

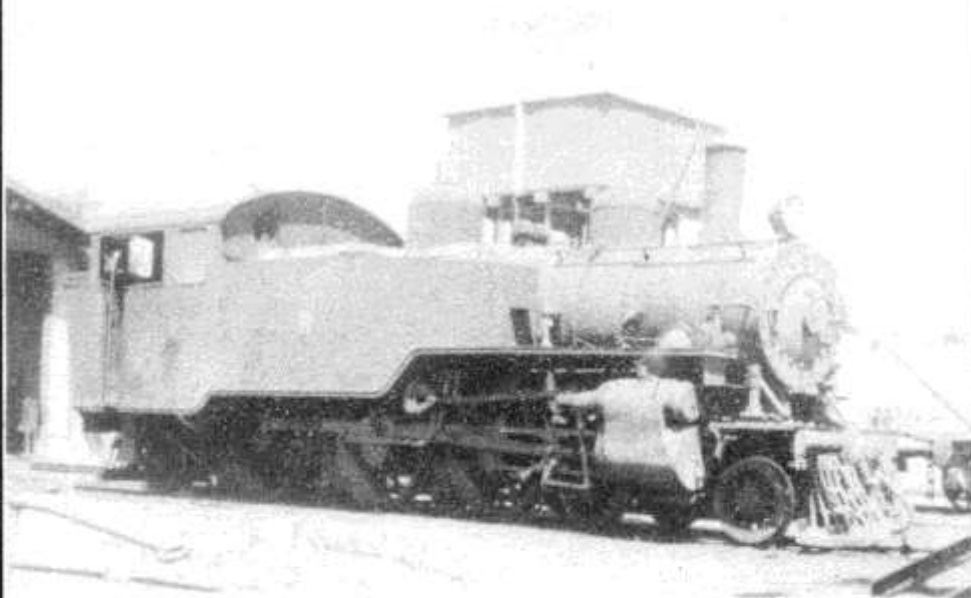
HARAKEVET

הרכבת

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A Quarterly Journal on Railways of the Middle East.
Edited & Published by: Rabbi Walter Rothschild. 9, Primley Gardens,
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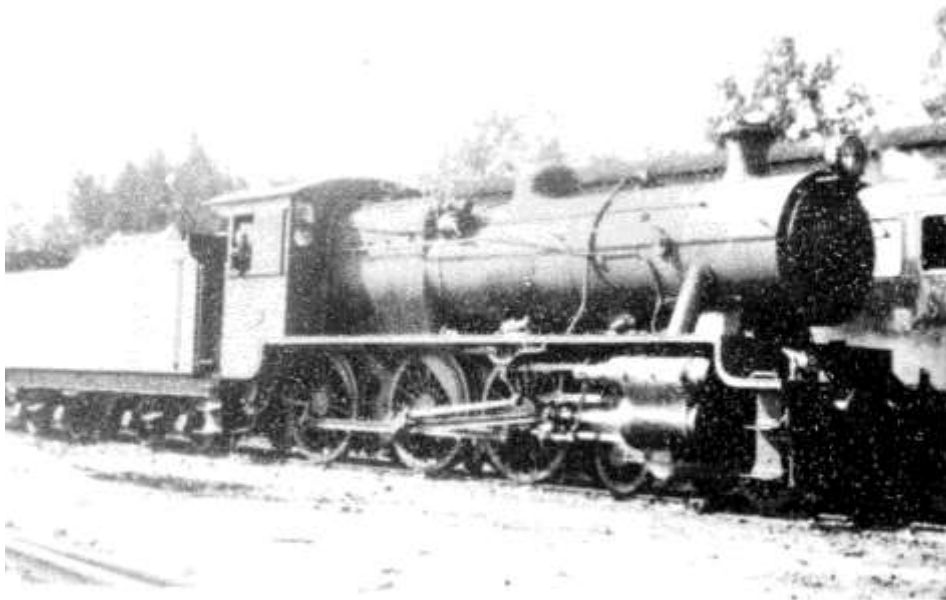
P.R. 4-6-2T H2 Class No. 11 (rebuilt by Armstrong Whitworth in 1926 from Baldwin 4-6-0 No. 895 of 1918). At Lydda, 1945. (Photo: Ernie Jones).

With the switch to A5 format, "HaRakevet" is becoming of age. What began as eight pages of typed A4 eight Issues ago Is now a "proper" newsletter.

Other things stay the same. All readers are welcome to make further copies and pass them on If they wish; this newsletter is for anyone who is at all interested in the railways of the Middle East, even If they don't subscribe directly from me ! Subscriptions are of course welcome, as are contributions of articles, photographs, memoirs, notes, items you have come across in your research and are willing to share. I hope to keep a "mix" of items In each Issue -contemporary events on Israel Railways, historical materials from Turkish and Mandate times, occasional trips "over the borders'" to the Hedjaz, Lebanon etc. - and whatever else comes my way. As this Is a hobby, no promise can be made for professional standards and strict punctuality, but I'll continue to aim at a quarterly output (which makes this Issue 2 months early !>. The main thing Is - we are doing this for fun. If only others involved in the Middle East could keep the same attitude!

Shalom,

Rabbi Walter Rothschild.



9:3. P.R. "P-Class" 4-6-0 No. 65, at Lydda Junc., 23/1/45.
Photo: Ernie Jones.

1. NEWS SNIPPETS.

1. Derailment.

On 21/11/89 a phosphates wagon became derailed Just over the level crossing in the reception siding to the oil refineries, Haifa Chemicals and Deshanim, North of Haifa. One bogie was derailed, and there was no access to the sidings from 0710 till about 1745. The Haifa crane C36-1, hauled by loco 127, assisted at the scene.

2. Strikes and Salaries. From the "Jerusalem Post" of 15/12/89:

"Railway Workers win 20% wage increase. "

The salary dispute that caused five railroad strikes this year was settled yesterday as the train workers received wage increases of more than 20% to match the salaries of port workers in the Ports and Railways Authority.

Eli Barak, managing director of Israel Railways, said that in return the works committee agreed that 60 employees approaching retirement from the 1,460-man workforce would leave their jobs in the next month.

Transport Minister Moshe Katsav predicted the pact would stimulate the recovery of the ailing railroad system. The train system is slated to undergo major expansion in the next few years - including the introduction of commuter trains in Haifa and Tel Aviv - if the government provides the necessary large-scale funding.

"I'm sure there will be no more strikes", Barak added.

The dispute began in August 1988 when the train came under the aegis of the Ports and Railways Authority, but the railroad workers continued to be paid at their previous lower rates. The employees - 62% of whom received National Insurance Institute supplements, Barak said, because they were making less than the minimum wage - demanded that their pay be increased to the level of port employees.

Negotiations commenced, but were continually stalled by disputes, leading to strikes, followed by court orders to return to work and intensify negotiations. Employees walked off the Job for a week in November, for 12 days in July, and for briefer periods in January, February and March.

During each of the strikes, some 9,000 passengers a day were forced to find alternative means of transport. An average of nearly 30,000 tons daily of Negev minerals, grain, ship containers and other freight did not make it to the port. Losses to Industry and to the railroad - which receives 90% of its revenues from cargo - were put at millions of dollars."

3. Netanya.

Netanya Station was refurbished and repainted in a dark blue paint scheme in February 1990, along the lines of Improvements carried out at Hadera. It seems that the same illiterate sign writer was employed here as at "HEDERA" since Netanya now has a large roof board proclaiming it to be "NETHNYA" !!

(Incidentally, the original fencing along the rear of the platform here has been retained. The fence posts are made of old 60cm. gauge rails! If you know where to look, 60cm. gauge rails can also be found in use as fencing at the old Tel Aviv Merkaz station closed in 1988. These lead off the eastern platform to an underground air-raid shelter and are painted yellow.)

4. Refurbished coaches.

A fourth set of upgraded coaches entered service on 20/2/90; Vehicles concerned are 54 (Generator coach), 681, 539, and 631 (Restaurant Coach).

A fifth set of upgraded coaches entered service on 9/3/90; They are 55 (generator Coach), 683, 642, and 632 (Restaurant Coach) .

The sixth set entered service on 2/4/90. They are 52 (generator coach), 686, 638 and 633 (restaurant car). 686 has been reupholstered in grey plush instead of blue, the first of the Mk. II's to be so upholstered in accordance with the other refurbished coaches.

The seventh set of vehicles to be refurbished entered service on 22/4/90. They are 643, 684 and 56 (Generator coach). The fourth coach. No. 84, was still in Qishon Works being converted for restaurant car use. This is the first of the Carel Fouché coaches to be so converted under the present refurbishment scheme, consequently its rebuilding has taken longer.

(Ed. notes: This gradual refurbishment represents a major investment and change in policy, that should not be overlooked. Each set will amount to an attractive self-contained train, incorporating major improvements to passenger amenities; we can only applaud it).

5. Heavy Traffic,

Train 414/23, the 0630 Nahariyya - Tel Aviv, is usually heavily loaded with passengers and on Sundays (the start of the week in Israel) there is standing-room only. In order to relieve the crush the Sunday train began running with eleven coaches from 4/2/90. (Standard rakes are eight coaches). This is the heaviest regular public service train to have run on IR and requires double-headed G12s or a "Jumbo" Co-Co to haul it.

6. The Carmelit.

According to reports in Haifa's local rag "Kolbo" of 16/3/90, and the "Jerusalem Post" of 13/3/90, an agreement had just been signed between the Haifa Economic Development Company (a subsidiary of Haifa Municipality) and Von Roll of Switzerland for the rehabilitation of the Carmelit cableway. (But - see "HaRakevet" 2: 13) The six stations are to be renovated and the 2km. tunnel is to be reinforced to exclude water seepage and deter graffiti artists. New trains will apparently be introduced to provide a Journey time of six minutes between Downtown and Central Carmel. Cost is estimated at \$25 million, (\$11M for the renewal of machinery and trains, \$14M for the "face-lift") and opening is scheduled for October 1991. (N. B. This is already \$5M more than the report in February 1989!) Finance will come from loans from Swiss and Israeli banks, to be repaid over 20 years. This would require, according to feasibility studies, at least 15,000 passengers per day; the Carmelit, opened in 1959, (Cotterell p. 125) reached peak loadings of 20,000 in the 1960's, but this dropped to 11,000 prior to closure in 1986.

The "New Carmelit" will run on rails (the current one runs on guided rubber tyres, will be air-conditioned and computer-controlled. Whilst on the subject, the Jerusalem Post of 30/3/90 included a piece in its "Thirty Years Ago" column:

"CARMELIT NOW 'ACCIDENT PROOF' - The Carmelit Subway is almost accident-proof now that three additional safety devices have been introduced following an accident that occurred during a test run.

Mayor Abba Khoushy told the press conference that the number of the Carmelit's passengers had returned to normal after a slow start when the repairs were completed."

Does anyone know more about the accident, or the safety-devices installed as a result?

- New Loco at Haifa Chemicals.

Haifa Chemicals Ltd. took delivery of a 4-wheel Unilok (type E-125. 3049/1990) In March. It was demonstrated for the first time on 22/3 to an interested group of onlookers, including some from IR, at this company's sidings not far from Qishon. 8 Realignment.

As part of the continuing work on the Netivei Ayalon road developments, some 200 metres of the main line was permanently re-aligned just south of Tel Baruch Junction in March. This re-alignment sees the disappearance of the present Ganei Ta'rukha dirt and sleeper platform (See 6: 16). It is not yet known whether this platform will be replaced at the conclusion of the Netivei Ayalon project.

9. New Passenger Services ?

According to "Ma'ariv", 2/1/90, Moshe Katsav, in his speech at the opening of the new \$3M diesel depot at Dimona, referred to plans to (re)-introduce a passenger service from Tel Aviv to Beer Sheba and Dimona. The 32km. section between Na' an and Kiryat Gat would need a 15M Shekel rehabilitation.

10. Problems for Coal traffic.

According to the Israel Commercial Economic Newsletter, Vol. III No. 151, (22/11/89), the decision of Energy Minister Moshe Shahal to build coal unloading piers adjacent to the new power station in Ashkelon and one in Haifa would mean that most of the \$150 M invested in unloading and transport equipment by the Ports Authority, National Coal Supply Corporation and IR would be wasted; this equipment has just been installed for the introduction of "merry-go-round" coal trains between Ashdod Port and the power station !

11. Why Stop At Eilat ?

The same journal, Issue 157 (3/1/90), reports that George Wertheim, who runs the commercial section of the Australian Embassy in Israel, is trying to interest various parties in building the line to Eilat, using Australian capital. Apparently the money is there, and only Government authorisation is needed. (Haven't we heard this before?) Australian exports to EEC countries total \$5 Billion, and there is 16 concern about the prospects for continued marketing once the new European regulations take effect in 1992. Clearly a good reason to extend the line southwards (in tunnel) to link up with the Alice Springs line ?

The 14/2/90 issue (163) adds that Shimon **Pere6** (then Finance Minister) had rejected Treasury advice that a line to Eilat would **be** economically unviable, and had appointed a new working party, under Aharon Fogel (former head of the Treasury's Budget dept.) to reassess the matter. The Treasury was not pleased! (Ed.: Since when does such a project in Israel need to be carefully considered and economically viable? Only when it involves railway investment). (N. B. See "HaRakevet" 6: 3: 5).

12. Tel Aviv Suburban.

The ICEN issue 168 (21/3/90) reports that the French company Sofretu has drawn up a master-plan for the development of rail services, including a new suburban network round Tel Aviv. There will be four lines in the Dan Region: Tel Aviv -Petach Tikva; T. A. - Ben Gurion Airport - T. A. (loop); T. A. -Kfar Saba - Raanana and T. A. - Rishon Lezion - Bat Yam -Holon. Air-conditioned trains, with a 160km/h max. speed, would reduce Petach Tikva - T. A. Journey times to 12 mins.

In the shorter term, three new stations **or** halts would be opened in Tel Aviv - at the Shalom, Yitzhak Sadeh and HaHagana road overpasses.

A suburban service is also planned for the Haifa region, using existing tracks, though with an additional branch serving Kiryat Ata and Nesher

(From all these reports - thanks to Steve Tish, Paul Cotterell and others - it would appear that things are really humming, and that the railways in Israel are undergoing a welcome renaissance. I hope this is true - but I recall reading of so many other ambitious schemes in the past, and I'll believe these when I receive pictures of the first train entering Eilat or of the opening of the new system! Ed.)

13. Mishaps and News from the Line.

On 21/5/90 Esslingen 0-6-ODH 227 failed while shunting the Dagon grain silo sidings at Haifa Central, and ex-Egyptian G12 127 was sent to the rescue. The pair made for a highly unusual sight as they doubleheaded the loaded wagons to Haifa East (227, of course, being dead-headed back to the loco depot for repairs).

The first freight of the day (Train 553) from Lod to Jerusalem propels two or three flat wagons in front of the loco as a precaution against anything nasty having been placed on the track overnight. On 17/4/90, about 5 kilometres short of Jerusalem station on the outskirts of town, the three flats derailed and the loco piled into them. Sabotage was not suspected for once. The line was cleared later that day, but the wagons were only recovered from the trackside on 24/4 when the 112-ton capacity Orton diesel crane was sent up from Lod.

(Ed. notes: My informant does not report on the state or survival of the barrier wagons; three in use in 1981 were: 3753; (30T, Glbbins patent spring-frame bogies, built Gloucester 1926, bearing a primitive shelter with corrugated-iron roof, for a military escort); 40.004 (built Metro-Cammell, Midland Works, 1939, with diamond-frame bogies); and 30. 103 Shin, (spring-frame bogies, and "Hydo 1925" marked on the axle-box covers, though there was a theory it had originally been the frame of a Baldwin 4-6-0 tender).

Ex-Egyptian G8 Bo-Bo 251 caused some bother on 22/3/90 when it double-headed freight 329, together with G12 122, following maintenance at Haifa. Heading up the hill out of Binyamina 251 lost oil pressure and at Hadera West the train eventually broke in two. 251 was dumped at Hadera and returned to Haifa the following day in the afternoon (Fridays only) pick-up freight from Binyamina.

T44 was involved in its first accident on 1/4/90 when it was taking empty stock to Nahariyya to work Train 416/25, the 0730 to Tel Aviv. On the level crossing at Qishon Works it was hit broadside by a car. T44 suffered no damage and continued its diagrammed working, but the car was a write-off.

On 22/4/90 the Akko-Jerusalem train (Train 11), travelling at some speed between Rosh Ha'Ayin and Lod, encountered something which had been placed on the track. Amid a swirling cloud of dust the train came to a stand with an axle on the rear bogie of the second coach derailed. Passengers were led through to the leading coach (with room to spare). This was uncoupled from the other coaches and the train proceeded on its way, arriving at Jerusalem 25 minutes late. The remaining five coaches left in section were retrieved and worked up to Jerusalem later in the day to form a complete set for the return working to Haifa (Train 14).

9:5. HEDJAZ RAILTOUR.

Exciting news of a chance (if you are able) to Join a rail enthusiasts' trip to Jordan and Syria on the Hedjaz Railway.

Since 1968 Bill Alborough, of "To Everywhere - For Steam" ("TEFS") has been organising railtours to the most amazing parts of the world, chasing steam locomotives and genuine railway atmosphere. Full details are obtainable from: TEFS, 77, Frederick Street, Loughborough, Leics., LE11 3TL, U.K., tel. (0509) 262745, Telex: 341995 SHARET G. A regular newsletter is published, cost £6 (UK), £18 (Overseas-Air Mail). The current one details tours to Portugal (June 110), the USA (June 30-July 15), Vietnam (July 28 - August 18), North Korea and China (Sept. 15 - Oct. 9), Poland (Nov. 24 - Dec. 1), the Philippines (Dec 22 - Jan 5 '91), Albania, Cuba, Zimbabwe and Australia. All are well-organised, mostly using specially-chartered trains for runpasts and exclusive itineraries.

Of especial interest is the forthcoming tour of the Hedjaz, August 26th - September 4th. 1990. I can do no better than to quote from Bill's brochure:

"TEFS first came on the scene in 1978 when, after ... an investigatory visit to Jordan and Syria, TEFS ran its first HEDJAZ tour. Trains around Amman had ceased except on Thursdays, so we took over the line on most days.....

At **thi6** time we first met our Jordanian steam loco driver, Mustapha, who became such an important member of our team -"You want to make a FIFTH runpast here, Mr. Bill?" - and who has now trained some worthy successors. Over the following years, we continued to operate an occasional Tour, always with some form of "Buggeration Factor" endemic in that area -sometimes the Syrians and Jordanians were not on speaking terms, though when the International Train was running, we could actually cross the Border behind steam. . . and on the last occasion worried as the clock rushed towards Border closing time while our Jordanian Japanese Pacific was re-railed on the Dera'a turning triangle.

Other groups asked the Authorities to run tours for them -and were referred to TEFS "as we like their way of running the tours". Eventually a local 5-star hotel started to run tourist trains to a camel-bake in the desert, while a Lawrence of Arabia look-alike ambushed the train en route with his Bedouins, and took the Tour Leader off for a swift Carling Black Label in his tent.

It has been several years since TEFS went back to the area. Mustapha had been dragged back from retirement several times to help us, and after the Syrians and Brits fell out in London, the problems seemed to be too great. However, as already mentioned, new Drivers have been trained, the Syrians are cooperative and, as always, our friends in both countries are keen to show us what they can do...."

The Full Tour starts from London Heathrow, but these are flexible tours and separate arrangements can be made. Outline programme includes:

Mon. 27th. Haine-St. Pierre 2-8-2 No. 71 on a passenger special Amman to Qaslrum al Heeran and back; in afternoon, same loco on a freight. Photo runpasts on viaduct, near tunnel etc. "Tender-first return run is express, provided not too many Mercedes are parked on the line". 28th. RSH 2-8-2 No. 23 on local steam runs in Amman, then Nippon Pacific 83 to Mafraq and back. 29th. Jung 2-8-2 No.52 to Qatrana <105km>.

Thence to Petra, Aqaba diesel depot and back to Amman, thence Jerash.
31st: Hartmann 2-8-2 261 Dera'a to Damascus. 1st. Sept. SLM 2-6-OT
751 or 754 on the Serghaya line. 2nd: Visit to Cadem depot and
workshops, No. 261 on special to Dera' a. 3rd: Borsig 2-8-0 161
or 162 to Bosra and back.

Some locos will be specially repaired for this trip
! Book now

9:6. "LAWRENCE OF ARABIA".

British television viewers had, on April 1st. , a chance to see the newly-restored full (314 hour) version of Sir David Lean's film based on T. E. Lawrences' s "Seven Pillars of Wisdom" - the heroic tales of the strange, mystic Englishman who did so much to change the map of the Middle East. I had always understod the railway scenes were shot in Spain, but the final credits (on behalf of Horizon Films, Shepperton and Columbia, 1988) mentioned especial thanks to Morocco and Jordan. Can anyone enlighten us further?

For those of you who, should it be shown again, wish' to wash the car or cut the grass and only pop in for the "railway bits", I can tell you that it is not until one hour has passed that the brave fighters on their camels cross a single-track narrow-gauge line and head into the desert; after 2hrs. 10 mins. is the first dialogue mention of railways, and the possibility of blowing them up; at 2hrs. 20 mins. a train is blown up; it consists of an unidentifiable steam loco (possibly a 2-6-0) and wooden clerestory-roofed coaches, a box van and at least two open wagons; in one close-up shot of Lawrence striding the wreckage the tender bears a plate "38203" and some Arabic script; the passengers have been thoroughly massacred, and there are various shots of looting from vehicles.

At 2hrs. 25 mins. a second train is halted - the loco stopping just in time; again, a 2-6-0, this time hauling a train of 4-wheel drop-side open wagons containing horses, which are promptly stolen or "liberated". In one shot it appears there is a second loco in the middle of the train, and there is a "guards van", the guards being in fact on the roof of the van and in an open wagon at the front of the train.

At 2hrs. 33mins. there is a scene where an attempt to blow up the line in front of an approaching train fails; the line appears to be standard gauge, with wooden sleepers.

And that's it! It's an exciting film, and the railway scenes are certainly shot in desert country, but anyone hoping for at least two hours of squealing wheels and "tulip" charges might as well stay washing the car.....

9: 7. The Story of Little Terezlina. By Uri Ben-Rehav.

Our story starts in 1917, during the First World War, after the British forces took Jaffa. The new front line settled down along the River Yarkon, up into the hills of Samaria (the two Aujas), down to the River Jordan and up onto the other side, to peter out in the desert until neither side could supply their respective forces.

As the railway station of Jaffa was situated some distance away from the Harbour, the British decided to construct a narrow-gauge railway (of 60cm. gauge) from the harbour to the railway station, in order to speed up the supply of their troops with food, ammunition and other military hardware. This line, the subject of this article, went from the harbour along to what is now Clock Tower Square, Bustrus Street (today Raziell Street), to what is today called Jerusalem Boulevard. There the line turned to the left and through a labyrinth of very narrow "streets" of no more than 2 metres width, through backyards and courts to the Railway Station. It was single track, two tracks being laid only inside the harbour and at the railway station, to enable the two locos to manoeuvre.

After the termination of hostilities the line and all its equipment became the property of the Municipality of Jaffa. This consisted of the track itself, and two locos which were powered by an internal combustion (petrol) engine. Each was able to haul a train of 4 - 5 wagons (4-wheeled opens). One such train could handle 30 - 35 tons of goods - that is to say 2 - 3 loads for standard-gauge wagons. The better to evaluate the capacity in the terms of that period - little Terezlina could haul as much citrus fruit or other freight as 100 - 120 camels! As camels had normally been used for such purposes, the space thus freed inside the harbour and the railway station should not be underestimated. No facilities for a passenger service were provided, since the line was not designed for such and no carriages existed.

The name "Terezlina" came from the way the natives spelled the name of an engineer, by name Draisine, who invented a hand-powered vehicle for use in inspecting railway tracks. After a while this name stuck, and was used throughout the country.

As the "streets" had a width of only 2 m., and the wagons a width of 1 m., one could imagine the damage done to goods displayed in the oriental manner on the pavement. As a matter of fact, the storekeepers complained frequently to the city authorities in relation to damage and loss of merchandise, but the big merchants who used little Terezlina intensively "oiled" the city fathers more effectively, and so had their way.

The most popular sport for everyone in Jaffa in those days was to hitch a ride on little Terezlina, but amazingly, in all the years of this dangerous sport not a single fatal incident is reported. There were, however, many injuries.

In the middle of the twenties a new development came to Palestine (as elsewhere), which helped to transform it from a forgotten corner of the Ottoman Empire into a modern country. A network of asphalt-covered highways started to connect the various towns. Trucks, at first British Army surplus, later on imported ones, increasingly took over the transport business. They could transport the citrus fruit directly from the orchard to the harbour, thus saving the transshipment, and were quicker and cheaper. In consequence, "Little Terezlina"'s profitability declined. As was to be expected, the end

came eventually, and the last train travelled the narrow lanes between the station and the harbour in 1927. The track itself remained visible for another two years, but was also removed in 1929. Despite much research I have not been able to find a picture of Little Terezlina, only three showing the tracks. if any reader can help - please send me a copy, and it will be gratefully received.
To: P. O. Box 642. Bat Yam.

(Editor's Note: I have a few poor photos, made from other photos, of the line and a train, and some are reproduced here. Thirty 40hp. Simplex 4-wheel locos were used by the War Department in various parts of this theatre, but I don't know which ones were used at Jaffa. Anyone know more?>

The above is the title of a book by Sir Frederick Treves, Bart., G. C. V. O., C. B., LL. D., Serjeant-Surgeon to H. M. The King; and was published by Smith, Elder & Co. of London in 1913. The following extracts were taken from pages 268-280 and were sent to me many moons ago by that indefatigable enthusiast of railways and so much else besides, the late Menachem Goldberg. (How he would have loved reading HaRakevet!>. Sir Frederick's reminiscences are some of the most vivid I have seen on the subject. Reading them, I am left with the distinct impression that he was of that certain sort of Englishman so perfectly portrayed by Dennis Price in the classic Ealing comedy film "Kind Hearts and Coronets".

"Now the distance from Damascus to Haifa by rail is only 176 miles. The line is down hill for a great part of the way, while the Hauran and Jordan valleys, both of which are traversed, are level plains. Yet in spite of this the journey occupies a whole day. There was a good deal of oriental vagueness about the train. It was said to leave Damascus at sunrise, but I gathered that the actual astronomical moment was determined not by the sun but by the station master. If that official had had a bad night the sunrise might be seriously delayed. If, on the other hand, he had awakened early and was in high spirits he might declare that the sun

was up while the night was still at its blackest

To catch a train of this illusive character requires some forethought, so in order to meet all contingencies which might arise from the station master's mind, it was arranged that we should be called at 3 a. m.

"Some way farther along the blank road we came to a stockade of posts where we stopped This we were told was the station, although as far as anything visible was concerned we might as well have been in the centre of the Sahara. Apparently there is something occult, or even sacred, about a railway station in Syria, for neither carriages nor other mean things on wheels are allowed to come within a certain respectful distance of the presence. We stumbled across some very uneven ground in the direction of a solitary light. This light, poor as it was, revealed the corner of a small stone building, precisely like a miner's cottage in Cornwall. The building was the station. The light came from a lantern placed on the ground in front of a sleeping man who was surrounded by a bank or entrenchment of bread

"The time was now 4.50 a.m. Further investigation showed an empty train standing derelict at a little distance from the stone cottage. Between the latter and the train was a slope of very bumpy ground. . . . and this, we concluded, would be the platform. It was occupied by a number of large bundles which proved to be men wrapped up in blankets and asleep. Similar bundles were propped up in an unsteady row against the wall of what we now knew to be the Central Station of Damascus. These sleeping men were pilgrims from Mecca. They were on their way to the coast, but they were taking no risks as to catching the train. They knew something of oriental railways and their habits, and by sleeping on the platform between the booking office and the carriages they evidently felt that the train could scarcely creep away without their knowledge. . . . It was apparent now that the man with the lantern and the bank of

bread represented the refreshment room. The buffet was not yet open, for the baker was still wrapped in his dreams.

Our coming was an event of moment for we awoke the slumbering station. But for us, the passengers, the station master, the ticket clerk and the porters might possibly have slept until noon. . . . we woke the first series of men by falling over them and by treading on their bodies....

"The carriages were in darkness and apparently sealed up. But pilgrims began to beat on the doors of the goods wagons with their hands, when to my amazement, they opened and out of each poured no fewer than 40 sleep-muddled Moslems. These devout men were, in fact, making exceedingly sure of the train by sleeping in it. . . . But this was not all, as was proved when an excited man attacked the first-class carriage which had up to this moment exhibited no sign of life. He beat violently upon the walls and doors of the same, screaming the while " Aboo-Shihab, Aboo-Shihab !" The man who made this onslaught upon the unresponsive carriage was apparently connected with the railway. He not only screamed and kicked the door with his feet, but he thumped the windows with his fist. For a long time there was no response to this vast outburst of noise; but finally a sleepy man, whom I supposed to be Aboo-Shihab, opened the door and stepped to the ground like one in a trance. He was followed by many others, all of whom were evidently railway men, who not wishing to miss the starting of the train or to be late to their work, had wisely slept on the field of their labours.

".... Possibly the inhabitants of the building would have remained lost to the world for the rest of the day had it not been for the actively-minded man who had awakened Aboo-Shihab. This enthusiast, at 5:15 a.m., seized a bell and rang it like a demented person for a considerable period. The effect produced was marvellous. The pilgrims began to cry aloud and to rush to and fro like people in a burning building

"After a while the pilgrims became calmer again; they even strolled about, chatted with one another, bought bread of the baker, and generally behaved as people of leisure to whom railway travelling is rather a bore. At 5.30 a.m., however, the awakener of Aboo-Shihab seized the bell again and rang it for his very life.... The loitering pilgrims were once more electrified

"Near about 6 a.m. the bell was rung for the third time, but the pilgrims had not yet recovered from the last shock, so beyond a general shudder it produced no visible effect. As a matter of fact the platform was deserted, every man was already in his place, the engine had been coupled on, the baker had sold all his bread, had blown out his lamp and could be seen wending his way towards the city. As soon as the bell had ceased, the train without further ceremony glided out into the mistAs has already been said, the descent from the tableland to the plain is by a mountain railway of considerable steepness. We came to about the worst part of the incline at 2. 30 in the afternoon. . . . We suddenly felt a shock which I imagined was due to the carriage being struck by a falling rock. There followed immediately a second blow, like the first, and then I became aware of the fact that the train was off the line....

"In due course, namely at 5 p. m. , a relief train came up from the direction of Haifa. ...We left the scene of the accident at 5. 30 p. m. ... It was a very dreary Journey for we

were not destined to reach Haifa until 2 a.m. on the following morning.

"When we were two or three hours distant from Haifa a passenger carriage was attached to the train in which we completed the Journey. . . We met certain prominent officials of the line who were on their way to the scene of the disaster. . . I was wishing I could speak direct to these gentlemen, when one of them came towards me and, holding out his hand, observed with some fervour, "Oh, what a bally country !" It was a somewhat unusual introductory remark. . . I was so delighted to meet a person who spoke English that I grasped this gentleman very warmly by the hand and told him how pleased I was to meet someone I could talk to. To this he replied, "Oh, what a bally country!" I agreed with his views as to the immediate country, but wishing to change the subject said, "This has been a most unfortunate accident." To which he answered, "Oh, what a bally country !" I then tried simpler sentences. . . but on each occasion he replied with the criticism, "Oh, what a bally country !" I am convinced that he had not the faintest idea of the meaning of his speech. I imagine that he had at one time associated with an English railway engineer who had given vent to this expression so frequently that this courteous, well-intending Turk had learnt it like a parrot. . . . We reached Haifa at 2 a. m. "

I do not know precisely when Sir Frederick made his Journey upon the Hedjaz Railway but in one respect, at least, his account leaves a question mark - from exactly which station in Damascus did he embark ? Sir Frederick referred to the "Central Station", a "small stone building, precisely like a miner's cottage In Cornwall". On page 27 of the "Hedjaz Railway", Rick Tourret notes that "On 31 December 1911, the starting point of the Hedjaz Railway was extended 3km. from Cadem to an imposing new station Damascus Kanawat in the centre of Damascus. " Kanawat station is shown in plate 8 on page 14 of Rick's book and, even allowing for Sir Frederick's Jaundiced eye and prosaic licence, it cannot by any stretch of the imagination be described as a mere "miner* 6 cottage" - not even at 4. 50 in the morning ! Could he have had Cadem station in mind?

9:9 NEOEV PHOSPHATES LOCO.

Benny Attar (of Kiryat Bialik) writes that the yellow-and-orange bo-bo 001 belonging to Negev Phosphates was noted outside the diesel sheds at Haifa East in August 89'. This engine spends most of its working life on a short length of track inside Ashdod port, hunting the phosphate trains to the unloading facility.

For the record, this is a General Motors EMD bo-bo No. 778052. 1 of 1978, type G18W or GL18W4. It was seen undergoing a very heavy overhaul at Qishon Works in February 89' .

10: 9. WELL WAGON.

Israel Railways' first rolling-stock purchase was the 120-ton capacity well-wagon illustrated in Fig. 102 on page 96 of "The Railways of Palestine and Israel". It has been out of service for a number of years, and was dumped in the Tel Hanan sidings bearing departmental number 1145. This well wagon, built by Famillereux, has now been resurrected for use testing bridges. It was despatched from Haifa to Benei Barak on the night of 17-18/5/90 as Extra 8331. It is not yet known how long it will remain in this service.

MUSEUM IDEAS.

September 1992 raark= the- centenarv of the opening of the first railway from Jeffs to Jerusalem - and the first railway in what is now Israel. Surely this event needs to be marked somehow. But - how ?

Well. original relics of the line are few; no locos or rolling stock survives, and there seems little point in commissioning a replica. However, the stations at Jaffa and Jerusalem are still recognizable - that at Jaffa especially being little changed, apart from the fact that it is now used as a depository for the Army museum and archives. The old station at Lod still stands, now in the town centre and away from the current railway activity.

Apart from putting on displays of photographs etc., I could envisage a few ideas to mark the event and attract some more attention to old railways in the land. Some are more feasible than others.

1. Restore Jaffa station as a tourist landmark. There needn't be any actual trains running, but the buildings could be restored, a museum established in under cover, possibly some metre-gauge track laid in the station area and even a coach or two imported from somewhere like Portugal, just to stand around and add atmosphere. For several decades almost everyone entering Palestine landed at Jaffa and took the daily train to Jerusalem - it is really a significant part of the local history, and deserves to be marked properly. It might also help to regenerate an area of downtown Jaffa that remains undeveloped and derelict.

Who'd pay to restore it, then to man it? Good questions. Apart from that, the only real problem would be to persuade the Army to relocate their archives.

2. Jerusalem station is sadly underused. It is still recognizable as the original station, even though extended over the years. It possesses a large goods shed, attached to the main building, and a bay platform covered by a canopy. This would be ideal for use as a covered museum for a couple of vehicles - say, an old (standard-gauge) coach and a wagon, even an SAFB bo-bo when they become redundant. Other items of rolling-stock - a crane or some freight vehicles - could easily be placed where they are not in the way of the railway operators and are accessible by visitors and tourists. Capital costs on the building would be very little indeed - **perhap6** part of the station building itself, (now used only as toilets and a station-master's office) could be converted into display areas for photographs, documents, models etc. So long as the station is manned, no-one else might even be needed. Clearly the railway vehicles would be all standard-gauge - but then, Jerusalem station has a 70+year history as a standard gauge terminus as well. This could be a pleasant little museum in a part of Jerusalem that, apart from the Liberty Bell Gardens, has little to offer tourists.

3. A proper history of the line could be published (in English and/or Hebrew, maybe even French). Material exists in Paul Cotterell's book, Rick Tourret's, the Jerusalem City Archives, and maybe elsewhere.

4. A Walking tour along parts of the trackbed - e.g. from Jaffa, through the middle of Tel Aviv, to Lod; Tracing the old trackbed through Lod; From Beth Shemesh along the track to Jerusalem (bearing in mind security problems around Bittir and the need to avoid being run over by the two dally trains on the line).

5. A video of a cab ride along the line from Lod, plus other shots of surviving buildings.

6. A few plaques here and there - Jerusalem station, Jaffa station.

I'm sure one could think of more. In the meantime, any reactions, ideas ? 41

Following Harel Even's article on the Northern section of the HBT line (6: 13) I can add some information on various aspects of this short-lived railway. Some of this is based on a personal visit to Rosh Hanikra on 3/6/89, and some from correspondence with Samuel Rachdi of Winterthur, Switzerland.

According to Rachdi, the West German railbuses mentioned as operating in Lebanon were bought from the DB in 1983, then refurbished in Kassel and shipped to Beirut. They were previously numbered as follows:

Type	P. B. Numbers.		
Railbuses. (V. T. >	798672;	798707;	798708; 798789.
Trailers. (V. B.)	998010;	998032;	998143; 998153.
Driving Trailers. <V. S.)	998672;	998771;	998862; 998876.

The DB first sold the vehicles to the MAS Co. in Frankfurt/M. MAS sent the 12 cars to DB's Kassel Workshops, where a new lemon-yellow livery was applied. In May '84 a combined pair of railbuses and driving-trailers was brought by rail to the Greek port Piraeus, and from there went by ship to Beirut. They were brought to the NBT (Nakhoura-Beirut-Tripoli) station. An attack on the area in the summer of 1984 left one driving-trailer completely destroyed and one railbus partially damaged. With the remaining railbus, only limited passenger service could begin in the autumn of 1985 between Beirut and Jbeil over 37km., with the following timetable:

Mon. -to-Sat. 06.00 dep. Beirut NBT	dep. Fri. only 16.00
Mon. -to-Sat. 07.30 arr. Jbeil	arr. Fri. only 17.30
Mon. -to-Sat. 07.40 dep. Jbeil	dep. Fri. only 18.40
Mon.-to-Sat. 09.10 arr. Beirut NBT	arr. Fri. only 20.10

From time to time (normally once a week) a mixed train runs from Beirut to Jbeil, to which the remaining driving trailer is attached, as the last four passenger coaches were totally destroyed in the civil war. It is very disappointing to see how many lines were lost in the senseless Lebanese Civil War, for very few have survived the heavy battles - and even these are not likely to remain much longer. It is doubtful if the remaining railbuses will be shipped to Lebanon.

As a postscript, it is worth mentioning that "Eisenbahn Kurier" reported recently that the Turkish TCDD bought identical railbuses.

(Ed.: "VT" refers to a "Verbrennungs Triebwagen", "VB" to a "Beiwagen" (i.e. Trailer), and "VS" to a "Steuerwagen" - i.e. a trailer with driving cab controls. These 4-wheel railcars were used widely throughout the DB system from the 1950's, coupled in various combinations but without buffing gear, and therefore incompatible with other rolling-stock. I presume that the "NBT" is that part of the HBT line North of the Israel-Lebanon border, the first station being Nakhoura.)

In Paul Cotterell's book there is a photo by Ray E. Tustin (p. 77, Plate 71) of a German Wehrmacht side-rod 0-6-0 diesel standing in Lebanon. This type, later referred to as "V36", is very popular today in many railway museums in Germany. Does anyone have more photos of this and similar locos at work in the Middle East?

Finally, some details about the current condition of the Southern section of the HBT railway. In June 89' I traced the line from Achziv (Azzib) to the very end at Rosh Hanikra. Some of the line is still very much used by IR, so nothing seemed to be out of order until I was about 3km. from the Southern tunnel. At that point the line ended in a factory, and only scarce remains of the HBT railway could be seen occasionally through the covering greenery. The rails are still intact, though the sea air has caused them much damage. The most important section is the one Just below **R06h** Hanikra, where the rails lead into an "open tunnel"; it will take a lot of effort to recover them, since they are covered in sand and this is now used as the access route to the Southern tunnel, and the IDF uses it constantly. Further to the North the rails reappear - but, if you touch them, they will come apart in your hand. Time has taken its toll, and by now the rails are in such bad condition that they are also likely to fall down to the shore below. A rather handsome monument is situated at the very entrance to the tunnel, commemorating the New Zealand builders; however, unless something is done - soon - to preserve it, it won't last much longer. A short walk into the black hole will reveal that this must be the last place where Y-shaped rails have survived, under the protective cover of the tunnel. Several tens of metres later the tunnel comes to an end - after a gate in the middle. At that point the cable-car is located, and to allow visitors to walk around, the right of way - with the rails - **has** been paved. Northwards ? Read Harel Even's mention of Haim Corfu's ideas.....

9. 13 FREE DRINKS. By Paul Cotterell.

At about km. **99** between Rosh Ha'ayin and what used to be Kafr Jinis (now called Te'ufa) is a summit involving quite a stiff climb in either direction to surmount it. Indeed, even today, it can still cause difficulties for diesel-hauled freights, and occasionally a loco will have to be called out from Lod In the middle of the night to assist a stalled freight train. In steam days this incline could be more of a problem.

One day, so Shlmshon Klein relates, a Baldwin **4-6-0** was dragging a northbound load of freshly-picked oranges up the grade from Kafr Jinis. In the light of subsequent events it can be assumed that the train was, at best, only partially fitted with brakes, with a number of loose-coupled vans in the consist. Just as the train cleared the summit a coupling broke half way along its length, but instead of running back down the incline the rear portion Just had enough momentum to set it off in pursuit of the front section. It was only at the approach to Rosh Ha'ayin station, with the Baldwin slowing down for the facing points there, that the rear portion of the train caught up with the front part. And it did **60** at some speed. Vans were punctured and scattered around. Word spread quickly. Legend has it that the locals were drinking fresh orange juice for weeks thereafter.

Goodwood Travel Ltd. , of Concorde House, Stour Street, Canterbury, Kent, CT1 2NZ, U.K., organise trips by Concorde around the world and back again. One of their tours, called "1001 Arabian Nights in the Kingdom of Jordan", lasts in fact only three nights and four days, including special Heathrow check-in, supersonic flights to and from Amman, luxury coaches, trips to tourist sites, musical entertainment of various sorts and - highlight ! - a trip on the Hedjaz Railway. The brochure shows a Jung 2-8-2 of 1955, but the blurb declares:

"RIDE LAWRENCE'S TRAIN TO LUNCH IN STYLE. Your last day in the Kingdom of Jordan provides a memorable finale to this unique event with a ride through the desert to Dabaa on the actual train used by Lawrence on his historic Journey into Damascus in 1917. The original Hijaz railway carriages will be steam-hauled and during the ride cocktails and canapes will be served by waiters in "Orient-Express" style and there will be strolling musicians for your entertainment. A splendid lunch will be served by the Turkish Fort at Dabaa."

The accompanying itinerary shows (for Day Four of the tour):

"0945: Depart hotel for the short drive to Amman Railway Station.

1030: The steam-hauled vintage train departs Amman. Cocktails and canapes will be served and there will be musical entertainment on board.

1300: Lunch at the Turkish Fort at Dabaa. (NB: According to Turret, p. 20, this is the fourth station south of Amman, some 56km. distant.)

1430: Depart Dabaa and return by train to Amman's Queen Alia Airport. Tea will be served during the Journey.

1645: Arrive Queen Alia Airport. Changing and washroom facilities will be provided....."

For the record, this tour would be run May 11-14 and Oct. 21-24 (Fri.- Mon. A Sun.- Wed.) 1990. Cost: £2535.



The depot at Amman Station. 7/5/79. (Photo: K. Taylorson).

The introduction of the new GM GT26CW-2 diesel locomotive no. 70J caused several major changes in the Israeli railway scene. For example. Class 600 diesels were almost totally removed from IK publicity material, and No. 701 took their place. The arrival of such an impressive sample of motive power is indeed not an everyday event and, with the help of Paul Moy, the export service engineer at La Grange Works, Illinois, I was able to get further details.

Firstly, the builder's plate number is. 868174, dated 03.89. The plates are currently in the possession of the Haifa maintenance shop, and it is not known why they were not applied to the locomotive. (Could they be already in a private collection ?!) No. 701 made her first commissioning run from Haifa to Lod on 15/4/89, and entered regular service several days later.

"Inside information" has it that future locomotive orders may well include a dual-cab model, presently in production at the London, Ontario (Canada) factory. This is as expressed by the IR general Manager, Mr. Barak; possible delivery time could be in 2 years.

A complete description of No. 701 is:

MECHANICAL.

Model Designation: ...	GT26CW-2.	Diesel Motor Type:	645E3B.
Loco Type: .. (C-C) ..	0660	Number of Cylinders:.....	16.
Loco Power:	3,000hp.	Compression Ratio.....	14.5:1.
Basic Weight:	110,965kg.	Full Motor Speed:..	904RPM.
Basic Generator:	AR6A-D18.	Storage Battery:....	MS280.
Special Generator: . .	AR10-D18	Traction Motor:.....	D77B-GR.
Air Compressor:	WBO	Trucks (Basic):.....	GHC.

PIHENSIONS-

Width: Over Cab:	2. 8m.
Over Underframe:	2. 7m.
Height: Top of rail to:	Exhaust stack : 4.1m.
	Cab Roof : 3. 8m.
	Fan Guard : 4. On.

GENERAL DESCRIPTION.

The Diesel engine operates on a 2-stroke cycle, with power applied on each downward stroke. The exhaust gases from the cylinders pass through a manifold and drive a turbine before leaving through the stack. When starting and at low power levels, there is insufficient exhaust heat energy to drive the turbine and impeller assembly fast enough to supply all the air necessary for combustion. At this time, the engine drives the turbocharger through a gear train, with the available exhaust gasses providing some assistance. At high power levels, the heat energy in the exhaust is sufficient to drive the turbocharger, without any assistance, and an overrunning clutch in the gear train disengages the mechanical drive from the engine.

Two engine-mounted gear-driven centrifugal pumps supply coolant to the engine manifolds connected to cylinder head and linear jackets and to the turbocharger aftercoolers. Heated coolant is piped from the engine through the radiators, and through an oil cooler before it returns to the pumps.

Engine fuel is drawn from an underframe-mounted tank through a mesh suction strainer to a gear-type DC motor-driven pump. the pump then forces fuel through a primary filter to the engine-mounted fuel filters. Excess fuel not used by the injectors provides cooling before being returned to the tank.

(See 1:8, 2: 12 and 5:8 for earlier references).
Apart from a short period in the PR era when Sentinel railcars were used, the railways of Palestine and Israel have always used locomotives, whether steam or diesel, as standard motive power. An exception was created when, in 1955, a series of Diesel train sets was purchased from the Maschinenfabrik Esslingen in Esslingen-Mettingen, south of Stuttgart. One major reason for acquiring these sets, which were based on the successful VT-08 concept, was the fact that they were shipped to Israel as part of the Reparations contract signed between Israel and West Germany; the MF Esslingen itself seems to have survived the war with the least damage. The sets apparently failed to operate as they were expected and this, plus a 1954 commission whose conclusions were rather negative, meant that the power-units were soon to lose their Maybach V-08 motors and transmissions, and become locomotive-hauled, with the former engine compartments rebuilt a6 buffets; the 1.000 hp. motors were sold to the Navy.

In Daily Use.

Upon arrival in Israel, the sets were given serial numbers as follows:

Powered Coaches (VT) : Nos. 1 to 12;
Intermediate Coaches (VM) : Nos. 1 to 22.
Driving Coaches (VS) : Nos. 1 to 12.

This method of designation resulted in much confusion, as each coach, whether powered or not, shared identical numbers with others ! What is clear is that, as time passed, more and more units were either withdrawn from service or reduced to the status of loco-hauled stock. A list of 1967 declared the following units as still active:

Powered Coaches: Nos. 1, 2, 3, 6, 10, 12. Total: 6.
Intermediate coaches: Nos. 1-7, 9-22. Total: 21.
Driving Coaches: Nos. 1-8, 10-11. Total: 10.

It is assumed that some at least of the missing vehicles were those wrecked in the Bet Yehoshua smash of 1963.

From the outset, the Esslingens were liable to cause trouble; frequently services were cancelled due to engine failures, as well as other mechanical defects. They were also quite unusual in other ways. "I must admit that learning how the American diesels work was much easier than trying to handle the German trainsets, for the latter use hydraulic transmission while the GM diesels are fitted with electric ones, so all the experience that we gathered from our work with the GM diesels was useless; we had to start the process again and learn how the German sets worked."- 60 wrote the C. M. E. in April 1959.

A newsletter of the period tells of a most unfortunate accident:

"The date - 24.06.58. A train made up of an Esslingen set was on its way from Tel Aviv to Haifa. As the train passed Netanya station, it entered a 500m long curve, at the end of which was a level-crossing. Accelerating quickly, the train had just reached 100 km/h. 200m before the crossing, when the driver suddenly saw that his path was blocked by a truck which had broken down whilst crossing the line. He immediately applied the emergency brakes, but failed to stop in time.

Within 6 seconds the train had pushed the truck up in the air to land some 120m away, back on the road. The damage was immense, one power-unit being left with no cab and the other with no wheels." No photo of this accident seems to exist nor details of casualties - but it could be assumed that one of the sets dumped in Qishon might be the one involved, as one vehicle has an undamaged rear section but a bend in the middle of the superstructure.

The Israel Railways used the sets to publicise their services and to attract people to the railway. When the line to Beer Sheba was inaugurated, on a cold and rainy day in March 1956, it was with an Esslingen set rather than a new GM diesel. (A postmark commemorating the event shows a diesel set - see "HaRakevet" 7: 8>. Hadera West was reopened with the guests arriving in one of the brand-new sets; when the IR started a midnight service, Esslingens were assigned to the job. Nearly all the publications produced at the time showed the Esslingens first - and only then did the reader see the old coaches. However, this situation didn't last long, for soon they became much less dramatic as a set of coaches hauled by a GM diesel.

Colour Schemes.

The first livery, applied in the factory, featured an all-blue background and a pair of parallel horizontal yellow lines, which met in the centre of each cab front, producing thereby a "V" shape which was very popular in the USA (and Germany) at the time. This lasted until 1967. A drawing made in that year stated that, in accordance with a letter of 19/12/66, a new livery was to be introduced, incorporating an all-blue background again but with a yellow line running along the top of the coaches, at cantrail level. Though introduced in 1967, some sets were seen in 1969 still in the old style. In the late sixties a third new livery was introduced, this time incorporating the then-standard IR colour scheme of a red roof, two-tone blue on the sides, divided by a white line running below the windows. Nearly all the remaining vehicles -though withdrawn - still carry this livery.

The End,

As stated, the coaches were withdrawn gradually by the seventies, and none are now left in IR capital stock. Cab-unit no. 5 is restored and stands at Museon Haaretz in Tel Aviv. Others (see earlier references at 1:8, 2: 12 and 5: 8> remain scattered around the country. Mark Leiffenfeld, deputy C. M. E. of the Qishon workshops, has informed me that by now all units have been sold to private contractors (probably for scrap), thus sealing the fate of the Esslingens in Israel.

A special Esslingen publication, dealing with IR's sets, reported that the very first set ran (in the factory) on 11/11/55. Prior to delivery to Israel, the sets were supplied with pre-war motors; made of different substances, the motors had a nasty tendency to create induction currents around themselves, thereby causing unexpected failures. The sets were indeed a compromise with what it was then possible to achieve (as Germany was still in a very poor condition after the war). A consortium of several German manufacturers was responsible for the construction: Maybach (motor and transmission); Sddeutsche Kuhlerfabrik (ventilation); Schaltbau (electrical equipment), and Knorr-Bremse (Braking equipment).

206 seats were available in 3rd. class (.power unit and intermediate coach), and 40 seats in 2nd. class (driving unit, which was divided into two different class sections;. This pattern corresponds to the VT+VM+VS set. Further intermediate coaches could be added, thus making the set much bigger - e.g. VT+VM+VM+VT. If necessary, two sets were joined to cope with demand: (VT + VM+VS + VS +VM+VT). It appears that two types of bogies were used - one built by Minden-Deutz, one by Gorlitz, though some of the coaches were equipped with LHB (Linke-Hoffman-Busch' bogies.

TECHNICAL DETAILS.

Axleload:..... 9.875t. Weight: t. lilt.
Max. Speed:.....120kph. Overall length: . . . 69.300mm.
Motor weight: ... 4. 8t. Overall width: 3. 40mm.
Seats:..... 248. Service entry: 1956.

Other, similar sets were built for use elsewhere, and research continues in various German archives. Any help from IR employees would be appreciated.

9:18. A TURKISH MONUMENT. By Paul Cotterell.

Even the casual passerby, with no interest in railways or their history, will pause to gaze a while at the old Turkish monument set up alongside Haifa East station. I daresay that he, like me, has wondered at the meaning of the inscription carved on the limestone pillar. If this pedestrian were to drop into the railway museum here he would find a translation in both Hebrew and English. I append below the English version. It is a fulsome reminder of a time long ago, and only yesterday. The actual inscription is carved in script as flowery as the words themselves.

"In the name of God the Compassionate and Merciful, praise be to God alone and prayer and peace be to the last of the prophets.

"Our lord and master the Amir of the believers and the Khalif of the Prophet, the Sultan of the two lands and the Khakan of the two seas, the Sultan son of a Sultan, the conqueror, Abdul Hamid Khan son of the Sultan, the conqueror, Abdul Magid Khan (may God support his kingdom and lengthen his life and days) has commanded the construction of a railway line to Damascus to facilitate to the nation of Mohammed the pilgrimage to the house of God and the visit to the garden (grave) of the messenger of God (prophet). The Sultan then gave his grand command (may God lengthen his rule) that a railway line should be laid from Haifa to connect with the Hamidiyya Hijaz line. Therefore it is the duty of every Moslem who made his pilgrimage to the house of God and availed himself of the visit to the grave of the Prophet to pray to God to support the Sultan's Grand Khalifate and to raise his high hand over the heads of the people.

Inscribed in 1319. (1905 A.D.) "

The monument itself may be in some danger. It stands right by the roadside, at a corner which has become a nasty bottleneck to traffic. I have heard that there is a scheme to widen the main road at this point, which would mean that the monument would have to go. Should this project be carried out, however, it is likely that the monument will be re-erected at the railway museum. Altogether less fortunate would be the former PR General Manager's offices standing a few metres away. This handsome stone building, dating from Turkish times, can be seen to the left of Ron Garraway's upper photo on page 18 of HaRakevet 7, and again in the right background of the lower postcard reproduced on page 32 of the same issue. It can also be seen in plate 91, page 76, of the "Hedjaz Railway" (Tourret) and in plate 11, page 11, of my book. Should the road-widening scheme go ahead then this building will be demolished.

George Behrend is the acknowledged expert on the history of the Compagnie Internationale des Wagons-Lits (CIWL), and has been trying to dig up some information on the company's operations in the Middle East. Since the archives are in disarray (if they exist at all any more, though they are meant to be shut away somewhere in France), some of what follows is conjecture. I have edited some notes, and left parts in George's own words.

With the exception of World War II, Wagons-Lits operations in Palestine were relatively small, and throughout were a part of the Cairo Division, which was set up as early as 1898. By contrast the *Taurus Express*, penetrating into Syria, was not started until 1930, from Istanbul (Heydarpassa). Wagons-Lits started running in Asia, to Turkey, as soon as Kemel Ataturk removed the capital to Ankara, where at first the British Ambassador lived in a Wagons-Lits sleeper all week, returning to the spacious Embassy in Istanbul at weekends. In 1926 Wagons-Lits started the all-WL-stock *Anatolia Express* from Haydarpassa to Ankara, still running today though with ordinary coaches. The Turkish Railways own sleepers-only (with diner as in 1926, of course) train is now called the *Ankara Express*.

It is believed that Wagons-Lits sleepers were in General Allenby's HQ train on the Sinai Military Railway around 1917, after which, on the formation of the Palestine Railways, a few R-class teak-bodied sleeping cars were allocated to the Kantara - Haifa, and later Kantara - Jerusalem service, admitting 1st. class civilian passengers, though communication between British GHQ Middle East (controlling British troops in Egypt (garrisoning Cairo Citadel etc. between the wars) and troops assisting the British Palestine League of Nations Mandate Administration, provided for many of the passengers.

Until 1918-19 there was a pontoon bridge at El Kantara enabling through running to Cairo, but this was removed to suit the Suez Canal shipping and a ferry set up for rail wagons (and empty rolling stock if need be), between Kantara West on the Egyptian State Railways Port Said - Ismailia -Cairo line (that followed the West bank of the canal) and Kantara East, terminus of the PR operations. PR worked the Sinai Military Railway in Egypt but Kantara, which had a WL "Poste", and a Station Buffet and Restaurant at Kantara East, was of course part of WL Egypt. The less said about the Buffets the better; very profitable, low class, full of flies - in most ESR stations, including both at Kantara.

For some reason known to P. R. historians but not to me, the 'Express' from Haifa ran by day and from Kantara by night. It contained a daily sleeper and diner, with an additional sleeper from/to Jerusalem joining at "Lydda (Junction)" as it was always described. This latter ran only in winter.

In 1938 the train left Haifa East at 0825, Central 5 minutes later, Lod arr. 10.53, dep. 11. 15, Gaza 12.47 and reached Kantara at 17.30, returning at 22.30. Since WL ran, as mentioned, a restaurant at Kantara West (though this had been given up by 1948, the one at Kantara East being open until that time), passengers could use it after the ferry crossing whilst waiting for the 19.21 train to Cairo (Port Said dep. 18.30), which had both a WL Pullman and a WL Diner in it, reaching Cairo at 22.35. A similarly-equipped train left Kantara West for Port Said at 20.49 (having left Cairo at

17.30 with the passengers for Palestine). and arrived at its destination at 21.35.

Going to Palestine both Pullman (on the Cairo-Kantara section) and R class sleeper were 1st. class only (Pullman supplement 25 piastres); dinner cost 30 piastres in either diner or Pullman, and as far as I recall the diner's kitchen served both. Pullman reservations: 24 piastres; seat in diner, 2 piastres. The R class had 18 berths, 9 doubles; 2nd. class ticket-holders could use Nos. 1 & 2 and 13 - 18 only (i. e. over the wheels !) They could do so from Kantara, no second-class being admitted to day services. Supplements were 125 piastres per berth for both classes, plus 10 booking-fee for berth reservation. From Kantara to Lod, supplements were 100 piastres, Kantara - Rafa or intermediately 80. Buying two supplements enabled a 1st. class ticket-holder to travel in a "single". Supplements for Haifa were the same as for Jerusalem.

The day prices were more complex; the basic supplement was 50 instead of 125 piastres; 25 piastres between Rafa and Kantara, and Haifa or Jerusalem to Lydda, and 15 piastres from Lydda to Rafa. Reservations booking fee from Haifa or Jerusalem to Kantara was 100 Palestinian mills, which currency was also used in the Dining Car: - Dinner 300, Continental Breakfast 120, Full (Meat) Breakfast 120, Lunch 250. And, of course, (Palestine being a British Mandate), Afternoon Tea at 100 mills.

Train times were: Gaza 04.33; Lydda 0620/0645; Haifa Central 0908, East 0915. Thus, two sets of cars were needed. The dining car therefore made a trip to Lod leaving Haifa at 11. 15, serving lunch, arriving 14.24 and departing back at 14.50, reaching Haifa at 17. 15 (Just right, you notice, for lunch and tea). Wagons-Lits also staffed two buffet cars in 1938; one ran from Haifa East at 0735 to Tel Aviv, arr. 09.55, and back 16.15, arr. 18.35. This car ran on the ten or so minutes to Jaffa, but the service was not open. The other buffet car ran from Lydda 11.10 to Haifa 13.30, returning at 15.45 arr. Lydda 18.20. The Jerusalem sleeper did not run in the winter of 1938/9 when the Haifa car was reduced to 3 days a week. (Daily in summer '39).

In 1948-49 the dining car only ran from Kantara to and from Rafa and sometimes Gaza, no doubt because Israel had taken over Palestine Railways, although the supplements for the sleepers to Haifa were shown, this time in Piastres to Rafa, and Palestinian pounds beyond to Haifa! Services ceased altogether in 1950. Wagons-Lits in Egypt was sequestered in 1959 but invited to return around 1977-8, continuing to run the Cairo Luxor Aswan sleeper trains.

During World War II, I was in Cairo only in September/October 1942 when, owing to the war situation, there was no sign at all of any WL vehicles whatever. Most of those transferred to Palestine came by sea from Marseilles to Alexandria after refurbishing in St. Denis, France. At the end of WW I, France would not allow any wooden cars to be French based, wanting all-steel cars, although wooden cars could work into the country from abroad. Steel sleepers were sent from Birmingham by sea from Cardiff for the Egyptian services (Cairo-Aswan etc.) and these released a few cars for the Palestine route. There were WL running repair shops at Abou Ghatos and a store for spares, equipment etc. (both outside Cairo); Main repairs, lifting of bogies etc. for cars on the

PR seems to have been done by PR. All the cars that ran in Palestine can be found in the car list in my "History of Trains de Luxe", or "Luxury Trains" as it is called in the USA.

Around 1943/4 or so, the war having left Africa, the replacement bridge at Kantara enabled the establishment of a Cairo - Haifa/Jerusalem overnight sleeper train with diners, one rake with French lettering provided by Egypt, the other with English ("International Sleeping Car Company") by Palestine. WL Section Haifa was more or less independent, though governed by the Cairo Division. They staffed the sleepers in Palestine, whose English inscriptions (as the German ones) did not include the words "Great European Express Trains", being neither Europe, nor particularly speedy. The through train was inevitably known to the British Army as the 'Orient Express'. It seems to have had some connection onward to Turkey.

Started only in 1930, the Haydarpasa (Istanbul) - Tripoli sleeper of Taurus Express type SG (steel-bodied) was running by 1936 or so but was not extended to Beirut until around winter 39' or 1940. (Ed: How could this be before the HBT line opened?) Road service Tripoli - Beirut - Haifa was maintained by WL. fares including reservations were, in 1938, 55 French francs Tripoli - Beirut, and 85 francs on to Haifa, or 15 shillings (UK) from Haifa through to Beirut. The Taurus sleeper reached beyond Beirut possibly in 1945; at any rate in 1948-49 the Guide showed Azzib in the supplementary fares table as the last Lebanese station going south to Haifa. A case of wishful provision perhaps? Documents undoubtedly exist to show which cars were used on which services in Palestine, not available to me at the moment.

Stocks for sleeping cars and dining **car6** were either bought locally or supplied by Abou Ghatos or Kantara, where the WL had a "Section" (the smallest unit within WL). Section Haifa ran the Palestinian operations. (The "Bulletins", the name for supplement tickets, would indicate this.) Further Wagons-Lits terminology: when services were restarted in Egypt in 1977, there was a "Poste" at Kantara West and a Section at Port Said. A "Poste" was virtually one man, or maybe two, with a telephone, whereas a "Section" was often quite Independent and had a chief, running staff, running repair fitter and an allocation of sleepers/diners, or else (as at Vent lmigl ia on the Riviera), they were busy turning round other Sections' trains and providing staff for them, Incoming staff having 24 **hour6** rest on arrival).

[Ed. Paul Cotterell lists Sleepers 1774, 1777, 1778, 1780, 2072 & 2168, and Restaurant Cars 2302, 2346 4 2351, as being at some point in P.R. usage. (p. 138 of 'Railways of Palestine & Israel')].

AN EMERGENCY TIMETABLE. By Paul Cotterell.

I came across this in the files of the Historical Archives of the Municipality of Tel Aviv - Jaffa. It is an emergency timetable issued following the blowing-up of the second Yarmuk bridge in June 1946. The original was too far gone for reproduction here, but this is a faithful transcription.

PALESTINE RAILWAYS

OFFICE OF THE SUPERINTENDENT OF THE LINE.

Ref.

SL.4?22/38

Haifa, 28. 6.
1946. Dear
Sirs,

Alterations to Passenger Train Services Haifa - Samakh; Amman - Deraa sections: To commence as from 1st. July 1946.

Will you kindly note and amend accordingly the Palestine Railways Timetable in force as from 16th. January 1946 that as from Monday 1st. July 1946: the following alterations to passenger train services on the Haifa-Samakh and Amman-Deraa services:

1. Haifa East - Samakh.Samakh - Haifa East.

	601	607		600	606
	Mixed	S. Car		S. Car	Mixed
Haifa East dep.	0800	1630	Samakh dep.	0415	As
Meshek Yajour	0817	1647	Arlosorov	0426	shown
Alroy	0826	1656	Ashdot Yaaqov	0433	in
Kiryat Haroshet	0833	1703	Jisr el MaJ ami	0443	present
Kfar Yehoshua	0848	1715	Belt Yosef	0500	Time
Kfar Baroukh	0859	1726	Beisan	0531	Table.
Affula	0913	1743	Hassadeh	0538	
Geva	0934	1758	Shatta	0551	
Tel Yosef	0941	1805	Tel Yosef	0559	
Shatta	0948	1817	Geva	0608	
Hassadeh	0958	1827	Affula	0640	
Beisan	1005	1834	Kfar Baroukh	0657	
Beit Yosef	1024	1843	Kfar Yehoshua	0707	
Jisr el Majami	1038	1856	Kiryat Haroshet	0718	
Ashdot Yaaqov	1051	1909	Alroy	0725	
Arlosorov	1058	1916	Meshek Yajour	0734	
Samakh arr.	1105	1926	Haifa East arr	0750.	

Notes: -

1. Mixed trains 605 and 602 will be suppressed.

ii. S. Car 607 and 600 stop one minute at Naharayim K. 78,970 for Passengers

2. Deraa - Amman

Amman - Deraa

Mixed 701 and 700 will run on Mondays and Fridays only.

"The District Governor.

Jaffa

Sir,

The Township of Tel-Aviv has decided (sic), if at all possible to take over from the Government a certain quantity of Décauville-rails out of the stocks now at Jaffa and surroundings, for the purpose of constructing a motor-tramway on the Allenby Road, between Tel-Aviv and the Sea-Bathing Establishment and to the ' Silicate' -factory.

We therefore shall be very obliged to you, Sir, if you were to use your kind offices in assisting us to obtain the rails needed at the best conditions and in as short a time as possible.

Our township has appointed the following gentlemen: Dr. Zlocisti, Dr. Levin-Epstein, Mr. J.A. Chelouche, and Dr. Mibashan, to deal with this matter. They are instructed to submit to you the question and to report to the Town Council of Tel-Aviv the results of their negotiations."

I came across the above letter, dated 13th. July 1921, among the papers in the collection of the Historical Archives of the Municipality of Tel Aviv - Jaffa, and it is reproduced verbatim. It may be stated with certainty that the "motor- tramway" was not built. There remains the question of those *D6cauville-rails'; where exactly did they come from? The 60cm. gauge line laid from Jaffa station to the port in World War I (mentioned on p. 46 of "The Railways of Palestine and Israel" - see also article "Little Terezlna"; Ed. > may be discounted for the source, for the track of this was still in situ in 1921, and for several years thereafter. I have little doubt that the surplus rails noted in the letter came from the British military lines laid in 1918 between Jaffa and Lydda, including that which branched off to what is now North Tel Aviv (Sarona) but was then sand dunes on the banks of the River Auja (Yarkon). These rails would have been made redundant when the Jaffa-Lydda section was relaid to standard-gauge in 1920, if not before.

It is significant, I think, that the original letter was unsigned. It seems fairly obvious, therefore, that this letter was never sent to the District Governor and the whole matter was left to rest for some reason. Nor did I discover any subsequent correspondence on the **subject**. In short, this undelivered letter appears to be the only evidence that such a tramway was ever envisaged.

(Editor's Note: I think Paul might be being a little dogmatic; could the unsigned letter be simply a long-hand copy of a letter that was sent ? There are several photos showing labourers constructing the new Tel Aviv on the sand dunes, using Décauville-type tipping-wagons on narrow-gauge track, and it would be logical to consider construction of a slightly more substantial line, employing some of the redundant military petrol tractors, to take sand from the beach to a factory to make building materials out of it. (Though why take sand from the beach when there was sand all around is hard to understand, unless the aim was to connect up several short hand-worked lines at different building sites). Clearly this seems intended as a freight-only line, not a municipal tramway for the Allenby Road. It must have been frustrating to see piles of railway material rusting at military dumps. A photo of the Silicate Factory shows narrow-gauge trucks in use.)

Some fifteen years ago, when I was scratching around for leads and information on The Railways of Palestine and Israel, Mrs. Hilda Rokach was kind enough to respond to a request of mine in 'The Jerusalem Post' by sending me an excerpt from a talk given by her late husband, Isaac Rokach, entitled "The Good Old Times". The talk was given at the Jaffa-Tel Aviv Rotary Club on 9/8/64, and is reproduced below. (P. C.)

"Turkey was as backward in the building of railways as in the construction of roads. The few railways that existed were built by foreign companies who held concessions on very favourable terms, these terms depending on the amount of shares presented to some cousin of the Minister. Such lines, as long as they were run by foreign companies, functioned well.

"On the outbreak of war between Turkey and the Allied Powers in 1915 (sic) the Turks requisitioned the trains 'a la Turca'. "You can never come too late to catch the train" was one slogan. "Turkish trains run well. . . when they run" was another. "Either they cannot move or they cannot be stopped" was yet another.

"Soon after the outbreak of war stocks of coal gave out and the locomotives were driven by wood. Whole forests of oak, eucalyptus and olive trees were cut to the ground by regiments of deserters who were the principal workers employed for this purpose. Palestine never ceased to be a country of wonders, not even during the Great War. Where else could you find legal deserters by the thousands? They held 'wassikas' -certificates - which legalised their military situation; that is they were legal deserters for so long as they were employed by the railways for cutting of wood.

"In addition to wood, a local bituminous stone was used for the trains, but both the wood and the stone were poor substitutes for Cardiff coal and naturally the trains functioned badly, stopping again and again in the fields between stations, the reason being given as "steam yok" -namely, no steam.

"The following is one of many episodes connected with the running of the railways in those days:

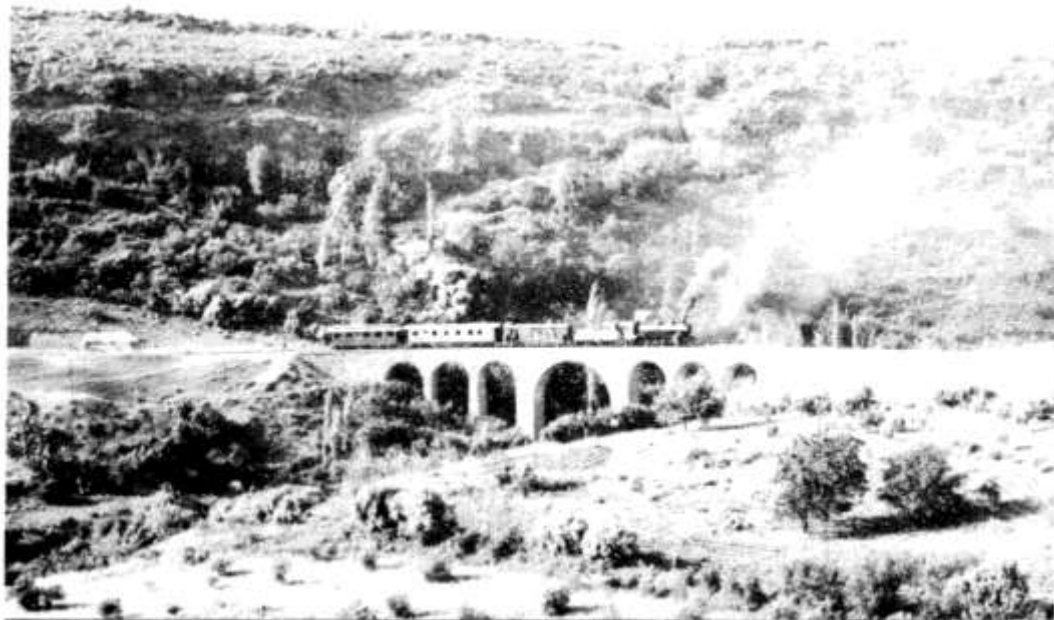
Djemal Pasha the Big, Minister of the Fleet and Commander of the 4th. Army (as opposed to Djemal Pasha the Small, who was commanding the 8th. Army Corps) boarded the train at Damascus bound for the Suez Canal front. On demanding a timetable of the journey he was given the only existing one, dating from pre-war days and going only as far as Afule. It took him very little time to notice the unbelievable unpunctuality of the train. He arrived at Dera'a 2 hours late. There were another 3 hours delay between Dera'a and Samakh, and again 1M hours delay from Samakh to Afule. Exasperated, Djemal Pasha summoned to his coach the Assistant General Manager, Salih Bey, who naturally travelled on the same train, as also the Chief Engineer, the Traffic Manager and other high officials. Holding the time-table in his hand, Djemal raged at him for the unpunctuality of the train. Again and again Salih Bey tried to explain that it was due to the bad wood and the bad oil. Djemal refused to listen and shouted: "It must be changed or you will all be sacked and thrown into the Bosphorous!"

"A long conference took place later at Damascus in the General Manager's office to consider what could be done to pacify the wrath of the dictator. But what could be done since coal and oil were not to be had for love or money? They were about to decide to send a delegation to Djemal Pasha to explain the difficulties when Tewfik Bey the Traffic Manager, the only Jew in the crowd, asked to voice his opinion.

"Have this itinerary printed and delivered to Djemal Pasha" he said. passing a manuscript to the General Manager, "and all will be well. Djemal Pasha", he went on, "was cross not because the journey was a long one, but because the train did not keep to the itinerary. I have now drafted an itinerary which will be adhered to even if we use wet wood and watery oil. I have accounted for the sleep of the drivers and waste of time by the guard. Instead of taking two days the Journey will take four, but the time-table will be kept."

"This itinerary was adopted and on his next trip Djemal Pasha congratulated Salih Bey for the punctuality of the train and bestowed upon him the Order of Medjidneh; on Salih Bey, of course, not on Tewfik Bey.

"Another episode is told of a Journalist who came to the Afule station a quarter of an hour after the time of departure foreseen by the time-table and caught his train. "Who says that the Turkish trains are very unpunctual? This train is only a quarter of an hour late", he said. "Sorry, sir", said the conductor, "this is yesterday's train. A delay of **24 1/4** hours. Today's train will leave tomorrow noon."



³- Syria: Hartmann 2-8-2 No. 263 amidst the spectacular scenery of the Dera'a - Shejara branch (i.e. the old line to Haifa), on a T. E. F. S. special, 10/5/79. (Photo: K. Taylorson).

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