of an area within the station of Akko for the use of taxi services to and from the station. Contract is for 12 months, optional additional 24 months; bids by 17/05/01.

-HN/KB/12/01. Fencing works at the stations of Kiryat Motzkin and Kiryat Haim - to include infrastructure works, earth, aluminium frames, walls, concrete, painting, electricity, fences and access ramps for the disabled. Implementation 4 months. Bids by 21/05/01.

-NO/RK/01/01 - for supply and service of lifting devices for wheelchairs on each platform - this is a continuation of the work of building ramps for the disabled at each station. Contract is for two years, possible option for three more, bids by 20/06/01.

-HN/KB/13/01.The Rail link to Ben Gurion Airport, km. 1.806 - 2.250. Works include: track infrastructure; tunnels and approaches; agricultural vehicles passage; control room structure; etc. This is part of a number of tenders regarding the airport link, and the railways reserve the right to choose one winner for ALL tenders, or to issue contracts to separate winners for each tender.

Time of implementation: 14 months; date for bids - by 13/06/01.

-HN/KB/14/01. For drainage and infrastructure improvement works on the Heletz Line (Ashkelon - Kiryat Gat). To include excavating, tamping, basic infrastructure works etc. This is a very important freight-only link and is heavily used by all ore trains heading for the port of Ashdod. Implementation within 4 months, bids by 12/06/01.

-SN/SR/10/01. Consulting and implementing advertising and marketing services for the railways (including Public Relations). Contract is basically for 24 months with additional option extension of another 36 months. Bids by 18/06/01.

- MS/RK/2001/12 & MS/RK/2001/13. Allowance for using two areas within the Bnei Beraq station complex. Contract is for 36 months, bids by 04/06/01.

- TK/KB/04/01. Communications work - laying main communication cables on the line Rosh Ha'Ayin to Kfar Sava Nordau Station. to include: Works, to include Earthworks, concrete channel, cable laying and checking; divided into four sections:

(i). Straightening the line at Olamit Junction on Bnei Beraq - Rosh Ha'Ayin section. [i.e. where the former line to Petach Tikva diverged. Ed.]

(ii). Control section (communication) Rosh Ha'Ayin - Nordau.

(iii). - ditto - Nordau - Nordau Station.

(iv). Nordai Station - Sokolov Station - Option.

Time for implementation including Sokolov Station - 36 months. Bids by 12/06/01.

- MS/MT/SR/11/01 - For cleaning and catering services at the Dimona complex (36 km. south of Beer Sheba) to include the loco depot, workers' rest house, railway stations at Nahal Tzin and Tzefa, as well as four operational remote-controlled stations in the Dimona area. Contract for 12 months, additional option 48 months; bids by 18/06/01.

- HN/KB/15/01 - for upgrading works along 6 km. on the Kiryat Gat - Beer Sheva section of the Tel Aviv - Beer Sheva line, including earthworks, tamping and general infrastructure works. 3 months, bids by 28/06/01.

- BN/KB/03/01 - for rebuilding the engine-cleaning room at Haifa East loco depot. To be done within 45 days, bids by 28/06/01.

- HN/KB/16/01. For building and installation of three elevators at Hof haCarmel station; time for implementation: construction works, 3 months, supply and installation of elevators: 6 months. Bids by 09/07/01.

- BN/KB/02/01 - for upgrading Beit Yehoshua Station. Structures to include: Entrances on east and west sides; fencing; fitting out the underground pedestrian tunnel for installation of elevators; eastern and western parking areas. Implementation: up to 6 months, bids by 12/07/01.

- BN/KB/01/01 - for construction of a new brakes department building at Qishon Works at Haifa. Work includes dismantling of electricity and lighting systems, assembly of aluminium windows and entrance doors, installation of new electricity, lighting and air-conditioning systems, etc. Implementation 10 months, bids by 19/07/01.

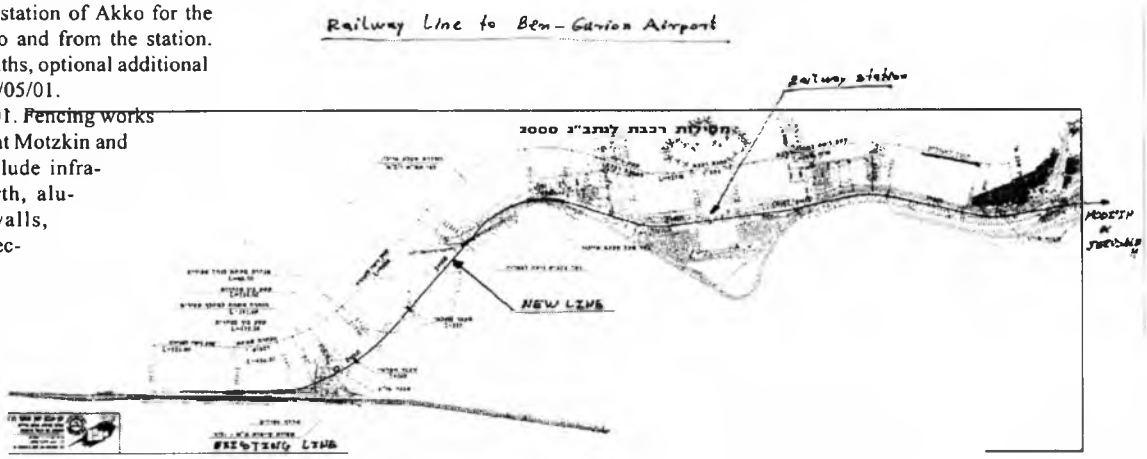
. HN/KB/08/01. For a frame agreeement for rails, thermic welding and additional works. The contract is for one year with additional option of 4 years from the end of the first year. Bids by 26/07/01.

h). More Traffic Records broken.

This is a continuing story - a constant upward curve. Amos Uzani announced that during MARCH 2001 1.2M passengers used rail, 24% more than in March 2000 ! From the beginning of 2001 3.4M have been carried, a 21% increase over the first three months of 2000. The rise can be broken down as:

- Ashdod - Hafa - Nahariyya, from 130,000 to 180,000 = + 41%.

- Ashdod - Tel Aviv. From 10,000 to 180,000, = + 39%.



The Beer Sheva - Tel-Aviv line continues to break records and this month reached 118,000 - + 338% !

In MAY 2001 the upward trend continued:

1.275,000 passengers were carried in this month, 23.3% more than in May 2000; this made a total of 5,873,000 in 2001 to date; the Ashdod - Haifa - Nahariya was still at 40% up (74,000 carried), as well as Tel Aviv - Ashdod (196,000 carried - 33% up); Tel Aviv - Haifa (399,000 - 13% up.); Tel Aviv - Beersheva 123,000 carried - 336% more than in May 2000!

Incidentally - Hans Kohut makes a very valid point, that Israel Railways only really operates for 300 days per year rather than

365, which makes the statistics even more remarkable. The roads remain busy and dangerous every day except, perhaps, Yom Kippur.

[Editor Notes: This statistics are wonderfully encouraging, but at the same time - without being churlish - one wonders how they are reached; for example, what is the distinction between "Ashdod - Haifa - Nahariyya" and "Tel Aviv - Haifa" ? One can understand that there are slow and fast trains, trains just between the main centres and those that extend northwards beyond Haifa or southwards beyond Ashdod..... The line to Beersheva had virtually no service until recently so the percentage rise is enormous until one realises what a low base there was to work from. But nevertheless - anyone recalling the system only a few years ago will be amazed at these figures.]

i). New Timetable.

The July intensive service is itself only a step towards a further new timetable from November 2001, when, with more trains in service (including the IC3's and additional MEGA Alstom locos), a new timetable will be introduced with improvements on all the lines.

This new timetable sees a doubling of services to Beer Sheva to 36 each way; 18 trains Tel Aviv - Ashdod; the opening of the new station at Pardess Hanna - Kesariya with 21 trains calling there; and towards the end of 2001 a doubling of the service to Rosh HaAyin at peak hours as more sets become available.

Uzani said that with the new timetable in July the four double-deck sets will be used to augment services on the Beer Sheva and Ashdod lines, where overcrowding had been felt for some time. (Note above, where the double-decker sets are considered to be a bit warm on the southern lines.....)

j). 'Safe Passage'.

IR has participated in government discussions with the Transport Ministry regarding creation of rail links between Gaza and Tulkarm, for use by the Palestinian Authority. The idea is not new but has been raised again in April/May by Prime Minister Sharon and Foreign Minister Peres.

k). Bus Cooperation with Egged.

Aharon Gazit has sent a press release of 19/06/01: There will for the first time be formal co-operation between Egged and IR regarding combined tickets, to be introduced from July 1st. together with the new timetable, on the routes Rehovot-Tel Aviv and Netanya-Tel Aviv. They will be monthly season tickets costing $99 compared with $108 [Ed. notes - strange to see the prices in US dollars....], a reduction of 6.5% on top of the normal reductions for season tickets. Amos Uzani and Egged Chairman Arik Feldman both stated that the railways and buses are no longer enemies but, on the contrary, are now co-operating to improve public transport.

l). Rehovot Demolition Woes.

Jeremy Topaz of Rehovot writes: "The march of progress unfortunately has its down side. The Rehovot Municipality protested to Israel Railways about the method used to demolish the old station building. This was erected in 1920, with enlargements in 1933, making it one of the few historically significant buildings left in Rehovot. The City Engineer, Meir Popovitch, says that it had been agreed to dismantle it stone by stone, so that it could be re-erected at a suitable site and preserved for posterity, but a bulldozer was used instead. The reply, from IR spokesman Benny Naor, was that when dismantling began, the walls crumbled and it was impossible to do the job as planned. He promised, however, that the building would be rebuilt using the original facing stones.

I could also add that the new parking lot is far from adequate. It has about 200 places, but with another 100 or so cars parked along the adjacent road, I had difficulty to park and catch the 10.15 to Haifa."

Incidentally, the photo on 52:4(y) p.6 shows - in case the caption was confusing - the Main Line in the foreground, with a point heading left - it is this point which led to the lifted former platform line which is to be relaid as Platform 1. The Main Line becomes Plat. 2., the other side of the new island platform (also with an IC3 set visible) will be 3, and the building on the right side of the photo - the east side of the line - would then be 4.

m). Station developments.

(i): Pardess Hanna. Sybil reports that by the end of April work on the new Pardess Hanna - Caresarea station was progressing well, with large buildings going up on both sides of the line; Haganah station in Tel Aviv is also taking shape, but was not so far advanced. A photo in "Rak Rakevet" No. 8 (April 2001; p.9) shows girders painted light blue being craned onto concrete pillars.

(ii): Ramle. Also, on 1st. May an article in 'Ha'aretz' noted that 60 trains a day pass through Ramle, but none stop there; accordingly two stations are planned now in Ramle, one next to the Central Bus Station (on the Beersheba branch) and one on the Rehovot branch. No further details are initially available, but the town has gained in importance as new Government offices have been built within a few hundred yards of the proposed station and the Central Bus Station. The former station (little more than a concrete shelter) was demolished when the Beer Sheba line was upgraded.

(iii): Nahariya. The 'new' station buildings at Nahariya were formally put into service on 5th. April. The rebuild cost $1M. Traffic here rose by 50% last year, to 100,000 passengers a month; completion of the second platform next year will allow the launch of a half-hourly service with alternate trains running to Beer Sheva and Ben Gurion Airport. ('Railway Gazette' 5/01 p. 281.)

A photo in 'Rak Rakevet' 8 shows a push-pull train in the "track 2" - it is not clear why, if the platform here has not yet been finished, maybe purely for photographic purposes. The run-round points in Track 1 remain as they were, i.e. facing north as if to provide a passing loop for through trains rather than a run-round loop for terminating trains, and the new buildings show a series of small gables.

(iv). Beit Shemesh. On May 21st. Sybil Ehrlich was shocked to find the little shed for the two P-Way trolleys, near the level crossing, had been attacked and demolished and the trolleys had vanished. Later enquiries however indicated it had been properly and formally demolished by Israel Railways, not by vandals, and that a new one is to be built nearby. The reason for the move is unknown.

The same week, the level crossing barriers came down here and refused to rise again for a very long time - again for no obvious reason, but it led to a major traffic build-up; some of the drivers apparently made the best of the situation by commenting that a very very very slow train was clearly on its way.....

By the first week in June however a new shed had been built, a little to the East, and the station building was staffed and equipped with a new photo of the President..... indicating that someone, somewhere, is keeping an eye on the place. And see above, on plans for the Jerusalem line.

(v). Tel Aviv HaHaganah. Transport Minister Sneh has instructed the Ayalon Roads Co. to link the HaHaganah Station (under construction) with the nearby Central Bus Station by means of a People-Conveyor, with a roof, airport-style. The subject of a link between the two semi-adjacent but unco-ordinated transport systems has been under discussion for years; the station is now due to open in Nov. 2001 at a cost of $7.25M. while the People-Mover will cost another $3.75M.

Hahaganah Station under construction -

view in June 2001 from the Ayalon Highway. (Photo: Aharon Gazit).

(vi). Haifa Customs House. A tender for construction of another station at Haifa - at Customs House - will soon be published. This will be part of a building complex including

parking, offices and a commercial centre to cost $30M. A footbridge will connect the station to the Custom House and the adjacent government offices.

n). Level Crossing Accident.

On May 1st, an IC3 hit a Toyota Corolla on the level crossing near Pardess Hanna - the front of the car was cut off but both passengers (mother and daughter) escaped without a scratch, suffering only shock. The Toyota has a very good record for safety in collisions, and this accident confirmed it.

o). Ben Gurion Airport link.

Aharon Gazit noted on 9/5 that construction of this line is now under way - cost will be $8M. The work will include two rail bridges over the Ayalon channel (replacing the river, which is in any case only noticeable in winter !), 200,000 cu. m. of earth excavation and a road bridge above the rail link, and should be finished within a year.

p). Market Share.

A survey published recently shows that public transport share is 52.2% in Jerusalem, 31.8% in Tel Aviv and only 26% in Haifa; overall in Israel it amounts to 33%.

q). Kfar Sava Line.

The 'Greens' held a special rally on Tuesday 22/5/2001 to demand swifter construction of this link, using the slogan "A suburban service to Kfar Sava - Now !"

r). Land for Peace ?

Amos Uzani has recently claimed that although I.R. technically owns 30 Million square metres of land throughout Israel, most of it (i.e. that not actually occupied with tracks, depots etc.) cannot be used, as the Finance Ministry has instructed the Lands Administration not to extend IR's contract, which is renewed every three years. Uzani (himself a lawyer) has appealed to the Supreme Court - the resulting decision could have a major effect on IR finances and projects.

s). Valley Line Rebuilding ?

Prime Minister Sharon has apparently recently declared his support in principle for rebuilding the former Hedjaz railway line from Haifa towards Jordan. He met with representatives of the Rothschild Bank (!), and further research is taking place. The line would be around 70km. long, and cost about $200 M; it was already proposed some four years ago, but has been recently reviewed by an engineering group due to various changes of land use etc.

t). Museum News.

(i). Fence.

The Museum area has now been securely fenced off - this will have been very necessary to stop visitors wandering over the operational and very busy tracks adjacent to the museum area. Access is now officially through the "Museum HQ", the original building adjacent to the station.

(ii). PR Coach.

At 16.15 on 17/06/01 ex-PR coach No. 322 arrived behind G12 117 at Haifa East for the Museum. It had been in use for several years as a mess room for workers at Bnei Berak station, standing on an isolated length of track, and is completely gutted inside. The coach was built by Birmingham RC&W in 1922 as a third class with 112 seats (see drawings Fig. 40 on p.42 and Fig. 95 on p.90 of 'The Railways of Palestine and Israel'.) The bodywork is still in quite good condition, except for one end where a shower for the men was installed which has caused a good deal of wastage and corrosion of the steel plating. Restoration will be a very lengthy process and, anyway, money is just not available for this right now (nor any time soon, either.) It is likely that use will be made of the coach in the meantime for other purposes; perhaps as a store or for display of artefacts. A coat of paint to brighten up the exterior is the most that can be hoped for in the near future, with a more comprehensive restoration way down the line.

METROS IN ISRAEL.

Because there is so much news on this front it has been decided to separate this topic from "News from the Line".

a). Jerusalem Light Rail Update (July 2001).

The project manager, Dr. Moshe Hirsch, said that the Israeli government will assist the builders of the LRV system should there be a reduction in the number of passengers as a result of any terror event; he added that due to security sensitiveness in the city it has been decided that the Government will cover losses that could be directly attributed to terror incidents, so long as the builders maintain their commitment to provide the service at the required level.

With a month, the Ministry of Transport was to, publish a detailed tender for building the first line, at a cost of about $400M BOT for 30 years including three years of construction; the tender conditions are not including guarantees for minimum income ! The line, which will hopefully start operation in 2006, will be 13.8km. long and have 24 stations; train frequency at rush hours will be every four minutes. Dr. Hirsch said that the project implementation is based on co-operation between the public and private sectors, according to which the public sector is responsible for getting the statutory approvals, land appropriation along the alignment, as well as boring a short road tunnel between Nablus Gate and Jaffa Gate near the Old City, a new road bridge at the entrance to the city, creating new public transport lanes, new pedestrian areas; while the private sector will be responsible for building the tracks, electrical and electro-mechanical infrastructures, and the depot at the Northern end of the line.

The LRV system will also change the bus network significantly; this will be divided into two main groups, the feeder lines and the urban trunk lines, which will be part of the public transport lanes; also four Park + Ride facilities will be built.

As already reported, there were five candidates for the tender; however, as a result of the acquisition of AdTranz by Bombardier Transportation, there will only now be four - the final LRV model to be offered by the new group is still to be defined !

About three months ago, the tenders draft which included also the concession contract was published; a month ago the Tenders Committee held two days of discussions to get the candidates' responses; within six weeks - two weeks after publication of the final tender - all candidates will forward their offers; the price of preparing a tender is estimated at $2.5 million. A year later, the agreement with the winner will be signed, thus enabling work to start at the beginning of 2003.

The plan for the first line has been forwarded to the regional design and construction committee, while within 3 months it will be brought to the public response. The committee has received an aerial survey, which has identified possible vibrations on some points along the planned first line and will recommend installation of some damping materials.

An interesting point mentioned by Dr. Hirsch is that according to the tender conditions, no additional line is to be built for seven years from the first day of operation of the first line, in order to secure fair market share fair market condition for the BOT company; however, there is no reason why not to start design and promotion of the second line. The alignment of the second line is neither clear nor final, but rumours say that it may use the IR existing line between the Malcha mall and the old railway station; the railways are clearly opposed to this! A single ticket will cost $1.00, while a combined LRV/feeder bus ticket will cost $1.25.

It is anticipated that the number of passengers on the Jerusalem a public transport system, which is already the highest in Israel, will sharply increase after the introduction of the first LRV line.

b). Tel Aviv.

Meanwhile, Tel Aviv is also on progress and the detailed tender may soon be published. Both projects managements have decided to co-operate in order to unify train design as far as possible, thus reducing design costs as well as the price of the trains.

53:6

HIGH SPEED IN EGYPT.

This is an article in "Railway Magazine" for July 1934, pp.60f.

"Such a country as Egypt might appear to be particularly well suited to fast railway running, owing to the flatness, but for various reasons, chiefly service slacks, it has not been possible hitherto to develop the speeds rendered possible by the absence of gradients in the land of the Pharaohs. For some time past, however, it has been the ambition of the present General Manager of the E.S.R. - H. E. Shaker Bey - to cover the 126.1 miles between Cairo and Alexandria in the even two hours, and the feasibility of such a timing was demonstrated recently by an experimental run from Cairo to the Sidi-Gabir station at Alexandria, with a train of 202 tons. The engine was one of the standard Atlantics - No. 56, now named "King Fouad I". The 120-min. timing was observed, with ½ min. to spare, notwithstanding a totally unforeseen encounter with a donkey en route, which necessitated a stop, and a loss of ten minutes. Included in the running were also slacks to 55 mph. over Kafr El-Zaiyat bridge, to a maximum of 62 mph. over the 12½ miles between Tewfikieh and Safr-el-Melouk, to 28 mph. at Benha, 19 mph. at Tanta, and 50 mph. at Damanhour. Included in the time of 119½ mins. for 126.1 miles was a maximum speed of 77.7 mph. between El-Dewa and El-Beda, and the best running results were achieved with full regulator, and a cut-off fron 20 to 25%. 2.73 tons of Welsh coal were consumed, or 48.2 lb. per mile. As a result of this successful trial, the fastest trains on the service, which at present take 2½ hours each way with a 2-min. stop at Tanta, will probably be accelerated to 2¼ hours."

53:6 HEDJAZ RAILWAY PROFILES:

From "*Railway Magazine*" of September 1934, p. 208.

Following publication of a two-part article on PR in the Feb. and April 1934 issues of "*R.M.*", a letter was received from R. F. Scrivener, Chief Engineer of P.R., with additional information:

Palestine Railways controls 527 km. of the HR.

a). Haifa - Samakh = 87.532 km.
b). Afffuleh - Nablus = 78.045 km.
c). Haifa - Acre = 18.389 km.
d). Mas'udya - Tulkarm. = 19.423 km.
e). Nessib - Ma'an. = 323.319 km.
526.705 km.

With the exception of comparatively short lengths in the plains of Esdraelon and Acre and on the edge of the Hauran plateau in Trans-Jordan, the line traverses most difficult country, as the following tables of comparative levels will show:

Station	Km. from Haifa	Level: Metres	Feet.
Haifa	0	+ 1.45	+ 4.76.
Affula	36.3	+ 62.4	+204.67.
Jisr el Majami	76.3	- 246.43	- 808.42.
Samakh	86.9	- 188.88	- 612.97.
(Mekairin (Syrian section))			
(Deraa (Syrian section)	124.6	+ 71.14	+ 234.19.
	Km. from Damascus.		
Nassib	135.7	+ 574.6	+ 1,884.69.
Mafrak	161.7	+ 711.4	+ 2,333.39.
Samra	185.3	+ 599.6	+ 1,835.49.
Amman	222.0	+ 737.8	+ 2,419.98.
Kassir	234.0	+ 942.0	+ 3,089.76.
Zizla	259.7	+ 722.1	+ 2,368.49.
El Hassa	377.8	+ 822.0	+ 2,696.16.
Ma'an	458.8	+ 1074.0	+ 3,522.72.

Gradients of 2% are common throughout, as are curve radii of 125 m., and the minimum radius is 100 m., or 328 feet. The gauge is the unusual one of 105 cm. (approx. 3 ft. 5½ in.) and the track is made up of flat-bottomed rails weighing 21.5 kg. per metre (43.34 lb. per yard.) secured by clips and bolts on bearing plates to steel sleepers of the 'pea pod' type. The rail attachment fittings give a range of gauge widening up to 107.5 cm. by stages of 0.5 cm., and a super-elevation is applied at the rate of 1.0 cm. per 9 m. rail length to a maximum of 12 cm. The complete track, comprising rails, sleepers and fittings, weighs 105 kg. per metre (211.68 lbs. per yd.) The rails are 9m. (29 ft. 6½ in.) in length and the sleepers are spaced 14 to the rail length. Transition curves are used and gradients are compensated. This track is calculated as safe for an axle load of 10 tons and for a maximum speed of 60 kph. (37.3 m.p.h.)

The Hartmann 2-8-2 was designed for a maximum speed of 50 kph. (31.3 mph.) and is the heaviest in use on the line. Coach and wagon stock consists of bogie vehicles fitted with central buffer. The Hartmann engines are able to maintain their designed maximum speed on the straight and on reasonable grades, but the nature of the line precludes the possibility of their maintaining high average speeds over long lengths."

53: 7

OTHER MIDDLE EAST RAILWAYS.

A. SYRIA-IRAN LINKS.

(i). "Al-Wifaq" newspaper in April 2001 reports on the conclusion of a co-operation agreement between the Iranian and Syrian railway administrations, including provision for developing and rebuilding permanent-way installations on the Tehran-Turkey-Damascus routes. The newspaper notes that Muhammad Iyad Ghazal, Chairman of the Syrian Railway Authority, paid a visit to Tehran in early August 2000 to sign the agreement with his Iranian counterpart Rahman Dadman. The newspaper quotes from a statement by the Syrian Railway Authority chairman, announcing that the authority had granted Iranian firms a franchise to renovate three Syrian railway lines and construct underground metro lines in Aleppo. He added that the two countries had signed an agreement to construct a 150-kilometre rail link between them via Iraq, the Syrians undertaking the necessary negotiations with the Iraqis. He noted that a 30 kilometre long alignment connects the Iranian town of Hormshahar with Basra in Iraq.

A report in 'Al Quds' newspaper reports on the inauguration of the new rail service between tehran and Aleppo (Haleb) in Northern Syria - in the middle of March 2001. The inauguration ceremony was attended by Syrian Transport Minister Makram Oubeid and Eng. Ayad Ghazal, General Manager of the Syrian Railway Authority. The latter provided details of the new route - a total length of 2500 km., of which 500 km. passs through Syrian territory, 1000 km. through Turkey and 1000 km. in Iran. Journey time is quoted as 60 hours, and fare as $35.

(ii). Samuel Rachdi advises that timings for the new service are:

Damascus Cadem:
Saturdays dep. 07.21.
Haleb arr. 12.11.
dep. 12.45.
Meydan Ekbes arr. 15.23.
dep. 16.50.
Islahiye.arr. 17.45.
dep. 18.55.
Fevzipasa. arr. 19.12.
dep. 19.40.
Malatya. arr. 00.49.
Sundays. dep. 01.05.
(Thence the same timings as the Istanbul-Tehran train.....(see below))
Tehran: arr. 18.45. Mondays
Tehran: Saturdays dep. 20.15.
Tabriz arr. 08.20.
Sundays dep. 09.30.
(then similar timings to the Istanbul train.) to
Malatya arr. 12.28 Mondays.
dep. 12.40.
Fevzipasa. arr. 17.46.
dep. 18.15.
Islahiyeh. arr. 18.30.
dep. 20.00.

Meydan Ekbes.arr. 21.00. dep. 23.09.
Haleb. arr. 01.50. Tuesdays. dep. 02.20.
Damascus Cadem: arr. 07.20. Tuesdays.

The fare is the equivalent of 62.30 Swiss Francs !

The trains are not carried on the Lake Van ferry, and so a Syrian rake is used Damascus - Tatvan and an Iranian one Van - Tehran. Border controls are carried out at Meydan Ekbes and Islahiye.

(iii). Rail Electrification Plans.

'Al-Quds' newspaper quotes from a statement issued in the middle of March 2001 by the Syrian Railway Authority, announcing plans to electrify railways. Authority spokesman Eng. Sallah Ahmad is quoted as estimating the cost of the work at $400 M. He added that the routes to be electrified are Syria-Lebanon, Damascus - Damascus International Airport, and Damascus - Qatana (45 kilometres to the south-west of the capital.) As a result of this development, 10,000 new jobs will be added to the local labour market.

B. IRAN.

a). Railcars. The March 2001 issue of "Railway Magazine" shows six of the Class 141 2-car d.m.u.'s on deck of a ship in Immingham Docks on Jan. 24th. of this year.

b). Trams. "Todays Railways" No. 66 (June 2001) p.15 has an item about the sale of 68 second-hand trams from Hanover to Budapest. Apparently many other possible purchasers were interested in these vehicles (type 6000 built 1975-7), including a delegation from Iran. Now, where would one use 68 trams in Iran ?

c). Network Developments & Plans for 2000-2003. "Al-Wifaq" newspaper reported on a visit paid by Faridun Waradi, Executive Deputy Director-General of the official Iranian news agency ARNA, together with an accompanying delegation to the Railway Authority headquarters at the end of July 2000. Among other personages he met was Assistant Minister of Transport Rahman Dadman, who also serves as Railway Authority General Manager. The newspaper quotes from a statement by Dadman, giving details of the Authority's development plans for 2000 - 2003. These include the construction of a second line from Tehran to the north-eastern city of Meshed, and the laying of a further 2500 km. of track by 2003. He added that main railway lines in the country have a total length of 6500 km., and regional lines total 2500 km. He reported that in the 1999-2000 budgetary year ten new locally-made locomotives had been placed in service with the help of $27M of financial aid provided by the Islam Development Bank. These locomotives were produced at a plant in the western city of Karaj, and can develop speeds of up to 165 kilometres per hour, which is double that of existing locomotives.

C. IRAQ.

a). Ten Years Ago: In "Modell Eisenbahner" 5/92 p.21: "The first of seven diesel-electric locomotives for the Iraqi steel complex Mobarakeh has left the works of Krauss-Maffei in München. The total contract involves fifteen machines, the other eight will be be built partially by CKD in Czechoslovakia, partly finished off by the Iranian Wagon Pars, and completed by Krauss-Maffei with the installation of the more complex and costly elements such as control equipment. The electrical part with d.c. transmission comes from Asea Brown Boveri in Mannheim.

The locos are combined Industrial and Line machines for standard gauge. Their highest permitted speed is 100km/h., the 12-cylinder MTU diesel engines are of 1180kW."

b). Baghdad Metro Construction Project.

From David Stiffelman: "A-Sharq Al-Awsat" newspaper reports on plans by Iraqi engineering firms to contract construction works on the Baghdad metro line project, prior to the issue of tenders. The newspaper notes that in the middle of November 2000 the companies applied to government officials to discuss the matter. The newspaper recalls that work on the scheme was stopped in 1980 because of the war with Iran. It is pointed out that the metro facility is essential for the Baghdad region, where a population of 6 million inhabitants crowds into a 900 square kilometre area. The newspaper quotes from a statement by the Minister of Transport Ahmed Murtadha, putting the value of the contract at $1 billion.

c). The Turkey - Iraq "Syria Avoiding Line."

From "Schienenverkehr Aktuell" April 1983 p.2: "When construction near Konya in Western Asia began in 1903, the Ottoman Empire included the whole region up to the Red Sea and the Persian Gulf. After the First World War the process of subdividing the Near East into nation states began, a process still causing much concern, and so the completion of this important Magistrale was held up until 1940. The line left Turkish territory near Meidane (860 km. from Ankara), and in Aleppo connected with the already-existing Syrian/Palestinian system, returned then towards the North-East and near Tschoban Bey reached Turkish territory once more, continuing thence eastwards for some 400km. right on the border. Beyond Nusaybin it traverses for some 80km. the thinly-populated north-eastern corner of Syria and then at Tel Kotschek reaches Iraqi territory, over which it continues for some 560 km. via Mosul to the capital of Baghdad.

Since a repeated crossing of the border is not exactly conducive to easy operation in a region so politically sensitive, Turkey built in 1960 the diversionary line Fevzipasa - Narli - Gaziantep - Karkamis round this western route into Syria, and now plans another diversionary line around the north-eastern section of Syria. Starting point will be the area around Diyarbakir - Kurtalan in south-eastern Anatolia. Starting from Ankara in 1930, by 1944 the rails had reached Kurtalan (1267 km.). Following a new agreement Kurtalan should now be connected to Mosul through the Tigris Valley; 140 km of the new line would be on Turkish and 160 km. on Iraqi territory. However, the current war situation in Iraq makes an actual date for construction to start still unclear."

[Does anyone know more on this intended line ? There were also plans in the 1940's to create a new link near Diyaberkir, in case of the need to evacuate Palestine northwards should Rommel enter from the south ! Ed.]

D. EGYPT.

As well as the Jerusalem tram project, the Dutch transport operator HTM of Den Haag is also (as "HTA Consultancy") involved in schemes to refurbish the Alexandria tramway system.

E. TURKEY.

(i). White tyres.

A short article in "Bahn und Modell" Issue 5/90 (ISSN 0933-2987) p.58 on the phenomenon of white-painted tyres on locomotives shows TCDD 56.152 of 1949 on Eskisehir shed and 0-6-0D 33121 (ex-works) with this decorative feature - it is unclear if these were non-standard and, if so, why.

(ii). Service Istanbul to Tehran. Samuel Rachdi advises the following timings: "Trans Asya Ekspres":

Istanbul Haydarpasa: Mondays dep. 21.05.
Ankara arr. Tuesdays 06.25, dep. 07.10.
Malatya arr. Wednesdays 00.33, dep. 01.05.
Elazig arr. Wednesdays 03.59, dep. 04.08.
Mus arr. Wednesdays 08.42, dep. 08.57.
Tatvan Istasyon arr. Wednesdays 10.50, dep. 10.57.
Tatvan Pier arr. Wednesdays 11.07.
(Ferryboat dep. 12.15.
Van Pier. arr. Wednesdays 17.15.) dep. 18.30.
Van Istasyon arr. 18.39. Wednesdays dep. 18.45.
Kapiköyarr. 20.55 Wednesday dep. 22.30.
(Turkish time) Razi. arr. 00.05 Thursdays dep. 00.45.
(Iranian time)
Salmas arr. 02.05 Thursdays dep. 02.30.
Tabriz. arr. 05.15 Thursdays dep. 06.35.
Tehran: arr. 18.45. Thursdays.

Tehran: Tuesdays. dep. 20.15.
Tabriz arr. 08.20, Wednesday. dep. 09.30.
Salmas. arr. 12.15. Wednesday. dep. 12.45.
Razi. arr. 14.05. Wednesday. dep. 14.40.
(Iranian time.)
Kapiköy. arr. 13.20. Wednesday. dep.13.20.
(Turkish time.)
Van Istasyon. arr. 16.38. Wednesday. dep. 16.43.
Van Pier. arr. 16.53. Wednesday. dep. 19.45.
Ferry Boat.

Tatvan Pier. arr. 00.45.
Thursday. dep. 02.00.
Tatvan Istayson.arr. 02.07.
Thursday. dep. 02.57.
Mus. arr. 04.36.
Thursday. dep. 04.50.
Elazig. arr. 09.27.
Thursday. dep. 09.34.
Malatya. arr. 12.29.
Thursday. dep. 12.40.
Ankara. arr. 06.40. Friday.
dep. 07.30.
Istanbul Haydarpasa: arr. 16.41.Fridays

Fare is equivalent to 61.60 Swiss Francs.

These trains are not carried across the Lake Van ferry, and so a Turkish rake works Istanbul - Tatvan and an Iranian one Van - Tehran & v.v.

Border controls are at Kapiköy and Razi.

With the Damascus service as well, this means two trains a week on the section Malatya (Turkey) - Tehran. From Malatya the timings are identical, except that departure from Malatya is Sundays and arrival in Tehran Mondays.

(iii). Service Istanbul Haydarpasa - Damascus.
Haydarpasa.
Thursdays. dep. 08.55.
Eskisehir (Enviriye). arr. 14.19.
dep. 14.28.
Kutahya. arr. 15.59.
dep. 16.02.
Afyon. arr. 17.49.
dep. 18.05.
Konya. arr. 22.01.
dep. 22.25.
Karaman. arr. 23.42.
dep. 23.52.
Adana. arr. 04.32. Fridays.
dep. 05.03.
Islahiye. arr. 08.45.
dep. 09.43.
Meydan Ekbes. arr. 10.30.
dep. 11.50.
Haleb. arr. 14.34.
dep. 15.00.
Damascus Cadem. arr. 20.06.

Damascus Cadem.
Tuesdays. dep. 05.13.
Haleb. arr. 10.00.
dep. 11.05.
Meydan Ekbes. arr. 13.43.
dep. 15.30.
Islahiye. arr. 16.29.
dep. 17.14.
Adana. arr. 20.44.
dep. 23.10.
Karaman. arr. 02.20.
Wednesdays.dep. 02.25.
Konya. arr. 03.50.
dep. 04.15.
Afyon. arr. 06.11.
dep. 06.24.
Kutahya. arr. 10.11.
dep. 10.16.
Eskisehir. arr. 11.44.
dep. 11.55.
Haydarpasa. arr. 17.55.
Wednesdays.

Border controls at Islahiye and Meydan Ekbes.

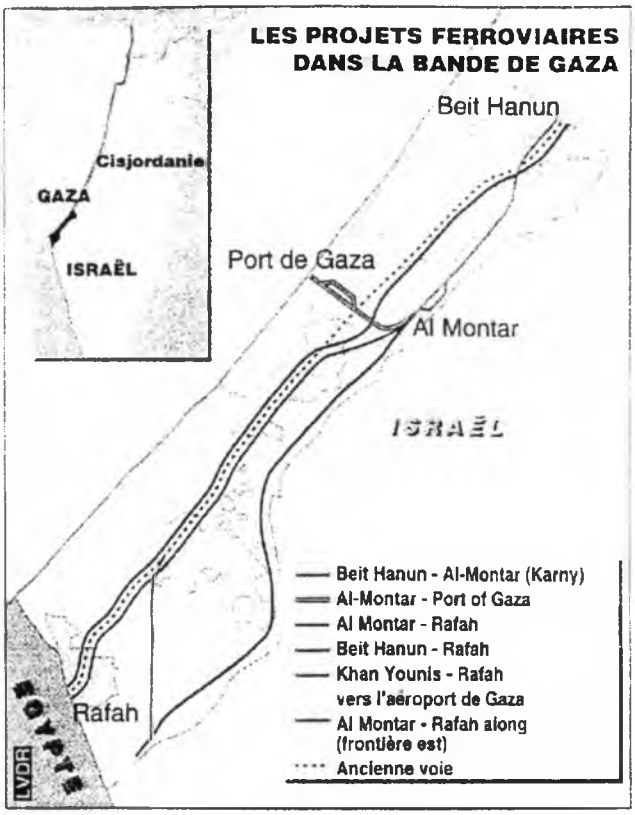
Restaurant Car Istanbul Haydarpasa - Islahiye & vice versa. All these cars run in the 'Toros Ekspres' which continues after Islahiye to/from Gaziantep.

(iv). Camlik Railway Museum.

From Uwe Pietruck I have received an attractive folder comprising colour photos "blended" into each other artistically, showing (inter alia) a 4-8-0, two four-wheel and a six-wheel crane, 8F 45161, 2-10-0 56116. 0-4-0T No. 140, USATC S160 2-8-0 45172, an o-6-0ST, a shot of three locos around a turntable... Text is in Turkish and English, the latter reading "With the justified pride of serving humanity for long years, the steam locomotives lying in a serene tranquillity as if resting their weary bodies in the open air museum will continue living so far as they share their happiness of yesterday and today with their visitors." Rather poetic ! The address is given as:

Camlik Buharli Lokomotif Müzesi, Camlik Köyü, Selcuk-Izmir, Turkey.

tel. 0090-232-8948116, fax. 00-90-232-8948021.



F. PALESTINE.

In 51:6(g) reference was made to plans for lines within the Gaza Strip. The attached diagrammatic map comes from "La Vie du Rail" of 30/8/2000 p.18.

53:8
Cadem Works Yard. AV401 (left) & DMV -R-11. 15/09/00. Photo Hugh Ballantyne

CHEMINS DE FER SYRIENS

HORAIRES DES TRAINS VOYAGEURS AU 10 JUIN 2001

Signes et abréviations	*Signs and abreviations*
++) Train des chemins de fer Iraqiens	++) Iraqi Railways train
** Gare Marchandise de Dayr az Zawr	** Dayr az Zawr freight station
tlj circule tous les jours	tlj runs daily
WL Voiture lits	WL Sleeper coach available
Fourgon Train avec Fourgon pour bagages	Fourgon Baggage car
WR Voiture Restaurant	WR Restaurant car available
1,2,3 Classes assises (3 cl. qu'en Iraq)	1,2,3 Classes assises (3rd class in Iraq only)
ETE circule du tous les jours 1 juin au 30 séptembre seulement	ETE runs daily June 1 to September 30 only
EXP Train Express	EXP Express Train
BAN Train de Banlieue	BAN Suburban Train service
VEIL circule que la veille de fêtes et vacances	VEIL Runs on the day before a holiday
FIN circule que le dernier jour de fêtes ou de vacances	FIN Runs on the last day of a holiday

Dist. km	No. du Train Composition Circulation		83 1 et 2 cl. WL, WR tlj	53 WL Fourgon Samedi	12EXP 1,2,3 cl ++) tlj	255 1 et 2 cl. WL, WR tlj
0	HALAB	dép.	01.55	22.00	——	22.50
	GIBRIEN	dép.	02.15	¦	——	23.10
204	AR RAQQAH	dép.	04.47	00.25	——	01.30
	DAYR BADAI **	dép.	06.22	01.55	——	03.06
340	DAYR AZ ZAWR	arr.	06.31	¦	——	03.15
	DAYR AZ ZAWR	dép.	06.56	¦	——	03.35
469	AL HASAKAH	dép.	08.50	03.45	——	05.33
	KABAKA	dép.	¦	¦	——	¦
550	AL QAMISHLI	arr.	09.50	04.45	——	06.33
	AL QAMISHLI	dép.	Direct	04.48	——	——
630	EL YAROUBIEH	arr.	Damas-	06.36	——	——
	EL YAROUBIEH	dép.	Qamishli	08.00	——	——
748	AL MAWŞIL	arr.	——	11.05	——	——
	AL MAWŞIL	dép.	——	——	19.00	——
1160	BAGHDĀD	arr.	——	——	07.15	——

No. du Train Composition		84 1 et 2 cl. WL, WR tlj	256 1 et 2 cl. WL, WR tlj	11EXP 1,2,3 cl ++) tlj	52 WL Fourgon Vendredi
BAGHDĀD	dép.	——	——	19.30	——
AL MAWŞIL	arr.	——	——	07.35	——
AL MAWŞIL	dép.	direct	——	——	19.00
EL YAROUBIEH	arr.	Qamishli	——	——	22.20
EL YAROUBIEH	dép.	-Damas	——	——	23.45
AL QAMISHLI	arr.	——	——	——	01.35
AL QAMISHLI	dép.	17.40	22.45	——	01.38
KABAKA	dép.	¦	¦	——	¦
AL HASAKAH	dép.	18.41	23.40	——	02.30
DAYR AZ ZAWR	arr.	20.26	01.30	——	¦
DAYR AZ ZAWR	dép.	20.51	01.50	——	¦
DAYR BADAI**	dép.	21.00	01.58	——	04.20
AR RAQQAH	dép.	22.33	03.44	——	05.50
GIBRIEN	dép.	00.56	06.12	——	¦
HALAB	arr.	01.15	06.30	——	08.28

Dis km	No. du Train Composition Circulation		44 EXP 1, 2 cl. Vendredi	242 1, 2 cl. tlj	246 2 cl. tlj	48EXP 1, 2 cl. tlj
0	HALAB	dp	06.00	07.00	15.35	16.50
	WADAHI	dp	¦	07.15	15.50	¦
	KAFAR HALEB	dp	¦	07.36	16.11	¦
	MANKARA IKWAN	dp	¦	07.51	16.26	¦
	BISHMARON	dp	¦	08.07	16.43	¦
	MHAMBL	dp	¦	08.25	17.06	¦
095	AL-JISER ASH SHUGUR	dp	¦	08.51	17.32	¦
	BADAMA	dp	¦	09.07	17.48	¦
	AL-SHEKANAH	dp	¦	09.25	18.06	¦
199	AL-LADHIQIYA	ar	08.29	09.59	18.40	19.28

No. du Train Composition Circulation		41EXP 1, 2 cl. tlj	243 2 cl. tlj	245 1, 2 cl. tlj	47EXP 1, 2 cl. Vendredi
AL LADHIQIYA	dp	07.00	07.30	15.30	21.00
AL-SHEKANAH	dp	¦	08.09	16.09	¦
BADAMA	dp	¦	08.28	16.27	¦
AL-JISER ASH SHUGUR	dp	¦	08.51	16.40	¦
MHAMBL	dp	¦	09.16	17.05	¦
BISHMARON	dp	¦	09.34	17.23	¦
MANKARA IKWAN	dp	¦	09.42	17.31	¦
KAFAR HALEB	dp	¦	10.05	17.54	¦
WADAHI	dp	¦	10.29	18.14	¦
HALAB	ar	09.45	10.47	18.30	23.48

TARIFS POUR LES TRAINS VERS L'EXTERIEUR / INTERNATIONAL TRAIN FARES

Relation	Places assises Per seat Adulte/Adult		Enfants 4-10 ans Children 4-10 years		Tarif réduit Reduced fare		Places couchées Sleeper class Adulte Adult		Enfant Children
	1 cl.	2 cl.	1 cl.	2 cl.	1 cl.	2 cl.	1 cl.	2 cl.	2 cl.
Dimashq-Istanbul	SF 52.00	——	SF 26.00	——	——	——	SF 97.00	SF 82.00	SF 56.00
Himsh-Istanbul	SF 46.50	——	SF 23.25	——	——	——	SF 91.50	SF 76.50	SF 53.25
Hamah-Istanbul	SF 45.50	——	SF 22.75	——	——	——	SF 90.50	SF 75.50	SF 52.75
Halab-Istanbul	SF 39.50	——	SF 19.75	——	——	——	SF 84.50	SF 69.50	SF 49.75
Meydan E.-Istanbul	SF 33.50	——	SF 16.75	——	——	——	SF 78.50	SF 63.50	SF 46.75
Dimashq-Tehran							SF 63.80		SF 33.00
Halab-Tehran							SF 53.80		SF 28.00
Halab - Mossul	£ 175	£ 115	——	——	——	——	£ 725	£ 460	£ 365
SF = Tarif calculé en Francs Suisses £ = Tarif calculé en Livres Syriennes			SF = Fares calculated in Swiss Francs £ = Fares calculated in Syrian Pounds						

Les reservations doivent êtres effectuées au moins 48 heures en avance! Bookings may be made at least 48hours in advance!

TARIFS DES TRAINS VOYAGEURS / PASSENGER TRAIN FARES

(En Livres Syriennes / in Syrian Pounds)

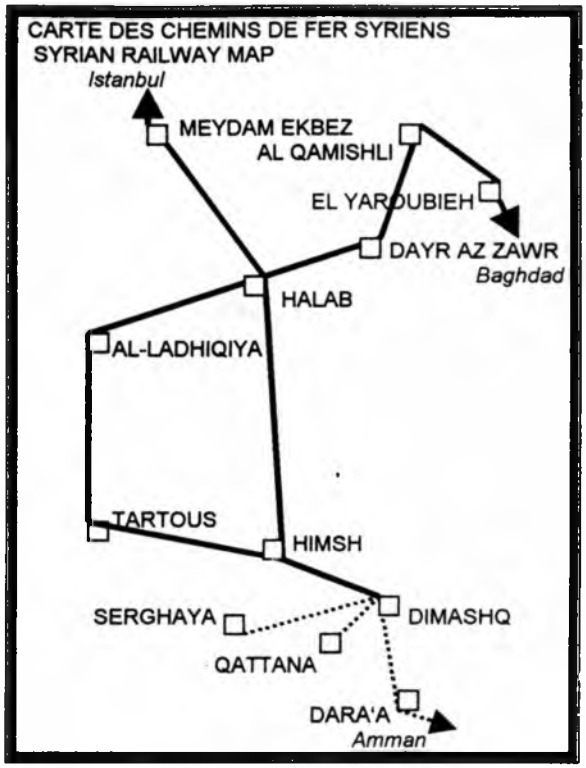
	Places assises / Per seat						Par place couchée / Sleeping accomm.		
	ADULTE	ADULT	ENFANT 4-10 ANS	CHILDREN 4-10 YEARS	TARIF RÉDUIT	REDUCED FARE	ADULTE	ADULT	ENFANT CHILDREN
RELATION	1 cl.	2 cl.	1 cl.	2 cl.	1 cl.	2 cl.	1 cl.	2 cl.	2 cl.
Halab-Ladhiqiyah	54	36	27	18	43	29	——	——	——
Halab-Ladhiqiyah EXP	67	45	34	23	53	36	——	——	——
Halab-Dimashq	85	57	43	29	68	45	580	325	165
Halab-Himsh	45	31	23	16	36	25	295	175	90
Halab-Hamah	34	23	17	12	27	18	210	125	65
Halab-Qamishli	132	88	66	44	106	71	595	350	175
Halab-Hasakah	115	77	58	39	92	62	510	300	150
Halab-Dayr az Zawr	87	58	44	29	70	47	375	225	115
Halab-Al Rakka	55	37	28	19	44	30	230	140	70
Halab-Meydan Ekbez	34	23	17	12	27	18	——	——	——
Qamishli-Al Rakka	88	59	44	30	70	47	380	225	115
Qamishli-Dayr az Zawr	58	39	29	20	47	32	250	155	80
Qamishli-Hasakah	23	16	12	8	19	13	105	70	35
Qamishli-Yaroubieh	——	——	——	——	——	——	100	65	35
Dayr az Zawr-Hasakah	39	27	20	14	32	21	165	105	55
Dayr az Zawr-Al Rakka	38	26	19	13	31	21	155	105	55
Al Rakka-Hasakah	70	47	35	24	56	37	295	180	90
Dimashq-Ladhiqiyah	90	60	45	30	72	48	——	——	——
Dimashq-Tartous	67	45	34	23	54	36	——	——	——
Dimashq-Himsh	47	32	24	16	38	25	310	180	90
Dimashq-Hamah	57	39	29	20	46	31	380	225	115
Himsh-Hamah	15	10	8	5	12	8	100	65	35
Himsh-Ladhiqiyah	54	36	27	18	43	29	——	——	——
Himsh-Tartous	30	20	15	10	24	16	——	——	——
Ladhiqiyah-Tartous	28	19	14	10	23	16	——	——	——

	No. du Train		84	68 EXP	66 EXP	30	No. du Train		31	65EXP	67 EXP	83
	Composition		1, 2 cl.	1 cl.	1 cl.	1 et 2 cl.	Composition		1, 2 cl.	1 cl.	1 cl.	1, 2 cl
Dis			WR, WL	WR,WL	WL	WL,WR			WR, WL	WL	WL, WR	WL,WR
km	Circulation		tlj	Mardi	Vendredi	tlj	Circulation		tlj	Mardi	Samedi	tlj
0	HALAB	dp	01.45	02.20	15.00	00.30	DIMASHQ Kadem	dp	00.15	05.13	07.21	19.50
57	ABU-AL-DUHUR	dp	02.32		¦	01.17	DIMASHQ Jadia	dp	00.33	Express à Haydarpasa		¦
	SENGAR	dp	Viens de		¦	¦	AL DMEHR	dp	01.11		Train direct Damascus - Tatvan avec Correspondance vers Tehran	20.45
144	HAMAH	dp	03.38	Train direct Tatvan-Damascus avec Correspondance de Tehran	16.50	02.24	AL KANAT	dp	01.43			21.15
	KAFER BEHEM	dp	Qamishli		¦	¦	MHEN	dp	02.11			21.43
202	HIMSH-1	ar	04.38		¦	03.15	HIMSH-2	dp	02.56	07.39		22.28
	HIMSH-1	dp	04.53		¦	03.30	HIMSH-1	ar	03.02	¦		22.34
206	HIMSH-2	dp	04.59		17.36	03.36	HIMSH-1	dp	03.16	¦		22.49
	MHEN	dp	05.54		Express de Haydarpasa	04.31	KAFER BEHEM	dp	¦	¦		direct
	AL KANAT	dp	06.21			04.58	HAMAH	dp	04.09	08.21		23.40
	AL DMEHR	dp	06.52			05.29	SENGAR	dp	¦	¦		à Qamishli
	DIMASHQ Jadia	ar	07.30			06.05	ABU-AL-DUHUR	dp	05.07	¦		00.40
367	DIMASHQKadem	ar	07.49	07.20	20.06	06.25	HALAB	ar	05.43	10.00	12.11	01.25

	No. du Train		65 EXP	67 EXP	663 BAN	No. du Train		660 BAN	66 EXP	66 EXP
Dist.	Composition		1 cl., WL	1 cl., WL, WR	2 cl.	Composition		2 cl.	1 cl., WL	1 cl., WL
km	Circulation		Mardi	Samedi	tlj	Circulation		tlj	Vendredi	Lundi
0	DIMASHQ Kadem	dp	05.13	07.21	——	HAYDARPAŞA	dp	——	08.55 Jeudi	——
367	HALAB	ar	10.00	12.11	——	ADANA	dp	——	05.05	——
	HALAB	dp	11.05	12.45	14.45	TEHRAN	dp	——	——	20.15Samedi
382	MUSLIMIYE	dp	¦	¦	15.15	TATVAN Pier	dp	——	——	02.00
425	A'ZAZ	dp	12.06	13.45	16.40	ISLAHIYE Douane	dp	——	09.48	20.00
441	AFRIN	dp	¦	¦	17.12	MEYDAN EKBEZ	ar	——	10.30	21.00
467	MEYDAN EKBEZ	ar	13.40	15.23	17.56	MEYDAN EKBEZ	dp	06.30	11.40	23.09
	MEYDAN EKBEZ	dp	15.30	16.50	——	AFRIN	dp	07.15	¦	¦
489	ISLAHIYE Douane	ar	16.29	17.45	——	A'ZAZ	dp	07.45	13.23	00.39
641	ADANA	ar	20.44	¦	——	MUSLIMIYE	dp	09.02	¦	¦
	TATVAN Pier	ar	——	11.07 Dimanche	——	HALAB	ar	09.28	14.34	01.50
	TEHRAN	ar	——	18.45 Lundi	——	HALAB	dp	——	15.00	02.20
1526	HAYDARPAŞA	ar	17.55 Mercredi	——	——	DIMASHQ Kadem	ar	——	20.06	07.20 Mardi

DAYS OF THE WEEK/ JOURS DE LA SEMAINE: Lundi = Monday; Mardi = Tuesday; Mercredi = Wednesday; Jeudi = Thursday; Vendredi = Friday; Samedi = Saturday; Dimanche = Sunday

Dist. km	No. du Train Composition Circulation		22 1 et 2 cl. FIN	No. du Train Composition Circulation		23 1 et 2 cl. VEIL
0	AL-LADHIQIYA	dép.	23.30	DIMASHQ Kadem	dép.	15.00
	SHARBIET	dép.	23.38	DIMASHQ Jadai	dép.	15.15
	GABALE	dép.	23.54	AL TURKMANI	dép.	¦
	AL SEN	dép.	¦	BAHARI	dép.	¦
	BANIYAS	dép.	00.13	AL DMEHR	dép.	15.50
	REKIA	dép.	00.27	GERUD	dép.	¦
	RUISA	dép.	00.38	AL KANAT	dép.	16.22
80	TARTOUS	dép.	00.48	MHELA	dép.	16.50
	SAMERIAN	dép.	¦	NAMIA	dép.	¦
126	AKKARI	dép.	01.25	KNEFIS	dép.	¦
	TAL-KALAKH	dép.	01.37	SHINSHAR	dép.	¦
	AUM GAME	dép.	¦	HIMSH-2	dép.	17.37
	AL CHANSA	dép.	¦	KURBAT ALTIEN	dép.	¦
	KURBAT ALTIEN	dép.	¦	AL CHANSA	dép.	17.59
188	HIMSH-2	dép.	02.33	AUM GAME	dép.	18.18
	SHINSHAR	dép.	¦	TAL-KALAKH	dép.	18.32
	KNEFIS	dép.	¦	AKKARI	dép.	18.46
	NAMIA	dép.	¦	SAMERIAN	dép.	¦
	MHELA	dép.	03.26	TARTOUS	dép.	19.25
	AL KANAT	dép.	03.52	RUISA	dép.	19.34
	GERUD	dép.	04.03	REKIA	dép.	19.45
	AL DMEHR	dép.	04.23	BANIYAS	dép.	19.59
	BAHARI	dép.	¦	AL SEN	dép.	¦
	AL TURMANI	dép.	¦	GABALE	dép.	20.18
	DIMASHQ Jadai	dép.	04.58	SHARBIET	dép.	20.33
349	DIMASHQ Kadem	arr.	05.12	AL-LADHIQIYA	arr.	20.40



CHEMINS DE FER DU HEJAZ HORAIRES DES TRAINS AU 1 JUIN 2001

km	No des Trains Composition Circulation		10 2 cl. Vendredi	12 Facultatif 2 cl. Dimanche	14 RES 1 et 2 cl. Lundi, Jeudi
0	DIMASHQ Kanawat	dép.	07.00	08.00	08.00
40	AL-MISMIYA	dép.	08.25 F	09.30F	09.30 F
56	AS-SANAMAIN (Habab)	dép.	09.00 F	10.05F	10.05 F
80	IZRA	dép.	09.50	11.10	11.10
111	AL-GHAZALI	dép.	10.45 F	12.00	12.05 F
128	DARA'A	arr.	11.20	——	12.40
	DARA'A (Douane)	dép.	——	——	13.15
158	AL-MAFRAQ	dép.	——	——	15.00
207	AZ-ZARQA	dép.	——	——	16.33
223	AMMAN	arr.	——	——	17.00

No. des Trains Composition Circulation		13 RES 1 et 2 cl. Lundi, Jeudi	15 Facultatif 2 cl. Dimanche	11 2 cl. Vendredi
AMMAN	dép.	08.00	——	——
AZ-ZARQA	dép.	08.30	——	——
AL-MAFRAQ	dép.	10.25	——	——
DARA'A (Douane)	arr.	12.55	——	——
DARA'A	dép.	13.30	——	14.50
AL-GHAZALI	dép.	13.53 F	15.20	15.25 F
IZRA	dép.	14.40	16.20	16.20
AS-SANAMAIN (Habab)	dép.	15.20 F	17.10F	17.10 F
AL-MISMIYA	dép.	15.50 F	18.05F	18.05 F
DIMASHQ Kanawat	arr.	16.55	19.45	19.45

Dist. km	No. des Trains Composition Circulation		6 🚃 2 cl. Tlj sauf Vendredi
	DIMASHQ Kadem	dép.	06.00
0	DIMASHQ Kanawat	dép.	¦
30	QATTANA	arr.	06.55

No. des Trains Composition Circulation		7 🚃 2 cl. Tlj sauf Vendredi
QATTANA	dép.	07.05
DIMASHQ Kanawat	arr.	08.00
DIMASHQ Kadem	arr.	——

F = Arrêt facultatif/Calls on request

🚃 = Autorail = Railcar

RES = Réservation des places obligatoire/ Seats reservation obligatory

Tlj sauf Vendredi = Daily Fridays excepted

Facultatif = runs when required

Dist. Km	No. des Trains Composition Circulation		103 ETE 2 cl. Mardi Mercredi Vendredi Samedi	105 HIVER 2 cl. Vendredi Dimanche **)	107 ETE 2 cl. tlj
0	DIMASHQ Kanawat	dép.	08.00	09.00	09.00
10	DOUMMAR	dép.	08.25	09.25	09.25
22	ACHRAFIYA	dép.	08.55	09.55	09.55
24	AÏN EL FIJEH	dép.	09.00	10.00	10.00
29	DEÏR QANOUN	dép.	09.20	10.20	——
38	EL-TEQIYEH	dép.	09.45	10.45	——
50	ZEBADANI	dép.	10.30	11.30	——
61	SERGHAYA	dép.	11.30	12.30	——

No. des Trains Composition Circulation		106 ETE 2 cl. tlj	104 HIVER 2 cl. Vendredi Dimanche **)	108 ETE 2 cl. Mardi Mercredi Vendredi Samedi
SERGHAYA	dép.	——	15.00	15.50
ZEBADANI	dép.	——	15.40	16.30
EL-TEQIYEH	dép.	——	16.20	17.10
DEÏR QANOUN	dép.	——	16.45	17.35
AÏN EL FIJEH	dép.	14.00	17.15	18.05
ACHRAFIYA	dép.	14.05	17.20	18.10
DOUMMAR	dép.	14.35	17.50	18.40
DIMASHQ Kanawat	arr.	15.00	18.20	19.10

**) ne circule pas quand il y en a pas de voyageurs
Does not run if there are no passengers

53:10

RAILWAY MAGAZINE REFERENCES.

Bert Dyke has spent years in producing a personal Index to all items in the "Railway Magazine". (He has been a subscriber since 1933.) Here are some that refer especially to the Middle East:

Hedjaz Rly.

Nov. 1925. Samakh - Dera'a.
Feb./March & April 1934 p.235. Hedjaz Rly. article by Heslop.
Sept. 1934, p.208. Response by Scrivener on HR gradients and levels.
July/Aug. 1947. p. 261. Paragraph.
March 1956. article.
Aug. 1956. p. 539.
Dec. 1963 p.126.Ma'an to Medina rebuilt.
Oct. 1965. p.602. Article on full line.

Iran.
Sept./Oct. 1942. p.306. Paragraph - new Turkey-Iran line.
Mar/April 1943. p.94. Vulcan 2-10-2 on shed.
July/Aug. 1946. p.104 - new 4-8-2+2-8-4 Garratts; p.207, 238.
Nov./Dec. 1946. p. 207, p.383.
Jan. 1963. p.21 & article. Rey Railway.
Aug. 1965. p.104. Teheran Yards.

Aden.
June 1938. p.415.
Army motor trolley on Sheikh Othman line 1917.
Oct. 1967, p.610.
Feb. 1976 - full article. Photo of Nasmyth 4-6-0.
April 1976. p. 26. para. on locos.

Saudi Arabia.
July 1951. p.471.
Feb. 1952. p.134. Opening of line.
Mar. 1952. p. 206. Riyadh - first train.
Oct. 1955. p.698.
Feb. 1956. p.74. Extension Riyadh - Jeddah. Photo - US diesels - No. 1004.

Cyrenaica - Libya.
Sept. /Oct. 1944, p.302: Article - Benghazi Rly. Photos: loco "Jessie Madden".
Jan. 1967. p.59. Para. on Tripoli line.
Apr. 1967. p.225. Para. on the last days.
(NB: "Narrow Gauge World" p.111 - photo of 0-4-4-0T No. 40 at Benghazi in 1950.)

Iraq.
April 1928. Full article. "Railways of Mesopotamia". p.262 - photo of German 2-6-0 No. 625.
Apr. 1941. p.145 & 172 - article. p. 147: photos of Baghdad Shed etc.
Oct. 1941. p. 464.
Aug. 1961. p.578. Mesopotamia.
July 1950. p.451 - Taurus Express.
Nov. 1950. p. 741. article.

Israel.
Nov. 1925, p.415. "Samakh: A Railway Incident of the East" by J. Russell Goggs.
April 1937. p.279. article. by Louis Katin.

Sudan.
June 1934. p. 391. Article.

Lebanon.
Nov./Dec. 1947. p.396.
Sept. 1966.

Trans-Sahara Rly.
Nov./Dec. 1942. (The aim - a railway to Dakar, thence only five hours by plane to Brazil.)

53:11

NOTES AND COMMENTS.

a). FROM FRANCE TO IRAQ IN 1981.

In an old issue of "Schienenverkehr Aktuell" for November 1981, p.2, I found the following:

"The importance for goods traffic of the ... line through South-East Europe is emphasised by the recent operating in the past Spring to transport around 12,000 tons of apples from the Toulouse region to Baghdad. In recent years this significant transport flow has gone by sea; due to the problems in Basra, Iraq's only sea port, caused by the war conditions, it has now been moved to rail. The apples travel in refrigerated vans owned by Interfrigo of Basel, which also provides the necessary supervision through its local representatives. They are conveyed in block trains through southern France, via Mont Cenis or Ventimiglia to Italy, at Sezana reach the border with Yugoslavia, follow then the Magistrale via Ljubljana - Beograd - Sofia. Once they have crossed the Bosphorus the legendary Bagdadbahn, begun at the turn of the century and only completed during the Second World War, is used to bring them via Konya - Adana - Nusaybin to their destination.

The journey of 5,500 km., on lines which are, east of Nis, almost wholly single-track, with the complex ferry transit over the Bosphorus, requires 14 - 18 days, and 40 days are allowed for the total return journey including unloading. The wagons are kept at a temperature of 4 - 5°C, and until now have delivered their goods intact and in good condition to their destination."

b). KRONIOT. More on Trolleys on the Jerusalem Line.

Sybil Ehrlich writes that on 23/4/01 her bus to work was surprisingly held up at the level crossing at Beit Shemesh. (See 'News from the Line'.) It transpired that a P-Way trolley does in fact travel up as far as Bittir "from time to time" as part of the Border Police patrol, to no particular timetable. (Presumably Sybil had not been told this earlier as Mr. Marciano at Lod was unsure as to her motivation for asking.)

c). NORWAY

. Another Obscure Bit of Jewish Railway History !

Sybil notes that a picture caption in the 'Encyclopaedia Judaica' 1971 edition, vol. 15, col. 1223, states:

"The synagogue of Trondheim, Norway, the northernmost synagogue in the world. The building was originally a railroad station."

d). On 52:9: LIBYA.

(i). Notes on Tripoli.

Klaus Matzka has sent some notes from a 1930's German Baedecker, which gives a little more information on the railway routes. (Translation by Editor.)

p.486:

From Tripoli to Tagiura. 21km. Narrow Gauge line in 1¼ - ½ hours. Dep. from Main Station. The line runs eastwards along the edge of town to the Oasis. 3km. Cavalleria, by the large cavalry barracks from the Turkish period; 5km. Sidi Mesri, agricultural school; 9km. Fornaci, from where a short railway branch (3km.) heads southwards through the Steppe to the Fort Ain Zara. North-eastwards further - 13km. Sghedeida; 15km. Mellaha; 21km. Tagiura.

p.487. Excursions from Tripoli: a. From Tripoli via Sabratha to Zuara.
118km. Railway (narrow gauge) in 4¼ - 5¼ hours, for 42 Lire, 28 Lire. 17 Lire. the 3rd. Class is only used by Natives.

Dep. from Main Station. The line runs along the coast westwards, at first along the edge of the Menscia, then through Steppe over low dunes; nice views of sea. 3km. Gurgi, ...6km. Gargaresc, Right the oasis and standstone quarries. The excavated rock graves of Aelia Arisuth and her husbands near the station have wall paintings of the Mithras cult. On beach, remains of Roman villa with good mosaics. 12km. Bivio el-Ghiran, junction of line to Henscir; a second branch leads right to the beach to the sandstone quarries of Ghiran. 16km. Zanzur, pretty palm oasis, market some 2km. south-west of the station. 30km. Lmaia; 47km. Es-Zauia or Zavia (Locanda), station for the oasis of same name (good olive grove.) 76km. Sabratha Vulpia, memorial to Sabratha Vulpia on station in honour of the Duke of Volpi; it is the centre of Italian colonisation in western Tripolitania, with the Office for the surrounding farms...

(ii). Chinese Contract - More Information. From "Reed Business Information" back in April 2000 - "Libyan Contract signed. Construction of the long-planned rail-link between the Tunisian border at Ras Jedir and the Libyan capital Tripoli is set to get under way later this year, following the signing of a US$477 Million contract in Beijing on March 2nd. The 191 km. line is

to be built by the China Civil Engineering Construction Corp. under an earlier co-operation agreement with the Libya Railways General Projects Office. CCECC is to complete the line by 2003, and then maintain it for two years. LRGPO director Mohammed Abduli Samed told the China Daily that 'the railway project will contribute to the reinforcement of the friendship between Libya and China'. he said that the two countries have signed a further memorandum of understanding to co-operate on future rail projects.

LRGPO is reactivating its plans for a 3,000 km. network, with a coastal corridor linking the Tunisian and Egyptian borders via Tripoli and Tobruk, and an 800 km. north-south route linking iron ore deposits at Brach and Sabhah to a steelworks on the coast at Misrate. last November, a Bulgarian delegation applied to build part of the network."

e). IMMANUEL TRAMS.

In view of the current construction work on a line to Kfar Sava and plans for one to Modi'in, a cutting from the "Jerusalem Post" of Feb. 1983 is intriguing:

"The first 400 families... will move into the town of Immanuel (14 km. east of the 1967 border from Kfar Sava) this summer.... Immanuel is expected to have 10,000 dwelling units....The Kochav Hashomron company....has opened an office in New York and has already attracted over 60 immigrant families....In addition to attracting potential olim, the New York office has negotiated for the purchase of electric trolleys, which will provide public transportation within the town."

Immanuel has indeed grown and become established since then, but whatever happened to the trams (presume this is how one should understand the term "trolleys") and where would one purchase railed vehicles in America in 1983 ?? Does any reader know more ?

Incidentally, Uri Ben Rehav faxed a recent newspaper article in which the town of Ariel is also considering a railway station - though where and how and on what line seems still unclear.

f). PETAH TIKVA PLANS.

Not really 'news', but the recent opening of the line means that a story in the "Jerusalem Post" of 3-9 July 1983 deserves another airing. By Aaron Sittner, it is headed "First stage of TA railway in service by 1987" and reads: "By 1988 the trip between Petah Tikva and Tel Aviv will take only 18 minutes compared with today's 45 minutes, according to the Transport Ministry. The speedup will come with completion of the first phase of Israel's long-awaited suburban rapid-transit railway system for Metropolitan Tel Aviv. The first section will go into service about a year after the completion, in 1987, of Tel Aviv's Netivei Ayalon Traffic Improvement Project. Yesterday, Transport Minister Haim Corfu received the first set of plans for the new railway from a task force at the ministry's department of traffic planning and research. The initial stage of the network, which will eventually spread out from Tel Aviv in a spider-like fashion will be 18 kilometres long and will connect the city with Petah Tikva. There will be 10 stations along this line, and in rush hours the whole trip will last 18 minutes. A ministry official told the 'Post': "We expect 100,000 passengers a day on the system by 1995, with people relieved of the present 45-minute journey by car or bus. Building the line will cost about $49 million."

Hmmm. This is why newer readers of 'Harakevet' need to understand the manner in which hardened observers tend to wait until facts are created on the ground before celebrating.

g). IR FINANCES IN 1983.

Also from the 'Post' is an (undated) cutting: "Israel Railroads cuts losses to lowest mark since 1948." by Lea Levavi. "Israel Railroads suffered a loss of only IS 45 Million this year, the lowest since the establishment of the state, director-general Zvi Tsafriri told transport reporters here... The smaller deficit was due entirely to cuts in manpower and increased productivity, he said. Tsafriri said that the railroad's continuing development depends on its becoming an independent company - outside the Transport Ministry's control. Negotiations now in progress aim to set up a railroad corporation, which would be owned by the government, the Israel Chemicals Corporation and the Ports Authority.

One sticking point concerns a deal made three years ago under which Israel Chemicals bought $12.5M worth of railroad cars. Tsafriri had suggested at the time that if the corporation were formed, Israel Chemicals' investment would become part of owners' equity and would be matched by the other shareholders, with the railroad cars reverting to the railroad. According to Tsafriri, Israel Chemicals objects to this plan, but he hopes the problem will be solved and the negotiations completed within months."

h). BUSES IN 1923.

From the "Palestine Commercial Bulletin" of 21st. January 1923 - Vol. III No. 27:

"Bus Services from Post Office to German Colony, Jerusalem. The E.A.S.T. Coy. advise that an improved Bus Service is now running from the German Colony to the Post Office. The ordinary rate is P.T. 3 per journey either way but by buying a book of 25 tickets the cost is P.T. 2.

The Time Table is follows:-
From Colony: 7am, 8, 9, 19, 11, 12noon, 1.30pm., 2.30, 3.30. 4.30. 5.30, 6.30, 7.30.
From Post Office: 7.30am., 8.30, 9.30, 10.30, 11.30, 2pm., 3, 4, 5, 6, 7.
Special trips can be arranged to take parties to town or elsewhere in the evenings."

i).AN EXCURSION IN 1914.

In the editorial archive is a copy of "Tikvath-Israel", a Zionist publication published in 's Gravenhage (i.e. Den Haag), No. 1, 5th. Iyar 5677. (equivalent to 1917.) The texts are in French and Dutch, and one item (p. 11ff) is "A letter from a 13-year old student at the Gymnasium in Jaffa to his parents in Kiev", translated into Dutch from the Hebrew by A.M., and from the Dutch now by the Editor ! It is dated Jaffa, 11 Nissan 5674 - the Hebrew date for spring 1914.

"....The morning after the examinations we all gathered in the big garden of the school, for an excursion. All the pupils and also the girls put a 'kofia' on their heads, a schoolbag on their backs, ... and with long sticks in the hand, like the Jews who once in the same month left Egypt. At 8am we were ordered to form into groups and the trip began. In front went the orchestra with banging cymbals, and we marched behind in step, one-two, one-two ! We were like a little legion of Cossacks, and wherever we went we were greeted with 'Hurrahs !'.

At half past 9 we came to Lut [sic]; there we rested a little, since we were tired from the journey. Stretched out on the green grass we ate our lunch, ... and passed a couple of hours under the blue sky.

At 1 o'clock in the afternoon the trumpet sounded a call to gather again. We came to the station. The train stood waiting. Oh, my dear parents ! How much beauty did I see on this little journey from Jaffa to Jerusalem ! We rode past mountains and valleys, hills and rivers, fields and farms, gardens and parks. Every stone, every bit is full of beauty and significance.

At 4 o'clock we came to Jerusalem. There we were welcomed by pupils from the Hebrew Gymnasium, led by their teachers, with blue and white badges on their chests..... the teachers then arranged the march further - we formed up in fours, each a Jeruslaemer and a Jaffaer together, and marched through the "Zion Gate", and here the teacher gave us an historical lecture about the place....." and so forth - it appears they had a good time, went climbing up hills, sang songs etc.

j).NATIONAL GEOGRAPHIC.

The 'National Geographic Magazine' has an Israeli edition - in Hebrew; the May 2001 number has a six-page article (including two full-page photos - on transport museums in Israel - the railway, bus and car collections.

k).SUEZ CANAL NARROW GAUGE.

Back in 50:12 there appeared (twice !) an article about the railways used to construct the Suez Canal. In "Today's Railways" No. 66, p.312 is an article about the Austrian narrow-gauge railways by Roland Beier. The link ? It starts: "Most Austrian narrow gauge lines have in common a 760mm track gauge. This is known as "Bosnian Gauge" due to its origin. When the Austrian Army started construction of narrow gauge military railways in occupied Bosnia during the 19th,. century, contractors Hügel & Sager were employed. They brought in second-hand material which had been used during construction of the Suez Canal. This material was of 2 foot 6 inch gauge (762mm), and this gauge, rounded down to 760mm, was subsequently applied to the whole Bosnian network. In order to be able to transfer rolling stock between different narrow gauge systems, the military administration soon demanded that all narrow gauge railways within Austra and Hungary should use this gauge, which became standard thereafter."

So the Zillertalbahn, Steyrtalbahn and all the famous other lines owe their gauge to the Suez Canal !

l). SEJED STATION.

Sybil Ehrlich wishes to add her thoughts to the debate regarding the exact identity and location of the stations Sejed and Deir A-Ban. Since she lives at Beit Shemesh (the former Deir Aban or Deir A-Ban) she is familiar with the general landscape !

She writes: "The station pictured in Harakevet 51, page 20, showing people sitting on the platform, is not the station shown in the picture that was reproduced in either 'Yediot Ahronot' or 'Maariv' in 1968, and captioned 'A botanical excursion led by the agronomist Aaron Aaronsohn at Deir A-Ban station.' The latter is definitely Deir A-Ban because (a) the mountains are the right shape and (b) the track curves to the east of the station, which is absolutely correct. The picture in Harakevet referred to above is not of the same building. True, it is taken from the other side, looking west. However:

(i). The track is straight as far as the horizon. This is not the case at Deir A-Ban, but it is at Sejed. Deir A-Ban is between two curves and is shown thus on the 1918 map.

(ii). The tree in the distance is in the correct position - and on the correct side of the track - for the Sejed trees. The Deir A-Ban eucalyptus trees are immediately opposite to the station building. There is a tree adjacent to the station building in the Deir A-Ban picture. There is no tree in that position in the Harakevet picture.

(iii). The front of the building in the Harakevet picture is not the same as the front of the Deir A-Ban building. Look just above the horizontal stripe halfway up the building. At Deir A-Ban there is a two-decker 'blob'. The Harakevet picture shows a single thin line. These are obviously the station name plates. if only they were legible!

(iv). The pictures are more or less contemporaneous. Ron says his picture is dated 1913. From the women's clothes in the Deir A-Ban picture, I would say it is about 1912. It wouldn't have been after the outbreak of World War I, as obviously with the outbreak of war Aaronsohn was too busy spying for the British to find time for botanical outings, even if anyone felt like going on them. Allowing for the fact that the women wouldn't be wearing their newest clothes for such an excursion, 1913 seems just about right. So it's very unlikely that the station name plates would have been changed in that time.

I rest my case !"

53: 12

A RAILWAY SHOP IN ISRAEL

Well, maybe this is a sign that the Messiah is truly on his way. In the meantime, a new shop is opening in Jerusalem, that will deal in model railways and sell also various magazines to railway enthusiasts there.

One of the owners, Tsadok Moshe Blok, sent me an e-mail as follows:
<tsadok@model-trainstore.com>

"As you can read on the web site we are located in Merkaz Klal - Jerusalem. To be more specific: we are on the second floor (C-Section) in Store number 205. We will open at the end of July with the aid of an Israeli celebrity (Mayor or American/German Ambassador). You are more than welcome at our opening day.

In the store we will be selling H0-N-TT Scale products of Fleischmann, Kato, Heljan, Piko, Lima, Roco, Hornby, Arnold, Jouef, & Rivarossi; Regarding model buildings we sell products of Faller-Pola, Vollmer, Heljan and Kibri. Regarding overhead (catenary) we sell Viessmann and Sommerfeldt. Scenery/ others by Busch, Noch, and Brawa. We have requested several monthly and quarterly model railroad magazines to send us their magazine for our store.

We are currently awaiting the arrival of our ordered products and for our carpenters to finish making the display cases. The Israel Railroad Club will build a full N-scale layout (200 x 90cm.) in the

middle of the store. Paul Cotterell of the Railway Museum has sent promotional information and Avi Hefetz of Israel Railways is hopefully considering our offer (joint advertising and posters on the Tel-Aviv and Haifa Station). Yad Vashem is yet not informed, but will soon have a full report of our initiative (selling the Yad Vashem Car that rises out above Ein Karem to their public). What more contacts can we use? Maybe you have some suggestions?

For all Israeli Rail fans (and other interested people) we will send goods "free of charge" throughout the country, as soon as they are paid of course. Regards,

Tsadok Moshe Blok".

Well - not everyone is into modelling, and it will be impossible to carry too wide a stock, but we wish this venture every success and hope it may be the beginning of generations of little Israeli youngsters getting the 'railway bug' at a suitable early age !

Incidentally, an interview with Mr. Blok appeared in the Dutch Jewish newspaper "NIW" 29/6/01, p.3 - born 32 years ago in Sweden, but brought as a child to Holland where he lived until recently, he set up an Internet model shop and soon found himself with up to three thousand enquiries a day, with some turning into purchasers. The shop opens on 1st. August. The interview includes some intriguing insights - it would be interesting to know what readers think. Thus:

"Do model railways as a hobby exist in Israel ?"

"Yes - it's growing. We are setting a trend. It is popular mainly amongst foreigners and Ashkenazim - maybe because they have more money, and Playing is more acceptable in their cultures, they have less of a 'macho' culture. If a gun is standing on a train, it is especially popular; I am ordering special models of army trains, figures and German buildings. Israelis seem to like this.

There are two model railway clubs, one in Haifa and one in Beer Jacob [i.e. at Kibbutz Netzer Sereni. Ed.]; I am a member of the latter, which has 500 members; we meet on Friday afternoons.

..... Some people draw my attention to the fact that a specific Fleischmann loco worked during the Second World War. And yes, I also have models of the wagon that is standing at Yad Vashem - I thought it might be an interesting item.....

53:13

CHARLES FRANZ ZIMPEL.

By Klaus Matzka, & the Editor. PART 2.

In the last issue (52:8) I published Part 1 of Klaus Matzka's article on Zimpel. Here is Part 2: It has less to do with railways - but nevertheless provides an interesting insight into the sort of person who interested himself in the issues of his day. Zimpel's is a name which one often encounters in terms of 19th. century Palestine researches, and I am sure that Klaus is not the only reader of 'Harakevet' who would be glad of some more background.

And now to **Axel Helmstädter**'s work, which looks very thorough and scholarly (as one would expect from such a prestigious academic publication, and which fills many (but not all) the gaps; It actually formed his Dissertation in 1988.) [pub. in Heidelberger Schriften series, Band 3: "Spagyrische Arzneimittel: Pharmazie und Alchemie der Neuzeit", Wissenschaftliche Verlagsgesellschaft mbH Stuttgart, 1990, pp. 82 - 102, ISBN 3-8047-1113-8.] The translation from the German is mine. A Foreword notes that "Spagyrica" is a term used for medications produced from ancient alchemical recipes, whose pharma-dynamic workings can only be understood from the psychology of the period in which they were created. The Editor.

"Carl-Friedrich Zimpel led a dynamic life, whose full reconstruction is no longer possible. For a variety of reasons he travelled repeatedly across Europe, North America and the Near East, mostly without leaving behind any trace in any archives. For clarification of his life and its conditions one is therefore left almost wholly to occasional biographic remarks in his printed works and letters. He refused on principle to write an autobiography, writing to a friend - Friedrich Mauch - "My dear friend, you want a Biography from me. This is often the case - however, I have never been able to decide to do so, because it is vanity, and in my case many mistakes would come to light concerning which today I, as a Christian, would be ashamed; and should it be a complete work, it would be rather voluminous, which would therefore cost a lot to print - so Vanity, Vanity, Vanity !"

Carl-Friedrich was born on 11th. Dec. 1801 in Sprottau (Lower Silesia), the son of a royal official. [Klaus Matzka went to visit - it is now called Szprotawa, and still looks in the older part a typical pleasant town. Ed.] He was of the Evangelisch-Lutheran religion, and attended the Town School in Freystädt. After losing his parents early, due to Tuberculosis, he entered a Prussian Infantry Regiment as a Musketeer at the age of 17. Here he enjoyed a remarkable career, being made an Officer only two years later, and he soon rose to be the Personal Adjutant of the King and "Rechnungsführer der Landwehr". In 1828 he wrote his experience down in the form of a Handbook for Officers with the title "Training and Leadership of an Infantry Company, with especial reference to the Prussian Infantry Organisation." (Berlin 1828). In his free time Zimpel busied himself with military literature, also with the study of Architecture and Engineering, passing the State examinations "just for pleasure". According to some accounts he sent in his resignation from the army during a journey to the United States in 1829 whilst in some spiritual turmoil; soon thereafter he became an American citizen and anglicized his name to "Charles-Frederic".

In the USA he spent some time wandering before he began to earn his living as an Engineer in the construction of several railway companies, especially in the State of Louisiana. The work had to be carried out under sometimes very difficult circumstances, as he reported from one construction site: "The whole line, about one mile from the Mississippi back until two or three miles from Opelonsas, is perhaps one of the most terrible wildernesses in all America, the home of Alligators, Bears and Snakes". Further he complained that he had to spend "..weeks, that is the nights as well, between alligators and snakes in this dreadful morass, and to measure the depth of the water and mud with my own body". At this period he was also witness to the outbreak in epidemic proportions of "Yellow Fever", and involved himself intensively in searching its causes and treatment, in order to be able to help his "mechanics, workers, assistant engineers and Slaves". The epidemics were caused, he considered, not only by the damp and the heat but by a 'miasma' rising from the swamp.

After nine years of activity in America Zimpel returned as a "Chief Engineer" to Europe in 1837, spending at first several months studying in England. He then visited the Kingdom of Prussia, where Friedrich Wilhelm IV persuaded him to put his knowledge of railway construction at the service of the state. Zimpel met the King's wish by publishing "Das Eisenbahnbauwesen von Nordamerika, England und anderen Ländern" (Wien 1840). Friedrich Wilhelm IV in return gave him the Prussian Gold Medal for Culture and Science".....

Zimpel stayed in Prussia until 1844 and worked here as a construction engineer, consultant and Director of several railway companies; he was considered to have performed excellent work, for example in the surveying and Construction as "Chief Enginer" of the "Hungarian Central Railway" from (Buda)-Pest to Pressburg (Bratislava) (April 1838-Aug. 1839), or as 'Director' of the 'Berlin-Frankfurt Railway' (from July 1840 to October 1843 with interruptions), and planned amongst other things a line from Frankfurt/Oder via Posen to Bromberg, that was eventually not approved. The reference he received states: "Although the line recommended by Herr Zimpel has not received official approval for construction as a railway, nevertheless Herr Zimpel has demonstrated his skills as a very active engineer, who has great skills especially in the routeing and levelling of lines, which is - at his request - hereby gladly confirmed. Berlin, 6th. Feb. 1845, the Finance Minister." He was a well-re-

spected advisor and consultant to other colleagues and officials.

At the end of 1843 he ended his activity as a railway engineer and undertook for five years "scientific travels" to Italy, Greece, Turkey, Near-Asia, Syria, Egypt and Nubia, although almost nothing is known of these journeys apart from an 8-day stay in Aleppo in 1847 and that he claimed to have reached the second Nile cataract at 21deg. 45 min.

Medical Training.

Already in his youth Zimpel appears to have been a sickly person; he speaks of a "highly scrofulous condition", that necessitated repeated stays at "Kurs", in Garrison sea-baths and later civilian resorts. In the winter of 1839-40 he he went to Vincenz Prießnitz at Gräfenberg, to undergo six months of treatment with flowing water (note: the Silesian farmer Priessnitz (1799-1851) was the first to try the use of flowing water for healing purposes). On his numerous journeys Zimpel always interested himself - as a patient or as an observer - in unconventional healthing methods. (This included a week in Bonn with Carl Baumscheidt (note: Baumscheidt (1809-1873) was the inventor of an instrument, which he named "Life-Awakener", which used pinpricks followed by a skin-stimulating oil. The resultant infections should lead somehow to a 'diversion' of the causes of illness !) In the end he became a followed of Homoeopathy, which he had first learned soon after his return from America. He wrote that he had first encountered this from the old Baron Rothschild in Vienna, but studied it more deeply over a five-month period with a Dr. A. Lutze (1813-1870) in Cöthen in winter 1848/9. During this period he also became Dr. Phil. and Dr. Med. at the University of Jena. His PhD was dated 25th. Feb. 1849, only two days after he had submitted a request for the same with a copy of his work on Railway Construction - and his technical experiences also gained him honorary membership of the "Society for Mineralogy and Geology" at Jena.

His efforts to gain the medical title had to be a little more extensive, since he had never actually studied medicine ! He had merely attended several lectures on Anatomy, Pathology etc. as a "Gasthörer" during March 1849; for his dissertation he submitted a 56-page text on his experiences with Yellow Fever. His application of 14th. March 1849 was accompanied by an explanation that the medical doctoral title would be of assistance to him during his travels in the Orient, and he had no actual desire to practice as a doctor in Germany. Along with a reference signed by a Dr. Meissner, ... this argument seems to have persuaded the Faculty, who wrote: ".....Under these circumstances the Faculty decides that, although from its side a normal recommendation for the request of Dr. Phil. Zimpel cannot be made due to the lack of certain elements of the training, that nevertheless in regard to the scientific journeys in the Orient, whereby the Doctor title would bring great advantages and remove difficulties, this deserves consideration. The Faculty would therefore be willing to give its permission, if from the Royal Highness the Grand Duke of Sachsen-Eisenach a Dispensation could be made regarding the lacking qualifications." [What a get-out ! Ed.] The State Ministry gave its approval on 7th. April, Zimpel received his certificate as a Doctor of Medicine dated 14th. April 1849, and on the 22nd. April he set off on his journeys again.

Religious Works.

At the beginning of the 1850's Zimpel spent some time in London practicing as a Therapist and deepening his knowledge of Galvanic electro-magnetic healing methods with a W. Halse. (The Foreword to one of his texts reads "C.F. Zimpel, Jan. 1850, 5, Berkeley Square.) This period in England was however most notable for his contact with chiliastic sects and preachers, which influenced the rest of his life. After his snuff-handkerchief had been stolen for the second time during his one-and-a-half hour walk to his Sunday services, he decided to attend a church closer nearby, in which a follower of Emanuel Swedenborg preached. His words led him to a closer study of the Bible, assisted by a variety of local 'prophets': God led me into contact with some very interesting persons, who led me forwards along the way I had begun, such as the holy Reverend James Smith M.A. and the Prophetess Mary Marshall, who also introduced me to the millennial teachings of the late Joanna Southcott." In this way he came into contact with English Mystics, who influenced his later thinking - especially John Wroe (Southcott's successor), John Pordage and Jane Lead, the founders of the "Philadelphia Society", a sect..... based upon the teachings of the Württemberg preacher Johann Michael Hahn. He described them as "true Children of God..... whose shoelaces he was not fit to untie".

In order to immerse himself more fully in Bible Study, Zimpel left London in summer 1850 and went to Tirol, "into the loneliness". In Württemberg on his journey to Meran he met Pfarrer Johann Christoph Blumhardt, who strengthened him in his resolve and gave him a text concerning the healing of a mentally-sick person purely through Prayer. This work of Blumhardt influenced him after his arrival in Tirol so much that he turned back almost immediately and went back to Schwaben, in order to make Confession with Blumhardt shortly before the first Advent Day of 1850. After he had joined in the service the following Sunday, on the Monday he set off once more back to Meran, where he passed the year 1851 in the study of the Bible and commentaries. He remained in correspondence with Blumhardt for many years. He left Tirol in early 1852 in order to explore the exact situation of the Holy Places in Palestine with the aid of a theosophic text by the romantic poet Clemens Brentano (1778-1842). There he let himself be baptized in the Jordan on 24th. June 1852, by an American Baptist missionary whom he had healed of a feverish illness thanks to the homoeopathic medications he had brought. He returned to Central Europe via Beirut, Trieste and Vienna.

In all Zimpel published more than 20 theosophical works, in which he presented his individual Biblical explanations. He seems to have been especially preoccupied with the Revelation of John, the Song of Songs and the Book of Ruth. His hope was for the return of the Messiah and the establishment of the thousand-year reign (the 'Millennium'), whose beginning he first calculated would fall between 1866 and 1873, and later moved until 1888. As with Joanna Southcott, the dates of the lives of Napoleon I and Napoleon II formed the basis of the calculations. In a letter to the Cottasche Publishers he explained his theory: "The number 666 means nothing else and no other name than that of Napoleon I. He is also the Antichrist. As such he has a double role to play, in the First Act as material, visible person from 1804 to 1814, and in the Second Act a spiritual and invisible role... this latter is also carried out by other false prophets, namely Napoleon III, and for this purpose he... must rise from the grave and show himself as a Spirit to Mankind..... the Babylon of the present time is London... all God's Courts will begin with the Church, starting in London... they will be led on by ...our present Nebucadnezar, namely Napoleon III... He is the whip and punishment instrument of the Lord; he must and will, following the Bible, burn London and make England to a French province; immediately afterwards he should capture and occupy Palestine and allow the Jews... to build their Temple. A short time after all this effort.... the Armageddon will take place and the establishment of the Millennium."

In his book "The Easter Celebrations of the German Branch of the Holy Covenant", written 1859-60, Zimpel dealt with the physical and spiritual preparations for the Easter festival. The external preparations included especial concern with cleanliness, such as thorough brushing of the teeth and of the "beard area". "The shortening of any part of the facial hair growth is as much a terrible sin against the Holy Spirit as is the horror of Tobacco consumption." The work ended with a 6-paragraph "Programme for the Training of the German Members of the Holy Covenant, as part of the 144,000 existing community of Philadelphia". By signing and returning a form to the publisher's address, the readers would commit themselves to belief "in only one, uncreated God", in resurrection, to regular communion every Sunday, "in thought and word to pray constantly", to donate 10% of their income to the church as well as sending Zimpel every year a personal account and reckoning.

The Way to "Spagyrisch" Medicine.

Three years after completing his homeopathic training with Arthur Lutze, Zimpel published his "Basic Introduction for Homeopaths" (Stuttgart 1852). In this he was already intensely occupied - perhaps at the initial impulse from Lutze - with the use of magnetism and electricity for healing purposes. Through his theological studies, his contacts with Blumhardt, a close friendship with Justinus and Theobald Kerner and personal contacts with Adam Karl August von Eschenmayer.... at the beginning of the '50's he found himself in the vague area between Theology, "Animal Magnetism" and Electrotherapy..... During his travels Zimpel lost no opportunity to demonstrate his Magnatisor or Galvanisor..... During a stay in Gibraltar in April 1857 he learned of the method of a Christoph Beckensteiner in Lyon, whose technique consisted in the transfer of medication to the body through means of electrical current. The current generated through his Induction Apparatus allowed the various metallic or mineral medicaments to be transferred to the patient through electrodes. Zimpel went straight to Lyon, where for 1000 Francs he could take part in a six-week course to learn this new method. This influenced him so deeply that in 1858 he opened a Practice as a Galvanisor in

Rome, which he named "electrical healing centre." It lasted however for only one year A text he wrote over this method was only published in part, since the authorities in Rome declared that the rest might damage healthy human understanding..... Zimpel undertook several journeys with the aim of publicising his method, but with little success..... nevertheless in his book of 1859 he speaks idealistically of the link between Electricity and Homoeopathy as "bringing the Art of Healing to a new high point."

At the beginning of the '60's Zimpel once again spent some time in Palestine. "With my increasing age.... in which I nevertheless, thanks next to God the Homoeopathy, feel fairly restful, the call of Jerusalem proved once again too strong, and I determined to make it my permanent abode. Although I made Theosophy my main area of study here, I did not totally abandon Homeopathy, but worked as much as I wished." (Letter of 1863.) Zimpel sent a full report of this "Homoeopathic Propaganda Journey" to his teacher Arthur Lutze, which also gives a full impression of the difficulties of travel of the time. "My way took me first via Ramleh to Jaffa.... Since in the whole Promised Land ... there is nowhere a suitable road, but only to a large extent, at least in the mountainous areas, breakneck narrow paths, I had to pack the cases with my books and medicines onto pack animals, and swing myself onto a horse... Although I am used to travelling, I arrived in Ramleh after eight hours (while I could not get my horse into a proper rhythm) utterly exhausted..... The next morning brought me in 3½ hours to Jaffa, where there is a modest hotel...."

Regarding a visit to the Sea of Galilee he reported: "Despite the sea rich in fish, I received only a small and simple evening meal of fish, and soon sought my inviting bed, after I had strewn it heavily with insect powder. But it was all for nothing, it was impossible to sleep. Why ? The proverb both locally and in the whole country is, that the King of the Fleas lives in Tiberias, and daily he says to the inhabitants, "Wash, brush, scrub and clean everything properly, because tonight I intend to visit with my armies and celebrate a weddding." This misery caused by the fleas afflicts all the inhabitants, irrespective of hygiene, for eight months of the year, and for the other four months it is the heat, so intense that it makes even the fleas withdraw, that makes life so unbearable."

Alongside the Homoeopathy and the Bibel Study Zimpel also occupied himself - perhaps because of his terrible travel experiences - once more with a railway project. In Autumn 1864 he presented before the Sublime Porte in Constantinople a detailed plan for a railway line from Jaffa to Jerusalem and Bethlehem, for which the Turkish Government in the period 1864/5 actually offered him a Concession for Construction, on the condition that he could prove sufficient Capital within six months. This did not lead to any progress.

From January 1865 to the end of 1866 Zimpel once more spent two years in Germany, in Heidelberg and elsewhere, before he moved to Italy. From the winter of 1866/7 to around 1870 he lived in San Remo.....

.....[There is an account of further experiments with "vegetable electricity" and various homoeopathic remedies - he himself suffered from digestive problems and haemorrhoids. In this phase of hs life he was dealing with different partners in Homoeopathy in Leipzig, Göppingen and elsewhere, falling out with some, trying to develop miracle cures and publishing successive editions of a brochure "Vegetable Electricity for Healing Purposes." His health was failing, with "my chronic bladder infection, and the swelling on the left foot, get steadily worse, the bedwetting gets unbearable since I have not found a single effective treatment, and I am beginning to have severe doubts.... the swelling on the left foot gets worse and worse and the piss flows day and night uncontrolled and unnoticed; think on my miserable situation, totally alone, without anyone near me, and furthermore a constant and unquenchable thirst." He was living at this period near Naples, variously at Salerno, Corpo di Cava, Cava dei Tirreni, Torre del Greco and Pozzuoli.]

"In October 1875 his health deteriorated to such an extent that the bladder and testicle infection kept him bedbound for several weeks. Since he had to keep to a hotel in Torre del Greco to await his cure, he fell into financial difficulties as well, especially since his books and medications were not selling well. He asked .....[friends] for financial help.

Despite severe illness and pessimistic prognosis he lived another three years in Italy, although there are few details of this period available. The last surviving letter to Friedrich Mauch is dated 23rd. Sept. 1878, a brochure he wrote is headed "autumn 1878". Carl-Friedrich Zimpel died on 26th. June 1879 in a hotel named "Locanda Brettagna" in Pozzuoli near Naples and was buried on the same day."

In footnotes Helmstädter notes that the grave has been lost, and that his Executor was a lawyer in Vienna of whom no details also survive.

And so Zimpel lived to 78, and the railway construction and planning formed only a small part of his activities - although regarding his private life, and how he financed himself, it appears almost nothing is known !

53: 14

RAILTOUR OVER THE BAGDADBAHN:

An ambitious trip is being planned for October 6th. - 27th. 2001 - a group of enthusiasts is being invited to travel by train from Nürnberg via Wien, Budapest, Bucuresti to Istanbul, from there via Gaziantep and Nusaybin to Al Qamishli, Aleppo, Damascus, Amman, Damascus, Istanbul and back to Nürnberg. In other words, over the route of the 'Orient Express' to Istanbul and the 'Taurus Express' as far as the Iraqi border, then back and a detour over the Hedjaz.

Details and bookings can be had from Guido Schulte, Lindenhof 2, 59759 Arnsberg, Germany. Tel. 0292-33001, fax. 280410, e-mail <guido-schulte@globrailer.de> but the provisional programme reads:

Sat. 6/10. Depart Nürnberg 10.26 on EC25 to Budapest, arr. 18.43,
dep. 20.10 in D461 (sleeping car) to Istanbul via Bucuresti.
(NB If necessary this trip might be made from München via Belgrad and Sofia.)

Mon. 8/10. arr. 08.27, Istanbul Sirkeci. Day free.

Tues. 9/10. Ferry to Haydarpasa, dep. 08.55 in Train 11410/61304 in sleeping car to Gaziantep.

Wed. 1 0/10. Arr. Gaziantep 11.35.

Thurs. 11/10. Dep. 07.00, Train 62952 from Gaziantep to Nusaybin, along the Turkish/Syrian border. Arr. 17.00 at Nusaybin station.

Fri. 12/10. Ca. 10.00 border crossing to Al Qamishli, Syria; day free for visit.
Dep. 22.45 Train 256 to Aleppo.

Sat. 13/10. Arr. Aleppo 06.30. Hotel "Al Faisal".

Sun. 14/10. Dep. 07.00 Train 242 to the coast at Latakia, arr. 09.59.
Return: Dep. to Aleppo Train 245 15.30, arr. Aleppo 18.30.

Mon. 15/10. Dep. 00.30 (!) Train 30 to Damascus Kadem, arr. 06.25. Hotel Venicia.

Tues. 16/10. Train Damascus - Fijeh or Serghaya and back.

Wed. 17/10. Day free in Damascus, possibly trolley or special train to Serghaya.

Thurs. 18/10. Dep. Kanawat station 08.00, via Hedjaz railway, arr. Amman 17.00. Hotel "Arena".

Fri. 19/10. Free day in Amman, or excursion to Petra.

Sat. 20/10. Free day in Amman.

Sun. 21/10. Free day in Amman.

Mon. 22/10. Train 13, dep. Amman 08.00, arr. Damascus Kanawat 15.57.

Tues. 23/10. Train 65 dep. Damascus Kadem 05.13 to Istanbul.

53:15

THREE IMPRESSIONS OF TURKEY IN 1968 AND 1972

A mixture this time of old and - well, older. The Editor recently acquired some back numbers of a small A5 magazine entitled "Railway Scene", published by Frank Stenvall in Malmö, Sweden -

(1). In "Railway Scene" 5/68 pp. 83-89, is an article written by him describing a tour of Turkey in that year. It provides an interesting and very well-informed account of what was happening on the system at that time, 33 years ago. As someone who has no personal experience of the Turkish railway scene, I find these memoirs helpful in giving some context to the current 'news items', and hope readers agree.

"My first impression of the TCDD was tea and toast in the Yemekli-Vagon in the Marmara Express one July morning this year. The buffet car had been attached to the train before dawn at Uzunköprü, the border station, where I had seen TCDD 56.501 take the place of CEH Lambda/ Beta 955. (i.e. one of the ex-WD 2-10-0's. Ed.) We were doing about 60km/h through hilly and barren countysde. There are only 18 steam engines on the European side of Turkey, and no diesels, except some shunters at Istanbul. The track is not strong enough to take the diesels and, besides, there are no diesels to spare: all are used on lines in Asia with much heavier traffic. 56.501 is one of the 53 DR 52's in TCDD stock. The first two figures indicate the axle-arrangement: five coupled axles out of a total of six axles. Tank engines are distinguished from tender engines by having only two figures for the running number instead of three.

Civilisation began abruptly at Halkali. This is the outer terminal of the 28 km. electric suburban line, with depots for steam locomotives and EMU's. Here our engine was replaced by electric locomotive 4003 for the final run to Sirkeci terminal. No steam is allowed on this line. MaK and Esslingen 0-6-0 diesels do the shunting, three Bo-Bo electrics haul the three daily international trains each way, and thirty French-built three-car electric sets maintain the suburban traffic. When the electrification was carried out in 1955, it was the first line outside France to use the 25kV 50c/s system, which was later to become the European standard for new projects.

Continued from page 18

Wed. 24/10. Arr. Istanbul
Haydarpasa 17.55. Ferry to Sirkeci.
Thurs. 25/10. Free day in Istanbul.
dep. 23.00 Train 498, Sleeping Car to Bucuresti Nord.
Fri. 26/10. Arr. Bucuresti Nord 17.30.
dep. 19.06 Bucuresti Nord Train EN 370 to Budapest Keleti pu.
Sat. 27/10. Arr. Budapest 07.38; dep. 09.20 EC24, arr. Nürnberg Hbf. 17.32.

A minimum of 4, maximum 16 travellers may take part in this adventurous journey, organised in co-operation with Fahrplancenter and Deutsche Bahn. Bookings are required by 7th. Sept. Travel is 2nd. Class in Europe and 1st. Class in 'Asia'. Prices include all travel and hotels, sleeping cars etc., and amount in round figures to 3,000 DM plus 230 DM for the Jordanian and Syrian visas.

A brief glance over the itinerary shows a lot of overnight travel (unavoidable with some of the sparse timetables) and one wonders what to do with several free days in Amman (maybe hire a car and visit the southern bits of the Hedjaz). It is also a tour for Travellers, rather than those wishing to photograph steam locomotives. But it is worth recalling that, prior to World War 2, this is exactly how long-distance travel was !

The line to Edirne was part of the Oriental Railway opened 1871-73, and two relics from those days are preserved in Sirkeci station: 0-4-0T No. 2251 (Krauss 380/1874) and a royal coach, built by Cammell in 1872, and once belonging to Sultan Abdulaziz. Four steam classes were found at Halkali depot: in addition to the 56.5 there were the Henschel-built 44.5 class, the Batignolles-built 45.5 and the handsome 46.0 4-8-0 from Henschel and Krupp. The latter class, though really an express type, is also used on suburban trains from Haydarpasa, the railhead on the Asian side.

This brings the story across the Bosphorus. The ferry leaves from Galata bridge, the far side viewed from Sirkeci, and the journey between the two continents takes 20 minutes. The Haydarpasa station is a massive four-storey building at the waterfront, and the ferry lands just below it. Cooks features the ferry on table 910, with a special warning: "Passengers in direct transit via Istanbul - Haydarpasa should allow at least four hours eastbound and eight hours westbound for connections between trains." The warning is well justified, as will be seen later. There is considerable suburban traffic from Haydarpasa 45km. to Gebze, and this is due to switch over to electric operation in November. On my visit, the catenary construction was well advanced, but, as far as I know, no new locomotives are yet available. A new shed was under construction, and this housed the steam locomotives, whereas the diesels used the old roundhouse. The eight 4-6-4T's 3701-3708 supplied by Henschel in 1925 handle suburban trains, 'Banliyö', [cf. the French term "Banlieu". Ed.] assisted by the 46.0s mentioned above. The forty General Electric 2150 hp. diesel-electrics handle all mainline trains, passenger and freight, and several diesel shunters are in operation in the station and ferry yard.

Two of these red and cream painted diesels, DE21.521 and 539, built in November 1964 and January 1965 respectively, hauled my train, the "Bogazici Ekspres" out of Haydarpasa. This is the TCDD crack train, and indeed very comfortable, Until recently it was operated by MAN de luxe diesel sets, but now the train consists entirely of new 2nd. class coaches from the Adapazari works. The coaches are in the same red and cream livery as the locomotives, and with their single open saloon and reclining chairs they equal the best in Europe. Only the toilets disappoint: they still consist of a hole in the floor. Refreshments are served continuously at the seats. Tea is 5d, Coca Cola is 10d, and I had one of my best meals throughout the tour in the restaurant car. The fare is only 22 shillings, somewhat lower than on other TCDD lines, as a result of the very tough competition with a multitude of bus companies. Foreign students get a reduction of 10% (30% on all other trains) if they show their university card, or simply their passport, if their status is shown there.

The first section up to Izmit, 93km., follows the very beautiful coastline of the Sea of Marmara and the Bay of Izmit. Considerable works are in hand on this section, as it is to be double-tracked to Arifiye and electrified to Adapazari by 1969. After Izmit the climbing to reach Eskisehir, 800m above sea level, begins. 5703, one of the four three-cylinder 2-10-2T's for banking supplied by Henschel and Jung in 1951-2, was noted at Bilecik, as well as 4401, another odd design, two of which were acquired from Schwartzkopff in 1928. [0-8-0T. Ed.] The line climbs from 295m to 628m in the 17 km. between Bilecik and Karaköy, which equals an average of 1 in 50, so there must have been some work for the 2-10-2T's ! Today, the 'Bogazici Ekspres' covers the 578 km. distance from Haydarpasa to Ankara in 9 hours 10 minutes; westbound it takes 25 minutes less. To this should be added an average delay of one hour.

Ankara has the main diesel depot, which is located close to the steam shed in the middle of the large station area. In addition to the many DE21.5's I noted DE20.002 of the first batch of five General Electric type U18C built in 1957. Later this engine departed on the overnight 'Izmir Ekspresi'. Excluding the 1897 Esslingen shed pilot No. 3328, 29 steam engines are allocated to Ankara. They are of two classes: US-built 2-8-2's and Czech-built 2-10-0's. 46.201-253 were built by Baldwin and ALCO during the last war, and at Ankara they mainly handle suburban trains. Two have been fitted with smoke deflectors. The fifty 2-10-0's supplied by CKD and Skoda in 1949 are included in the fleet of 168 of a design introduced by Henschel in 1937. The series also incorporates 56.201 'Karakurt' and 56.202 'Bozkurt' of 1961, the only two steam locomotives to be built, at Eskisehir and Sivas respectively. Eskisehir has in fact built three more steam engines, all 600mm. gauge 2-8-2's, numbered 46.001 - 003. Two of these haul passengers on the miniature railway encircling the large amusement park just north of Ankara station, while the third is used on a similar line at the Izmir International Fair.

If the journey to Ankara was comfortable, the continuation to Samsun was the opposite. Samsun is situated on the Black Sea coast, 320 km. from Ankara as the crow flies, but to go there by rail means 30 hours on sleeper-less trains via Kayseri, 995 km. De luxe buses go

there in a day, and no doubt offer better service at equal prices, but that was not for me. Accordingly, I was on board when 56.149 pulled the well-filled Kars-bound train out of Ankara in the afternoon. Before it darkened I noted a number of those mighty 2-10-0's in the 56.3 series supplied by Vulcan Iron Works, USA, after the war, together with some North British 2.8-0's, at Irmak. Irmak is the junction with the important line to Zonguldak, and reportedly this line is partly dieselised and next to be electrified, although no diesel was in sight on that evening. The following morning I changed trains at Yapi, at about 1300m above sea level, and found to my delight that 45.013 was to haul my train down to the Black Sea. Nohab built this and 53 other locomotives to the Prussian G8.2 design between 1928 and 1935, and there were eight more by Tubize in between. As the line was still under construction, six of the locomotives were sent to Samsun by ship, together with fifty wagons. Accounts of the unloading in the primitive harbour conditions indicate that it was rather adventurous. The locomotives have remained on this line ever since.

As in so many other places, the shed staff at Samsun were exceedingly kind and hospitable, and after walking around the shed and having lunch there, the shedmaster took me home to have coffee. In addition to about twenty Nohab engines, three of the twenty LMS Stanier type 2-8-0's built at the North British works at Glasgow are allocated to this depot. An odd engine was 34.013 from the former Bagdad Railway. From the enthusiasts's point of view, Samsun is more important as the terminal of Turkey's last operating narrow gauge line. This is worked by four 2-6-0T's built by Henschel in 1936 for the opening of the line. Two 0-6-0's from the now converted Sarikamis-Erzurum line are stored in the shed: 33.929, of Russian construction, and 99.983, American. Some rolling stock was also transferred, and this is distinctly different from the original German-style stock, all of which seems to have been supplied by Christoph and Unmack AG, Niesky, close to Görlitz in what is now East Germany. The line is 750mm gauge and extends 37 km eastwards over the coastal plain to a little town named Carsamba, which means Wednesday. A typical train consists of locomotive, van, three or four coaches, one of which is a 2nd/3rd. class combine, and as many wagons. The wagons are used to transport peasants with carts and barrows with fruit and vegetables to the market in Samsun, and this appears to be the principal business of the line.

There is not much activity in the standard-gauge station, as there are only two passenger trains daily each way: one day train and one at night without sleeping cars. The freight traffic is considerable, however, and going uphill to Sivas we passed several freight trains. Most of the line is very mountainous, with long grades at 1 in 40. In the interior of Turkey, the countryside is very uninteresting. You see only rugged mountains and dry, brown, barren plains. The little villages you pass are all sand-coloured, and appear very different from the noisy westernized cities, with their fair amount of modern architecture and worn-out American cars. Life on the train is more interesting then. Although the journeys were long, I never had to starve. The local people happily supplied me with bread, grapes, cheese, eggs, tea and watermelon, and there was always someone who knew a few words of some West European language, so that we could converse. My little Turkish phrasebook was a constant source of fascination. Now and then a bench in the crowded train had to be cleared, so that a true Moslem could execute his religion, sitting on his knees and with a little black cap on his head.

Sivas has probably the largest shed in the country. The trains from Istanbul are divided here for the Erzurum and Tatvan branches, and the shed also provides power for the Samsun line. 2-10-0's of German (56.001-079), British (56.080-116), Czech (56.117-166) and American (56.301-388) construction dominate, and this is also the home of the two locally-built engines. To signify their origin, they have the letter T in front of the number, thus T.56.201 and T.56.202. Several other classes are also represented, including Nohab, Henschel and Stephenson 0-6-0T's, Nohab and North British 2-8-0's and Henschel 0-8-0. A fireman, happy to have been photographed beside his engine, later invited me to share his lunch in the clean and spacious cab of this oil-fired 2-10-0 in the station.

My train to Malatya arrived a couple of hours late as usual, and I had a long, dark walk before I reached the centre of the town. In the morning I discovered a 3 or 4 km. long line leading from the station and ending up somewhere near the town centre. Three times a day a train for railway employees traverses it. Everyone rides free, and the train is hauled by 34.064, one of the few 2-6-0's remaining in service. A sister engine is also allocated to Malatya, together with four Nohab 0-6-0T's and no less than 66 2-10-0's, most of them of the original German batch, and all of them oil-fired. I left Malatya for Adana on an oddly assorted train, composed of a 2-10-0, a closed wagon serving as baggage van, and four light-weight railcar trailers. Twice en route the train stopped to repair minor locomotive faults before we changed engines at Fevzipasa. At Fevzipasa the line from Kurtalan joins the Bagdad railway, and the station and shed are located on a narrow shelf on the mountain slope. 44.106, one of six 800hp. MaK diesels, of the same type as supplied to SJ (class T21) and several German private lines, was attached to the rear end of the train, and we left the place in the same direction as we came. Immediately after the station some very severe gradients and long tunnels started. On the other side of the mountain pass the line descends steeply again, and we passed a goods train loaded with tanks struggling uphill behind three 2-10-0's.

[Part Two of his article is in 6/68, pp. 108-110.]

Adana is the fourth largest city in Turkey, after Istanbul, Ankara and Izmir. In 1888, before the Bagdad Railway was built, it was connected by railway with the port of Mersin. The Adana terminal of that railway still remains as a freight station in the centre of the town, but the new station is further out. Railcars, 2-6-0's (including some from Nohab) and 4-8-0's haul the trains on the plains around the city, but more power is needed to cross the mountain ranges on both sides. Several of the 48 three-cylinder 2-10-0's bought second-hand from France in 1955 (SNCF 150X, DR Baureihe 44) provide this. Numbered 56.701-748, they are used on most trains, although the 'Taurus Express' was seen hauled by DH27.003, one of three 2700hp. diesel-hydraulics supplied by Krauss-Maffei in 1961. These are the most powerful locomotives on the TCDD, and on delivery they were tested in this area. The opportunities for testing locomotives here are great. In the direction of Ankara are long grades of up to 25 per mille and several curves of 400 m. radius.

There is only one train each way daily from Adana to Konya, and this consisted of thirteen bogie coaches and as many wagons, hauled by one 56.7 and banked by another. The climbing begins immediately after Yenice, where the line to Mersin branches off. After Hacikiri there is a long series of tunnels, where all windows had to be closed to avoid suffocation by the smoke. When the ventilation was shut off, the temperature soon rose to above 40°C (104°F), and for half an hour you could just sit in the dark and let the sweat run. At Belmedik we made a long stop to let the locomotives take water, and in the meantime passengers and hordes of water-sellers fought around the all-too-few watertaps. Some people even walked out into a stream to drink and bathe. We were still only halfway to the summit, which is at 1468m. shortly before the junction where the line to Kayseri and Ankara branches off from the original Bagdad line. The train was due to arrive at Konya at 8pm., but it was after 4am. before we got there. Nobody seemed to be surprised or upset, and the moped-taxis were still waiting outside the station.

The Anatolian railway reached Konya, its terminal, in 1896, and the first section of the continuation to Bagdad was opened in 1904. Though more than a thousand metres above sea level, the area is relatively flat, which explains the presence of the only express-type engine built for the TCDD on a line without express trains. Supplied by Henschel in 1937 and numbered 46.051-061, they are very similar to the first 2-10-0's, which came from the same builders and in the same year. A few small 2-6-0T's in the 3401-3408 series, Borsig 1905-09, were kept for shunting, plus some 0-10-0's and 2-10-0's. There used to be forty-nine KPEV G10-type 0-10-0's, but only a few remain today, all in the western parts of Turkey.

Leaving Konya for Izmir, I had my first ride in a Fiat diesel trainset. Even if you are a steam enthusiast, you will find it inevitable to go by diesel trainset in Turkey. The only other train out of Konya was the one I had arrived on, eight hours late. The TCDD has fifteen Fiat sets, supplied in 1961, and sixteen MAN sets, which are ten years older. Both types consist of three cars, but the Fiat sets are lighter, with 580hp. and a maximum speed of 90 km/h, whereas the MAN sets have 1100hp. and maximum speed of 125 km/h. I had lunch in the diminutive six-seat buffet-bar in the train before alighting at Kütahya, the junction with the line Ankara - Izmir. The only engine there was 3553, one of the 2-6-2T's delivered by Maffei in 1911-12 for thge Sirkeci-Halkali locals. "Ege", the day express Ankara-Izmir proved to be a MAN diesel set - hauled by a 2150hp. diesel ! There is relatively much more to see on this section, with sheds at Balikesir and Soma. The latter has some light 2-10-0's class 56.9, weighing only 77 tonnes compared to the 106 tonnes of class 56.0.

Izmir has two terminal stations, Basmane for the lines to the north and north-

east, and Alsancak for the line south to Aydin and beyond. The latter was the first railway in Asiatic Turkey, opened in 1866 by the Ottoman railway Company. Half a mile or so from the respective termini the lines cross at about right angles. The suburban traffic is fairly lively, and this was the only place where 0-8-0's were seen in any number. Between 1957 and 1967 the official number of steam locomotives was reduced from 942 to 857, and it appears that the biggest casualties were the 0-6-0's (of which none was seen), 0-8-0's and 0-10-0's.

Other locomotives at Izmir were 46.104 of the Ottoman Railway and the lightweight 2-10-2 class 57.0. These weigh only 91 tonnes and are used on main line as well as suburban trains. Ten to twenty short four-wheel carriages is the standard consist of suburban trains, and many of the carriages have old SCP-numbers (Smyrna - Cassaba et Prolonguements) on the frames.

The swiftest way between Izmir and Istanbul is a twelve-hour rail-sea service three times a week. I went the longer way via Eskisehir, in order to see that place too. Eskisehir is an important junction, and also has one of the TCDD's two main works. These are at present being reconstructed to produce diesel locomotives, and the first two in a series of twenty were completed oin 29th. March this year. Numbered DH 3601 and 3602, they are 65% 'home made', including the motors. 0-8-0T 4401 was noted at the shed, and its only sister, 4402, at Bilecik on the way back to Istanbul. I could return home content that I had seen about ninety per cent of all Turkish steam classes, and about half of the locomotives."

(2). In issue 4/69 of 'Railway Scene', pp. 74-76 is an article:
"INDUSTRIAL LOCOMOTIVES AT ZONGULDAK" by Jeremy Wiseman.

"There are important coal mines in the Zonguldak area on the Black Sea coast of Turkey, and the district has a great deal to offer the railway enthusiast, as the following observations made in July 1969 show. I went to Zonguldak by the railcar, which since 29 May 1969 runs three times a week compared to twice a week when the service was introduced last year. Apart from the railcars the line is entirely steam worked.

At Karabük, 120 km. from Zonguldak, there is a steelworks which has its own locomotives, both steam and diesel. The works is actually adjacent to Ulkü station, 3 km., south of Karabük, which is unfortunate, as there is a more frequent train service between Karabük and Zonguldak. From the train I could see 0-6-0T's marked DC 3308 and 3310, and also a glimpse of a larger engine, possibly one of the two 0-8-0T's said to be supplied together with four 0-6-0T's by British builders in 1937-1943.

The main TCDD shed is at Catalagzi, 9 km. east of Zonguldak. There are US 2-8-2's and 2-10-0's, Henschel 0-6-0T's and some 0-8-0's. The 2-10-0's are of the 56.301-388 class, built by Vulcan Iron Works, Wilkes Barre in 1948, and weighing no less than 110 tonnes. They are easily recognizable by their skyline dome casing.

Catalaguzi is also the starting point of a metre gauge industrial line which unfortunately I was not able to explore completely. The only activity I witnessed was the arrival of a workers' train made up of cramped four-wheel vans and hauled by a Bagnall 0-6-0T. Many wagons were lying derelict and there is a disused two-level installation for transferring coal from narrow gauge to standard gauge wagons; the latter and now loaded at a new installation supplied by conveyor belts. Several (metre-gauge) locomotives were at the shed nearby:-

1.	0-4-0WT.	Hanomag 5724/1911. In good condition.
2?	0-4-0WT	Derelict. 5724 stanped on motion (cf. loco 1) same type as loco 1.
4	Hanomag 5874/1911. Part of cab only.	
0-4-0WT		Derelict,9398 on motion.
0-6-0T		Derelict.
14	0-6-0T	Couthon 710.9020 on motion.
18.	0-6-0T	Meuse 3182/1925.
23.	0-6-0T.	Bagnall 2640.Only loco in steam.
24.	0-6-0T.	Bagnall 2641. Undergo ing repair.
27.	0-6-0T.	Bagnall 2848/1946.

At Zonguldak there are more coal mines and two standard gauge lines operated by the Eregli Kömürleri Isletmesi (EKI), the coal mining company. One line runs a short way inland to Üzülmez where there is a coking plant, and the other goes to Kozlu, a coal mining town on the coast west of Zonguldak. These lines are worked mainly by MaK 0-8-0 diesel locomotives of the same type as used by the TCDD and numbered in the 6000-series. However, I saw one steam locomotive, used for the workers' train to Üzülmez, which consists of a motley collection of old four-wheel coaches, and on which I got a free ride. The driver of this locomotive, an 0-6-0T, claims that it was built in Turkey, and the locomotive does in fact carry a plate inscribed 'No 3 Merkez Atelyeleri', this being the name of the engineering works in Zonguldak. [c.f. the French word 'Atelier. Ed.] It seems more probable to me, though, that the locomotive was rebuilt from one of the metre-gauge Bagnall 0-6-0T's at Catalagzi, as they are very similar in appearance. There is a new diesel shed in the Zonguldak port area but I could find no steam shed.

I went by bus to Eregli in order to investigate the isolated railway that is shown on some maps of Turkey. This line is of standard gauge, 14 km. long, and was opened as late as 1953 to transport coal from the mines at Armutcuk to the harbour, and later the new steelworks at Eregli. The coal is carried in bogie wagons of 50 t capacity, and there is also an unadvertised passenger service. The TCDD operates the line and has a small shed at Eregli, where locomotives 34.032, 45.009, 45.028 and 45.052 were noted. The last three are of the Nohab-built series of KPEV type G8.2's 2-8-0's. The steelworks has some diesel locomotives, including No. 6, a Bo-Bo."

3). This next is from Vol. 5 No. 1, issue 1/72. It includes (pp. 17-19) a brief article entitled "Report from Sweden" by Hans Herbert Frohn. More than a quarter of a century old, it is of some historical interest.

"In April 1972 I travelled through Turkey and visited a few larger sheds. A year before I had with some difficulty obtained a permit to visit TCDD sheds and take photographs there. Because of the unstable political situation, this is some cases proved decidedly helpful. It deserves mention that the railway men encountered on the journey were friendly and helpful. The following brief report describes what motive power was seen and where.

Istanbul. Sirkeci, the terminus on the European side: As before, the long-distance trains are hauled by 4000 series Bo-Bo electric locomotives over the electrified suburban section, the suburban trains being made up by 8000 series EMU's. Preserved in front of the station is No. 2251, a little 0-4-0T built by Krauss in 1874. Inside the station are the saloons of Atatürk and one of the last sultans, the latter car being a recent addition.

Yedikule. Here, within the city area of Istanbul, is the small works for the European section of the TCDD. A visit without a permit is not possible. I saw steam locomotives of series 44.500 (0-8-0, similar to the Prussian G8/1 and built by Henschel 1910-13), and 45.500 (2-8-0, built 1924-27 by Batignolles and Schneider-Creusot.)

Halkali. The electric suburban service terminates about 30 km. north west of Sirkeci. Long distance trains change from electric to steam haulage, except of course for the diesel trains. Steam locomotives are provided by the shed at Halkali, where I noted 33.508 (0-6-0, saturated, Egestorff (Hanomag) 1875), withdrawn. In steam were examples of series 44.500, 45.500 (mentioned under Yedikule) and 56.500 (2-10-0, ex-Deutsche Reichsbahn Class 52.)

The shunting in all three stations is handled by three-axle diesel-hydraulics of series 33.100 (360 hp., built by MaK in 1953.)

Haydarpasa. Now that the suburban section (to Gebze, 44 km.) on the Asian side of Istanbul has been electrified, few steam locomotives work into Haydarpasa. In the late morning I noticed No. 3706 (4-6-4T, built by Henschel in 1927 to the Prussian T18 design) bringing in a passenger train from Adapazari. Shunting was done with DH 6500 series 0-6-0 diesel-hydraulics (600 hp., built by Krupp and Esslingen in 1960 and identical with DB Class 260.) The suburban trains are partly made up with 8000 series EMU's, partly with modern suburban carriages, hauled by electric locomotives of the E40.000 series. The latter are B'B's with 4700hp. (3500 kW, one-hour rating.) The first eight units were built by Alsthom and the 50Hz electrification group and completed in July 1971, while a further seven are being assembled in Turkey under license. The bogie suburban carriages mentioned have centre and end doors and have been built at the TCDD factory at Adapazari since 1965.

Long-Distance Trains.

Haydarpasa is the starting point for such famous trains as the Toros (Taurus) Express to Baghdad, the Vangölü (Lakke Van) Express to Kotur, Iran, which conveys an Iranian first-class carriage to Teheran, the Dogü (East) Express to Kars near the Soviet border, and the Bogazici (Bosphorus) Express, which 'only' runs to Ankara. Entirely made up with air-conditioned pullman cars of the latest type (built at Adapazari), the Bogazici Express offers the fastest connections between Istanbul

and Ankara. Travelling in this train is comfortable, which can not be said of many TCDD trains. On 4 April the composition was DE24.014, heating van, four first class pullman cars, dining car, one second class pullman car. Except for the heating van, all cars appear in red and cream.

These long-distance trains are all hauled by diesel-electric main line engines of three types: DE21.500 (Co'Co', 2150 hp., General Electric 1965 -), DE 18.000 (Bo'Bo', 1800 hp.) and DE 24.000 (Co'Co', 2400hp.) [Class numbers clearly reflect horsepower. Ed.] Of the latter two types, the first few engines were completed early in 1970 by the French MTE group, with Pielstick engines from the Societé des Chantiers de l'Atlantique. The following are being built at Eskisehir at a rate of twenty locomotives annually. Some long-distance trains convey only a few carriages but several wagons.

Anatolia.

Izmit. Passing through here I noted two four-wheel railcars of class M51, built by MAN in 1942.

Arifye. junction for Adapazari. The passenger trains to this place are now hauled by the 3700 series 4-6-4T's.

Bilecik. Base of the banker service on the incline to the Anatolian plateau. Of the four banking locomotives, which used to assist all trains up the incline, only two are now required: 5703 and 5704 (2-10-2T, 3cyl. superheated, Jung 1952.) The two Henschel engines, 5701 and 5702, stand withdrawn at Eskisehir.

Eskisehir: Here is one of the two large TCDD works, the other being at Sivas. Eskisehir works does not only repair (mainly diesel power), it also builds new locomotives. The start was made in 1967 with an almost unmodified version of the MaK-built 33.000 series three-axle type, now classified DH 3600. The DE 18.000 and DE 24.000 series are now under production. In the steam shed I saw several 4-8-0's of the 46 000 series (built by Henschel and Krupp 1927-35), 2-10-0's of the 56.100 series (Skoda 1949) and one 2-8-2 of the 46.050 series (Henschel 1937-38.) The latter type was the single modern express engine of the TCDD. Until the arrival of the GE diesels it was found on almost every fast train on the Istanbul - Ankara line. Now they only haul goods trains. 5701, 5702, 3701 and 55.045 were withdrawn. 55.045 is almost identical with the Prussian 0-10-0 G10 type. The shunting was done with DH 3600 and 33.100 diesels. Two express diesel trains passed during my visit: train 201 from Konya to Istanbul consisting of three-section MT 55 (580 hp. Fiat) and Train 2A (Ege Express) from Izmir to Ankara, an MT53 (three sections, 1100 hp., MAN 1951). Then the Toros Expres took me to Ankara, the composition being DE 18.001 - DP - B - B (all for Gaziantep) - A pullman (Adana) - A - CC - WR - WL (all for Gaziantep) - A (Iskendurun.) Twice a week this train runs through to Baghdad, the third time it finishes at Gaziantep.

Ankara.

Electrification works on the suburban sections (Sincan-Ankara-Kayas, 36 km.) have begun, but the suburban trains are still made up by old bogie stock hauled by steam locomotives (56.1000 series, see Eskisehir, and 46.200, superheated 2-8-2 of the American Middle East War type, built by Baldwin in 1942.)

The 33.100 and DH6500 series of diesel shunters mentioned above are employed here, too. In addition, there are at least two 34.000 series 2-6-0's, a type very similar to the Prussian P6, which was built by Hanomag and Borsig 1910-1911 for the Baghdad Railway. Long-distance trains are hauled by DE 21.500, DE 24.000 and occasionally by one of the three DH 27.000 series locomotives, or run with diesel train sets Class MT53 (see Eskisehir). Apparently all of these trains are allocated to Ankara; in contrast to the DH 27.000 C'C's (2700 hp., Krauss-Maffei 1961), which frequently fail, they are very popular. It is not likely that they will continue to carry the bulk of the fast long-distance traffic, though; locomotive-hauled trains like the Bogazici Express will replace the MT 53's.

Kayseri.

East of Ankara the Toros Express was double-headed by a DE21.500 and a DH 27.000, with nearly 5000hp. together. The connecting train from Bogazköprü to Kayseri (about 15 km.) consisted of three light four-axle carriages, but the 56.300 series 2-10-0 (Vulcan/USA 1948) in charge of it made it look important. East of Kayseri the steam locomotives totally dominated the scene. Most goods trains were double-headed by two 56.300's, a 56.300 and a 56.100, or a 56.300 and a DE21.500 etc. Once I noted a 56.300 and a 34.050 (2-6-0, similar to DR class 24 and built in the thirties by several factories, such as Henschel, Nohab and Krupp.)

The 56.300's dominated at the shed, where there were also some 56.100's and 56.500's. 34.018 stood withdrawn inside the shed, and 56.018 was outside. The pilots were 3553 (2-6-2T, built by Maffei 1911-12 for the Istanbul suburban trains) and 45.183 (2-8-0, Lima 1942, USA war type S160.)

Izmir.

Basmane. The frequent suburban service was handled by steam locomotives of series 46.100 (2-8-2, Stephenson 1929) and 45.120 (2-8-0, Humboldt 1912.) Odd examples of series 44.000 (0-8-0, KPEV G8 or similar, various builders). 55.017 (0-10-0, Prussian G10) was also seen arriving on a passenger train. All the suburban trains were made up by four-wheel carriages of various type, origin and age. Not a few would have honoured a place in a railway museum. A short distance fast train was run with an MT54 and trailer, a modern bogie railcar of French origin. A similar train had a rather decrepit looking railcar, BCfw 22. Apparently the TCDD took over this car with a formerly private line at Izmir and did not renumber it. The midday express to Istanbul and to the port of Bandirma, from where Istanbul can be reached by boat, was headed by a 57.000 series 2-10-2 (Krupp and others 1933-37). Non-superheated No. 3412 (Stephenson 1911) was in charge of the shunting.

Izmir Alsancak. Contrary to the important station of Basmane, Alsancak only serves the suburban and regional traffic. The train engines seen were all of the 44.000 series, non-superheated 2-6-2T No. 3513 (Corpet-Louvet 1923) and 33.000 series diesels handling the shunting."

53: 16

WAR DEPARTMENT WAGONS IN THE MIDDLE EAST:

I have been in correspondence with Alan Blackburn of Woking, who is researching wagons built by the Southern Railway (in England). He is keen to find out more about a total of 1,600 standard SR 13T open goods wagons built for the Ministry of Supply, of which at least some were sent to the Middle East.

He writes: "There were two orders; the first issued by the Chief Mechanical Engineer Office at Waterloo on Ashford Works on the 11th. Sept. 1941 called for 1000 unfitted 12T open goods wagons. These were produced as kits of parts in November and December 1941 and it would seem were sent to Persia along with at least 8 of 20 SR-built Goods Brake Vans also built for the Ministry of Supply. Now rather strangely this order received widespread cover in the British railway technical press, there was no secrecy about it as one might expect. A letter was even quoted later from a South African Sapper Officer thanking the SR for the quality of their workmanship and saying how easy it had been to erect the wagons 'in the Desert'. Now I expect you know this line from the Persian Gulf up towards the Russian border was extremely hard to work with very heavy gradients. The last thing you would want are little British 12T wagons without any form of automatic brake. They had the SR Brake Vans I mentioned, of course, but a very good article published after the war in, I think, 'The Locomotive' mentioned that they were used in front of the Stanier 8F's to augment their sanding (the SR vans had sanding gear). This article does not mention the SR opens and neither does Tourret in his books. I wonder if the wagons ever went to Persia, the Suez Canal one seems more likely.

The second order was for 600 similar wagons, order A1831 of 19th. Dec. 1941, completed again it seems in kits, but possibly not until January 1942. These are variously quoted as having a Westinghouse Through Pipe or 'French type Air Brake' with screw couplings. Although once again the SR put aside all other work in Ashford Wagon Works to build these wagons almost immediately, there does not seem to have been so much haste to despatch them, and it was reported that on the 10th. Jan. 1942 220 had left the works but that 380 were on hand awaiting instructions. Again, I wonder just where these wagons went. The air pipe or 'French Air Brake' would have made them a little more use in Persia where they could have worked with other 'fitted' stock perhaps.

..... some or all of the 8F's from Persia found their way to Palestine / Egypt, so it seems some of the opens and British vans may have done so too, assuming of course they had ever been there.

One last clue is that 180-odd of

the SR built MoS wagons passed from the ownership of the MoS to the Midland Region of BR in 1949, so it seems that some at least never left the UK."

I went through the Editorial archive and found some answers for Alan, but maybe other readers can still add more information. My initial answer to him included the following:

1. "At Lod depot on 17/3/1999 I noted Israel Railways 4-wheel match truck No. 1504; the frame bears a plates "Southern 927. Standard 11 Tons." "Built SR 1940 Ashford Works." Clearly one of your vehicles ! But in all my time running around IR photographing odd wagons etc., I cannot claim to have come across anything similar. Lots and lots of former USATC bogie wagons, often heavily rebuilt but still with original frames and bogies.

2. I have a copy of "Palestine Railways Working Timetable No. 3" of 1st. May 1944 "until further notice". At the back it lists ALL rolling stock that any operator might encounter - from Egypt, Syria, Iraq etc.

On p. xx it lists War Department Rolling Stock, which includes:

8 4-wheeled Brake Vans. Nos. 701-800. (sic. - this is common in lists of "running nos.")

12T capacity 4-wheeled box trucks, 59 in service, Nos. 9801-9859 (for Internal use only, for the Army)

20T cap. box trucks, 183 in service, Nos. 10001 - 10200.

Highsided trucks. (4-wheeled) 20T cap., 155 in service, nos. 50001-50200.

Highsided trucks. (4-wheeled) 10T cap., 415 in service, nos. 51161-51800.

On p. xxii is a pasted-over sheet dated 1/8/44 but written over and corrected (in pen and ink) since, for the Haifa - Beirut - Tripoli Railway - i.e. for a line which had its own WD rolling-stock allocated, though not 'captive'. This includes:

SR type Brake Vans. 4. Hand brake & vacuum cylinder. 20T. 27' 4" over buffers. Nos. 703, 705, 706, 708.

Wooden box vans. 108 (pen). Hand brake only. 20T. 27' 5". long. Nos. 12005-12200.

Open wagons. 8. Hand brake only. 20T. 29'4" long.
Nos. 250020, 250043, 250055, 250073, 250090, 250125, 250158, 50160.

Open wagons. 80.(pen.) Hand brake only. 13T. 20' 5" long.
Nos. 51182-51902, 250214-250801.

Wooden box wagons. 131 (pen.) Hand brake only. 40T. 43' 6" long. Nos. 11101-11912.

There are also a few other tank wagons and miscellaneous vehicles labelled "hand brake only". Which, I would suspect, is a giveaway to British origin.

3. In "Railway Magazine" July/August 1946 is a photo (p.207) of a Beyer 2-8-0 on a train of 4-wheel open wagons.

4. There's a quite well-known picture of 8F's at Ahwaz, and 4-wheel wagons around.

5. In "National Geographic Magazine" for August 1943 is an article "Iran in Wartime". There's a photo (p.131) of a chap chalking "Persia" on a Ferry Van labelled "Not to run on the Southern Railway between Tonbridge and West St. Leonards and also the Whitstable Harbour Branch", 'lifted 21/11/41'

6. "Railway Gazette" of April 21 1944 on "War Transport in Persia" p. 423 mentions "Since 1941 a considerable increase in the rolling stock has been brought into use on the Persian railways by the Allied Forces, but no recent official figures can be given. ..... some hundreds of wagons from England and India."

7. I have two pages of an, alas, undated and unidentified railway newspaper of the late 1940's, a two-part article on "Aid to Russia through the Persian Gulf" by Brigadier-General Sir Godfrey Rhodes, lately Director of Transportation, Persia. It includes:

"When the locomotives and wagons from England began to arrive, arrangements had to be made to erect them and bring them into use. This was a problem because facilities were scarce and tools and equipment absent.....

Then again, the braking system on the Persian rolling stock was quite inadequate for a mountain railway. Some proportion of the stock was fitted with pressure brakes, some was piped only, some had hand brakes, operated by brakesmen riding in a little cab on each car, and some were not braked at all. Owing to the heavy grades all trains had to have a high proportion of braked stock to prevent runaways and breakaways.... so when we ordered more cars from the USA we specified air brakes. That was all right, but unfortunately we did not mention the couplings...."

"It is interesting to note that locomotives and rolling stock have been withdrawn from Persia by the British military authorities by the overland route to ease shipping congestion. A number of Former French train-ferry wagons, sent by ship from England to Persia in 1941-42 and 93 L.M.S. tye W.D. 2-8-0 locomotives were so treated. They reached Palestine and Egypt by the metre-gauge lines of the Iraqi State Railways between Basrah and the standard-gauge Bagdad avoiding line. Special low-loading bogie wagons were designed and built for their conveyance."

8. The booklet "190 In Persia" by Michael Robbins mentions (p.8):

"Arrangements had been made by Capt. W. F. Kennedy, who had arrived at Ahwaz at the same time as Lt.-Col. Anderson, for the organisation of a plant for assembly of WD wagons, employing local labour. The first shipment of these wagon parts arrived on 11 December 1941 at Ahwaz Jetty, and within three days production had begun. 190 Company's carriage and wagon personnel were engaged in supervising the native labour until the arrival of workshop staff released them for maintenance duties. The W.D. wagons, of which 840 were shipped from England, 838 went into service fully erected, and one went into service as a flat, [sic] was a slightly larger edition of the standard English coal wagon, with the necessary difference of having a screw coupling. It was a high-side wagon with centre door, with 20 tons capacity (later increased to 22 tons), and it gave very satisfactory service with little trouble from hot bearings. A curious feature of its construction was that it was provided with a hand-brake lever on one side only, which actuated a brake shoe on only one wheel. It had no power brake, but some were later fitted with a pipe connection."

Alan wrote back:

"The match truck marked 'Southern 927' is almost certainly one of those I am interested in. Interesting that it is rated at 11 Tons; These wagons were the current SR designs and rated at 13 tons. However it was British Military practice to down-rate civilian load capacity on Army lorries - i.e. a civilian 5-tonner became a Military 3-Tonner, so it would seem that they asked for the wagon to be 'plated' 11 tons."

Re. the Palestine Railways WD stock list -

"The eight 4-wheel Brake Vans 701-800 almost certainly include the SR 25-ton ones built for the WD. 40 of these were built for the WD in two batches of 20. WD 11002-21 built Lancing 1941, WD 11022-41 built Ashford 1942. WD11002-5/22-41 were all registered to run on British railways and I do not think any of these ever left the country. Most were still around in recent years and several are now 'preserved'. WD11006-21 on the other had were, I believe, all shipped to the Middle East. Of these sixteen, eight went definitely to Persia where they are documented as having been used to augment the 8F's sand power. These may well have come to Palestine via Iraq with the 8F's and may be some of the Haifa - Beirut - Tripoli Rly. stock Nos. 703/5-6/8 etc. Some are said to have been seen in the Canal Zone and some may have been lost at sea.

The wooden Brake Vans 12005-20 - probably First World War vehicles left in Palestine ?

Opens 250020 etc. - see below for probable details.

Opens 51182 etc. Almost certainly 80 of the Ashford wagons I am trying to trace. I think that Persia was no place for unbraked British 11-Ton wagons, and I do not think they were used there, unless possibly it was some of the later air-braked batch. I think, but cannot in any way prove that the 11-Ton wagons went in fact to the Haifa-Beirut-Tripoli Rly., with some possibly going to the Canal Zone, and a few remaining in England. Maybe some were lost at sea ?"

Alan has also sent some copies, not all complete, of relevant articles:

From 'Railway Gazette' of Feb. 14th. 1941:

"Utilising French Wagon Parts. Goods wagons for service in the Middle East built from parts originally manufactured for wagons intended for France.

When war broke out, the French Government, in conjunction with the Directorate of Transportation Equipment of the Ministry of Supply, placed an order with the wagon builders of this country for 10,000 French-type 20-ton covered goods wagons, which were to cost in the aggregate enarly £7,000,000. A brief announcement of the order was made officially in December 1030 (as recorded at page 819 of our Dec. 22, 1939 issue) and outline drawings showing the wagons complete with fittings and and also with certain fittings removed for transport over the more restricted structure gauge if British railways were given in our Jan. 19 1940 issue. The orders were placed by the Ministry of Supply with the Carriage & Wagon Builders' Association, and it was arranged that the following ten firms should participate in the work: Metropolitan-Cammell Carriage & Wagon Co. Ltd.; Birmingham Railway Carriage & Wagon Co. Ltd.; Gloucester Railway Carriage & Wagon Co. Ltd.; Hurst, Nelson & Co. Ltd.; R. Y. Pickering & Co. Ltd.; Head, Wrightson & Co. Ltd.; Chas. Roberts & Co. Ltd.; Cravens Railway Carriage & Wagon Co. Ltd.; G. R. Turner Limited; and the Butterley Co. Ltd. The work was eventually divided among eight builders and production began in the early part of 1940; a sample wagon was delivered in May and sent to France. Formal delivery of the first train of fifty of these wagons was taken on May 20 by representatives of the Ministry of Supply, and details of the ceremonies were given in our May 24, 1940 issue. Just as deliveries were beginning France capitulated, and in June the order was cancelled. Of the 10,000 ordered, only 631 were completed.

This left a very considerable amount of unused material, which could not be wasted, in the hands of the builders. It so happened that the Ministry of Transport had ordered 3,500 hopper wagons for the transport of iron ore, of which considerably larger tonnages than usual are now being mined in this country. These were re-designed to incorporate some of the left-over components. In addition a special 20-ton high-sided open goods wagon was developed for use in the Middle East, and 1,000 of these are on order. Their appearance, in comparison with the original covered wagons, is shown by the accompanying illustrations, and their main dimensions are as follows:-

Carrying capacity: 20 tons.
Floor area: 210 sq. ft.
Cubic capacity: 840 cu. ft.
Length over buffers: 29ft. 4 in.
Length over headstocks: 25ft. 5!/2 in.
Length inside body: 25ft. 1 3/4 in.
Wheelbase: 14ft. 9 5/16 in.
Height, rail to top of side: 8ft. 0 9/16 in.
Height, rail to top of floor: 4ft. 0 9/16 in.
Height inside: 4ft. 0 in.
Width over side stanchions: 9ft. 2 1/4 in.
Width inside: 8 ft. 4 1/2 in.
Width of doorway: 5ft. 2in.

Of the 631 completed wagons of the first order, 400 are being dismantled for shipment to the Turkish Government, 200 are being sent to Egypt, 20 are being converted into refrigerator wagons for use in Egypt, 10 more may be converted in the same way, and the original one was lost in France. The Turkish Government has ordered a further 250 wagons of the French type.

In this way all of the material which can possibly be used will be put into service The remainder consists of certain standard French components which were ordered to suit French railway practice."

Thus the term "French type wagons" in the WTT is explained - some of these wooden vans can still be seen lingering here and there, or their bodies used as sheds in Israel.

From 'Railway Gazette', but the clipping is undated:

"As was briefly recorded ... last week, at page 512, Colonel J. J. Llewellin, Joint Parliamentary Secretary to the Ministry of War Transport, on November 10, sent on its way, for use in transporting aid to Russia, the last consignment of the 1000 open 12-ton wagons which have been built by the Southern Railway Company in two of its shops. The speed with which these wagons..... the L.N.E.R. assisted by cutting wagon timbers from logs, and supplying certain ironwork details for the wagons, and the L.M.S.R. by providing stampings of standard wagon parts and by supplying considerable quantities of timber. It was agreed that 820 steel underframes should be built at one S.R. works and 180 frames at another. Two days later the Chief Mechanical Engineers of the companies met to agree to the allocation of details to be supplied by the other companies, and next day instructions were issued to the works. On September 20, well ahead of schedule, the first shipment was made of 50 wagons...."

This is accompanied by a photo of a wagon with all its parts, sideplanks etc. painted with numbers like a true kit.

From 'Railway Gazette' of 14/8/42:

"Record Delivery of Wagons to Forces." Southern Railway Thanked.

On November 10, 1941, the Southern Railway completed at one of its works the construction of 1,000 open 13-ton freight wagons in the record time of less than 10 weeks; the other main-line companies and rolling stock builders co-operated in manufacturing certain of the component parts. They were despatched in sections to the Middle East Forces assembled and put into service for the conveyance of war materials for our allies in Russia via the Persian Gulf. An account of the building and despatch of these wagons appeared in the Railway Gazette of Nov. 21 1941, and was read with much interest by a South African Unit, who assembled the wagons in the desert.

A report has now come to hand from this unit, extracts from which make stirring reading:-

'It may be of interest to know, and one feels sure the employees of the Southern Railway, who did such sterling service in building the wagons in so short a space of time, will be gratified and encouraged to know that no time was lost in the assembling of the wagons, and putting them into the service for which they were originally intended. Furthermore, the opportunity should be taken to congratulate the Southern Railway on the following points:-

(a) The fact that in such times of stress, when, undoubtedly, their whole organisation must be very busy, they were able to turn out the 1,000 wagons in the record time of ten weeks. Unstinted praise must be given to everyone from the highest to the lowest who was employed on this record-breaking work.

(b) The excellent manner in which the various component parts were jigged. No difficulty was experienced in fitting these numerous parts together.

(c) The able manner in which these wagon parts were packed.

The fact that it was possible to erect these wagon at the rate of 45 minutes each, under the conditions prevailing, was only made possible by the good workmanship put into the product at the Southern Railway workshops, for the Unit which undertook the assembling of the wagons, is essentially a Railway Operating Company with no workshop facilities and with only a limited number of trained artisans and no wagon builders on its establishment. One ventures to suggest that 20 working weeks from the date of commencement of the manufacture of the first wagon to the time the last wagon was actually in service, 12,000 route miles away, must surely constitute a world record."

Alan writes that Stuart Currie has no recollection of any South African unit at work in Persia or Iraq, and one wonders just how much to believe and whether there is a teensy bit of propaganda being squeezed from this story. It is also intriguing that Turkey (officially neutral but with strong pro-German sympathies) was at this time taking delivery of German-built steam locos in some quantity, and hard-pressed Britain was delivering 8F's and freight stock in, presumably, some attempt to ingratiate the Allies with the Turks.

So - can anyone help with any more information ?

The Editor.

A VISIT TO THE AQABA RAILWAY CORPORATION

24th. April - 1st. May 2000.

Eric Stuart works for London Transport, and so has a more than passing interest in railway systems. He has written a report on a recent visit to Aqaba:

"About 25 years or so ago, the southern end of the line was revived for the export of phosphates from mines in the centre of Jordan to the Red Sea Port of Aqaba. From a junction with the original line to Saudi Arabia, about 50 miles from Aqaba, a line was built to a port just south of the town of Aqaba (Jordan's only sea-port). The original lines that were taken over for this traffic have been up-graded to take the much heavier loads. A new branch to another mine was opened within the last few years.

As is usual when I'm on holiday, I like to take a professional peek at any transport item of interest in the locality. Knowing a little about the railway, I decided to try and find time to take a look at it. My wife and I were looking around the town and, as we were not far from the station, she said she would come as well.

For the last 15 miles or so, the line runs parallel with the Desert Highway, the main road from Amman to the south. The track runs around the town to the port of Aqaba, just to the south of the built-up area As far as I know, there has never been any regular/public passenger service on this part of the line.

When we were seen at the station, taking note of the facilities, we were invited to take tea with the Track Manager in his office - a typical example of the friendliness of Jordanians, which is beyond that of any culture I have yet encountered. I subsequently met another of the team there and was shown the signal box and the workshop.

Apart from taking tea, we were introduced to some of his staff, which included two ladies. We learned a little of Jordanian life, that he was a Catholic, whilst his lady clerk was Moslem. Both spoke good English. The Track Manager had taken his degree in Moscow, which explained the English that he spoke with a Russian accent ! The lady clerk explained that women are able to work freely in any profession. It seems that there are nursery facilities for children, to allow both parents to work.

We were told that the railway works 365 days a year, on a 3-shift basis. It is a private company and the staff were waiting to hear any day if Wisconsin Central were going to take the line over. (This is part of a Jordanian government policy to have private enterprise run as much business as possible.)

The station is of fairly modern construction, probably circa 1970, and there are loco workshops on the other side of the tracks. There are four through tracks, a few sidings to the loco shed and workshop facilities, a reversing triangle ("wye") just south of the shed, one or two other sidings and an emergency siding for runaway trains.

The last-mentioned starts at the entrance to the station from the north and leads off behind all buildings in the area, into the rising ground. The practice seems to be that all southbound, loaded trains have to come to a dead stand at the home signal and report that they have done so. If not, the train will be diverted into this siding. The train will have some time to stop and, if it is out of control, will give the crew time to jump and divert the train to where it can crash safely ! When one sees the steep gradients leading to the station (maximum 1 in 37) and realize the weight of a loaded train, this precaution seems very wise !! (I believe there were some nasty scrapes prior to this siding being built !)

Trains stacked at Aqaba town following a blockage caused by a derailment at Wadi Rum.

The workshops can tackle virtually any job on the locos. Occasionally a component has to be sent away, such as to the USA, for repair.

The locos are of typical American export design, being scaled-down versions of domestic locos, suitable for narrower track- and smaller loading-gauges. They are General-Electric built. I noticed that builder's plates seemed to have disappeared (for political reasons ?!) I did find one builder's plate that had been painted over, but some of the legend had been revealed by paint being scratched off. This showed the class as U20, but some of the writing was in Spanish!

I was told that there were about 30 locos for main line haulage of the phosphate trains. However, I counted 15-20 of these at Aqaba in various in-operable states. Two were without their middle wheel-sets on each bogie. These had been removed for attention and otherwise the locos looked OK. However, the remainder were in much worse condition. Some were little more than hulks, some were shells and many looked as if they had not run for a considerable time. I was told that all were repairable, once spares had arrived. Frankly, I felt that it would be very difficult to restore some to working order, short of virtual rebuilding.

The locomotives are painted orange and black. Some have "Jordan Railway Corporation" and some have "Aqaba Railway Corporation" painted on them and some have both! Despite the fact that there only about 30 locos of about five different classes, I saw locos numbered in 300s and 900s!

About 5-6 trains run each way per day, to or from one of the three mines. A typical round trip is for a train of wagons to go from Aqaba town station to the mine. A loaded train returns and runs through to Aqaba port. After un-loading, the train returns to the town station, where it is examined and has to be given the OK by the wagon examiner before the next trip. It seemed usual for two locos to haul each train, with the locos operated with cabs at the outer end, like Class 20s in the UK. The wye was presumably mainly used to facilitate this.

Wagons are of a number of different types, but mainly hopper wagons (some with covered tops) on two four-wheel bogies. They are of Korean, Portuguese and British build. Some were built at Ashford and one of the men I spoke to had spent some months there and spoke good English. Maintenance has to be of a high level, as a breakdown could be crucial (there was a minor derailment one day we were there, causing a five-hour delay). The wagons all looked in good nick, to a superficial glance. I was told that the British wagons were the most expensive in first cost, but were better overall, whole-life-cost-wise. It seems bogies have been exchanged between wagons to get the best combination. There appeared to be no rust, but that

is not surprising, due to the low rainfall. There is a separate workshop at Ma'an for wagons. Brakes are German air-brakes.

Around the depot were three ex-Hedjaz Railway covered wagons with brake cabins, used for storage. Their size showed the vastly bigger loading gauge now built to. There was also an old tank wagon used for storage of some liquid.

Signalling followed traditional yet modern practice - say 1960s style for the UK. Although radio is in use, each station has a signalling post. (When I asked if they had centralised signalling, I was told "This is not America !") Trains are worked from box to box. Station loops limit train lengths to approx 32 wagons. Aqaba's control panel is probably typical. It consists of a desk with the track layout on it, with individual switches for points and signals. All writing was in English. Single line working was tokenless. At the ends of the panel were switches marked "Offered to ...." and "Accepted from...." The signals, too, appeared to be English (Westinghouse?). The running signals were two-aspect, green over red, to the right of the track to which they applied. Junction indications were by rows of white lights, as for Railtrack and LUL. Shunting signals were three-aspect position-light type. All signals bore an ID plate, also English style with English characters. Aqaba signals were designated AA1 etc. There were no distant signals, but the approach to a station was announced, French-style, by a board with the station name in English and Arabic,
prior to the Home signal. Some level crossings had barriers, but one I saw had one barrier broken and no normal level crossing sign for road users!

It will be interesting to see if Wisconsin Central do take the line over and, if so, what the effect will be. Will a new fleet of Class 66 clones be drafted in? With the amount of traffic on the parallel road, there would seem considerable scope for traffic if the rest of the line to Amman was rehabilitated and trains of containers and other bulk goods were run. If the line to Haifa were built, a "land-bridge" operation would be possible.

I might have been fortunate in seeing the line in a state that will soon be history. I would like to have seen more and a trip on the line would be attractive, both operationally and from the scenic perspectives.

I am very grateful for the welcome and information received from the ARC staff.

53:18

BEERSHEBA BOMBING RAID.

By Elan Galper.

"In issue 46 of **Harakevet** (September 1999), a note was appended to Paul Cotterell's translation of a chapter in Baruch Katinke's book, **"From Then Till Now"** (46:12, p. 24), pointing to a discrepancy between Katinke's recount of the Beersheba railway station World War I bombing and the details appearing upon the commemorative brass plaque affixed to the old Turkish railway station house at Beersheba, the translation of which appeared in issue 7 (1989) of **Harakevet**. The note ends with a call for a Beersheba historian to explain and add more details. I have thus decided to answer the challenge.

As a student of Beersheba's history, having begun my researches on this subject while being a member of the faculty of the Ben-Gurion University in Beersheba over two decades ago, I can add some information and help clarify a few of the queries raised, particularly since I have made a study of the event reported both by Katinke and by the plaque, a study based upon many and varied sources, including records in several archives, such as the Public Records Office in London, and have written an extensive Hebrew monograph, as yet unpublished, on this very subject.

Thus, to the best of my judgment, the event reported both by Katinke and the plaque are one and the same. The information on the plaque was written in consultation with me and aided by my research. As for Katinke's version, it is advisable to approach his recollections, of this particular event at any rate, with some caution, his book having been written nearly fifty years afterwards, unsupported by contemporary documentary evidence on this matter, and thus, as common in such situations, the passage of time may be responsible for certain inaccuracies of memory.

The bombing attack reported, with the resulting death of 16 Jewish tradesmen in the service of the Turkish army, took place in reality on January 15, 1917, at about 5 AM. The single airplane, model BE2e of the 67th Squadron (1st Australian) of 5th Wing R.F.C., took off from an improvised airstrip east of El Arish, carrying two 100 lb. bombs with delaying fuses, and was piloted by an Australian flyer, who was later to become a noted figure in Australia's air industries. (Local traditions have it, that the pilot was a Jew, a member of either the Rothschild or the Sassoon family – a matter which I was unsuccessful in corroborating.) The airplane, gliding to its target from the height of 6,000 feet, surprised the enemy completely, and dropped its bombs from the height of 800 feet. The pilot reported that the "bombs fell on the railway station and appeared very effective", and noted only two rifle shots as the enemy's reaction. Eleven Jewish tradesmen were killed instantly by the explosion, while five more died of their wounds shortly after. All victims were buried in two parallel rows, one for Jerusalem residents and one for Jaffa, in the old Jewish cemetery of Beersheba. The graves of seven Jaffa dead may be seen there to this day, lying side-by-side under a common gravestone.

The plaque on the railway station was unveiled on January 20, 1987, on the seventieth anniversary of the air attack. The events leading to the placing of this plaque are as follows: Mrs Bilha Giv'on, then the energetic and devoted head of the Beersheba office of the Nature Protection Society, made use of a series of articles I had written some years before on historical sites in Beersheba, including also the grave of the air-raid victims. Mrs Giv'on was very touched by the story of the circumstances of their tragic death, and on the Memorial Day for the Fallen (13.5.1986), while organising a youth group to lay flowers on the tombs of the fallen soldiers buried in the Beersheba Jewish cemetery, she extended this honour also to the grave of the civilians fallen during military service in the air-raid of 1917. About five weeks or so later, some members of the Kremen family, whose father and brother were among the victims of the bombing, visited the grave on the anniversary of their mother's death (by her wish, she had asked to be buried by the side of her husband and son), and were very moved to find on the grave the dessiccated flower and a card from the Nature Protection Society. On my meeting with members of the Kremen family shortly after, at the home of a son and brother of the dead, and their telling me this, the idea of a memorial service at the graveside in collaboration with the Nature Protection Society, and with the participation of all known relatives of the victims, was conceived.

The service, held on the seventieth anniversary of the bombing according to the Jewish calendar, was organised by the Nature Protection Society, the Beersheba Municipality, the Beersheba Rabbinate, and the families, with prayers and addresses by the grave. The plaque, ordered and paid for by members of the Kremen family, was afterwards unveiled by the

Continued on page 27

53:19

PUSHING HISTORY BACK A BIT.

By Paul Cotterell.

Recently discovered in a side room in the main building at Haifa East station (i.e. right under my nose !) are two large ledgers. One is entitled 'Palestine Railways Annual Report for the Year Ending 31st. March 1927', and the second is the Annual Report for Year Ending 31st. December 1928. This is surprising enough since no such PR Annual Report was known to have been produced before 1929. These two newly-discovered Reports are typewritten, rather than printed as were the later ones, so it seems that this pair was for internal consumption only. There is plenty of information to be extracted from them which should help push back the historical veil on the first decade of Palestine Railways, a period that has suffered somewhat from a paucity of hard facts.

I have not yet made a careful scrutiny of these newly found Reports, but particularly noticed several interesting, though very short references to the First World War 60cm. gauge military light railway between Jaffa Harbour and the Station - this section surviving to see peacetime use [as "Little Terezine" - see earlier issues. Ed.] A summary of these references follow:

From the PR Report to 31/3/1927:

The "Jaffa Tramway (60cm. Gauge)" is shown as 2 km. long and having a total of 1 km. of sidings. Three "60cm. Gauge Petrol Tractors" (numbers not given) from the Jaffa Harbour line are shown in the PR Running Expenses section of the Report. I infer from this slight reference (and others) that PR were made responsible for the maintenance of locos (and rolling stock ?) on this line, even tough the surviving section of light railway was taken over by the Municipality of Jaffa after WW1. I assume that it was actually operated by Municipality personnel as wel.

Elsewhere in the Report the three petrol locos are described as "Manning Wardle 0-6-0s". This is wrong. They would have been ex-War Department Light Railway 4-wheel tractors built by Motor Rail of Bedford in England. Two photos of Motor Rail locos on this line are known, both showing 40hp. 'protected' types (numbers 2207 and 2249 of 1917.) I have no idea where the Manning Wardle 0-6-0 reference originated; perhaps someone was guessing. If so, then it was a wild stab, for I can think of no such MW 0-6-0P locos anywhere in the region (nor anywhere else, for that matter!)

The three locs are shown as being repaired during 1926-7, with one of them "undergoing repairs on 31/3/27". This is strange considering the imminent closure of the line (see below). Possibly the end came without much warning.

From the PR Annual Report to 31/12/1928:

The "3 petrol locos and 75 vehicles" shown as being "on the line at 31/12/1927" were all "disposed of" in 1928. This accords with what is believed to have occurred to the line - that it closed sometime during 1927.

53:20

THE HAIFA SILICATE BRICKWORKS LOCATED?

By Paul Cotterell.

"It was a spur-of-the-moment thing, and a long-shot into the bargain: but it paid off for once.

Evyatar Reiter and I were becoming irritable from too much of each other's company. Nothing unusual in that, and exacerbated on this occasion by altogether too much deliberation on the Palestine Potash Company. "Come on", said I, "let's see if we can find the site of the Haifa Silicate Brickworks." The brickworks (featured rather fleetingly in 39:10) had been at the back of my mind for a decade or so. I'd failed to find the place back then, and the failure had rankled ever since. So off we went.

I knew the general area in which the brickworks had been located; somewhere between Qishon Workshops and the sea. After a wrong turn or two we came upon a likely-looking site, parked nearby, and walked back to the main gate of a large open area. By the gate were signs indicating this to be the property of Solel Boneh and Even ve'Sid. The guard was approachable, and even drove us round in his car. It took some time to find what we were looking for, but eventually we came across an old and dilapidated factory of some sort among sand dunes in one corner of the site. It turned out later that this was the works of Limestone (Even ve'Sid) Marble Industries Ltd.

There were large blocks of marble in the works yard, some of them loaded on to six-wheel flat wagons. These are very low, and the wheels are tiny. The wagons stood on short lengths of track. There are four different gauges of track in the factory and yard, ranging from 60cm. (disused) to over 2 metres. Inside the corrugated-iron factory building are several more very short lengths of track, including dual gauge. These are used for moving the marble under mechanical saws, polishers, and other machines. An overhead crane (built in Carnoustie, Scotland according to its works plate) and a transporter wagon move the loaded flat wagons about the site as each part of the process is completed. In other words, there is no continuous track layout, just separate lengths of track with all movement between them being by crane or transporter. It all looked remarkably ancient. I felt as though we had sudddenly stepped back into the 1950's: utterly fascinating, slightly unsettling - a bit like getting high.

Even though this was Friday afternoon, and beginning to get dark, the place was in full swing. The workers were nearly all foreigners, and there was nobody to ask for historical details. (I phoned the factory a few days later but got nowhere with my queries then either.) Nevertheless, I am as near certain as it is possible to be without proper confirmation that Limestone Marble Industries now occupy the site where the Haifa Silicate Brickworks had once been. No likely substitute location was found in the vicinity and, since much of the surrounding area is scrub and dunes, the possibilities are limited."

Two loaded six-wheel wagons standing on a short length of dual-gauge track in the yard at Limestone (Even veSid) Marble Industries, 12/11/99.

Continued from page 26

son of one of the dead, with a greeting by the Mayor of Beersheba followed by my lecture, within the station house, on the history of the Jewish community of Beersheba. The Nature Protection Society brought out for this event a printed description of the background to the burial, which I wrote, and a short guidebook to the historical sites of Beersheba. The proceedings were broadcast by radio. A similar service was also organised by the Kremen family three years ago, on the eighteith anniversary of the bombing.

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