



130:01

A computer-generated image of how Lod station will soon look, with three extended island platforms; visible in the background is the current/original station area. The view looks south, the Ramle line curves off left in the background. The new IR headquarters building is flanked by two new commercial centre buildings. (Image by Dagan Solutions & A. Studio, courtesy of IR Asst. Spokesman M. Berkovich.)

EDITORIAL

A strange and difficult period – which had already begin when the last issue was published – sees the world in general still reeling from the effects of an invisible virus and the attempts to contain its spread. There have been many contradictory approaches, closed or open borders, various forms of isolation, self-isolation, quarantine and 'Lockdown'; many false hopes for super new vaccines or cures, many threats of a 'second wave' or further growth of the infection numbers. As we write this in early September, much remains a matter for speculation, fear and hope.

Throughout this the world continues to spin. In several countries, including Israel, the opportunity has been taken to carry out infrastructure works and maintenance that have been made easier due to the reduction of traffic. Those of us who remember Herzliya station as a loop and siding on a single-track line must now become accustomed to a six-platform electrified junction, while work proceeds on other major new projects. In addition governments have looked for ways either to ease the economic impact on their industries or to invest in increasing capacity as a means of providing long-term useful rather than transitory help to railways affected by the sharp reductions in passenger and freight traffic. As always, we at 'Harakevet' can do little other than report 'for the record' in the knowledge that, whatever happens today will look very different when re-reading the magazine in a couple of years or so. Let us hope for a return to what passed before as 'normality' but was never appreciated as such, and let us hope our readers and our correspondents remain healthy. None of us gets younger.

Best wishes also to Steve, our indefatigable pillar for layout, printing, distribution and administration but whose wife Lesley is currently suffering severe illness.

The Editor.

NEWS FROM THE LINE.

As a reminder: Under this rubric material that arrives is usually added chronologically rather than by theme. Thus several items of quite major significance – infrastructure expansions, electrification extensions, etc. – may appear in what appears to be random order, interspersed with other items.

(i) NEW PASSING LOOP AT NESHER.

On 05. June a new passing loop was opened on the Beit Shean line at Neshet, the former Tel Hanan halt (Ballad a-Sheikh in HR times) and site of the former Neshet ('Eagle') Cement Works. A passenger station and small marshalling yard are intended to follow in due course. This is another project carried out while passenger services were suspended due to the Corona pandemic measures.

(Ed. adds – there used to be a small yard here and several wagons destined for the Railway Museum were once stored here – alas, some vanished, stolen by scrap merchants...)

(ii). TRANSPORT MINISTRY – NEW GENERAL MANAGER.

Following on from reports in the last issue:

From a press release of 07.06.2020 by the Transport & Roads' Safety Ministry: "The government approved this morning the appointment of Mr. Ofer Malka to the job of the Transport & Roads' Safety Ministry's General Manager, succeeding Mrs. Keren Terner; This was the decision of the newly-appointed Transport Minister Mrs. Miri Regev.

Mr. Ofer Malka, 57, has a rich and impressive record of 25 years in service in the Mossad as well as the General Manager of the Hadera Economical Company and a member of the Board of Trustees of the Rishon-LeZion College for Administration; during his military service he was the commander of a combat battalion of the Nahal Division and commander of the battle combat patrol unit "Orev" (Raven) of the Golani Infantry Division. He studied at the US Special Forces Officers' College. He has the title of B.A. in Economics & Social Science from Bar-Ilan University, an M.A. in Public Administration from Haifa University and a B.A. & M.A. in Law from the Academic College of Netanya. He has a rich experience in assimilating innovative technologies."



Masked train at Tel Aviv

(iii). RESUMPTION OF SERVICES DELAYED AND IN STAGES.

- On 08.06 it was reported that in fact no date had as yet been set for resuming rail services due to many problems connected with the Covid19 virus on trains and stations which had not yet been satisfactorily solved.

- On Tues. 16.06.2020 'Times of Israel' staff reported: "Finance Minister Israel Katz on Wednesday will demand the government allow train lines to resume after three months without service, and lay out target dates for the resumption of cultural events, according to a report Tuesday.

Israel's rail network shut down in March as part of the government's efforts to stem the spread of the novel coronavirus. Earlier this month, it was announced that it would resume service on June 8, after a number of previous postponements. But that date was also delayed further, amid a rise in virus cases. "It defies logic that tens of thousands of Israelis travel on packed buses while the train remains closed," Katz, a former transportation minister, said on Tuesday, according to the Ynet news site."

- "Behold, the next day 18.06 the 'Times of Israel' (dated 17.06) reported: "Israel to resume train services next week. Cabinet ministers on Wednesday approved the resumption of train operations next week, as the Health Ministry reported another jump in new coronavirus cases. "The coronavirus cabinet determined train operations will be renewed next week in accordance with the restrictions and guidelines that will be detailed to the public by the Transportation Minister and Israel Railways," a statement from the Prime Minister's Office said. Trains will begin running again on Monday. Trains have been halted for three months and the date for resuming service has been postponed several times."

- Aharon Gazit sent the following press releases of 17.06.2020 by both the Transport & Roads' Safety Ministry and Israel Railways Ltd.:

"The Ministries of Health and Transport & Roads' Safety have decided today, 17.06.2020, that railway services will resume on Monday 22.06.2020 but with the following restrictions:

Each train can carry no more than 500 passengers; those wishing to go by rail will have to order vouchers for tickets through the internet or application; a phone message or e-mail will be sent to the passengers to confirm the order which must be printed or shown at the station through the cellular phone; this will provide the ticket; the number of vouchers will be restricted to 500 to match the number of seats available on each train; the vouchers have to be ordered up to 48hrs. in advance of the journey; passengers coming late to the desired train will have to order a voucher for the next available train, provided that there are still free seats.

Passengers are requested to come much earlier than prior to the Covid-19 due to the foreseen heavy pressure on stations.

Neither drinking nor eating are permitted on trains and wearing masks will be strictly enforced as well as keeping 2m apart from each other and hygiene measures.

The security checkers will check body temperatures through advanced thermic cameras.

The following changes on services will take place:

There will be no night trains and trains will not call at Ben-Gurion Airport at this stage.

Due to electrification works, traffic between Rosh-HaAyin North and Ra'anana will not resume; as a result, the stations of Ra'anana West, Ra'anana South, Hod Hasharon/Sokolov and Kfar-Sava Nordau will be closed.

Trains on the line Beer-Sheva - Rishon-LeZion Moshe Dayan - Ra'anana (through the Negev Western line) will start/terminate at Rosh-HaAyin North instead of Ra'anana West.

The railways are developing an alternative rail service to Kfar-Sava Nordau, Hod Hasharon/Sokolov and the two Ra'anana stations by operating a new service between these stations and Herzliya, where trains can be changed to all destinations; the railways are making full efforts to start operating this service within a few weeks.

Note: this service was planned to be operated with electric trains from Tel-Aviv but due to the fact that electrification has not yet reached this line and to ETCS and ERTMS not yet being completed, this change has been delayed; the new service will be provided instead by diesel trains.

Due to electrification works on the line to Ashkelon and construction of the operational centre for electric trains adjacent to the railway station there, the Rishon-LeZion Moshe Dayan - Rosh-HaAyin North section will be operated at a service frequency of 2 trains/hour at rush hours instead of 4; in order to ease consequent congestion on this line, passengers from Ashkelon and Ashdod are requested to use the suburban line (between Ashkelon and Netanya) through Rehovot, Lod and Tel-Aviv stations. (Note: the railways can make the service much more convenient by creating a train service directly from Lod to Rosh-HaAyin North, saving time for those not needing a service to Tel-Aviv, Bnei-Brak and Petakh-Tikva stations, even though they will have to change at Lod!)

Due to electrification works north of Tel-Aviv traffic will stop between Tel-Aviv Savidor/Central and Beit-Yehoshua stations each night from 21:00 until the next morning at 05:00, as well as between Thursday night at 21:00 until Sunday morning at 05:00; trains on these days from the north will start/terminate at Beit-Yehoshua station while calling at all the intermediate stations; trains from the south will start/terminate at Lod; On each weekday between 21:00 and 24:00, as well as during all regular rail operation hours on Fridays and Saturday nights, the railways will provide special free alternative bus services between Tel-Aviv Savidor/Central and Beit-Yehoshua stations.

At this stage the service between Tel-Aviv, Beit-Shemesh and Jerusalem Malha (the old rebuilt line) will not resume.

The service on the A1 line between Jerusalem Navon and Tel-Aviv HaHagana stations will resume on 22.06.2020; within a few weeks electric train services will reach Tel-Aviv Savidor/Central station calling also at Tel-Aviv HaShalom station."

- Then from 'Tol' 23.06.20: "Passengers largely stay away as Intercity trains resume services. Intercity rail services restarted Monday morning after a three-month freeze to stem the coronavirus, but passengers mostly stayed away with barely one-third of the expected numbers turning up to ride the rails.

Only around 150 passengers boarded each train although up to 500 were permitted, Hebrew media reported. Under strict travel regulations, face masks must be worn at all times on the train and in the stations, even when speaking on a phone, and eating and drinking is forbidden during rides. Stewards patrolled the trains to ensure passengers kept to the guidelines.

Media reports showed empty stations and carriages with just a handful of passenger seated well apart from each other. Transportation Minister Miri Regev, who rode the restarted fast train from Tel-Aviv to Jerusalem, told the 'Kan' public broadcaster in an interview during the journey that she was optimistic the passenger figures will go up. "First of all, it is the first day," said Regev, lowering her mask from her nose and mouth to speak with media. "That is the reality, and that is fine. I am confident that the passengers will return to the trains."

Regev said that just 40,000 travellers had booked tickets for the rail service throughout the day, about a third of the expected number. Just 30,000 people had booked to travel on Tuesday, Channel 13 news reported. At full capacity the trains usually carry some 250,000 passengers a day. Railway officials assessed that many passengers were wary of using the trains on their first day back in service and that the figure would increase in the coming days.

Israel Railways CEO Michael Maixner cautioned earlier in the day that if trains are more crowded than allowed "we will have to reverse." On the other hand Maixner said that, if the reopening goes according to the plan, trains could be filled in the future with 75 percent of the regular number of passengers.

Trains were one of the last major services to remain shut as the country increasingly opened up over recent weeks from a lockdown begun in mid-March to curb the spread of the coronavirus. While buses began running with part, then full, service weeks ago, trains were kept shut, leading to anger and frustration among commuters who rely on the service. Under social distancing guidelines, passenger trains are being limited to a maximum of 500 riders each — half of the normal capacity — in order to prevent crowding. Travellers must book their places in advance by ordering new mandatory ride vouchers on the Israel Railways website. The

vouchers are not a replacement for tickets and travellers must still buy a stub or swipe their Rav Kav travel cards at the turnstiles. Passengers must also carry a valid ID that matches the one appearing on the voucher.

A detailed explanation on the new voucher system is available in English. Vouchers are available online starting 48 hours before the planned trip and will also be available at train station kiosks in cases where seats remain. Passengers whose body temperature is over 38 degrees Celsius will not be allowed into the stations, whilst staff will enforce social distancing in the waiting lines. The date for resuming train service was postponed several times over the last month, as infection numbers began to rise again following a brief hiatus."

(iv). BEIT SHEMESH LINE JAUNT.

An eye-witness account: Sybil wrote on 23.06.2020: "For the first time since I-don't-remember-when, I went on a train today... (I couldn't do it yesterday, the first day of resumed running).

Last Friday I went down to Beit Shemesh station to see if there was anything interesting going on.

Unfortunately trains are not running from Beit Shemesh to Jerusalem (which meant I couldn't do it for free - I have a 'hofshi hodshi' - monthly unlimited - ticket for Beit Shemesh to Jerusalem). I toyed with the idea of going only to Ramle and then coming back on the bus, which seemed a bit silly, since for only a few shekels more I could get an all-day ticket to take me to Tel-Aviv, all around the greater Tel-Aviv area, and back.

You need to equip yourself in advance with a voucher for the train of your choice. You can do this online at the Israel Railways website, or by telephone, from 48 hours before you want to travel, so I did it yesterday.

I arrived at Beit Shemesh station in good time for the 10:49 train, armed with a printout of my voucher, A4 size. The station is a jungle of explanatory signs and instructions. Since there are no trains to/from Jerusalem with which to connect, all the trains from Beit Shemesh are using platform 1 (in normal times, those that connect with Jerusalem trains use platform 2, for a cross-platform change to platform 3 for the Jerusalem train, and those that don't connect use platform 1).

[See pictures on next page](#)

Fortunately not many people are travelling now, as there wouldn't be much room for them with all the huge posters everywhere.

On the train there were employees walking up and down making sure people had masks covering nose and mouth. I also heard one of them telling a passenger that eating isn't allowed. There weren't more than half a dozen passengers in my coach (an IC3 with an extraordinarily generous nine coaches!), but 10:49 isn't a busy time anyway. Normally during rush hours the trains to and from Beit Shemesh are stuffed to the roof.

I didn't book a voucher for the return journey as I didn't know what time I would be coming back (or where from). Presumably if there are still seats available on the next train you can get your voucher on the spot, but I didn't try and didn't ask, but came back by bus."

(v). DOUBLING TO DIMONA.

From a press release of 22.06.2020 by the Transport & Roads' Safety Ministry:

"The Southern District Council has approved the plan deposited regarding the upgrading and double-tracking of the 36 km line section between Beer-Sheva and Dimona, in order to help the city of Dimona and also due to continued delays in making decisions regarding the line to Eilat.

This section is mainly used by ore trains from the Negev to the ports of Ashdod and Haifa and by very few passenger trains per day; at the moment there are in fact no passenger services on the section due to the Covid restrictions."

(vi). DIMONA ACCIDENT COMPENSATION CASE RESOLVED.

Israel Railways Ltd. have announced 25.06.2020 that a compromise had been achieved at the Tel-Aviv District Court regarding a representative action by citizens of Dimona against the railways, due an event on 14.03.2014 in which a freight train carrying bromine collided with freight wagons which were standing on the track near the Dimona railway station; as a result, a diesel locomotive was totally destroyed but, more importantly: from a freight car damaged in the collision there was a leakage of bromine, which caused all citizens of Dimona to be compelled to stay at home until all the emergency teams had finished their treatment of the spillage.

According to the compromise Israel Railways Ltd. have to pay the petitioners the sum of \$175,000 (NIS 600,000) to be dedicated for the enrichment of studies at the city's schools.

(vii). EILAT LINE – FIRST SECTION APPROVED.

Linked to the above item: From 'I.R.J.' 25.06.2020, by Oliver Cuenca: "First section of Israel's Eilat line approved. Plans for the first section of Israel's Eilat rail link have been approved by the Southern District Planning and Building Committee.

The announcement comes eight years after the railway was initially approved by the Israeli government on February 5 2012, and despite continued delays to decisions regarding plans for the rest of the Eilat line.

The initial 35km northern section will upgrade track and double existing lines between Be'er-Sheva and Dimona, with work being conducted by national infrastructure company Israel Roads (NY). The upgrade will cost around Shekels 2.7Bn (\$US 784.5M).

The line is currently used primarily for the transport of ore and phosphates from the Negev to

the ports of Ashdod and Haifa, with no passenger services operating on the Be'er-Sheva – Dimona section. However, planners estimate that 5.2 Million passengers will use the completed Eilat railway annually in 2030.

The project is intended to improve connections between the two cities and support Dimona's 350M NIS city centre regeneration plan. A new station is planned near to the city's Peretz Centre Mall.

The completed Eilat line will eventually connect the Gulf of Aqaba port at Eilat with the Mediterranean port of Ashdod south of Tel Aviv, and is estimated to cost around Shekels 24.6Bn. Plans for the project include five new passenger stations, four freight terminals and eight additional sections for freight traffic.

The line will have separate alignments on some sections for freight and passenger trains to minimise the ruling gradient for freight trains, meaning that the line will be 260km long for freight trains but just 240km long for passenger services."

(viii). RESTORATION OF VEHICLES AT RAILWAY MUSEUM.

We put this here and not under 'Tenders':

Israel Railways Ltd. Tender No.11837: Reconstruction and Renovation of Historical Railway Vehicles stored at the Railway Museum of Haifa East:

The tender refers to the following vehicles:

- Ballast wagon Resh 25 001 which was in use until the 1990's; implementation time: 4 months.
- Diesel-electric locomotive type EMD-GM G12 dating from 1954; was in use until the 1980's; implementation time: 5 months.
- Track inspection cars 812 & 841 built by Fairmount USA; implementation time: 5 months.

The contract for all vehicles is for 24 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 23.07.2020.

Attached herewith are pictures of the vehicles provided by courtesy of Mr. Chen Melling, the Railway Museum Manager.

[See pictures on page 6](#)

(ix). A NAIL IN THE COFFIN FOR THE BEIT SHEMESH - JERUSALEM LINE?

On 28. June Sybil wrote: "The line from Beit Shemesh to Jerusalem is currently closed even though some lines reopened last week.

Coronavirus apart: In the days when trains ran, it was a good way to get from Beit Shemesh to Jerusalem Malha (a huge shopping mall, a lot of office buildings, also the Zoo), if the times were convenient - trains ran only every two hours. It saved having to take a bus into Jerusalem and then another bus from the Central Bus Station to Malha, a long and convoluted journey. The disadvantage, apart



A forest of signage in several languages, and special stands for printing out pre-booked vouchers at Beit Shemesh station. (Photos by Sybil Ehrlich.)



**Haifa Railway
Museum items for
restoration**



**Wagons, Diesel
Loco, Track
Speeders.**



from the sparse timetable, was having to get to the railway station in Beit Shemesh, which for almost all residents is nowhere near their homes, meaning either a local bus, driving, or walking (I can walk it from my home in 40 minutes, which more reliable than not knowing how long to allow by bus.)

Starting on July 1 there will be a new bus route operated by Egged from various residential areas of Beit Shemesh to points in west and southwest Jerusalem, terminating at Malha. The bus will run every 20-30 minutes throughout the day.

Even if the train is running, nobody in their right mind would take it when the bus will be so much more convenient.

And just how many gazillions did that huge white elephant of a station at Malha cost?!"

(x). REGULAR ELECTRIC SERVICES TO SAVIDOR.

From a press release of 29.06.2020 by the Transport & Roads' Safety Ministry:

"From tomorrow -Tuesday 30.06.2020 - electric trains from Jerusalem Navon will reach Tel-Aviv Savidor/Central station with no need to change trains; the time between Jerusalem Navon and Tel-Aviv HaShalom stations will be 37 minutes and to Tel-Aviv Savidor/Central station 42 minutes.

Transport Minister Mrs. Miri Regev, together with Israel Railways Ltd. General Manager Mr. Michel (Micha) Maiksner, inaugurated the new service today.

Trains will operate between Sunday and Thursday between 06:30 and 21:30 at a frequency of 2 trains/hour each direction; no trains on Fridays; on Saturday night the service will be at a frequency of 1 train/hour each direction between 21:00 until 24:00.

As on other lines, passengers have to order vouchers prior to their journey and there may be no more than 500 passengers on each train.

Mrs. Miri Regev said that the precautions on trains against the Covid19 are much better than on other public services and called on the public to use more the trains while obeying instructions regarding the Covid19 measures; she promised that electric trains will reach Herzliya on 01.09.2020.

(xi). FIRST QUARTER 2020 RESULTS

From a press release of 29.06.2020 by Israel Railways Ltd.:

"Today the railways published the results of the first quarter (Q1) of 2020:

The performance in this quarter has been directly and significantly affected by the Covid19 including revenues from passenger service and traffic; this started at the beginning of February 2020 with restricted traffic and continued so until closure of lines on 26.03.2020 by government instructions.

The positive point was the acceleration of many infrastructure works and fleet maintenance, saving

150 days required otherwise for closing lines during active services.

The railways finished the quarter with an overall profit of \$9.5M (NIS 32.7M) including value return of \$1.4M (NIS 49M) compared with an overall profit of \$1.54M including value return of \$6.7M (NIS 23M) over the same quarter of 2019.

The revenues totalled \$176M (NIS 606.5M) compared with \$178M (NIS 613.5M) over the same quarter of 2019.

The operational flow loss (EBITDA) was \$9.2M (NIS 31.6M) compared with \$2M (NIS 7M) over the same quarter of 2019.

Passenger Sector:

Passenger daily average traffic was 215,000 compared with 253,000 over the same quarter of 2019; a decline of 16%!

Passenger daily average traffic on the crowded days of Sunday and Thursday was 241,000 compared with 270,000 over the same quarter of 2019; a decline of 10.7%.

14M passengers were carried over the first quarter of 2020 compared with 17.3M over the same quarter of 2019; a decline of 19%!

Revenues were \$43M (NIS 148M) compared with \$52M (NIS 180M) over the same quarter of 2019; a decline of 18%!

Punctuality was 89.3% compared with 90.1% over the same quarter of 2019; it has been significantly affected by the Covid19 particularly during the traffic restrictions (prior to lines closing completely) which brought overcrowded trains and delays.

Cargo Sector:

During the first quarter of 2020 the railways carried 2M tons; the same as over the same quarter of 2019.

Revenues were \$13M (NIS 44.5M) compared with \$12M (NIS 42M) over the same quarter of 2019; up by 6%!

The loss reached \$2.3M (NIS 8M) compared with \$4.4M (NIS 15M) over the same quarter of 2019; a decline of 47%!

The loss is mainly a result of traffic stoppages due to infrastructure works carried out."

(xii). HADERA EAST STATION.





- *Two views of works at Hadera East station on the original 'Inland Line' taken by Aharon Gazit on 28.06.20. One shows the platform and shelters being renovated, the other shows remains of the original (1918) alignment, to be replaced soon with a new double-track alignment.*

(xiii). LOST CHILDREN REUNITED.

From a press release of 30.06.2020 by Israel Railways Ltd.:

"The railways' employees are used to returning lost belongings to their owners, but even the veteran teams do not remember an event such that which happened on 28.06.2020 at the railway stations of Holon and Tel-Aviv.

Around 17:00 the shift manager at Tel-Aviv Savidor/Central station, Mr. Meni Netani noticed an agitated woman passenger on the platform; he learned that two of her children - a 2-year old baby and a boy of 13 - had boarded by mistake the wrong train which had already departed to Beer-Sheva through Holon, while their mother remained on the platform with their sister.

Mr. Netani immediately contacted through the emergency phone the railways' Central Control while announcing the matter to all the railways' teams in the Tel-Aviv Greater Metropolitan Area, while in parallel the railways' Security Centre started searching all the platforms of the area.

At the same time Inspector Mr. Roy Amar who was on the train mentioned started an extensive search and found the two frightened children, calmed them and gave them a close escort until they alighted the train at Holon Gate station, where they met the station security agent who escorted them until their mother arrived, escorted by the security shift manager Mr. Aitegev Andelmao.

Mrs. Bat-El Mizrahi the children's mother said: "I was in terrible anxiety and was already imagining my children arriving at Beer-Sheva where they would be lost forever; We were on our way to a birthday party at Ramla and despite the Covid19 we did not give up and arrived there; we deeply thank the railway teams for their dedication."

(xiv). LINK FROM HERZLIYYA TO KFAR SABA OPENS.

Sybil writes:

"I was alerted to this by the Moovit app on my phone: "Starting this week..." The service is Sundays - Thursdays, two trains an hour in each direction in rush hours, hourly at other times. Unfortunately the need to book trains in advance means there is no spontaneous hopping-on at present." This closes the loop north and east of Tel Aviv and makes Herzliyya into a junction.

(xv). ELECTRIFICATION CONTRACT.

As already noted the Sociedad Espanola de Montajes Industriales (SEMI), charged with electrification of large parts of the IR system, has had its contract amended to allow for faster work during the Corona disruptions to traffic. Electrification at 25 kV 50 Hz of thirteen lines with a total of 420km is now planned to be carried out sooner than originally envisaged.

(xvi). FURTHER INFRASTRUCTURE WORKS DURING 'LOCKDOWN'.

Israel Railways Ltd. have announced on their website the following:

(i). From 12.07.2020 and until further notice the service frequency between Tel-Aviv Savidor/Central and Rosh-HaAyin North station will be 1 train/hour in each direction between 10:00 and 15:00 (not rush hours) due to works on track, electrification and the Eastern Line.

(ii). The station of Dimona was closed between 08.07.2020 and 12.07.2020 due to track works.

(iii). The western entrance to Haifa Hof-HaCarmel station is closed; entrance/exit available from the eastern entrance: due to station upgrading works.

(iv). The southern entrance to Rehovot station is closed; entrance/exit available from the northern entrance: due to station upgrading works.

(v). The southern entrance to Rishon-LeZion Moshe Dayan station is closed; entrance/exit available from the northern entrance, due to station upgrading works.

(vi). The northern entrance to Ramla station is closed; entrance/exit available from the southern entrance, due to station upgrading works.

(vi). The western entrance to Binyamina station is closed; entrance available from the eastern entrance; exit from both entrances; due to station upgrading works.

(xvii). CABLE BLIP.

On the morning of 14.07.2020 a communication cable was cut between Ashdod and Ashkelon - ironically by the electrification contractor's workers; this caused a line closure for several hours; traffic resumed around 10:30.

(xviii). TRACKWORKS NEAR THE AIRPORT.

From a press release of 02.08.2020 by Israel Railways Ltd.:

"The railways are continuing developing and upgrading the track infrastructure and as a result replacement of track components at the Ben-Gurion Airport will be carried out.

Due to these works the following changes to rail traffic will take place at Ben-Gurion Airport, Lod and Modi'in between Thursday night 06.08.2020 at 00:01 and Friday 07.08.2020 until about 19:00 and between Saturday night 08.08.2020 at about 20:00 and Sunday morning 09.08.2020 at 04:00: There will be no trains between Modi'in stations and Tel-Aviv Savidor/Central station.

Trains between Tel-Aviv Savidor/Central and Beer-Sheva Central stations calling at Lehavim/Rahat, Kiryat-Gat, Kiryat-Malakhi/Yoav, and Mazkeret Batya will start/terminate at Lod instead of Tel-Aviv Savidor/Central; on Saturday night 08.08.2020 trains between Tel-Aviv Savidor/Central and Jerusalem Navon stations will not operate; alternative bus services will be provided free of charge between Lod and Tel-Aviv Savidor/Central stations.

Traffic will resume on Sunday morning 09.08.2020 at 04:00."

(xix). MORE WORKS IN LOD AREA.

From a press release of 09.08.2020 by Israel Railways Ltd.:

"As an integral part of the annual maintenance programme the railways will carry out works of track infrastructure maintenance including upgrading and replacement of track components in the Lod area; as a result, between 00:01 on the night between Thursday 13.08.2020 and through Friday 14.08.2020 until about 19:30 there will be no services on the following lines and sections: Beer-Sheva Central - Tel-Aviv Savidor/Central line running through Lehavim/Rahat, Kiryat-Gat, Kiryat-Malakhi/Yoav, Mazkeret-Batya, Ramla, Lod, Kfar-Habad and Tel-Aviv; Beit-Shemesh - Lod; Rishon LeZion HaRishonim - Lod; Rehovot - Lod.

All these stations excluding Beer-Sheva and Tel-Aviv will be closed; services from Beer-Sheva to Tel-Aviv through the Negev Line will start/terminate at Ashkelon as on each Friday due to electrification works; this means that the stations: Ashdod Ad-Halom, Yavne West, Rishon-LeZion Moshe Dayan, Bat-Yam and Holon will be closed too.

Traffic will resume on Saturday night 15.08.2020 at about 20:00.

Due to track infrastructure maintenance and upgrading works at Dimona area, there will be no passenger trains between Beer-Sheva North/University and Dimona stations between Friday 14.08.2020 and Sunday 23.08.2020."

(xx). BRANCH LINE EXTENSION TO LIKIT.

After many years of discussions and disagreements, the energetic Transport & Roads' Safety Minister Mrs. Miri Regev (Brigadier General in the Reserves) has decided: The solution of moving the IDF (Israeli Defence Army) Intelligence Campus from its present location at Gilot (south of Herzliya) to the Negev south of Beer-Sheva, can be carried out only by a combination of a heavy rail line from Tel-Aviv to the planned base at Likit (the new site for the campus) and an LRV line from Beer-Sheva to Likit; the new heavy rail line will be linked in future to the Eastern Line between Lod and Hadera East currently under construction; this is part of Mrs. Regev's vision of a direct rail link between northern and southern Israel.

Mrs. Regev said: "The combination of the two rail systems will provide arrival at the campus from the centre of Israel within no more than 70 minutes; the moving of the IDF bases to the Negev is a national mission continuing the Zionist vision, enabling accessibility for both soldiers and civilians; cutting travelling time is also a major benefit; this will enable soldiers to live in the Negev and to settle there, avoiding the need to arrive at bases from the centre of Israel, by convincing them to live in Beer-Sheva, Omer (a prestigious independent community near Beer-Sheva), Nevatim (an Israeli Air

Force base south of Beer-Sheva) and other settlements in the area.

Transfer of the IDF Intelligence Campus to Likit is to take place in 2026; the Defence Ministry (which is responsible for the activity) foresees that thousands of soldiers will travel daily from the centre of Israel to Likit and back, and therefore a comprehensive transportation solution is needed to provide a proper response for the regular soldiers and career soldiers to be able to use it.

In recent years several alternatives have been proposed; one of the ideas proposed by the Defence Ministry was to plan a soldiers' dedicated train to leave the line to Beer-Sheva south of Omer and run to the campus gate; the Transport Ministry requested instead a solution based on the transportation system being promoted for the Greater Beer-Sheva Area as an integral part of the existing strategic plan.

The plan consists of a new railway line between Goral Junction (north of Beer-Sheva, where the Western Negev line Beer-Sheva - Ashkelon starts) and Likit providing the soldiers with a direct link, hand in hand with building additional lines between the centre of Israel and Beer-Sheva North/University station, on which high-speed trains (up to 250 km/h) will run, calling at Ben-Gurion Airport, Kiryat-Gat and Beer-Sheva; this plan is now being promoted by Israel Railways Ltd. to the National Infrastructures Council.

In parallel, as Mrs. Regev announced few weeks ago, the Transport Ministry will promote a mass-transit metropolitan system to be based on LRV or similar systems which will link between the centre of Beer-Sheva and surrounding communities such as Omer, Meitar and Lehavim, while calling at Likit, thus serving the military base; This will be further promoted by Israel Roads Co Ltd..

The decision took place in a meeting headed by Transport & Roads' Safety Minister Mrs. Miri Regev and with participation of representatives from the Transport & Roads' Safety Ministry, the Defence Ministry, Israel Roads Co. Ltd., Trans-Israel Co. Ltd. and the National Security Council; the decision regarding the moving of IDF bases to the Negev is part of the strategic decision accepted today regarding the promotion of building Israel's third

airport in the south to bring the Negev development and the flowering of the wilderness.

(Steve Sattler adds: "The IDF - new Military Intelligence unit (Aman) - base will be very near the end of national route 6 and the triangle of roads Nos. 60 and 31 - this is 10.7 kms NE of Beer-Sheva. This new IDF base will then be served by the roads Nos. 6, 40, 31 and the light rail from Beer-Sheva and the new West to East rail line from the Tel-Aviv - Beer-Sheva main line. The new rail section will be 8.8 kms long. This new rail line will allow soldiers from the Tel-Aviv region to be at their base - in the Negev - within 90 mins.

This plan has been cooking for years - and originally the Defence Ministry wanted a dedicated train only for IDF soldiers from near Tel-Aviv to the gate of the base - but the Ministry of Transport wanted a more public service, for all the Beer-Sheva region residents.

This new decision would also allow students to get to the Beer-Sheva University faster, with the new train system of 250 k/h speed; and stops at BGA airport, Kiryat Gat and then Beer-Sheva.

P.S.1 This new Aman base is very close to where the ANZAC 12th Brigade [under Colonel William Grant] started their charge at Ottoman Beer-Sheba at 16.45 31st October 1917. The charge took 8 minutes into the setting sun. It was the first successful British battle after 38 months of WWI.

P.S. 2 - I served 6 years in Beer-Sheva and the adjacent Air-Force base nearby - as a flying doctor. [helicopters] and I drove every day - [over 1,000 times] on the old road from Neve Ya'akov in Jerusalem to Beer-Sheva though Hebron. (It was a lousy road.)"

(xxi). FINANCIAL STATUS OF I.R.

From a press release of 17.08.2020 by Israel Railways Ltd.:

A Statement by Israel Railways Ltd.

"Israel Railways Ltd. is expected to retain the status of a Reporting Company; a bond issue is to be considered in line with the Government Corporations Authority's recommendations.

Following a request sent from the Government Corporations Authority to Israel Railways Ltd., I.R. is expected to consider the possibility if an



additional bonds issue based on the new operating agreement to be signed with the State.

Due to the need for maintaining the status of Israel Railways as a Reporting Company and the desire to arrange for an additional bonds issue at the earliest opportunity; should this be decided IR is, with the support and recommendation of the Corporations Authority, proposing to the holders of both series of IR bonds deferment of the final payment date that has been scheduled for 30 Sept. 2020.

If the request is accepted, the principal will be repaid to the bondholders on 30 Jun 2021, the investors receiving in the course of the additional period interest at the rate set, which is highly attractive compared to other investment channels available over this time range.

Approval of the proposed scheme by the Corporations Authority and Israel Railways Ltd. will place at the bondholders' disposal a safe financial product with a significantly superior yield in relation to other securities offered in the market. This will make it possible for IR to retain its status as a Reporting Company with public transparency pending a decision on a further bonds issue.

In order to guarantee principal and interest payments, Israel Railways Ltd. has deposited the sums representing its commitments in a secured fund under lien to a trustee.

For MAYA system reports follow this link: <https://maya.tase.co.il/reports/details/1315436>

Further details: Israel Railways Ltd. Spokesman Assistant Mr Matan Berkovich."

(xxii). 2020 FIRST HALF RESULTS.

From a press release of 20.08.2020 by Israel Railways Ltd.:

"Today the railways published their results for the first half of 2020:

The railways' performances over this period, including the incomes from passenger sector as well as the number of passengers carried, have been significantly affected by the Covid19 crisis as well as by its influence on the economy.

Already at the beginning of the crisis in February 2020 there was a sharp decline in the number of passengers carried, as well as a reduction in the number of trains in operation until a total standstill on 26.03.2020 by government instruction; by the same instruction, traffic resumed on 22.06.2020 albeit with very low figures compared with those of pre-Covid19 crisis.

As already reported, the railways utilized the standstill time and lines free of traffic to complete many infrastructure works such as: progressing electrification to Tel-Aviv Savidor/Central station and continuing it to Herzliyya and Ra'anana West; accelerating works between Tel-Aviv and Ashkelon; operating service on the AI between Tel-Aviv Savidor/Central and Jerusalem Navon; rebuilding and updating dozens of stations including

accessibility for passengers with limited mobility; and deep maintenance of the fleet and depots.

The incomes totalled \$328.2M (NIS 1.116Bn) compared with \$372.6M (NIS 1.267Bn) over the first half of 2019; down by 12%.

The first half of 2020 ended with EBITDA operational loss of \$4.74M (NIS 16.1M) compared with a profit of \$2.45M (NIS 10.3M) over the first half of 2019.

The overall profit reached \$8.41M (NIS 28.6M) compared with a profit of about \$1.59M (NIS 5.4M) over the first half of 2019.

Passenger Sector:

The average number of passengers carried daily during the first half of 2020 was 175,000 compared with 255,000 over the first half of 2019; down by 31%!

The total number of passengers carried during the first half of 2020 was 14.2M compared with 34.1 million over the first half of 2019; down by almost 58%!

The incomes over the first half of 2020 were \$280.3M (NIS 953M) compared with almost \$320M (NIS 1.087Bn) over the first half of 2019; down by 12%!

Average punctuality in the first half of 2020 was 93.3% compared with 89.5% over the first half of 2019; up by about 4%; "thanks" mainly to many fewer trains operated during the traffic reduction.

Cargo Sector:

During the first half of 2020 the railways carried 3.9M tons compared with 4.2M tons over the first half of 2019; 7% less!

The losses over the first half of 2020 reached \$6M (NIS 20.6M) compared with \$10M (NIS 34M) over the first half of 2019; down (saving) by almost 40%!"

(xxiii). BALLOON TROUBLE.

On 30.08.2020 ca. 17.30 this was reported: "Train service near Sderot has stopped after a balloon with a suspected incendiary device lands on the tracks, according to Hebrew media reports. Balloons launched from Gaza have been blamed for several fires in the area so far Monday." And: "Inspectors noticed a suspicious object and per the police instructions closed the line until the police gave permission to reopen it."

(xxiv). MORE INFRASTRUCTURE WORKS.

On 01.09.2020 Israel Railways Ltd. announced the following through their website:

Northern area:

Due to infrastructure works of upgrading, maintenance and replacing track components in the vicinity of Haifa, there will be the following changes to rail traffic: Between Thursday night 03.09.2020 at 00:01 and Friday 04.09.2020 at about 18:00 the stations of: Nahariya, Akko, Kiryat-Motzkin,

Kiryat-Hayim, Hutzot-HaMifratz, Merkazit-HaMifratz, Carmiel, Ahihud, Beit-She'an, Afula-Rafael Eithan, Migdal HaEmek-Kfar-Baruch and Yokne'am-Kfar-Yehoshua will be closed. There will be no services between Haifa Hof-HaCarmel and Carmiel, and between Atlit and Beit-She'an (the Valley Line).

Trains between Nahariya and Beit-Yehushua will start/terminate at Haifa Central the 8; traffic will resume on Saturday night 05.09.2020 at about 20:30.

Southern area:

Due to infrastructure works of upgrading, maintenance and replacing track components in the vicinity of Ben-Gurion Airport station area, there will be the following changes to rail traffic: Between Tuesday night 08.09.2020 at 00:01 and Saturday night 12.09.2020 at 00:31 there will be no services between Jerusalem Navon and Tel-Aviv Savidor/Central stations on Wednesday 09.09.2020 and on Thursday 10.09.2020, while trains between Nahariya and Modi'in stations will start/terminate at Tel-Aviv Savidor/Central station (instead of at Modi'in stations); on Friday, 11.09.2020 there will be no trains between Jerusalem Navon and Tel-Aviv Savidor/Central stations, as well as between Modi'in and Tel-Aviv Savidor/Central stations; trains between Beer-Sheva and Tel-Aviv Savidor/Central stations will start/terminate at Lod (instead of at Tel-Aviv Savidor/Central).

On Saturday night 12.09.2020 there will be trains between Jerusalem Navon and Tel-Aviv Savidor/Central stations, as well as between Modi'in and Tel-Aviv Savidor/Central stations; trains between Beer-Sheva and Tel-Aviv Savidor/Central stations will start/terminate at Lod (instead of at Tel-Aviv Savidor/Central). Traffic will resume on Sunday morning, 13.09.2020, at 05:00.

(xxv). FATAL ACCIDENT.

On 31.08.2020 at Haifa Hof HaCarmel station a passenger waiting on the platform suddenly stumbled, fell on the track, was hit by a passing train and died.

(xxvi) COMMERCIAL REDEVELOPMENT OF STATIONS.

From a press release of 02.09.2020 by Israel Railways Ltd.:

"The railways and their subsidiary company for real estate are currently promoting the business revolution at railway stations by turning such sites into railway stations combined with integrated trade and business areas, based on the concept that the passengers and businessmen expect the added value from the three functions: a modern railway station, a combined transportation centre, and a big business centre, all under one roof.

The first of such centres to open for the public in the last quarter of 2020 is the new Lod railway station, replacing the ancient British-built one of 1920 which is still operational.

As part of the pre-opening preparations, the railways started publishing tenders for operating business stores at the site; the winner of the first tender No. 191201 for operating a pharmacy store is Super-Pharm, Israel's biggest pharmaceutical stores company with 240 branches all over Israel; the winner will operate a 248 sq.m. store for 10 years after six months of construction and adjustment works.

Another tender No. 200702 for operating of a 178 sq.m. store to sell housewares, textiles, decorations, etc. has been published recently.

Additional tenders for operating cellular phone stores, a café, a restaurant and a books & toys store are to be published in the coming weeks.

The Lod station will have eventually a 2,000 sq.m. business centre with nine to sixteen stores selling a variety of items.

At a later stage, two business towers with offices to rent will be built above the station, where the employees will enjoy easy accessibility to/from trains.

The railways are also building a business centre at Carmiel railway station; tenders are to be published during 2021.

Another big business centre is being built adjacent to Tel-Aviv Savidor/Central station, the tenders for which are to be published during 2022.

Additional business centres adjacent to railway stations all over the network are currently at progressive design and approval stages, among which are those of: Rehovot, a future Ramla South, Ashkelon, etc.

Transport & Roads' Safety Minister Mrs. Miri Regev said: "Rail is a core tool in reducing social gaps and public transport promotion towards an innovative, green, and smart future linking the various parts of the State, enabling a social mobility and accessibility for each citizen; turning railway stations into sites with accessibility to all vital services is essential for encouraging the population to prefer public transport over the private car; that is why I have defined it as a strategic target of the

ministry; Lod station is a pioneer in the subject and, after checking the project date, I'll instruct the Railways regarding further stations' business centres".

Israel Railways Ltd. General Manager Mr. Michael (Micha) Maixner said: "The railways are implementing the policy of Transport & Roads' Safety Minister Mrs. Miri Regev by promoting a new concept for designing and changing railway stations as all over the world; passengers will enjoy a new experience by using the business centres, while the business benefit will come from the number of passengers as well as from the business offices to be opened at the sites".

(xxvi). ELECTRIC WORKING TO HERZLIYA.

From a press release of 06.09.2020 by Israel Railways Ltd.:

"History is made for the Israel rail service: The electrification infrastructure has been completed for all of the "King David route" - i.e. The 'A1' high-speed line between Jerusalem and Herzliya.

This morning - Sunday, 06.09.2020 - Israel Railways Ltd. began conducting regular test trips without passengers on the section between TLV. Savidor/Central and Herzliya stations. This comes after completion of all the electrification infrastructure on the High-Speed line from Jerusalem to Herzliya.

During the test trips various operational tests will be carried out in preparation for the commercial operation of the planned line in a few weeks. Then passengers will be able to enjoy a direct trip, without changes, between Jerusalem and Herzliya.

This is a 6-month advance in the electrification of the tracks to Herzliya as per the request by Israel Railways Ltd. CEO Mr. Micha Maixner, together with representatives of the Ministries of Transport & Roads' Safety and Finance and the agreement signed recently with the Spanish company S.E.M.I.; this followed the first electric trains reaching Tel Aviv Savidor some three months ago, thanks to the same

understandings. The railways will operate 2 trains/hour in each direction and the travel time from Jerusalem Yitzhak Navon to Herzliya will be 55 mins., to TLV University 47 mins. By changing within a few minutes at the Herzliya station, passengers from the Ra'anana stations, Hod Hasharon/Sokolov and Kfar-Sava Nordau can also enjoy the fast service to Jerusalem.

Transport & Roads Safety Minister Mrs. Miri Regev said: "Completion of the electric train link between Jerusalem Navon and Herzliya stations, as part of the electrification of the rail system, will provide a better solution than travelling in a private car, will reduce air pollution and allow a green and quiet train ride experience. As I said when I took over as Transport & Roads Safety Minister, the only solution to the problem of traffic jams in Israel is through accessible, convenient and advanced public transportation, which will enable mobility and accessibility for citizens."

Israel Railways Ltd. CEO Mr. Maixner said: "The completion of the electrification along the entire length of the HS line (A1), together with the vigorous work to electrify the line to Ashkelon and Keshet Hasharon (the curved rail link between Herzliya West, Herzliya East, Hod Ha-Sharon/Sokolov, and Kfar-Sava Nordau stations) proves the vitality of the outline for accelerating the electrification that has been formulated with the Spanish company. I thank all the workers who worked for the achievement to lead the railway system to a more advanced era."

see photo on next page

- *Another view (see cover) of plans for Lod Station and associated commercial buildings. (Simulation by Dagan Solutions & A. Studio, courtesy of IR.)*





130:05.

TENDERS.

A.

(i). Israel Railways Ltd. International Tender No. 42003: Friction Buffer Stops, Fixed Buffer Stops and Braking Wheel Stop Sets, as further specified in this Agreement and its Appendices. "Within thirty days following the issuance of any Purchase Order of each type of purchased Buffer Stops, Supplier shall submit to ISR, for its approval, a proposed training and supervision plan (theoretical and practical) for each type of purchased Buffer Stops. The Proposed Training Plan shall ensure the highest level of installation (to be carried out by ISR), and maintenance of the Buffer Stops by ISR...."

The bidder shall provide the proposed price for the manufacture and supply of the Friction Buffers Stops, Fixed Buffer Stops and Braking Wheel Stop Set, in the Bidder's Proposal Form attached hereto as Appendix B (the "Proposed Price for Buffers Stops") in accordance with the following instructions:

10.1.1. The bidder shall provide a proposed price in the "Price per Unit" column for each type of Friction Buffer Stops, Fixed Buffer Stops and Braking Wheel Stop Set.

10.1.2. The bidder shall provide three days training and supervision in Israel free of charge in the first purchase of the Friction Buffer Stop (of any type) and also in the first purchase of the Fixed Buffer Stop.

10.1.3. It is hereby clarified that the term Braking Wheel Stop Set means a pair - two (2) braking wheel stops, one for each rail of the track."

(ii). Tender No. 21953: Track on the No. 431 line from Rishon-LeZion HaRishonim station at km 4+963 to Sorek Rhomboid station at km 7+421: Works include: 6 bridges, electricity, water pipe lines, communications, signalling, and the Sorek Rhomboid railway station.

Note: this is further progress on the line from Rishon-LeZion Moshe Dayan to Modi'in and Jerusalem (the later through the AI from Anava Junction). Latest date for submission of proposals: 17.08.2020.

(iii). Tender No. 21941: Qishon Works B Logistic site - New Building; Latest date for submission of proposals: 10.08.2020.

(iv). Tender No 42002: ETCS Level 2 On-Board Retrofit ("ETCS OB Project")

• A Bombardier-built double-deck electric train headed by a Bombardier-built electric locomotive type TRAXX No. 3011 upon arrival at Herzliya station after a test run (without passengers). (Photos by Shabtai Tal, courtesy of Matan Berkovich, IR Asst. Spokesman)

Consulting, Inspection, Supervision and Test Services. General Terms and Conditions

"Israel Railways Ltd. ("ISR"), in accordance with its obligations under the Israeli Mandatory Tender Laws, its implementing regulations and the International Agreement on Government Procurement, wishes to obtain bids for:

Consulting, Inspection, Supervision and Test Services, which ISR may require

The ISR Project Manager (IPM) seeks to retain Consulting, Inspection, Supervision & Test Services from a Rolling Stock expert specializing in Rolling Stock ATP & ETCS Systems, for the support of the design, manufacturing, inspecting, testing, commissioning & operations / maintenance of ETCS-L2 Installations in rolling stock, in three stages as follows:

NTP (Stage) 1

3 prototypes and 133 series vehicles as follows:

- * Vossloh Euro 3200 Passenger Diesel Locomotives – 1 Prototype + 23 Series
- * Bombardier 64 Double Deck Passenger Coaches – 1 Prototype + 63 Series
- * Vossloh JT428W Passenger Diesel Locomotives – 1 Prototype + 47 Series
- * Plasser Crane Yellow Machine – 1 Prototype

NTP (Stage) 2

5 prototypes and 51 series vehicles as follows:

- * Bombardier 22 Double Deck Passenger Coaches – 22 Series
- * Siemens Single Deck Passenger Coaches – 1 Prototype + 13 Series
- * Vossloh Euro 4000 Freight Diesel Locomotives – 1 Prototype + 14 Series
- * Vossloh JT42CW Freight Diesel Locomotives – 1 Prototype + 6 Series

Note: Scope of this Call-Off may change

Optional Works

5 prototypes and 29 series vehicles as follows:

* IC3 Passenger Vehicles – 20 Series

* Yellow Machines as Follows:

* Geismar Ballast Regulators – 1 Prototype + 1 Series

* Plasser & Theurer Rail Tamping Machine – 1 Prototype + 2 Series

* Plasser & Theurer Measuring Vehicle – 1 Prototype

* Geismar Weed Killing Track Motorcars – 1 Prototype

* Plasser & Theurer Vehicles – 1 Prototype + 6 Series

The following specification describes the general guidelines for the Supervision Company's Scope of Work for all Stages - NTP1, NTP2 and Optional Works.

The SUPERVISION COMPANY shall provide CONSULTING, INSPECTION, TEST & SUPERVISION services which ISR may require on a non-exclusive basis in the field of design, manufacturing, testing, commissioning, delivering & operations / maintenance of the ETCS-L2 for the vehicles described above. All works have to be carried out in accordance with the norms/ standards/ specifications specified in Agreement No.91944 between ISR and Supplier, Alstom Belgium, and as detailed hereafter but not limited to the items listed below. If there are other deliverables the bidder would provide in this context, please include them in the Proposal as well, in the form of an optional non-binding extension to the Offer. Scope of Services:

2.1 Technical Consultancy:

The scope of work includes, but not limited to, the following activities:

* Design Appraisal in all relative disciplines (electrical, software, mechanical)

* System Review & Assessment

* Preparation of relative deviation reports

* Preparation of the working procedures and checklists as base to perform inspections and quality control

* Technical consultancy on issues & matters arising during the execution of the Project beginning from ETCS-L2 system design, through manufacturing, installations & integrations, testing, commissioning, final acceptance and up to successful delivery and operations / maintenance

* Appraisal of technical documentation (Interfaces, RAMS, Quality (Assurance & Control), Conformity to Railway Industry Standards, Design, Survey Reports, "As-Build" Documentation, Testing etc.)

* Appraisal of Training packages (operation, maintenance etc.)

* Check for Compliance with the Specification, the Approved Design and Purchase Order Specification

* Assessment and approval of Factory Acceptance Tests (FAT) / First Article Inspection (FAI) for selected modules or components (e.g. EVC, EDOR, DMI, TCC, JRU, RADAR, WHEEL SENSOR, RMR,

INDUZI I60R, EUROBALISE ANTENNA, GSM-R ANTENNA, GSM-R & GPS ANTENNA, JRU, I60-R etc.)

* Actively participate in all Technical Milestones as required – Design Reviews, Manufacturing Quality Control Gates, First Article Inspection (FAI), Prototype Tests as well as Acceptance Tests for Serial Units, and issue corresponding Reports as required

* Review & Provide Remarks regarding Minutes of Meetings

* Monitor Manufacturing Milestones & issue the Corresponding Reports & Punch-Lists including Blocking points

* Witness all Final Acceptance Tests (Prototype & Serial) & issue the Corresponding Tests Reports & Punch-Lists including Blocking points

* Organization and performance of the Final Design Review ("Design Freeze") with the contractor

* Assess the Test programme at different manufacturing levels, the completeness of the entire test programme and the content of the individual test procedures

* Approve the detailed Inspection and Test Plan for Type Tests & Serial Acceptance Tests

* Study of the Quality Plan of the examination of the Type Test and Routine Test Specification of the contractor and its subcontractors

* Approval of Type Test and Routine Test specifications of the contractor and its subcontractors

* Software

* Verify Software Inter-operability with System Components

* Check Software Testing Management

* Verify Software Versions Control & Traceability

* Cyber & Security.

* Check conformity to Security and Safety requirements for Software (reports)

o Check all Cyber Security aspects in the Train IT (reports)

2.2 Shops Inspection & Quality Control

The scope of work includes, but not limited to, the following activities:

* Performance of shop inspection during the ETCS Retrofit process in the facilities or on the premises of the suppliers & sub-contractors; Assess manufacturer & sub-supplier authorities.

Note: Inspection may be required in multiple shops, in up to three different sites.

* Development of the inspection plan and the working procedures and checklists, which are defining the tasks and responsibilities of the supervisor inspectors (to be submitted to the ISR project manager of the employer for approval)

* Issue of Inspection, Quality Control & Deviation Reports

* Issue respective certificates after the project milestones have been achieved (e.g. "Certificate of Completion")

* Check material identification and certification

* Assess procedures specifications, qualification records & certificates

* Verify correctness of storage procedures (including shelf-life of consumables)

* Verify compliance & conformity to Technical Standards as defined in the Technical Specification

* Random inspections of material preparation & fit-ups throughout the project

* Check & approve Test and Installation Equipment

* Final visual examination & inspection

* Check application of identification marks and inscriptions

* Check packing and marking

* Issue of acceptance certificates for components and system-wide

* Issue Release Notes and Reports (summarize the carried out activities in the Monthly Report including Manufacturing QA Reports)

* Verification of Manufacturing Employees Qualifications & Certifications for the required works

* Check for Compliance with the Specification, the Approved Design and Purchase Order Specification

* Participate in Technical Meetings with the Manufacturer and the Sub-Supplier & Review the Minutes of Meetings

* Assess and approve of Factory Acceptance Tests (FAT) / First Article Inspection (FAI) for selected modules, which shall be defined after the completion of the Design Review

* Check for correct assembly & installation of all components and their secure interoperability with existing systems as well as attachment to the structure (Mechanical)"

(v). Tender No. 2203: Framework agreement for providing services of Laboratory Tests and Surveys regarding Soil, Railways and Roads, Construction Materials, and Building Systems: The intention is to select up to four winning bidders. The contract is for 24 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 06.08.2020.

(vi). Call No. 12027: Invitation to participate in the tender for Assimilation and Maintenance of IPIS (Integrated Passenger Information System). The bidders' meeting took place on 09.07.2020. Latest date for submission of proposals: 01.10.2020.

(vii). Tender No. 200701: Operating Taxi services to/from Ashdod Ad-Halom railway station; Tender No: 200702: Operating Taxi services to/from Beit-Yehoshua railway station: The contract on each tender is 36 months. Latest date for submission of proposals on each tender: 06.08.2020.

(viii). Israel Railways Ltd. Tender No. 200707: Operating a Discount Shop for selling Housewares, Textiles, Decorations and Toys at the Lod new railway station currently at a progressive stage of construction:

The area provided for the shop has an area of 178 sq.m.; there is also a store room of 103 sq.m.

The contract consists of two periods:

1. An initial adjustment period of up to 6 months.
2. A permission period of up to 120 months.

Latest date for submission of proposals: 24.08.2020.

(ix). "Tender 41907. SAFETY CONSULTANCY. ISR is interested in acquiring, on a non-exclusive basis, Professional consulting services including, but not limited to, Independent Safety Assessor (hereinafter "ISA"), assistance and support in order to guarantee ISR's qualifications and meeting the European Regulations EC/798/2016, thereby enabling ISR to receive the Israeli Ministry of Transportation's permission to operate (hereinafter: "PTO") several track lines, all as set forth in this Agreement and as set out in the Task Orders to be issued by ISR to Consultant during the term of this Agreement.

The Consultant agrees to provide the Services pursuant to the terms and conditions of this Agreement, and represents that it has the necessary knowledge and experience and is capable of competently and diligently providing all of the Services under this Agreement; and

The Consultant represents, warrants, confirms and undertakes that it is entitled to enter into this Agreement and to assume all the obligations pursuant hereto, and there is no contractual, legal or other impediment or conflict of interest to its entering into this Agreement and to the fulfillment of all of the Consultant's duties and obligations hereunder;..."

On the 'Metro Report Intl.' website on 09.09.20 stood the following version:

"Request for bids: Tender 41907 ISA Services

Deadline: 13 October 2020

Israel Railways Ltd. ("ISR"), in accordance with its obligations under the Israeli Mandatory Tender Laws and its implementing regulations and the International Agreement on Government Procurement, wishes to obtain bids for: Tender 41907 ISA Services ("Tender").

1. Tender Documents are available for review and download at ISR's website at the following address: <https://www.rail.co.il/tenders/pages/opentenders.a.spx>
2. Any Request for Clarifications should be addressed in writing only to Mr. Netanel Kimchi, Coordinator of International Procurement and Contracting, no later than September 2nd, 2020 by e-mail: netanelk2@rail.co.il. Bidders shall be responsible for verifying receipt by ISR of Requests for Clarification.
3. All proposals must be submitted no later than October 13th, 2020 by 13:00 (Israel time) in three separate envelopes, as specified below, which shall read "Tender No. 41907" into Tender Box No. 8 at the following address: Israel Railways Ltd., Procurement & Contracting Division, Yoseftal I, Lod, 7136801, Israel. ISR shall be entitled to postpone the deadline at its sole discretion.
4. Tender Documents and notices regarding ISR tenders are also published on the internet at www.rail.co.il. In case of discrepancy between

any of the following: the terms of the Tender published in this publication, any of the publications on the internet and the Tender Documents, the Tender Documents shall prevail.

5. Bidders are advised to check for updates during the Tender process and before submitting proposals."

(x). Israel Railways Ltd. Tender No. 200703: Operating Taxi services to/from Rehovot railway station: The contract is for 36 months. Latest date for submission of proposals: 31.08.2020.

(xi) Netivei Israel Public Tender 100/20 The Eastern Rail Line Superstructure Project. (As published in 'R.G.I.' Aug. 2020): "Participants invited to participate in International Tender for the construction of superstructure, supply, installation and integration of Telecommunication and Signalling systems for sections A and B of the Eastern Rail Line, in a total length of 40km., to be completed within 54 months from signature date." Bidders need to demonstrate they have performed ballasting for trackworks over 100km between Jan. 2013 and present and possess at least two sets of tamping machines, ballast regulators and dynamic stabilizers. Site visit is planned on 15 Sept., submissions by 5 November 2020.

(xii). Tender No. 12029 which includes PQ For Supply, Installation, Integration, and Maintenance of an Integrated Passenger Information System (iPIS) both on trains and at stations: The railways' intention is to select a sole winning bidder. The contract is for 120 months with optional extensions of up to additional 120 months. Latest date for submission of proposals: 30.09.2020.

(xiii). Tender No. 11951: Supply and Maintenance of Lifting Devices at stations for passengers with limited capabilities: The contract is for 36 months with optional extensions of up to additional 24 months. Latest date for submission of proposals: 24.09.2020.

(xiv). Tender No. 12030: Manufacturing and Supply of special Angled Profiles for accompanying rails on railway bridges: The contract is for 24 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 24.09.2020.

(xv). Tender No. 11741: Providing BTL services: A framework agreement for providing BTL (Below The Line) services including: creative with Copy and/or Graphical Design for printed/digital matters; internal organizational communication and for selling points which are not direct marketing media and means of marketing promotion which are not means of traditional media, including ATL-press, TV. Services of purchasing and implementation of advertising areas. The contract is for 24 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 08.09.2020.

(xvi) Invitation for participation in Tender No. 21943: Providing services of Aerial Photos, Mapping, Measuring, Analyzing, and Data Editing through advanced technologies: The contract is for 24 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 30.09.2020.

(xvii). Tender No. 2201: Providing services of Design, Implementation and Maintenance

Management & Traffic Arrangements for Level Crossings and roads under the railways' responsibility: The intention is to select two winning bidders for the two railways areas - northern and southern – with one bidder per area: The northern area has 31 level crossings, 25 stations and 7 railway sites; The southern area has 29 level crossings, 19 stations and 7 railway sites.

The contract is for 24 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 15.10.2020.

(xviii). Israel Railways Ltd. Tender No. 42004: For Manufacture and Supply of Various Types of Wooden Sleepers. Tenders by 3.11.2020.

(xix). Israel Railways Ltd. Tender No. 22015: Providing services of surveys, tests, checks, design of rebuilding existing Bridges and design of new bridges and various engineering structures all over the network: The railways intend to select up to six winning bidders. The contract is for 36 months with options of up to additional 24 months. Latest date for submission of proposals: 01.10.2020.

(xx). EASTERN LINE.

"Netivei Israel – National Transport Infrastructure Company Ltd. ("NI") hereby invites Entities and Joint Ventures worldwide, to participate in an international Tender for the construction of superstructure, supply, installation and integration of telecommunication and signalling systems for sections A and B (Hadera – Kfar Saba) of the Eastern Rail Line, in a total length of forty (40) km ballast double track (the "Tender and the "Project", respectively).

The Project is to be completed within 54 months from signature date. Tender Documents:

1. Bidders may purchase printed versions of the Tender Documents from NI, upon payment of a fee of NIS five hundred (500). Alternatively, the Tender Documents may be printed, free of charge, from NI's website.
2. The Tender Documents shall be available to view, at no cost, by appointment only. Appointments may be made with Netivei Israel by phone, at +972-3-7355260

Tender procedure:

1. The Tender Documents will be uploaded to Netivei Israel's website and become available for view in its offices, beginning on July 19th, 2020, at 12:00 local Israel time.
2. Bidders' Conference and Site Visit (voluntary): September 15th, 2020, from 11:00-13:00 local Israel time, at NI's offices or by VC as will be announced.
3. Submission Deadline for Requests for Clarification: November 5th, 2020. Such Requests shall be sent via e-mail to michraz100_20@iroads.co.il, care of Mrs. Yafit Levy Ronen, Adv. Bidders must verify receipt of their requests with Adv. Ronen by phone at +972-3-7355751.
4. Bid Submission Date and Deadline for Participation Fee Payment: December 3rd, 2020.

Full tender information here

NETIVEI ISRAEL - National Transport Infrastructure Company is a non-profit state-owned company operating under the Ministry of Transportation.

In 2017, Netivei Israel launched its third multi-year plan (2017-2021) involving an unprecedented investment of NIS 55 Billion. The plan includes development and maintenance of an intercity road network and new rail lines, all to promote and improve the quality of life of road users and mass transit throughout the country.

At present, the intercity road network includes more than 8,500 kilometres of roads and 2,600 road structures and bridges.

Netivei Israel operates the National Traffic Management Centre which provides informational services to all road users in Israel.

Netivei Israel plans, designs and constructs new railway lines, expanding the existing railway network in Israel. In the last four years three railway routes with a total length of 99 km were commissioned:

Haifa - Beit Shean (2016) – 60 km single line with 5 stations;

Acre - Carmiel (2017)– 22 km double-track line with 2 stations and a double tunnel 4.65 km long;

Herzliya - Kfar Saba (2018) – 17 km double-track line with 2 stations and a single tunnel 2km long.

Recently Netivei Israel has progressed with the design of seven railway projects which are expanding the railway network all over the state of Israel.

Since 2017 Netivei Israel is responsible for planning, design and construction of a new international airport which will be a supplementary facility to the existing Ben Gurion Airport.

Netivei Israel implements initiatives and strategies which aim to minimize the impact of transport infrastructure on environment."

B. TENDERS AWARDED.

Israel Railways Ltd. have announced the following winners:

(i) The Israeli companies:

Line Measuring Ltd., Armi Greenstone Geodetic Engineering Ltd., Northern Arrow Mapping and Engineering Ltd., Halperin Plus Measuring and Engineering Ltd., and Medva Measuring and Engineering Ltd. won Tender No. 21760 for providing Measuring Services Category A + B.

Armi Greenstone Geodetic Engineering Ltd., Northern Arrow Mapping and Engineering Ltd., M.T.B. Measuring and Photo Geometry (2001 Ltd.), Halperin Plus Measuring and Engineering Ltd., and Top Map Measuring and Engineering Ltd. won Tender No. 21760 for providing Measuring Services Category C + D.

(ii). Evraz East Metals A.G. won International Tender No. 41913 for Manufacture and Supply of Heat-Treated Rails.

(iii). PANDROL IBERICA won International Tender No. 41912 for Manufacture and Supply of KS Rail Fastening Systems for Wooden Sleepers and Bearers.

130.06.

LIGHT RAIL.



A. TEL AVIV.

(i). CRITICISM OF MANAGEMENT.

Steve Sattler noted: "In June the 'Kalkalist' economics newspaper had an article on the failings of the NTA project. It had a big article about the Tel Aviv & Gush Dan foul-up with their big Metro project. The project costs over 16.7 Bn Shekels and, so far, it is 660M NIS over the budget. Further, over 2020/21 - the Oversight committee expects another 100M NIS in extra bills.

The latest [114 pages] report by the Oversight Manager throws 'insults' at the managers of the NTA project and shows how these managers do not care about saving money.

The management company - WSP - that has a budget [from public funds] of 500M NIS - is not doing its job! - and their reports to the Ministry of Transport are not accurate and only partial - and late....

The Ministry of Finance had not allowed for any of these extra expenses - but they paid them anyway. The Ministry has not indicated that it will stop or prevent any new expenses.

The RED LINE will be at least one year late - (probably 2023!) and - in any event - this Red Line is only about one-third of the reality of the TLV + GUSH DAN light rail system. Unless the GREEN LINE and PURPLE LINE are also built soon, the system will only be - at best - 'not very good' - because most of the Tel Aviv workers and visitors come from the East and not from the South.

The original project from 2007 for the RED LINE - that was to be finished in 2013 - had a budget of 10.7 Bn. NIS.

In 2010 - the Ministry of Transport saw that things were off-course - so they re-set the project for 2017 and more money.

In 2012 - the RED LINE date was moved to 2018, and the budget was now 12.2 Bn NIS.

In 2014 – the date was moved to 2021 and now 14.4 Bn. NIS.

In 2015 - a new budget of 16.1 Bn. NIS - In 2020 – there will be a new bigger budget - and 2023 ...could be the date [don't hold your breath]."

(ii). TROUBLESOME LINKS WITH CHINA.

From the 'Jerusalem Post' 22.06.2020. By Lahav Harkov,

"Chinese firms with links to Iran bidding to build Tel Aviv light rail.

Israel's continued openness to Chinese involvement in major infrastructure projects is undermining some Trump administration officials' support for a continued strong Israel-US relationship, including backing a move to apply Israeli sovereignty to parts of the West Bank, a US official told *The Jerusalem Post* on Monday.

The warning came as US Ambassador to Israel David Friedman headed to Washington for meetings in the White House to determine the US position on the sovereignty options Israel is considering. The US official spoke weeks before a tender to build two lines of the Tel Aviv light rail was set to close, and three of the six international groups bidding for it include Chinese state-owned companies, most of which have worked on railway projects in Iran.

The US official warned that "the Israeli government is trying to have it both ways with us. It wants approval for annexation and the continuation of beneficial economic, diplomatic and security ties, while opening the door to China in critical infrastructure projects [such as] 5G and the light rail."

Israel's behaviour is "raising eyebrows" in Washington, "even with strong pro-Israel supporters in the administration," the source said.

However, an official from another part of the Trump administration called it "absurd" to think that US support for moving forward with the Trump peace plan would be linked to China policies. He rejected the notion that annexation was connected to China.

Still, the official admitted that all elements are factored into the US-Israel relationship. The US has been asking its allies in recent months to sever ties with China in areas with security risks and reduce its economic ties to China more broadly.

Secretary of State Mike Pompeo reiterated this position in a speech to the Virtual Copenhagen Democracy Summit on Friday, saying "the Chinese Communist Party strong-arms nations to do business with Huawei, an arm of the CCP's surveillance state. And it's flagrantly attacking European sovereignty by buying up ports and critical infrastructure, from Piraeus to Valencia." "Every investment from a Chinese state-owned

enterprise should be viewed with suspicion," he added, calling on US allies to "take off the golden blinders of economic ties."

Yet the NTA - Metropolitan Mass Transit System's NIS 15 Billion tender to plan, build and maintain the systems and train cars for the green and purple lines of the Tel Aviv light rail has remained open to Chinese companies.

Submissions for the tender, which is in the pre-qualification stage, end in July, and a winner is expected to be chosen by December. Six international construction groups have bid to build the light rail lines, three of which include Chinese companies, which are state-owned.

US concern about Chinese companies' involvement in major infrastructure projects in Israel, which Pompeo expressed during his visit to Israel last month, is partly due to the ability of Chinese operatives to gather intelligence while working on them, as well as the massive economic, social and environmental losses, and even casualties, which could be inflicted if that infrastructure is damaged.

Last month, amid major pressures from the Trump administration, Israel selected a local company, IDE Technologies, rather than Chinese firm Hutchison, to construct Sorek 2, the world's largest desalination plant.

Beyond the concerns the US has about any Chinese company's involvement in critical infrastructure, nearly all of the companies bidding to build the Tel Aviv light rail have ties with Iran. The difference between Chinese companies that do business with both Israel and Iran and other companies is that the Chinese ones are state-owned and the government is directly involved in their actions.

China Railway Engineering Corporation is building a high-speed rail line in Iran between Tehran and Isfahan via Qom, as well as a second subway line for the city of Ahvaz. China Harbour Engineering Company has a branch in Iran, China Communications Construction Company signed an agreement to work on the Tehran-Shomal Freeway in Iran. In addition, China Railway Construction Corporation built a 263 km railway line between Kermanshah and Khosravi in western Iran, and CRCC, the world's largest supplier of rail transit equipment, has supplied Iran with 100 subway cars.

These partnerships are being weighed even after Israel has repeatedly called for Europe to join US sanctions on Iran.

A report by the RAND research institute for the US Department of Defense published this year warned that China has close ties with Iran, and that "the Chinese government might require Chinese companies doing business in Israel to share insights with the Iranian government in order to win friends and influence in Tehran."

China could also try to use the fact that the same companies build infrastructure in Israel and Iran to try to put political leverage on Israel to support its positions. It has used this kind of leverage in the past, such as in 2013 when it conditioned a Beijing visit by Prime Minister Benjamin Netanyahu on his stopping defence officials from testifying in a New York federal lawsuit against the Bank of China for

laundering Iranian money for Hamas and Palestinian Islamic Jihad.

Former Shin Bet (Israel Security Agency) official Harel Menashri went even further, warning in the RAND report that "if Israel seeks to strike Iran, China could damage infrastructure operations in Israel to signal to Israel that it should not attack."

The US has specifically encouraged Israel to establish a more robust system of weighing the risks of foreign infrastructure investments, similar to the Committee on Foreign Investments in the US. Israel has a committee on foreign investments, established late last year, with representatives from the Finance and Defence ministries and the National Security Council, but its recommendations are non-binding and it does not have the power to cancel deals. It is also voluntary, meaning that regulators in different fields can choose whether to bring a potential investment before the committee. In addition, investments that don't already need government approval won't be brought to the new committee at all.

The committee only gives advice on investments in finance, communications, infrastructure and energy. This excludes the tech sector, the category under which most Chinese investments in Israel in the last decade falls. In addition, since the committee was not formed through legislation, there is almost no transparency about its membership or mandate and none at all about its meetings."

(iii). NTA Tender No. 429/2019: Performing Infrastructure Works at the Green Line Depot at Herzliya: Works include: Earthworks, basement works, peripheral supporting walls, connections with urban infrastructures (water, sewage, communication lines, trees treatment and creating an entrance junction at the depot's northern edge). Performance time: 12 months. Latest date for submission of proposals: 10.08.2020.

(iv). Tender No. 051/2020: Providing Consulting Services regarding Accessibility: The consulting services refer to structures, buildings, infrastructures and compatibility, writing accessibility report, etc. The intention is to select one winning bidder. The contract is for 24 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 17.08.2020.

(v). NTA Tender No. 388/2020: Providing Photography & Documentation Services at various project sites all over the network (existing and future lines), and whenever necessary at NTA offices and at events: The intention is to select up to two winning bidders. The contract is for 24 months with optional extensions of up to 36 additional months. Latest date for submission of proposals: 18.08.2020.

(vi). NTA Tender No. 239/2020. For Design/Build of section PLE2 (Road 461 from Mesubim Junction through the Underpass beneath Road 40) of LRT Purple Line Project. Bids by 21.10.2020.

(vii). Tender No. 45/2020: Providing services of Collecting, Processing and Analyzing of Information and Data by using a Quadrocopter: The intention is to select up to two winning bidders. The contract is for 36 months with optional extensions of up to

additional 36 months. Latest date for submission of proposals: 06.09.2020.

(viii). Tender No. 562/2020: Providing Engineering Services for checking final Invoices of the Subcontractors/Consultants, Changes in Instructions, and/or Exceptions: The intention is to select up to two winning bidders. The contract is for 36 months. Latest date for submission of proposals: 14.10.2020.

(ix). NTA tender No. 273/2020: Performing contractual occasional works: NTA intends to select up to fifteen winning bidders. Works include: earthworks, roads building, new traffic arrangements, various preparatory works for stations, infrastructures moving, etc. The contract is for 36 months with optional extensions of up to additional 24 months. Latest date for submission of proposals: 15.10.2020.

(x). NTA Tender No.396/2020: Providing services of concentrated Consulting, Supporting and Publicity Management regarding transportation and infrastructures: NTA intention is to select one winning bidder specializing in management and integration of marketing and publicity through all sorts of media. The contract is for 24 months with options of up to additional 36 months. Latest date for submission of proposals: 20.10.2020.

B. JERUSALEM.

(i). FIGHTS OVER THE CABLE CAR PLAN.

In 'Times of Israel' 16.07.20 is a rather tendentious and polemical article hostile to the scheme: "Buses, minivans a faster, cheaper way to Old City than planned cable car – study. New analysis of traffic data appears to undermine cable car planner congestion claims, indicates solution lies in more shuttles. By Sue Surkes.

Transport data used by the Tourism Ministry and the Jerusalem Development Authority to justify the building of a widely criticized, NIS 200 Million (\$58 M) cable car from the capital's First Station culture complex to the Old City is superficial, out of date and ignores much cheaper options for getting between the two locations, a new study found.

Architects, academics, preservation experts and tour guides have scorned the government's scheme to transport up to 3,000 people per hour in up to 72 ten-person cabins across Jerusalem's historic Hinnom Valley, with just one intermediate stop, at Mount Zion.

Gideon Stein, chief research scientist at Mobleye, has — as a private citizen — been analyzing the traffic data provided by the planners. On Wednesday, he gave 'The Times of Israel' results of a project that he undertook last month to test claims that the cable car will relieve serious congestion near to the Dung Gate — the closest entrance to the Western Wall, beneath Judaism's most venerated site.

An artist's rendering of a station on the route of the future cable car that will stretch from Jerusalem's First Station to the Western Wall in the Old City. (Courtesy Jerusalem Development Authority)



In his paper, he charges that planners have been basing their traffic claims on just two counts of traffic — one carried out at the Dung Gate on June 16, 2012, and a second undertaken by the nearby City of David project, on June 19, 2013 — neither with the cable car project in mind. Employing GPS data from city buses run by the Egged company, he used the travel times of more than 2,700 bus trips made by two bus lines (1 and 38) that run in the Old City area between the hours of 8 a.m. and 5 p.m. during November and December last year, before the coronavirus pandemic virtually halted tourist traffic. The period includes the Hanukkah and Christmas holiday periods.

He found that while there was some congestion, mainly on the Ophel Road leading up to the Dung Gate, it was still faster for people from the ultra-Orthodox neighborhoods and large hotels north of the Old City to go directly to the Western Wall than to travel south to the First Station complex, enter the station to buy tickets and pass through a security check, get onto the cable car and travel 4.5 minutes to the yet-to-be-built Kedem Center near the City of David, disembark and walk five minutes to the Dung Gate and then walk another few minutes to the Western Wall itself.

During the whole two-month period surveyed, 50% of traffic on the Ophel Road got up the hill in up to six minutes, and 90% did it in 13 minutes at most.

Stein also estimated the travel time of minivan shuttles which usually take tourists, without charge, from the First Station parking lot to the Dung Gate. These vans — which have never been properly publicized — are dismissed in the planners' official traffic report without analysis, Stein shows.

Stein analyzed 1,446 trips taken by bus number 38, which follows the same route as the minivan shuttle from Dung Gate to the First Station. Half of the trips took six minutes or less and 90% took 11 minutes at most.

The shuttle, says Stein, is not only much cheaper than a cable car, but more flexible, with a second route possible from Dung Gate to Jaffa Gate, a popular starting or finishing point for tourists. Buses do the route in about 10 minutes each way.

Stein concludes that it is possible to reduce congestion with cheaper methods. These include doubling the frequency of public buses, cutting intervals between shuttle departures by at least half

the cable car service.

While the project has been promoted as a tourism and transport initiative, the Transportation Ministry has not been involved in the planning. After just one presentation before the Jerusalem planning committee the project was whisked away to the National Planning Council — a fast-track body within the Finance Ministry set up to handle major infrastructure projects such as gas and railway lines that cross local authority boundaries. Asaf Zamir (Blue and White Party), who recently replaced Levin as tourism minister, has decided to keep the plan.

Opponents of the project are awaiting the decision of an appeal to the High Court presented late last month."

On 26.07.2020 in 'Times of Israel' came this: **"HIGH COURT DEMANDS PROOF CONTROVERSIAL OLD CITY CABLE CAR WILL BOOST TOURISM.**

In move that could spell end of entire project, court says government must provide 'factual basis' for claims project will increase visits to city. (By Sue Surkes).

In what could be the beginning of the end for a highly controversial plan to string a cable car between West Jerusalem and the Old City, the High Court of Justice on Sunday ordered the government and other involved bodies to detail the "factual basis" on which they have claimed that the project will boost tourism.

The cable car, an idea pushed by the Tourism Ministry, is due to start at the First Station Cultural Center in southern Jerusalem, pass over the historic Hinnom Valley to Mount Zion, then float along, parallel to the Old City walls, before reaching Dung Gate, the closest entrance to the Western Wall.

and adding a shuttle service between Jaffa Gate and Dung Gate. A ban on private vehicles, more than 100 of which enter the Ophel Road every hour, would reduce traffic load and free up 115 parking spaces for buses. A modern shuttle service, says Stein, could easily carry more than 1,000 passengers per hour — the peak number envisaged for

That project's backers — and there are few outside of state institutions — say it will be a tourist attraction and, despite the fact that the Transportation Ministry has not been involved, will help relieve traffic gridlock caused mainly by tour buses.

The project has been approved by all the relevant institutions and the government.

Earlier this month, opponents submitted an appeal against the project to the High Court. Sunday's court response touches on what could turn out to be the Achilles heel of the entire initiative: the government's decision to have the project dealt with by the National Infrastructure Committee — a fast-track body within the Finance Ministry — rather than the usual planning hierarchy, which must allow for public objections at each stage of consideration.



• *The planned cable car to Jerusalem's Old City, as seen in a screenshot from a video by the NGO Emek Shaveh.*

In 2016 the government amended planning and building law to add "tourist infrastructure" projects to the definition of "national infrastructure" projects that can be dealt with by the National Infrastructure Committee, and specifically named tourism transportation systems.

This paved the way for the ostensibly local initiative to be whisked off to the NIC after just one presentation before the Jerusalem planning committee.

The High Court now wants the government and all the other bodies involved in approving the project to detail the "factual basis" on which the cable car meets the wording of the planning law — whether it really will "serve as a tourist attraction" and "make a real contribution to tourism in the area." If the court rejects the factual basis, which must be submitted by September 6, then the National Infrastructure Committee will have exceeded its authority to discuss the project and subsequently to recommend it to the government. The entire case for the cable car could start to unravel.

Eli Ben Ari, the lawyer representing one of four plaintiffs, environmental advocacy organization Adam Teva V'Din, told The Times of Israel: "I don't

see how they can justify this from a tourist point of view."

- *Architect's plans for a Jerusalem cable car showing pylons running parallel to the Old City Walls. (Part of plans submitted to the National Planning Committee).*

The other petitioners were the World Karaites Movement and a group of residents from the Palestinian village of Silwan — the cable car is planned to pass over Silwan and a Karaite cemetery — and Emek Shaveh, which has led the campaign against the cable car. Emek Shaveh seeks to keep antiquities open to members of all communities and faiths and to stop archaeology being exploited for political ends.

The plan's many critics say that the cable car will turn Jerusalem's most precious historic vistas into a theme park. An analysis of traffic data, released last week, also appears to undermine the Old City congestion claim and suggests that an increase in shuttles would be a better, faster, and far cheaper way of ferrying tourists from southern Jerusalem to the Dung Gate."

(ii). TRAM MOTORS.

From 'Metro Report Intl.' 29.07.2020: "Traktionssysteme Austria is to supply CAF with more than 1,400 motors for the 114 Urbos low-floor trams ordered in August 2019 for Jerusalem's future Green Line and extended Red Line."

C. HAIFA – NAZARETH.

From a press release of 19.07.2020 by Trans Israel Co. IL.:

The Haifa-Nazareth tram-train project moves towards implementation. Trans Israel Co. IL published on 15.07.2020 2 frame tenders for performing initial infrastructure works by sub-contractors (called Infra 1) on both the urban and interurban sections of the 41 km alignment of the line. The intention is to select up to 10 winning bidders for both tenders; 4 for the urban section and 6 for the interurban sections; each set of works can be in excess of about \$23 Million (NIS 80 Million). The project is divided into the urban section D 6 km long between Taufic Zayad station and Yona Mountain in Nazareth, and the interurban sections A, B, and C 35 km long between Yona Mountain in Nazareth and Merkazit Ha-Mifratz of Haifa. Frame tender No. 620200 is for the urban sections; Tender No. 620400 is for the interurban sections. The contract for each tender is for 36 months with optional extensions of up to additional 24 months. Latest date for submission of proposals for each section: 20.08.2020. The winners will work under management of the Israeli company Dana Engineering Ltd. which has been selected to manage the project together with the Spanish company IDOM. The winners will be requested to perform the following works: preparatory works for the alignment including space perception, moving infrastructures from the alignment and relocate them, excavations and laying subsurface infrastructures, filling up, roads and interchanges, parking areas, building streets outside the alignment and junctions,



temporary and fixed traffic arrangements, sunken and underground structures, embankments, bridges arrangements, sunken and underground structures, embankments, bridges, supporting walls, acoustic walls, culverts, drainage systems, current rectification structures, track under structure, etc. Transport Minister Mrs. Miri Regev said: "The project is an expression of a social concept which I promote on all the Israeli transportation fields; strengthening the transportation infrastructures in the periphery is a strategic aim; the citizens of Northern Israel have the full rights for a fast and accessible transportation and this project will change the whole area and will create thousands of jobs as part of the New Deal initiative". Trans Israel Co. IL. Chairman Mr. Husam Bashara said: "The tram-train project is complex, the first of its kind in Israel which will change the whole transportation at Northern Israel; the LRT (LRV) will enable a fast and direct link between The Haifa Greater Metropolitan Area and the Lower Galilee area, and will significantly increase the use of public transport.

See page 29 for illustrations

Trans Israel Co. IL. CEO Mr. Dan Schenbach said: "We have quickly promoted the project; we are now touching the implementation stage; 3 months ago, we published the PQ tender in which international and local companies are participating; Trans Israel Co. IL. has a lot of experience and knowhow in big projects enabling to manage the project efficiently with uncompromised qualities while strictly keeping schedule

Attached material as well as the press release have been provided by courtesy of Mrs. Sarit Giladi Dor, Trans Israel Co. IL. Media and Communication Adviser.

:Background"

Trans Israel company IL is responsible for the Light Rail project between Haifa and Nazareth - a national mega-project that will serve the northern population and connect communities across the Galilee and Haifa metropolitan area. The unique project, being a first of its kind in Israel, combines urban and inter-urban public transportation. The Light Rail route will be a total length of 41 km and include 20 stations, connecting "Merkazit HaMifratz" station

in Haifa to Nazaret

The Haifa - Nazareth Light Rail Project will

Create an efficient, environmentally friendly, large scale public transportation network, serving the residents of northern Israel.

Strengthen towns in Israel's periphery by connecting them to metropolitan centres.

Serve over 100,000 passengers daily."

(ii). From 'Metro Report Intl.' 22.07.2020: "Trans Israel company is responsible for the Light Rail project between Haifa and Nazareth - a national mega-project that will serve the northern population and connect communities across the Galilee and Haifa metropolitan area. This unique project, being a first of its kind in Israel, combines urban and inter-urban public transportation. The Light Rail route will be a total length of 41 km and include 20 stations, connecting "Merkazit HaMifratz" station in Haifa to Nazareth. Company name: Cross Israel Highway Ltd. Final date for the submission of Requests for Clarification: August 17, 2020. Location: Haifa – Nazareth, Israel. Tender information: <http://lrt.transisrael.co.il/>"

(iii). ZOOM CONFERENCE.

From a press release of 07.09.2020 by Trans Israel (National Transportation Ventures):

"More than 150 representatives and professional bodies from 12 countries all over the world participated today in a zoom conference of bidders which Trans Israel conducted as part of the PQ to select the participants in the concession tender for building the tram/train line between Haifa and Nazareth.

Among the participants are representatives of banks, investment houses and representatives of international and local companies with rich experience in the following rail fields: LRV/METRO train manufacturing, operation and maintenance, signalling, etc.; also representatives of the Ministries of Transport & Roads' Safety and Finance participated.

Trans Israel representatives have presented to the participants the tender principles, as well as main engineering and financial issues; the concession tender is to be published in the middle of 2021.

As part of the process, Trans Israel will hold detailed meetings with the participating groups in the PQ who are requested to introduce until

17.11.2020 the structure of the consortium to be responsible as a concessionaire on the whole content of the project, throughout the construction and concession period to be defined in the concession tender.

Additionally the participants are requested to introduce experience in a variety of professional domains including: management and leading as a main partner in infrastructure projects; experience in operating of LRV/METRO trains; design and building of railway systems; signalling systems; track systems; design and manufacturing of LRV/METRO trains rolling stock; etc.

The participating groups will also have to meet the basic threshold requirements for financial stability required in a project of this size (\$2 Bn; NIS7 Bn), according to a series of conditions determined in the PQ documents, among the others: positive cash flow in their last 3 reports and equity higher than \$120M (NIS 400M) in the reported year.

The group to be approved at the PQ stage will be able to participate further on in the concession tender - PPP for design, building, financing, operating and maintaining of the Haifa - Nazareth tram/train line; it should be emphasized that there is no limit to the number of participants in the tender and each group that can meet the basic threshold requirements can participate.

Meanwhile Transport & Roads' Safety Minister Mrs. Miri Regev has chosen a new name for the project: 'Nofit' - in Hebrew "Scenery"; this reflects the landscapes of the mountainous Lower Galilee through which the alignment will run. She said: "Towards the new Jewish year (starting on Saturday 19.09.2020) we bring really good news for the citizens of Northern Israel which means economic growth particularly in Covid19 hard times; it reflects the social concept which I'm promoting: strengthening of the public transport services and providing smart transportation for each citizen anywhere; the international interest will help us in moving the economy forward and will create many new jobs for those who have lost them."

Trans Israel Chairman Of Directorate Mr. Hussam Bishara said: "Despite the Covid19 crisis, Trans Israel continued working hard on promoting the project; this mega project is a main growth engine in transportation infrastructures and will have a significant effect on the area population life and environment".

Trans Israel CEO Mr. Dan Schoenbach said: "We're proud of the impressive international interest in the project; this will enable us to work with world's leading companies in this domain and build an LRV system based on innovative technology, which will significantly change the shape of transportation in Northern Israel; we're now in the final planning stages and on or about the second half of October 2020 will start performing the initial works; Trans Israel Co. Ltd. has a lot of knowhow and experience on large and complex concessional projects, which will enable the company to manage the project efficiently and at uncompromised qualities".

130:07.

OTHER MIDDLE EAST RAILWAYS.

A. TURKEY.

(i). COVID MEASURES.

From 'R.G.I.' 01.06.2020: "Limited inter-city services on the national network restarted with the departure of a high speed train from Ankara to Istanbul at 07.00 on May 28, the first such train since services were suspended as part of coronavirus lockdown measures on March 28.

Passenger services have restarted on four routes: Ankara – Istanbul, Ankara –Eskişehir, Ankara – Konya and Konya –Istanbul. The Ministry of Transport & Infrastructure said there would be two trains a day in each direction on each route until further notice.

In order to allow for social distancing the trains will operate with every adjacent seat empty. This reduces the capacity of the CAF-built YHT trainsets from 411 to 185 passengers, and the Siemens Velaro trainsets from 483 to 213 passengers.

Each train will include an 'isolation car' for any passengers displaying Covid-19 symptoms during the journey. Having been isolated, these passengers would be removed from the train and passed to the health authorities at the next station.

Tickets are priced as normal, but are only available to travellers between the ages of 21 and 64. People outside that age range are currently barred from travelling.

To enable passengers to be contacted should travellers develop Covid-19 symptoms, rail users must supply their date of birth, national identity number and contact details, as well as confirmation of their risk status, when applying for a travel permit using a mobile phone app or SMS text message."

(ii). ISTANBUL M10 METRO.

From 'Metro Rail Intl.' 17.6.20 : "Construction contractor Çelikler Taahhut has awarded Thales a contract to supply SelTrac CBTC for the 7.5 km metro line M10 line which will serve Sabiha Gokcen International Airport on the Asian side of Istanbul."

(iii). NATIONAL TRAIN ENTERS SERVICE.

From 'R.G.I.' 18.06.2020: "The National Train electric multiple-unit developed under a programme to increase the use of domestic technology and support the adoption of TSI standards has been completed and is expected to enter revenue service this year, Minister for Transport & Infrastructure Adil Karaismailoğlu said during a visit to state-owned passenger rolling stock manufacturer Tüvasa? on June 15.

The 25 kV 50 Hz EMU is designed for 160 km/h operation, but will be tested at up to 176 km/h. Karaismailoğlu said work was continuing on the design of a 225 km/h trainset, but gave no indication when this might be ready to enter service.

The National Train has five aluminium-bodied coaches, including first class and a buffet car, with a total of 324 seats, two spaces for disabled passengers, LED lighting and five toilets. The axleload is less than 18 tonnes

Principal contractors include Aselsan, which has designed the train control and management systems, bogie supplier Bozankaya and traction equipment supplier Tülomsa?.

An official launch ceremony is planned for August 30, to mark the start of operational testing. A ceremony which had been planned for May 29 was cancelled, owing to the ongoing process to create state-owned railway equipment supplier Tüvasa? through the merger of Tüvasa? with loco manufacturer Tülomsa? and wagon builder Tüdemsa?."

(iv). SIVAS – SAMSUN LINE REOPENS.

From 'Fahrplancenter News' No. 61 (June 2019-June 2020) p.16: In spite of major economic difficulties the railways' construction plans forge ahead. On 5th. May 2020 the 378km line from Sivas to the harbour of Samsun on the Black Sea was reopened after an interruption of five years (!) during which a complete rebuilding has taken place. At some locations the line was realigned and it has been equipped throughout with a new signalling system. The most important stations were completely overhauled and equipped with high platforms. The line can now be traversed in some five hours, which is about a half of the time previously required. Passenger traffic should be resumed in mid-2020, once the Corona crisis has (hopefully) passed, but there are as yet no details for the proposed new timetable.

(v). ELAZIG – TATVAN LINE REBUILDING.

Also from 'FCN' 61 p.16: The 327km line from the city of Elazig to the harbour of Tatvan on Lake Van, built some 60 years ago, is a part of the route between Europe and Iran and Southern Asia. In order to cope with the rising goods traffic and to permit the construction of further large reservoirs along the Murat River a lengthy section of this line must now be rebuilt onto a new alignment; this applies to the section from Palu via Genc to Mus, over 171 km. The new section demands the line be raised in altitude, involves construction of 179 tunnels and 58 viaducts and bridges. Many of the stations have vanished and new ones will be built in order to ensure there are an adequate number of crossing loops, for the section, now only 114km, will still be single track. Once the Corona crisis is past it is envisaged that the 'Van-Gözü Ekspresi' (Lake Van Express) and the 'Transasya Ekspresi', running to Teheran, will resume operations. Whether the purely local train which recently ran only twice weekly will be resumed is still unclear.

(vi). REOPENING. Dnizli – Isparta reopened to passenger traffic 25.10.2019.

(vii). KARS LOGISTICS CENTRE PREPARES TO RECEIVE INTERNATIONAL RAIL FREIGHT.

From 'R.G.I.' 7 July 2020: "The first train has run to the Kars Logistics Centre, which is being built to serve the Kars – Tbilisi – Baku railway connecting Turkey with Georgia and Azerbaijan. Full commercial operations are planned to begin by the end of the year. The TL150M freight facility is linked to the main line by a 7 km spur. It has 19 sidings totalling 20.5 km over an area of 400,000 sq.m., including an 80,000 sq.m. container-handling area with 60,000 sq.m. of storage space.

The site can handle trains from Turkey's 1,435 mm standard-gauge network as well as the 1,520 mm broad gauge used in the former USSR, with customs clearance undertaken at the site rather than at the border.

Trains carrying goods 'from China, Russia, Azerbaijan, Georgia, Kazakhstan, Turkmenistan, Uzbekistan and Kyrgyzstan can arrive here and transfer their cargo onto trains bound for Europe', said former transport minister and current local member of parliament Ahmet Arslan, at a ceremony to mark the arrival of the first train on June 23.

He noted that the BTK railway had continued to operate as normal during the coronavirus pandemic, carrying 138,000 tonnes of freight since the start of the outbreak. The Kars Logistics Centre is one of 11 being developed by infrastructure manager TCDD. The facilities at Sivas, Erzurum and Kahramanmaraş are under construction, with sites at Karaman, Mardin, Tatvan, Bozazköprü, Bozüyük and Niğde in Asia and Inanbul in Europe included in TCDD's investment programme."

(viii). ISTANBUL FUNICULARS.

From 'Metro Report Intl.' 15.07.20 (and the items below): "Istanbul Municipality has restarted construction on the 850m Bozaziçi University/Hisarüstü-Arslan funicular, and the mayor has announced plans for five more routes."

(ix). MERSIN METRO DELAY.

Plans for a 13.4 km underground metro line in the Turkish city of Mersin have been put on hold until the pandemic is over.



(x). BURSA METRO.

The municipality is planning to extend Line 2 of the city's Bursaray light metro network by a further 5 km west from Uludag University to Görükle.

(xi). ISTANBUL METRO PROGRESS.

Tunnel excavation for Istanbul's Atakoy – İkitelli metro line has been completed. Opening is planned for 2022.

(xii). CHINA CONTAINERS.

From 'R.G.I.' 21.07.2020: "Turkish logistics company Pasifik Eurasia has successfully operated a second container service from China to Turkey. The consignment of 43 containers completed its journey in 12 days, despite the coronavirus pandemic."

B. QATAR

DOHA METRO.

From 'Metro Rail Intl.' 17.06.20: "Qatar Rail has begun taking delivery of 35 additional driverless metro trainsets which Kinki Sharyo is supplying to increase the Doha Metro fleet from 75 to 110 three-car sets ahead of the 2022 FIFA World Cup."

C. EGYPT.

(i). NEXANS COMPLETES CABLE DELIVERY FOR ALSTOM SIGNALLING PROJECT.

June 23, 2020: "Nexans specialised signalling cable developed by the Tuzla plant in Turkey has been sent to Alstom for the Beni Suef – Asyut railway project in Egypt.

The 1,700 km of signalling cable meeting Alstom's specific technical requirements will support the signalling modernisation project which will allow an 80% increase in the number of trains running on the Egyptian National Railways network. Nexans specialised signalling cable is designed to offer water resistance without using a petroleum gel filler, as well as the flame-retardant properties which ensure the safety, crucial for this railway application. Besides the cost-effective and high-quality cables, the contract awarded to Nexans also took into account the high level of technical support & deep experience in railway signalling projects offered by the Tuzla factory team.

"The success of the BSA [Beni Suef – Asyut] project confirms that our long-standing understanding of high-quality production and service relates not only to our reliability in cable production and testing, but also to our ability to act in line with customer needs at all stages as well as the strength of our global team," Nexans Turkey R&D & Engineering Director Kamil Mutlu said.

Nexans has an important collaboration with Alstom. In May the two companies signed a three-year agreement to supply cables for the electrical backbone of trains.

The Beni Suef – Asyut railway project was launched by the Egyptian Ministry of Transport and is part of the national investment plan for the area parallel to the River Nile south of Cairo. The railway is one of the three main lines in Egypt and is an important connection between the cities of Beni Suef and Asyut. The project for the 240-km railway line included the modernisation of the signalling system, a EUR 100M contract awarded by the Egyptian National Railways to Alstom in 2015.

The contract included the supply and installation of the signalling equipment. Under the contract, Alstom was responsible for the provision of a Smartlock solution, its electronic interlocking system, to replace the existing electromechanical one, as well as a trackside equipment, a power supply and a telecommunication system.

In March 2019 Alstom supplied, tested and put into commercial operation the computer-based interlocking signalling system Smartlock 400 for Maghgha's main railway station, the second section of the Beni Suef - Asyut line to enter service with Alstom's interlocking signalling system. In 2018 Alstom commissioned the system at Abu Qurqas station."

(ii). CAIRO METRO LINE 3 CARS DELIVERED.

From 'Metro Report Intl.' 25.06.20: "Hyundai Rotem has begun delivery of 256 metro cars ordered for Cairo Line 3 which is being extended to run 45.5 km east-west across the city and serve the international airport.

The 433Bn won order was placed by the National Authority for Tunnel in February 2017 using a financial package developed by the South Korean government and Export-Import Bank of Korea. Deliveries are scheduled to be completed in 2023.

The 80 km/h trainsets have been designed for local conditions including summer temperatures close

to 50° C, drawing on the experience that Hyundai Rotem gained from supplying 180 cars for Line 1 under a contract awarded 2012.

The 32 eight-car trains will have a capacity of 1,740 passengers, with inter-vehicle gangways so that riders can distribute themselves more evenly and reduce overcrowding."

(iii). TRANSMASH CARRIAGES: FIRST BATCH DELIVERED.

From 'R.G.I.' 26.06.2020: "TMH International delivered an initial batch of 22 third-class, forced ventilation loco-hauled passenger coaches to the port of Alexandria on June 25 as part of its contract to supply 1,300 vehicles of five types to Egyptian National Railways.

The first 22 vehicles were manufactured by the Transmashholding subsidiary TVZ at its Tver plant in Russia and shipped from St Petersburg on June 7.

The €1Bn contract will see TMH supply 500 third-class and 180 second-class coaches with air-conditioning, of which 676 vehicles will be assembled at TMH's Dunakeszi plant in Hungary. A further 500 third-class coaches with forced ventilation, 90 first-class air-conditioned coaches and 30 buffet cars are to be manufactured at Tver.

"We are extremely pleased to have been able, despite the challenging context of the Covid-19 pandemic, to deliver on-time the first coaches to ENR and to successfully complete the certification test campaign in Hungary and Egypt. This is the result of the joint efforts of a multi-country team in Egypt, Russia, and Hungary, working in close co-operation with the customer", said David John, Chief Technical Officer & ENR Project Director at TMH International."

Then on 14.08.2020: "The first of the modern coaches supplied by Transmashholding's Tver plant in Russia as part of an order for a total of 1,300 vehicles of five types have entered service with Egyptian National Railways, the manufacturer announced on August 14. NR has now taken delivery of a total of 33 vehicles, including a prototype used for testing and certification. A further 175 are scheduled to follow by the end of the year.

The third-class coaches are being used on services from Cairo to Alexandria (208 km), Asyut (380 km) and Sohag (473 km). They have 88 seats, forced ventilation, two toilets and LED lighting, the bolsterless bogies have a two-stage leaf spring suspension and Knorr-Bremse pneumatic braking systems. According to the manufacturer the coaches 'fully comply with safety regulations while providing modern level of comfort' and have a design life of 40 years in the Egyptian environment.

The order for 1,300 coaches worth more than €1Bn was signed in September 2018, financed by the Hungarian and Russian export-import banks. Production is being divided between TMH Tver (620) and the Dunakeszi plant in Hungary (680) which was recently acquired by a 50:50 joint venture of TMH and its local partner Magyar Vagon. The first of the Hungarian-built coaches are scheduled to be delivered by the end of the year."

The order comprises: 500 3rd. Class with forced ventilation; 500 3rd. Class with air-conditioning; 180 2nd. Class with air-conditioning; 90 1st. Class with air-conditioning; 30 2nd. Class with air-conditioning and Buffet.

(iv). OLD TRAMWAY NEWS.

Looking through some old issues of 'Modern Tramway' – October 1973 p. 340: "New rolling stock is to be ordered for the Alexandria – Ramlah light railway. In Cairo 270 new cars have been delivered since 1970, and the route network is to be expanded from 50 to 80 km route length by the construction of new express lines on private right-of-way. The Heliopolis system is to be extended as part of a regional transport system for greater Cairo; 126 railcars delivered since 1962 are to be supplemented by a further 60 by 1974. A completely new light rapid transit system is proposed for the growing industrial town of Helwan."

In the September 1971 issue p.311 are three photos of trams in Alexandria – demonstrating how single-truck cars and trailers (e.g. car 526, trailer 525) are being replaced by ex-Toronto PCC cars (1005 & 1006 illustrated) "which arrived safely during the war with Israel" and ex-Kopenhagen Düwag-type articulated cars (Nos. 817, 821)

(v). CAIRO METRO EXTENSION TO NEW ADMINISTRATIVE CITY.

From 'Metro Report International' 17. Aug. 2020: "President Abdel Fattah Al Sisi was among the dignitaries at a ceremony on August 16 to mark the opening of the 7 km phase 4a of Cairo Metro Line 3 in the east of the city.

Al Sisi laid a foundation stone at Adly Mansour station, which is to be developed as a major multimodal hub serving the New Administrative Capital development. Phase 4a extends Line 3 northeast from El Shams Club serving six new stations on a mostly elevated or at grade alignment. A depot with 31 buildings has also been erected at Adly Mansour. The extension is expected to carry 1.75 Million passengers per day.

Future extensions at both the eastern and western end of Line 3, including a branch to the city's main airport, will take the route length to more than 45km.

Key contractors include Hyundai Rotem, which is currently delivering a fleet of 256 metro cars for Line 3, and Alstom, which has provided Urbalis CBTC signalling, central operational control systems and telecoms. Integrated supervision, telecommunications, passenger services, security and automated fare collection systems were supplied by Thales."

(vi). RATP CONTRACT FOR CAIRO METRO.

From Steve Sattler: "The Egyptian National Tunnel Authority (NAT) awarded RATP Dev a 15-year operation & maintenance contract for Cairo metro Line 3.

The partnership between RATP Dev & NAT is part of the Egyptian government's initiative to strengthen

the role of the private sector for the improvement of efficiency & quality of services provided to citizens.

RATP Dev Mobility Cairo is responsible for the operation & maintenance of Line 3 as well as for the commissioning of ongoing extensions of the line. RATP Dev says that under the contract, "its primary mission is to provide the population of Cairo with state-of-the-art metro service, in accordance with the international standards" the company set up for world major cities such as Paris, London, Hong Kong & Algiers. The French company will ensure optimum punctuality and regularity, recognised customer service policy & strong skills in asset maintenance activities.

As part of its commitment, RATP Dev Mobility Cairo will considerably invest in local human capital offering various positions to Egyptians with the objective of a minimum rate of 90% of local contracts.

A training centre will be created in Cairo to ensure the transfer of knowledge and know-how in addition to specific training provided outside Egypt.

Following the takeover of Cairo Metro Line 3, RATP Dev will start the contractual activities after a mobilization phase including an audit of the existing situation, recruitment, evaluations, training & other preparatory stages.

"We are proud to contribute to the development of urban transport in Greater Cairo. We want to make metro transport more efficient, innovative and sustainable to improve the quality of life and mobility of the population of Cairo," Laurence Batlle, Chairman of the Management Board of RATP Dev said.

The Line 3, inaugurated in 2012, has a length of 22.9 km served by 19 stations. After the completion of the extension projects, the line will have a length of 40 km with 34 stations. The line's daily ridership is expected to reach 1.5 M passengers."

'Metro Report Intl.' for 09.09.20 had the following:

"The government's National Authority for Tunnels has awarded RATP Dev a €1.1bn contract to operate and maintain Cairo Metro Line 3 for 15 years and commission future extensions.

Opened in phases from 2012, the east-west Line 3 is currently 22.9 km long with 19 stations. Extensions are under construction at both ends of the route which will take it to 40 km with 34 stations. Future ridership is estimated at up to 1.5 million passengers/day.

The French transport group is to take over after a mobilisation phase which will include an audit of the line, recruitment, assessments, staff training and other preparatory steps.

RATP Dev said it aimed to provide 'a state-of-the-art metro service' similar to its transport operations in cities including Paris, London, Hong Kong and Alger. This would include improved punctuality and regularity, 'acclaimed' customer service and strong asset maintenance capabilities.

It will invest in local human capital, and offer diverse job opportunities to achieve a localisation rate of at least 90%. This will include establishing a training centre to support the transfer of expertise, which

would be complemented by bespoke educational programmes overseas.

'The metro is an important economic lever of the city', said Laurence Battle, Chair of the executive board of RATP Dev, when the contract was signed on September 1. 'We want to make it more efficient, innovative and sustainable to improve the quality of life and mobility of Cairo's population. RATP Dev and the entire RATP Group will mobilise the best of their know-how and technical and human expertise to make Line 3 a world reference in terms of quality and reliability.'

'This contract is a reflection of the long-lasting relations between Egypt and France in the transport sector.'

D. JORDAN.

(i). AQABA RAILWAY CORPORATION - PAST?

For some time it has been known that a threat hung over the continued operation of the ARC, which we have covered several times. Now comes alarming confirmatory news in an article in 'Eisenbahn Kurier' 7/2020pp.70-74 by Oliver Heckmann - concerning a trip in 2018.

"ALL OVER AT LAST?"

"Railways in Jordan - most railway enthusiasts will, when they think of this, think especially of the Hedjaz Railway which from 1908 linked Damascus with Medina and thus ran from north to south through what is today Jordan. The line was largely out of use from 1921 and for the newly-independent Kingdom of Transjordan in 1946 had little economic relevance since there was no link to the harbour of Aqaba on the Red Sea, which was used especially for the export of Phosphates. In consequence from 1972 to 1975 a 117km line was built from the new junction point of Batn Al-Ghul (km. 519.7) to the Aqaba harbour in 1050mm gauge. The ceremonial opening was held on 14th. November 1975. The 119 Million Euros the line had cost was at that time financed through a loan from the Kreditanstalt für Wiederaufbau (Credit Institute for Reconstruction) as a form of German Development Aid, and so German engineering consultants and even the Deutsche Bundesbahn were involved in the work.

Aqaba Railway Corporation.

In 1972 the Aqaba Railway Corporation (ARC) was formed to carry out the maintenance and operation of the new railway. Parallel to this new construction the Phosphate mines at Wadi Al-Abiad (1979) and Al-Hassa (1975) received new lines linking them to the Hedjaz Railway which ran nearby. The Eshidiye Mine employed a loading gantry at the station of Aqaba El-Hedjazie to tranship the phosphates from lorries to rail. In the mid-1980's the ARC therefore operated over a total of 294km including between Batn Al-Ghul (km. 519.7) and Menzil to the north (km. 348.4) the original HR line, for which they paid tolls to the Hedjaz Jordan Railway (HJR). Northwards from Menzil to the Jordanian capital Amman the old Hedjaz Railway

route is still intact but there are no scheduled operations.

The ARC initially had ca. 20 diesel-electric locos available, by General Electric (Types U17c, U18 and U20c). By 2007 the stock had risen through delivery of four overhauled GE C24MMI machines from Brazil to around two dozen locos. To this were some 300 bogie self-unloading hopper wagons. The main workshops are at ARC's headquarters in Ma'an, with a subsidiary depot at Aqaba.

Phosphate Transport.

The main freight was phosphates from the mines of the 'Jordan Phosphate Mines Company' (JPMC). The JPMC extracted in the past years some 8M tons of phosphates annually, thus making this country one of the five largest producers world-wide. Of the four mines operated three were, as indicated above, linked directly or indirectly to the railway. From 2016 however rail transport has moved only from the Eshidiya Mine - which is by far the largest of the country's mines. Around a half of the phosphates are exported through Aqaba Port, the other half is processed at industrial plants constructed near the New Port - but there is no rail link here. Rail traffic serves only the Old Port which is now in what has become the city centre of Aqaba, where several silos serve to load ships moored adjacent. Therefore of the 8M tons transported each year the ARC moves only between 1.25 and 1.33M tons, the majority being instead conveyed by lorry. Plans to link the new harbour and its adjacent industries by rail have existed for a long time but until now nothing has been done. Likewise nothing has been done to construct a rail link between Eshidiye Mine and the Aqaba El-Hedjazie station to eliminate the transshipment from lorries here.

A Journey to Jordan.

When preparing our journey, the internet site of the Aqaba Railway Corporation proved extremely helpful; here one could find a daily account of the exact planned transport statistics, which showed both the number of tons and the number of trains. It was therefore clear from the outset what would await us. Up to five trains per day was possible, but also that for several days no wheel would turn. Train traffic depended largely on whether a ship was in the harbour ready for loading.

After our arrival we went first to the ARC depot in Aqaba. After briefly explaining our wishes we were given an extensive guided tour of the workshop and photography was no problem. We then spent several holiday days along the 120km line the ARC operates between Aqaba Port and Aqaba El-Hedjazie. Thanks to asphalted roads running along the route the track can be observed for most of the way, albeit to get closer one had to use gravel and sand tracks or even just ruts across the desert landscape. Along the route we were deeply impressed by the rocks and sand dunes formed in different shapes, the most spectacular of these being near the famous Wadi Rum.

The number of trains we could observe each day was, as expected, variable and reduced as the week went by. Much patience was necessary. On 15th.

March 2018 we could observe a northbound train of empties heading uphill whereas the next day no wheel turned.

What Had Happened?

As we only found out following our trip, on the 15th. March 2018 the daily review of trains and tonnage had been removed from the ARC home page after several years. If however one adds the 'tonnage' of the trains on this site from 1st. January to 15th. March 2018 and compares this with the figures given by the JPMC for just 75,000 tons transported by rail in the year 2018, then one can conclude that we had had the most enormous good fortune to have been present during the very last scheduled week of the ARC phosphate traffic!

The Port area served by the ARC had been - a total surprise - sold to an investor who intended to develop this site for hotels and leisure facilities, The existing rail link was cut. Since however the new Port further south is still lacking in any railway link, the ARC has effectively been robbed of its grounds for existence. One can only speculate as to the moves behind the scenes....

What is Left?

On the ARC line there remains only a charter tourist train operation from the Wadi Rum station for some 5km, using the HJR Nippon Sharyo Pacific No. 85 or, as reserve, a black-painted ARC loco U17c No. 955 and several older passenger carriages. It was not possible yet to find out what had happened to the ARC, its employees and its motive power and rolling stock.

There are plans to link Aqaba with a new standard-gauge line to Ma'an to the phosphate mines and even on to Amman, and it is stated that investors have even been found for this, or even that tenders have been issued for the initial works; however the inflationary level of news announcements from this region and the gap between them and reality is well known to all who understand the Near East."

[Ed. adds: In view of developments in various parts of the Mediterranean, Africa, Madagascar and even Israel etc. the Editor would not be surprised to be reporting within a few years in this magazine about Chinese initiatives to build a standard-gauge line from a Red Sea port to a Near East capital, thus providing that country with further access, influence and control of yet another port, and raw materials. Possibly even with links at last to the systems in Saudia Arabia and the Gulf States. Remember, You Read It Here first!]

(ii). HEDJAZ RAILWAY - AN UNEXPECTED RAILWAY ADVENTURE.

Johann C. Lorenz wrote this in 'Lok Report' 7/20 p.52f.:

"At the end of February this year I travelled to Jordan - not to look at railways but simply, as a professional railwayman, to take a holiday from my own job. While planning the trip it soon became clear

that mobility in this country meant mainly road transport, but this made me even more amazed in that, as I drove from Amman to Aqaba, I kept crossing a railway line. Here and there were a level crossing or a signal or a goods station. And finally, after several days, on the way to Wadi Rum, out of the corner of my eye I saw a steam locomotive! My interest was awakened, I turned the hire car round and went to look.

Indeed - in the middle of the desert there stood a steam loco, a Pacific. I climbed out and soon confirmed that it looked in good condition. I have seen locomotives that looked in a much worse state. I would gladly have a look at the cab, but I am one of those who stands on the right side of the locomotive - so I first walked round it, for firstly I am a fireman and secondly, one simply has to allow the time for this. I climbed into the cab and - look! - it is oil-fired. Generally I find coal-powered engines more attractive, but in this geographic situation and the fact that the outside temperature was at 50°C it was clear that shovelling hard would be no fun, so I accepted the oil burner as practical in the circumstances.

To my joy I found that the driving cab also was in a good condition; many of the controls are of brass and shine brightly, there are colleagues who like that sort of thing. And I felt within me a great desire to make a fire here, to get steam up and with a thundering exhaust to drive through the desert! Dreaming is allowed, when one is on holiday.

In the evening at the hotel I find out more. It seems this is a station on a part of the Hedjaz railway, which once ran from Damascus to Saudi Arabia and was built in the early 20th. century in the Ottoman Empire, for a variety of reasons - to connect the Arab border areas and thus make them easier to control, and as a prestige project by which the Empire and the Sultan could demonstrate that they were capable of such a construction work.

A few days later I was back in Amman and visited the museum at the locomotive depot. The chap at the entrance unfortunately spoke no English but was, like most people here, very helpful and got me to understand that he would bring someone who did speak English. So I followed him and whilst being passed on from one member of staff to another saw half the depot, until at last I landed by a man who is apparently responsible for Public Relations here and spoke a bit of English. He informed me that entry cost 1 Dinar, but that he would also give me a guided tour. It did not seem that his technical knowledge of railways was very great, but he allowed me to wander around on my own. I saw an O-4-OT from Belgium, larger machines from Japan and also some locos from Arnold Jung.

Naturally I may climb into the cabs. In the first which I enter my eye falls as normal straight onto the gear and it stands at 60%. I pull it in, even though there is no pressure in the boiler - one must make time for this. We had been taught to have everything clean and orderly and to act responsibly.

In the next loco I notice there is water in the gauge glass. I turn the release valve briefly, the water level moves, I close it again and the water level is stable in the glass. My question as to whether this loco is operational is confirmed by one of my 'guides'.

At the end of the tour I am guided to a small adjacent shed - here is an Arab who 'regauges' cars to the 1050mm Hedjaz gauge. Since I also enjoy working on cars in my free time, my interest is awakened. Even though this Arab tinkerer does not have a word of English and I have no Arabic, he can soon sense my interest and begins with enthusiasm to explain - with hands and feet. With childish pleasure we two then undertake a test run. Five metres forwards and the same distance back again - there is no more room between the lumps of scrap. But that does not reduce our joy, even if my girl friend rolls her eyes. And so we learn that if a German fireman meets a mechanic in Amman, one needs only a Landrover on rails and even the greatest barriers of speech and culture can be broken through within seconds.

And so ends my railway adventure for this holiday. Just five days after my departure from Jordan, the country imposes a strict prohibition on departures....."

E. IRAN.

(i). (RE-)OPENINGS: From 'FCN' 61 p.23.

Teheran – Van, Reopened to passenger traffic 26.06.2019.

Mianeh – Bostanabad – Opened to passenger and goods 27.11.2019

Bostanabad – Tabriz – Opened to passenger and goods March 2020.

(ii). CONFUSION OVER INDIA'S ROLE IN IRAN'S CHABAHAH – ZAHEDAN LINE.

From 'IRJ' 21 July 2020, by David Burroughs. "Iran and India have moved to allay concerns that India has been excluded from the construction of Iran's 628km line connecting Chabahar and Zahedan.

India's future engagement with the project was muddled after Tehran, in a recent communique to New Delhi, expressed disappointment over the Indian government's engagement and partnership, citing delays from India in funding and starting the project.

Without naming the United States, the Iranian government's missive says that "no third party's measures or restrictive policies such as unjust unilateral sanctions should be allowed to hamper the historical cordial relations between India and Iran."

In the four years since India and Iran signed an agreement to develop Chabahar port and construct the new line at an estimated cost of \$US 1.6bn, New Delhi has been accused of slowing the release of funds for the project, fearing US sanctions against Iran.

While an Iranian government official recently claimed that no deal with India on the rail line construction had been signed, the Indian government's position is that the project continues to remain on track.

"Indian Railways Construction Company (Ircon) conducted the project feasibility study in association with the Iranian Construction and Development of Transportation Infrastructures Company (CDTIC)

and issues related to the financial challenges Iran was facing were reviewed at the 19th Indo-Iran Joint Committee meeting in December 2019," India's foreign ministry spokesman, Mr Anurag Srivastava, said in a statement. "The Iranian side was to nominate an authorised entity to finalise outstanding technical and financial issues. This is still awaited."

Iran echoed the position that India is still involved in the project. The Indian embassy in Tehran tweeted that the ambassador to Iran, Mr Gaddam Dharmendra, was invited by Iran's minister of roads and the head of Iranian Islamic Republic Railway (RAI), Mr Saeed Rasouli Dy, to review ongoing cooperation on the project. "Rasouli stated that vested interests were behind recent reports that Iran excluded India from the Chabahar – Zahedan railway," the tweet said.

India has reportedly begun shipping \$US 150m worth of track equipment to Chabahar to build the line, for which India had pledged an additional \$US 400m. Iran allocated another \$US 125m to the project in December 2016.

Speaking to IRJ, Ircon chairman and managing director, Mr S K Chaudhary, confirmed that additional funds had not been allocated from the Indian side in recent years, but said that the "project was on track, as he had not been told about any change in plans."

India's Ministry of Railways spokesman, Mr D J Narayan, refused to comment, saying that the matter was being pursued by India's Foreign Ministry.

These developments come on the back of reports of a Sino-Iran economic and security partnership agreement currently being developed that envisages \$US 400bn in Chinese investments for infrastructure development over the next 25 years. Iran began tracklaying on the line on July 7. The line will connect with the Zahedan – Bafgh – Tehran main line, allowing for direct freight services between Chabahar and the rest of Iran, as well as the landlocked countries of Kazakhstan, Turkmenistan and Afghanistan. China Railway is expected to participate in the project at some stage."

(iii). OLD LOCO NEWS.

While ploughing through a copy of 'Lok Report' for May 1992, a different world, p.20 the Editor came across:

"Class 231. The locomotives which had already been hired out last year to the Iranian State Railways are still waiting at Halle G. Depot for their transport southwards. In two long rows there stand there 231 004, 006, 012, 014, 015, 016, 017, 018, 019, 028, 035, 036, 039, 041, 043, 046 (with some accident damage), 048, 052, 055+, 060, 066+ and 072." The two crosses might indicate that these locos were in fact withdrawn and not awaiting a hire contract.

These were Co-Co Diesel freight locomotives, originally DR class 130 of which some were rebuilt to 131 and later following the unification were renumbered to 231.

F. DUBAI.

'ROUTE 2020' METRO LINE INAUGURATED.

From 'RailPro', 10. July 2020: "Dubai ruler Sheikh Mohammed bin Rashid Al Maktoum has officially inaugurated the 15 km Route 2020 metro line extended the city's metro network from Jebel Ali Station to Expo 2020 station.

The public transport company RTA says that the new metro line will be opened to the public in September 2020. Operational tests and trials will be conducted within the next months.

The 15 km metro line is 11.8 km elevated and 3.2 km underground linking seven stations with one interchange station with the Red Line. Along the new line, three stations are elevated and two are underground stations. The interchange station has an 8,800 square metres area with a total capacity of 320,000 passengers per day.

The iconic Expo 2020 station boasts a unique design featuring the wings of an aircraft, signifying Dubai's future drive towards greater innovation. The 18,800 square metres station area has a capacity for 522,000 passengers per day in both directions at a rate of 29,000 passengers per hour in both directions. According to RTA, "the Expo 2020 station is expected to record about 35,000 daily Expo visitors during weekdays, and the number will increase to 47,000 daily visitors during weekends. This number accounts for 29% of the total expected number of daily visitors of Expo," said Mattar Mohammed Al Tayer, the RTA Director General.

The station has three passenger platforms and three routes. It is linked on the eastern side with the Expo exhibition and Expo COEX, and on the western side with the EXPO Mall and urban complex. The station design enables its integration with public transport system with spaces for buses and taxi stands.

AED 11 Billion (USD 3 Bn) was the value of the investment needed to implement the project delivered by ExpoLink consortium led by Alstom which also comprises Acciona and Gülermak.

Under the contract, Alstom will supply 50 Metropolis trainsets of which 15 trains will provide transport services on the Expo 2020 line and 35 trains will improve the level of Dubai Metro service. Several improvements have been introduced to the interior design of the new trains to avail more convenience to riders and increase the capacity of carriages. In the new trains, the last cabin is designated for women and children and part of the first cabin is allotted as Gold Class and the rest are Silver Class. The seats are arranged in a transversal style in the gold cabin and longitudinal pattern in both the Silver Class and women and children cabin.

The project was implemented to offer metro transport services for a population of 270,000. The Red line metro extension crosses five areas such as The Gardens, Discovery Gardens, Al Furjan, Jumeirah Golf Estates, Dubai Investment Park and the Expo 2020. It is also viewed as a vital future link between several Dubai communities and Al Maktoum International Airport. The new project serves as a symbol of sustainability, progress, and innovation for present and future generations.

The Route 2020 metro line provides transport connections to the existing public transport system comprising of the metro, tram, buses and marine transport services.

The Route 2020 metro line has a capacity of 46,000 passengers per hour in both directions and it is expected that the line will be daily used by 125,000 passengers by 2021 and by 275,000 in 2030."

'Metro Report Intl.' 09.07.2020 reported:

"UAE: Dubai's 15 km Route 2020 metro line was formally inaugurated by the emirate's Ruler and UAE Prime Minister Sheikh Mohammed Bin Rashid Al Maktoum on July 8, although revenue services are not expected to begin until September.

Built at a cost of 11Bn dirhams, the Red Line branch has been developed to serve the Expo 2020 site and encourage new housing and commercial developments, but it will later be extended to Al Maktoum International Airport.

The automated metro has been built by the Alstom-led ExpoLink consortium, which includes Acciona and Gülermak. Starting from a four-platform interchange with the existing Red Line at Jebel Ali, it includes 11.8 km of elevated alignment and 3.2 km in tunnel. The intermediate stations at The Gardens, Discovery Gardens and Al Furjan are elevated, while Jumeirah Golf Estates and Dubai Investment Park are underground. The airport extension would add a further 3.4 route-km.

All of the stations are provided with bus and taxi interchanges. RTA says the underground station at Jumeirah Golf Estates is the biggest on the metro network; it is intended to form the centrepiece of a transit-oriented development totalling 360,000 sq.m. with residential, hotel, commercial, retail and office accommodation.

According to RTA Chairman & Director General Mattar Al Tayer, the Route 2020 branch has a capacity of 23,000 passengers/h per direction, and serves a local population of around 270 000 inhabitants. Ridership is expected to reach 125,000 per day in 2021, and 275,000 by 2030. During the Expo 2020 event, the line is expected to carry 35,000 visitors per day on weekdays, and 47,000 per day at weekends, equivalent to 29% of all Expo visitors.

As part of the project, Alstom has supplied 50 five-car Metropolis trainsets from its Katowice plant. Of these, 15 are intended for the branch and 35 to boost frequencies on the existing lines. Externally similar to the original trains with Gold Class, Silver Class and segregated accommodation for women and children, these have a revised interior layout increasing the nominal capacity by 8% from 643 to 696 passengers.

Alstom has installed 15 HESOP substations across the new branch and the existing Red and Green lines. These will recover regenerated braking energy from the trains to feed the station ventilation and lighting systems as well as the lifts and escalators. RTA predicts that this will reduce the metro's annual power consumption by 6.6 GW per year, saving around 3 000 tonnes of carbon emissions and cutting operating costs by 3M dirhams/year.

Static testing of the new line has been completed and dynamic testing is underway. RTA says a third phase of system reliability testing is expected to begin shortly, and will be followed by a 14-day period of full operation without passengers before the start of revenue service in September. Opening of Route 2020 will take Dubai's rail network to 101 route-km, comprising 90 km of automated metro and 11 km of tramway.

'We announced the Red Line extension 47 months ago', said Sheikh Mohammed at the inauguration. 'Today we are launching our project: 50 trains, seven stations, 12,000 engineers and technicians and 80 million hours to complete our work on time as we promised. We say what we do and we do what we say.' "

G. SAUDI ARABIA.

(i). CHEMICAL TRANSPORT.

From 'R.G.I.' 21.07.20: "Sadara Chemical Co has signed a 25-year contract to use Saudi Railway Co as its primary means of transporting solid and liquid products as well as containers. The agreement covers the operation of two trains a day from the Sadara Chemical Campus to King Fahd Industrial Port, and three trips to Jubail Commercial Port. These services would replace 200 000 lorries/year to the ports, reducing emissions by 73%. About 125 000 containers/year are expected to be carried. Construction of rail facilities at Jubail Industrial City is underway, and the transport of Sadara products is expected to start in the second half of 2021.

The agreement signed on July 1 builds on a memorandum signed at the launch of the National Industrial Development & Logistics Programme last year, and supports an initiative to increase freight traffic on the North-South Railway.

SAR Chief Executive Dr Bashar bin Khalid Al-Malik said the contract highlighted the railway's ability to provide efficient, reliable, fast, safe and environmentally-friendly transport services for the country's industrial sector, in line with the national 2030 vision.

Sadara CEO Dr Faisal Al-Faqeer said the contract was 'a unique agreement, the first of its kind in the region involving rail transportation of liquid chemicals and similar products'. This 'signifies a new milestone for Sadara and highlights our commitment to embracing new and more efficient ways of doing business.'

He said rail transport would be 'more efficient, cheaper and safer than transporting our products by trucks', and 'an added benefit is the reduction of carbon emissions'."

(ii). BRIBERY SCANDAL: SPAIN'S EX-KING JUAN CARLOS PROBED OVER SAUDI RAIL DEAL.

From 'bbc.com news', 9. June 2020: "Spain's Supreme Court has launched an investigation into former king Juan Carlos over possible illegal commissions linked to a high-speed rail project in Saudi Arabia.

The court prosecutor's office says it aims to establish the ex-king's connection with the project after his abdication in June 2014. At that point he lost his immunity from prosecution. Spanish firms won a €6.7Bn (£6Bn) deal to build a Mecca - Medina rail link.

The probe involves Swiss banks too. Spanish anti-corruption officials suspect that the king kept some undeclared funds in Switzerland, and a Swiss investigation is under way. However, those officials are awaiting documentation from the Swiss authorities, Spain's La Vanguardia news website reports.

"This investigation focuses, precisely, on establishing or discarding the criminal relevance of deeds that happened after June 2014," the Spanish Prosecutor's office said. There has been no comment so far from the ex-king himself or his lawyers. The Spanish government said that "justice is equal for all" and it would "not interfere" in the inquiry."

The next day 'TRT News' published: "Spain's former monarch, King Juan Carlos I, a transformative political figure, might have received illicit money from Saudi royals for a rail project. The oil-rich Saudi royal family has been implicated in making illicit payments of millions of dollars to Juan Carlos, a powerful European monarch who is celebrated for the influential role he played in Spain's political direction post the Franco era.

The country's top prosecutor indicated on Monday that it will investigate the former Spanish king for alleged payments to him by the Saudi family. There are raised eyebrows and many questions being asked about a \$100 Million payment that Juan Carlos allegedly received from Saudi Arabia's late King Abdullah in 2008. This would be just a handful of years before a lucrative contract was won by a Spanish consortium to build a high-speed rail line between Mecca and Medina, the two holiest cities for Muslims.

The Spanish king, 84, abdicated the throne in 2014 - a first in the modern history of the country - but he is known for much more. Juan Carlos was also instrumental in transitioning the country from Francisco Franco's fascist order to democracy.

If these fresh allegations are proven to be true, they could further damage the celebrated peacemaker, who critically prevented a military coup in 1981. They will, however, also affect the House of Saud. Its most recent controversies range from the Jamal Khashoggi killing, to the contentious detentions of high-profile figures and the arrests of activists.

Even more problematic for millions of Muslims across the world, who often travel between Mecca and Medina during their pilgrimages, is how the 450 km-long railroad might have been built and whether illegitimate money has funded it. The line will serve more than 160,000 pilgrims a day, according to estimates.

While Spain faced international political isolation under the fascist dictatorship of Francisco Franco, the Spanish royal family has long held strong relations with the Gulf monarchies and other Arab kingdoms like Morocco and Jordan, according to Alfons Lopez Tena, a former member of the Spanish Judicial Council and a political analyst.

"[Former] King Juan Carlos kept those relations including personal ties with rulers of Arab kingdoms from Morocco to the Gulf and Jordan. It has always been a matter of gossip in Madrid that he monetises his connections," Tena told TRT World.

Juan Carlos, who had ruled as a monarch for nearly four decades, visited the Saudi Kingdom several times as a king. "He used these connections to get contracts for Spanish companies in Saudi Arabia and other Gulf countries. But he also [allegedly] took kickbacks from both those countries and Spanish companies as well," Tena said.

But a ruling king has no responsibility for his actions according to the Spanish constitution, which effectively prevents any charges, prosecution and investigation against him on the grounds that he is the head of the state. The current investigation announced by the Supreme Court prosecutor can only probe the former king's actions after 2014, when he effectively abdicated the throne. "It's going to be a very complicated investigation," Tena said of the probe.

All the King's men, and a woman

Until now, two people close to the former king, Inaki Urdangarin, son-in-law of Juan Carlos, and Manuel Prado y Colon de Carvajal, the former monarch's personal financial advisor, have been prosecuted and successfully charged over corruption accusations, which also implicated Juan Carlos by various investigations.

"But the investigations were stopped when it reached the king's doings because he constitutionally had no responsibility. The former king's daughter was also spared on corruption charges, but her husband [Urdangarin] was condemned and jailed," Tena recounted.

The Saudi kickback plot also contains a romantic affair involving Juan Carlos and a German philanthropist, Corinna zu Sayn-Wittgenstein. "She lived inside the palace compound in Madrid. The former king was estranged from his wife, Queen Sofia, who continues to live in London for a long time," said Tena. Juan Carlos's reputation was bruised after his relationship with the "intimate friend" — as the Spanish press call her — became public following an elephant-hunting trip in Botswana in 2012, which left the former monarch with an injury.

Since then, a cold war between Sayn-Wittgenstein and the royal family has raged. At the heart of the friction is the deliberate circulation of crucial information regarding some of the king's allegedly illicit finance operations. His former lover is accused of being behind this. "She began blackmailing the royal house saying that 'I want money, if you want to keep a lot of things I know secret'. She also demanded protection," adds Tena. Sayn-Wittgenstein has also threatened to share information regarding transactions in her bank account in Switzerland with Swiss prosecutors, this allegation according to Tena.

She claims that the former king received \$100 Million (£80M; €88M) from the Saudi monarchy as a gift in 2008. After launching a recent investigation into the matter, a Swiss prosecutor has concurred

that one of the Swiss bank accounts relating to Juan Carlos received \$100 Million in 2008.

Four years later, according to the Geneva-based prosecutor, when the lovers' hunting trip became public, €65 Million (£57M; \$73M) of it was given to Sayn-Wittgenstein. She again maintains that the €65 Million was also a gift, not a bribe or anything like the \$100 Million given to Juan Carlos by the late King Abdullah of Saudi Arabia.

Now, Swiss legal authorities are investigating a possible link between the \$7.97 Billion-valued railroad contract, which was awarded to a Spanish-led consortium in 2011 by Riyadh, and the origin of the \$100 Million Juan Carlos received from the late King Abdullah.

Jose Manuel Villarejo, a former police officer, who has been accused of various crimes from extortion to slander, leaked a set of recordings in which Sayn-Wittgenstein appeared to suggest that Juan Carlos received the money from Saudis for his brokering efforts of the high-speed railroad deal between Spanish companies and Riyadh.

Tena argues that one of the reasons Juan Carlos might have received the money from the Saudis could be for sales of weapons to Riyadh. The Saudis are one of Madrid's top clients for buying arms.

Father-son split

A number of controversies have taken their toll on the Spanish royal family. They are said to have led to Juan Carlos's abdication and the former king's eventual estrangement from the palace, where his son, Felipe VI, has resided as king since 2014.

In March, tensions escalated again when Sayn-Wittgenstein freshly accused Spanish intelligence services of harassment. This ultimately led to a strong statement from the palace. King Felipe has since rejected any financial legacy from his father which included "any asset, investment or financial structure whose origin, characteristics and purpose might not be consonant with the law or with the criteria of rectitude and integrity."

The Spanish king further punished his father by ending his annual, state-funded stipend. "When the former lover of Juan Carlos tried to blackmail him [King Felipe], he quickly cut any relation and said publicly that he had nothing to do with any wrongdoings related to his father. He is also cutting all ties with other family members, who have been implicated with corruption accusations," says Tena.

Critics and supporters of the former king are yet to hear anything from Juan Carlos, who has chosen to remain tight-lipped in the light of these allegations and circumstances. "He is totally silent. He has always been silent on this matter. But he also keeps silent on everything," Tena adds. "He is out of public life and is not living in Spain anymore."

H. SYRIA.



FREIGHT TRAIN TO DAMASCUS.

From 'R.G.I.' 11.08.2020: "A freight train from the Mediterranean port of Tartus arrived at the Al-Sabinah silos to the south of Damascus for the first time in nine years on August 8, carrying 1,000 tonnes of grain.

Minister of Transport Ali Hammoud said this marked the resumption of rail services to and from Damascus after 'theft, sabotage and destruction' of the 309 km route from Tartus to Al-Sabinah during the ongoing civil war. This included the complete destruction of 40 km of the line at four sites, and trenches and tunnels being dug around the railway at 26 locations. Work to rehabilitate the line was completed by national railway CFS in one month, the minister said, progressing around the clock despite the hot desert conditions, lack of equipment, sanctions and the implementation of measures to prevent the spread of the coronavirus. The minister said the revival of rail services between the port and the capital would have a great impact on securing supplies of commodities including grain and fuel.

A passenger service running north along the coast from Tartus to Latakia is also now operating, with two trains a week timed to meet the needs of students." A photo shows this comprises one of the Korean diesel multiple units.

I. UNITED ARAB EMIRATES

ETIHAD RAIL WAGON ORDER WITH CHINA.

From 'IRJ' 06.08.2020: "ETIHAD Rail has awarded a contract for the manufacture, supply and commissioning of 842 new freight wagons to CRRC Yangtze following a virtual signing ceremony on



- Qatar Rail has begun taking delivery of 35 additional driverless metro trainsets which Kinki Sharyo is supplying to increase the Doha Metro fleet from 75 to 110 three-car sets ahead of the 2022 FIFA World Cup.

August 4. The new wagons will more than triple Etihad Rail's fleet to more than 1,000 units and will help to multiply the railway's annual transport capacity by eight times to 59 million tonnes. The new wagons will transport a range of freight including petrochemicals, aggregates, metals, limestone, cement and food.

The order is intended to provide Etihad Rail's rail freight operations with greater capacity, flexibility and frequency, reducing the cost of service and encouraging a modal shift away from road freight. It follows an order by the railway for 38 3.35MW EMD locomotives from Progress Rail in February.

The order comes as construction of the Stage Two expansion project continues to progress, with a projected completion date of 2024. The 605km line will run between Ghuweifat on the border with Saudi Arabia, via Mussafah, Khalifa and Jebel Ali, to the city of Fujairah on the Gulf of Oman. The line will connect all major industrial ports and trading centres within the UAE, significantly enhancing transport links.

The line will connect to Etihad's existing 264km Stage 1 network, completed in 2015, which is primarily used for the transport of sulphur from Shah and Habshan in the Al Dhafra region to the Persian Gulf port of Ruwais. CRRC (formerly CSR) also supplied Etihad Rail's existing fleet of 240 covered wagons.

"Etihad Rail is building a sustainable national rail network designed to transform the UAE's freight transport and logistics operation, modernising haulage for end users, customers and operators," says his highness Sheikh Theyab bin Mohamed Al Nahyan."

The same press release was clearly used for a very similar item in 'R.G.I.' 05.08.2020.

J. LEBANON.

On 4th. August Beirut was rocked and indeed very badly damaged by a massive explosion of ammonium nitrate stored in the harbour area - which together with its shock waves destroyed and damaged large areas of the city and led to the fall of the Government a week later. Amongst buildings relatively slightly damaged was the old Mar Michael station and the complex around it from where, ironically enough, on 1st. August the Swiss Ambassador on her country's National Day had delivered a video message – surrounded by the hulks of Swiss-built locomotives, hence the link.

The horrific destruction and loss of life mean of course that Lebanon, already a country teetering on the brink, will have other priorities than building a north-south coastal railway link or restoring any more of the surviving relics of the former Damascus line.



- A view in Beirut's (now-devastated) harbour area in April 1962.. The daily De Dietrich railcar from Aleppo. (Photo: Klaus Matzka).

K. AFGHANISTAN.

From 'R.G.I.' 24.08.2020: "Equipment for spraying entire trains with disinfectant has been installed at the Towraghondi freight terminal on Afghanistan's border with Turkmenistan."

NOTES AND COMMENTS.

(i). NEW BOOK.

Just after the last issue went to press I was informed by Iain Scotchman of this new publication:

"Railways of the Middle East: The British Influence"; By Colin Alexander and Alon Sison. Amberley, ISBN 978-1-4456-8595-3. This book illustrates, as the title implies, how British customs and practices cast their influence on the railways of the Middle East, albeit it does not always keep to this theme and in places presents a wide selection of old photographs, not all of which have any British influence at all! (e.g. two DHP four-wheel coaches at Damascus Cadem station). It begins with an 8-page introduction giving a good brief overview of the development of railways in the region up to the new Turkey- Georgia link opened in 2017, then two pages of maps of schemes – not all of course reached fruition.

The book is divided by countries into three distinct periods: pre-1918, the interwar years and 1939 to the present day. It looks at British-built locomotives and rolling stock used in the region as well as British-style architecture and design influence going back to the building of the region's railways. Chapters of colour and black & white photographs and reproduced postcards cover: Palestine and Israel (pp. 13-37; Egypt (38-63); Sudan (64-69); Iraq (70-75); Jordan (76-79); Turkey (80-84); Lebanon (85-87); Syria (88-93); Iran (94-96) – albeit in some cases the boundaries cannot be kept too tight, since a WWI shot of a loco in Egypt destined for use on the Hedjaz or the fact that the HBT line crosses boundaries means that each page offers surprises. This reviewer, despite many decades of research, found several new historical images from the authors' extensive collections. 96 pages. Very recommended. Available at £14.99 plus shipping from Platform Five Publishing.

(ii). MEMORIAL AT WÜRZBURG.

On 20.06.202 an article appeared in 'Times of Israel' by Tobe Axelrod. "Nearly 80 years after the last trains sent Jews to almost certain death from the main railway station in Würzburg, a memorial to those who perished was dedicated in the German city. The memorial, designed by artist Matthias Braun, features a collection of suitcases, backpacks and assorted travel gear made of stone, ceramic and other materials. The baggage - its owners unseen – stands in front of the main station. Nearby are information steles with historical photos.

In a modern twist, one can scan QR codes on the luggage to learn about the Jewish population and history of each town that had someone deported on a train to the Theresienstadt concentration camp outside Prague, in then-Czechoslovakia. Each sculpted suitcase has a twin in one of those towns."

[Ed. notes: In fact Würzburg is one of the few cities where there are photos of the deportation trains – and they were loaded at a goods yard some distance to the east of the Hauptbahnhof.]

(iii). NEDERLANDSE SPOORWEGEN OFFERS COMPENSATION.

From 'Times of Israel' 27.06.2020, citing JTA, by Cnaan Liphshiz. "Dutch national rail company offers \$5.6M for Holocaust transport of Jews. Jewish community representatives say offer is disappointingly low and money should be given to families as well as memorials; NS carried an estimated 102,000 Jews to their deaths.

The Dutch national rail company said it would pay 5M euros, or \$5.6M, to Holocaust commemoration institutions, including the museums at three former concentration camps, Westerbork, Vught and Amersfoort. Dutch Jews said the offer is disappointingly low and urged the company, NS, to reconsider.

NS allocated more than \$40M last year toward compensating survivors. It has also spent millions of dollars on Holocaust commemoration projects.

But the World Jewish Restitution Organization, or WJRO, and the Central Jewish Board of Dutch Jewish organizations said in a joint statement Friday that NS should also offer compensation directly to the families of the Jews it transported to their deaths. It is estimated that NS sent 102,000 Jews to be murdered during the Holocaust.

Instead of working together with the Jewish community to acknowledge the past and provide a 'collective expression of recognition,' NS has chosen once again to act with disregard to the Jewish community that was devastated by NS's actions during the Holocaust. We urge NS to reconsider," Eddo Verdoner, president of the Central Jewish Board, wrote in a statement about his organization's meeting with the chief executive officer of NS, Roger van Bostel. "It is a shame that NS has chosen not to take this opportunity" to address the subject, said Gideon Taylor, WJRO's chair of operations.

NS did not respond directly to the criticism. "NS considers cooperation with these deportations by the occupying forces to be a black page in the history of the company," read an NS statement, which offered an overview of its restitution expenditures and contributions to commemorative projects. The

Dutch national rail company said it would pay €5M, or \$5.6M, to Holocaust commemoration institutions, including the museums at three former concentration camps, Westerbork, Vught and Amersfoort." [See also below.]

(iv). RAILWAY TERMS IN HEBREW.

From 'The Forgotten Ally' by Pierre van Paarsen, published 1943.

(p.15) "How can (Hebrew) serve in a modern community?" I asked Rabbi Dr. Brickner (ca. 1920). "What is the modern Hebrew word for stovepipe, for steamboat, for smoothing iron, for reaper-binder, for electric lamp, for intravenous injection, for brassière?"

The Rabbi explained that often the instinctive, instantaneous nomenclature given by children to an unfamiliar object, children who knew no other tongue but Hebrew, of course, was adopted for common use..... The mechanical coupling of railway cars was given a name which derived etymologically from the Hebrew word for marriage...."

(v). FAHRPLANCENTER NEWS.

In the latest issue, No. 61 for June 2019-June 2020, the editor and publisher, Samuel Rachdi, of Winterthur, Switzerland, has announced that health and age issues combined with the devastating economic effects of the Corona virus on the timetable shop he runs has led to him deciding to cease trading within a year and to attempt to continue his magazine for at least four more issues, but after that – who know? We have been grateful to 'FCN' for many years as a source of invaluable information on the most amazingly distant and remote railways and thank him for his work so far and wish him well for the future issues and beyond.

(vi). AULER PASHA PHOTOS OF THE HEDJAZ.

The link :

https://www.timesofisrael.com/epidemic-avoiding-ottoman-pilgrim-railroad-seen-in-rare-national-library-photos/?utm_source=The+Daily+Edition&utm_campaign=daily-edition-2020-07-29&utm_medium=email

leads one to an interesting selection of contemporary images.

(National Library of Israel archives)



"Rare images showing the construction of a railway line that ran through the region to bring pilgrims for the hajj in Mecca and Medina, as well as to dodge epidemics, were released Tuesday by the National Library of Israel.

The never-before-published photos of the "Hejaz Railway" were presented as the world marks the annual hajj season with pilgrims reduced this year due to the global coronavirus pandemic, the NLI said in a statement.

They show work on the line, which was built from 1900 to 1908 by the Ottoman Empire to connect Damascus with the Hejaz region of the Arabian Peninsula, where the holy cities of Mecca and Medina are located. A branch of the line, which sliced through what is modern-day Jordan, also went to Haifa.

An album of the 68 photos, which have handwritten captions, is available online. They were taken by Karl Lorenz Auler, a Prussian general who was sent to survey the project's progress and study local geography and ethnography.

"His photos provide important evidence of the construction in progress, as well as daily life in the region," the statement said.

"Greater mobility in the 19th century directly contributed to the rise of a global pandemic," said National Library of Israel expert Sam Thrope in the statement. "Cholera, native to India, was carried to Mecca by a hajj pilgrim in 1863, and from there spread worldwide. In alarm, European colonial powers imposed strict quarantine regimes on those arriving in and, especially, leaving Mecca."

The railway had little economic benefit and, aside from prestige, confronting European colonialism and religious reasons, was also built to move military forces and bypass the quarantines, the statement said.

It served the purpose of "burnishing the image of Ottoman ruler Abdulhamid II as the preeminent pan-Islamic leader of his day, an image further strengthened by the fact that the project was entirely funded by Muslims," it said.

Although built by the Ottomans, German engineers and advisers played an important role in the planning and construction, which is why Auler was able to get a firsthand look at the project. Other photos of the railway construction have been published before, the NLI noted, but not those released Tuesday.

The images were donated to the library by Gotthold Weil, "a noted German-Jewish scholar of Islam, and the library's former director who likely received them from Auler himself," the statement said.

(vii). SURVIVOR FILES GERMAN CLAIM OVER PAYMENTS BY JEWS FOR TRANSPORT TO NAZI CAMPS.

From 'Times of Israel' 01.08.2020:

"Salo Muller demands compensation from Deutsche Bahn after successful campaign against Dutch railway for making millions of dollars in today's terms for sending Jews to their death. (By TOI staff).

A Dutch Holocaust survivor has filed a legal claim with Germany demanding compensation including 16 million euros (approximately \$18,845,000) for fees that Jews were forced to pay for their transport to Nazi concentration camps during World War II.

Salo Muller, 84, whose parents were murdered at the Auschwitz concentration camp, has written to German Chancellor Angela Merkel and filed a legal claim against Germany and the national railway Deutsche Bahn, Britain's 'Times' newspaper reported on Friday.

Deutsche Reichsbahn, the wartime railway authority, transported many Jewish people to the camps, including 102,000 Dutch Jews. The fares were then often refunded to the railway company through property confiscated from Jewish victims.

Deutsche Bahn, the transport company's successor which was created in 1994 after German reunification, told The Times that it denies legal responsibility for the issue, but added that it had donated a "considerable double-digit-million sum" to Germany's Holocaust foundation.

"We will never forget the crimes committed by Germans during the Second World War. They still fill us today with great dismay and shame," a spokesperson for Merkel told the newspaper.

According to 'The Times', Muller told Dutch broadcaster NOS that the transportation company knew what it was doing when it took people to the camps, and therefore must pay

"I blame the railway company for knowingly transporting Jews to the concentration camps and for killing those Jews there in a terrible way," Muller said. "I want recognition from them and recognition always comes with compensation."

Last year Muller, a former Ajax Football club physiotherapist, led families in a campaign which resulted in the Dutch national rail company saying it would pay tens of millions of euros in compensation for Jews transported to Nazi death camps during WWII.

The payment by Nederlandse Spoorwegen for what it called a "black page in the history of the company" was for survivors who were taken to camps, plus relatives of those who died.

The company earned millions of dollars in today's terms after being commissioned by the Nazi forces to transport Jewish families to extermination camps. NS trains took Jews, Roma and Sinti minorities to transit stations including Westerbork, Vught or Amersfoort before they were sent from there to death camps in other countries.

Those transported to Westerbork included teenage diarist Anne Frank, who passed through in August 1944 after she and other members of her group were betrayed and arrested by the Gestapo.

Some 107,000 of the Netherlands' 140,000-strong Jewish population were eventually interned in Westerbork before being sent to death camps like Auschwitz, Sobibor and Bergen-Belsen in the east."

(viii). From: DAGANIA: THE STORY OF PALESTINE'S FIRST COLLECTIVE VILLAGE. By Joseph Baratz. (Translated from the Hebrew). The Palestine Pioneer Library. (no date but ca. 1941)

"A few weeks later I happened to be going [from Semakh] to Haifa. On the train I met a Bedu in chains, accompanied by two armed policemen. It was Achmad Duban. They were taking him to the prison in Acre. He was a young handsome Bedu, with flashing black eyes, and thick black hair which lent him a peculiar charm. He was chained hand and foot, but his pride was still high.

Months passed. Our prestige among the Arabs had risen and in a little while we might have forgotten the whole matter. Then one day I met Ahmad again, in the train from Haifa to Semakh. This time they were transferring him from prison in Acre to be tried in Tiberias. He had changed markedly. His eyes were sunken, their glow had disappeared, his face was yellow. Confinement had done its work with the free, wandering Arab.

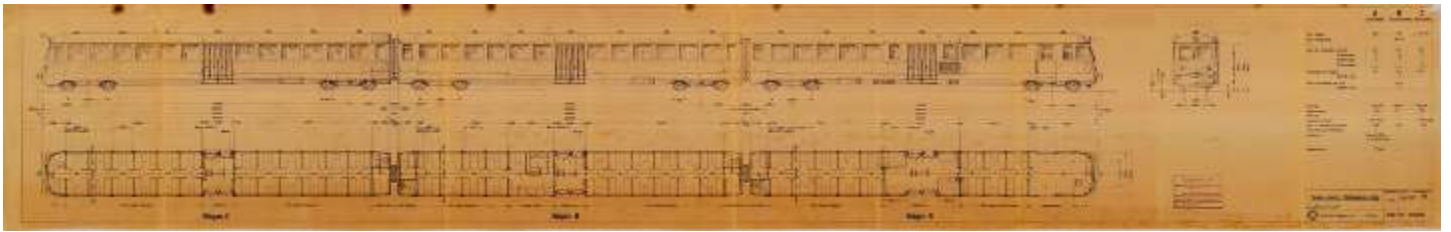
He was brought to trial without a lawyer. He defended himself. The judge read a long list of charges against him: larceny, murder of Arabs and Jews, as well as of an Indian soldier, whom he had killed during the war while stealing horses. To all these charges the Bedu gave only one answer: "Did you catch me at it, Did anybody see me do it?" And the prosecutors had no answer. He admitted only one charge: he had stolen horses from the Indian soldier but he had paid for this crime sufficiently with a year in prison in Acre.

So Achmad was acquitted."

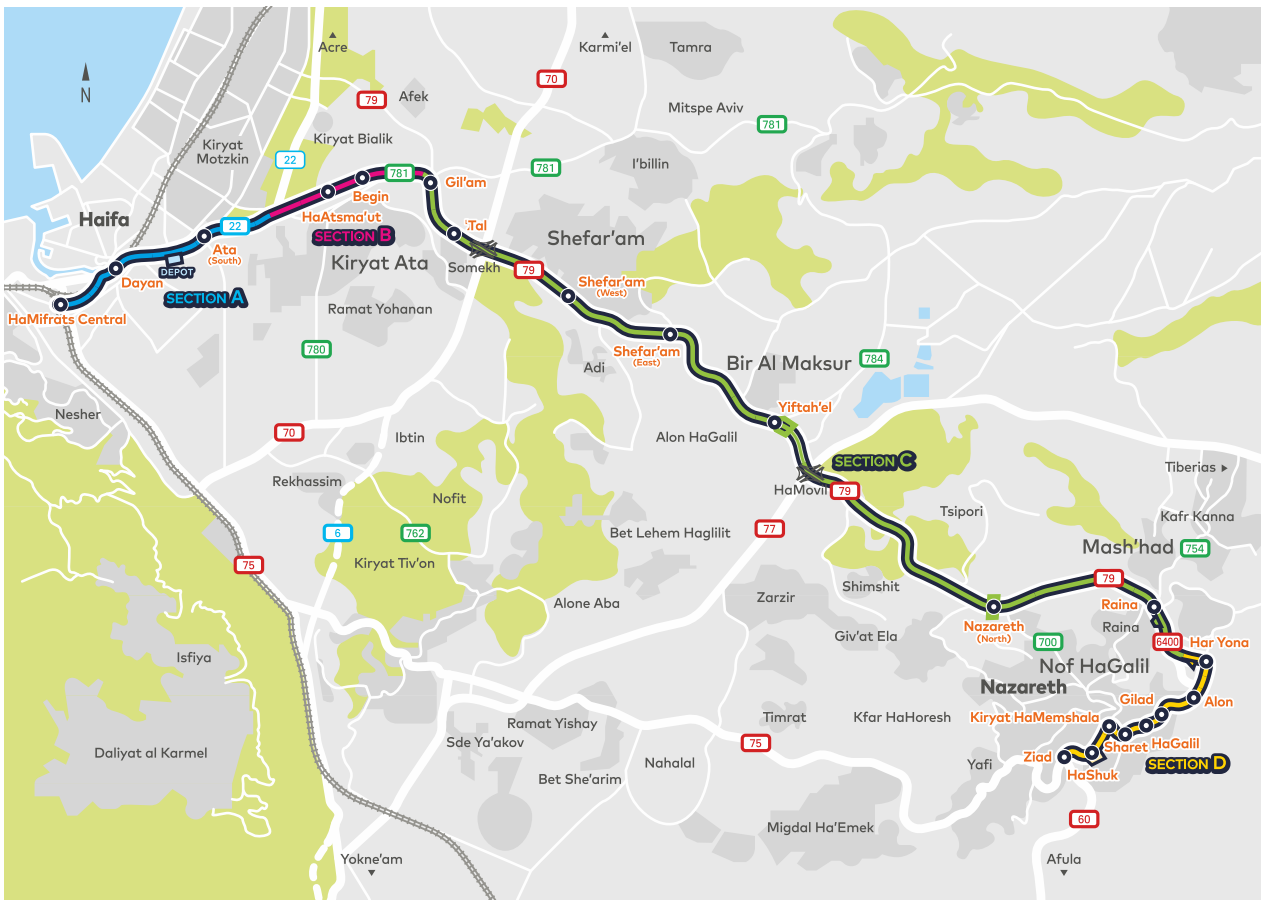
(ix). SWISS DIESEL RAILCAR SETS FOR ISRAEL IN 1950.

Lorenz Degen has unearthed and sent details of a remarkable project from Schindler Waggon of Pratteln, Switzerland, dating from 1950. Drawings show a three-car close-coupled, vestibuled but not articulated diesel railcar set comprising a powered car for passengers and luggage, an intermediate passenger trailer and a driving trailer; each carriage has a single central set of folding doors. Four such trains were proposed for the Haifa – Tel Aviv line. Little else is known of this very early project, from the very earliest days of Israel Railways, roughly contemporaneous with the German Esslingen sets delivered as part of the 'Tashlumim' programme.

See illustration on next page.....



• SWISS DIESEL RAILCAR



Haifa Nazareth light rail see 130:6 (c)

LRT Haifa - Nazareth Project by numbers:

- 
 1 Depot and control center
- 
 100,000 passengers daily
- 
 10 municipalities
- 
 4-10 minute peak-hour frequency
- 
 30-40 trains
- 
 20 stops
- 
 41 kilometers of track

GEORGE PAULING.

THE CHRONICLES OF A CONTRACTOR.

(Reprint by Books of Rhodesia, Bulawayo 1969). (Thanks to Nick Lera)

"A civil engineering contractor of international repute and a great Rhodesian, George Pauling built the major part of Rhodesia's railway network, including 1,531 miles of Rhodes' Cape to Cairo Railway and the tough Beira to Umtali line.

He came to South Africa from Britain aged 20 and in 1877 founded the firm of Pauling & Co. Ltd.. Backed by the banking house of d'Erlangers, the Company expanded its activities throughout Southern Africa, to the Holy Land, Greece, South America, Great Britain, India and China. In these, and other lands railways, tunnels, bridges, dams, harbours and public works stand as monuments to his drive, business acumen and engineering skill.

He travelled to every corner of the globe but it was to Rhodesia that he gave much of his time and energy, influencing the shaping of its early days. In 1895 Rhodes appointed him Commissioner of Public Works in the Chartered Company's administration in Salisbury, and he later assumed responsibility for the Department of Mines and Posts.

Although his story is modestly told it is packed with the interest to be expected of so colourful and dynamic a personality."

p. 120. CH. XXXI. A SYRIAN EXCURSION.

"About September 1891 Harry and I arrived home. One of our first visits was to my old friend Mr Edwin Elliott, with whom I had been in Firkbank's office before I went to the Cape. He was anxious to start contracting on his own behalf, and after considering the matter, Harry and I agreed to put up capital to start English work in conjunction with him. Our first contract, which was taken in the name of Pauling and Elliott, was obtained from the Great Western Railway, and consisted of the erection of bridges and some other minor railway work.

Towards the middle of 1892 I was offered a contract to build a railway from Haifa to Damascus in Syria, and I went out to look over the route before coming to a definite decision. At the end of July I returned to England and accepted the contract. While I was at Haifa there was a severe outbreak of cholera and people

were dying almost like flies. It was nearly impossible to get away from Haifa, as the Turks had placed soldiers at all the drifts leading from the town. Before I left England I had again encountered Houghton. He spoke Arabic and Turkish with considerable facility, and was one of the few Christians who had managed to make the pilgrimage to Mecca - of course, at the risk of his life. When I told him of my proposed visit to Syria he begged to be allowed to accompany me, and I took him as my secretary and interpreter. He determined to make an effort to get away from the cholera. He was a very resourceful person and, proceeding on foot over the mountains, accomplished his purpose and reached Beyrout.

I had engaged at Haifa a Roumanian youth named Sam Sherratti. He had been in England and knew the English language well, he was also, I think, familiar with all the eastern languages and certainly spoke Arabic and Turkish perfectly. He told me that he knew of a drift on the road towards Jaffa where he thought we could bribe the Turkish soldiers to let us get across. Very early one morning we left on horseback, and I gave Sam fifty Turkish pounds in gold. As we approached the drift he rode forward and asked the sentry to request the Turkish officer to speak to him. When the officer came Sam showed him the gold. I did not know what had happened, but I heard Sam shouting at me to gallop away. His horse was turned round and he came in full haste after me, followed by a shot from a Turkish rifle, which did not hit either of us. When we had reached a safe distance we pulled up and Sam told me that he had never before known a Turkish officer to refuse gold. When he told the officer the object of our mission the immediate reply was that the sentry would be ordered to fire on us. Hence the hurried retreat.

The cholera was still rife in Haifa when a French tramp steamer came into the port, and by dint of persuasion, combined with a liberal cash payment, I induced the German consul, Dr. Schmidt, to arrange with the French captain to take Sam and me to Marseilles. The steamer had been originally a sailing vessel, but engines had been dumped into her stern part, and she could make about six or seven knots under steam. After leaving Haifa we had bad weather all the

way down the Mediterranean. The captain was almost continuously drunk. The mate, who was the only other officer, proved a very decent fellow. The rest of the crew consisted of an engineer and his assistant, about four firemen, and a couple of deck hands. There were some nuns on board and one or two other passengers. As we were sailing towards the islands of Corsica and Sardinia, the chief officer came up to me, and from the perturbed expression on his usually unemotional countenance I inferred that there was something seriously the matter. It transpired that the captain had given orders to go through the Straits of Bonifacio. In view of the gale that was then raging this course would, in the opinion of the chief officer, have proved calamitous and could only have one result - the loss of the ship. He was at his wits' end to know what to do and, as a forlorn hope, suggested that I should overpower the captain, who was in his usual drunken and boisterous condition, force him into his cabin, and lock him in. With the skipper thus imprisoned, it was the intention of the chief officer to assume command and to turn the ship across so that we might proceed via the Gulf of Lyons instead of through the Straits. The suggestion did not at first commend itself to me, because I could not quite foresee what trouble might be in store at the end of the voyage. I was literally between the devil, in the person of the captain, and the deep sea, which meant a watery grave in the Straits of Bonifacio. So I was the more easily persuaded when the chief officer explained that if he refused to obey orders or took it upon himself to lock up the captain it would be mutiny, whereas, if I did it, the mutinous element would be eliminated and he and all the other members of the crew would swear that I had only done what was necessary for the protection of the ship.

Accordingly, when the captain sat down to have more drink and some lunch, I went more or less stealthily behind him, caught him in my arms, dragged him out of his seat, threw him into his cabin, and locked the door. For some time the row in the cabin reminded me of a miniature menagerie, but after a while the captain quietened down and went to sleep. The chief officer altered the course according to his programme and next morning I, with some

misgivings, opened the captain's door. Contrary to expectations and much to my surprise he was most affectionate, thanked me for saving him from a stupid action and from probably losing his ship, and thus a very unpleasant episode had a happy end. We arrived at Marseilles without further excitement, and as our voyage had taken thirteen days from Haifa we were free of quarantine, and I was permitted to proceed straight through to London.

On returning to England I found many difficulties to militate against the commencement of the work from Haifa. For one thing the finance had not been completely arranged and consequently it was possible to enter into a definite contract only for the first five or ten miles. However, the directors, who were Manchester people, the concessionaire being a Mancunian named Pilling, determined to make a great flourish at the ceremony of cutting the first sod, and it was arranged that I should leave England again for Syria in company with three of the directors and two or three newspaper men. On arrival at Haifa I was instructed to provide a big entertainment for about 500 notables and 10,000 natives. I put this business in the hands of Messrs. Thomas Cook and Son and they sent from Egypt a steamer with several hundred waiters, all kinds of provisions, refreshments, and the various necessities and luxuries for such a feast as I had been commissioned to provide. For the consumption of the natives quite a big quantity of sheep had been secured. Large marquees were erected to accommodate the notables, about a ton of fireworks had been imported, and altogether a most elaborate outfit had been supplied for the delectation of everyone during the few days over which the ceremony extended. Everything went off admirably: Pashas and other high officials from Jerusalem, Acre, Constantinople, Beyrout, and other places were present, and a big impression was made on the Turkish mind of the wealth and capacity of the people to whom the railway concession had been given. After the ceremony of cutting the first sod was finished, the directors and their friends were taken charge of by Messrs. Cook and made a trip to Jerusalem, thence to Damascus, and back to Beyrout, and then on to England. I accompanied them as far as Nazareth, where I left them to return to the scene of operations.

This railway passed over most interesting ground. Haifa is situated at the foot of Mount Carmel, where there are two caves, each of which is claimed to have been the cave of Elijah. The one cave is situated under the high altar of the Carmelite monastery, the other about three or four hundred yards further down the mountain. Both of these caves were then and, I believe, are still visited by as many as several hundred thousand people yearly - Christians, Mohammedans, and Jews - because Elijah was venerated as a great prophet by the followers of each of these religions. I spent a very enjoyable, albeit quiet week in the Carmelite monastery. The

Superior was a man who spoke English, and who had at one time been at the Carmelite church in Kensington. He was apparently very pleased to see me and did all he could to make me comfortable.

After spending some time in completing the preliminary organisation I started the construction work. It was impossible to look very far ahead because the finance for the whole line had still to be arranged, and as a matter of fact the concession was ultimately lost through the company's inability to carry out its financial obligations.

Practically every mile of the route over which it was intended to build the line was fraught with interesting biblical associations. We had a bridge over the Brook Kishon, from which one could see the traditional site of the altar of Baal on the Carmelite ridge. Thence we passed across the plain of Armageddon into the valley of Jordan. One of the stations was called Nazareth Road, Nazareth itself being in the hills about five miles distance; another, Endor, traditionally named after the Witch of Endor; a third Nain, believed to be the scene of the raising of the widow's son. The railway then crossed the River Jordan, close by an old Roman bridge which had been built over 2,000 years ago, and which still carried the traffic across the highlands of the Houran to Damascus. Skirting the Sea of Galilee, or Lake of Gennesaret, it passed up the ravine where, it is locally believed, the Gadarene swine ran down into the sea. I looked forward with a great deal of pleasurable anticipation to carrying a railway through these world-known places on to Damascus, but it was not to be.

A few months after starting work at Haifa financial difficulties began to arise, and I did not receive payment for the work I was doing, so I reduced expenditure to a minimum and returned to England.

p.126. CH. XXXII. SYRIAN SCHEMES.

While the work at Haifa was in progress, Mr. Houghton came to me with what we both thought was a money-making proposition. The World's Fair was due to be opened at Chicago in the following May, and his idea, with which I was in accord, was that if we could manage to transport to Chicago - America being a country full of cranks, religious and otherwise - a couple of million bottles of Jordan Water, we should be able to sell them at a dollar each for the purpose of baptizing children, and what might not be used for baptismal purposes could probably be used for diluting whiskey. The idea of "a whiskey and a Jordan water" seemed quite a happy one, and we thought it would probably take well. Amongst the acquaintances of Mr. Houghton was Sequah, the celebrated Yankee tooth-puller, who then happened to be in Egypt. We had a conference and, Sequah thinking well of the idea, he and Mr. Houghton worked out the details of the scheme.

They succeeded in obtaining the approval of the American Government, and also got the American authorities to send over to the American consul in Haifa 5,000 official sealing machines. My friends provisionally engaged about 10,000 men, women and children for water-bottling purposes, and commenced to erect at Haifa wood and iron sheds in which it was proposed to do the bottling. They also arranged for the supply of 500 wooden casks, suitable for being carried on camels, because the water would have to be brought to Haifa from the Jordan, about forty miles away.

Meanwhile we had approached the Turkish Government in Constantinople for their permission to export the water, and if that had been granted in time we should have sent to Chicago two million bottles of Jordan water, officially sealed and guaranteed genuine by the American Government. We should probably have made about £80,000 out of the deal. Time went on, however, and owing to the usual oriental dilatoriness we could not obtain permission from Constantinople. and when it became too late to send the water for the Chicago Fair we abandoned the scheme, and from a financial point of view the waters of Jordan conferred no blessing either on Sequah or on myself.

While in Syria I became very friendly with the colonel in charge of the Turkish troops at Acre, which is on the opposite side of the bay and about twelve miles from Haifa. I frequently visited him at Acre, and he returned the compliment to me at Haifa. On one of my visits he told me that there were huge quantities of old cannon lying in the vaults under the citadel at Acre and took me to see them. It struck me that most of these cannon, or at any rate a large proportion, were of bronze, and I had several of them chipped to see; and this corroborated my view. I asked the colonel if the Turkish Government would sell these cannon as they were useless and only worth the price of old iron. He urged me to ask the authorities at Constantinople, and promised strongly to recommend the sale himself and to get the recommendation endorsed by the Pasha at Acre. As far as I could judge, there were about 3,000 tons of metal in the vaults, and I authorised an offer of £3 a ton to be made. Meantime I had communicated with one of the biggest English firms in the iron and steel trade, who had agreed to participate equally with me in the venture. I believe we should have got the matter through in Constantinople had it not been for the obstinacy of the Turkish War Office Department. The people in authority seemed to think that these obsolete guns might still be of use in some future war. Anyway, the deal failed, and once again I lost the opportunity of making a fortune."

Bahnlínien (Palestine Railways)

Normalspur (4' 8 1/2")

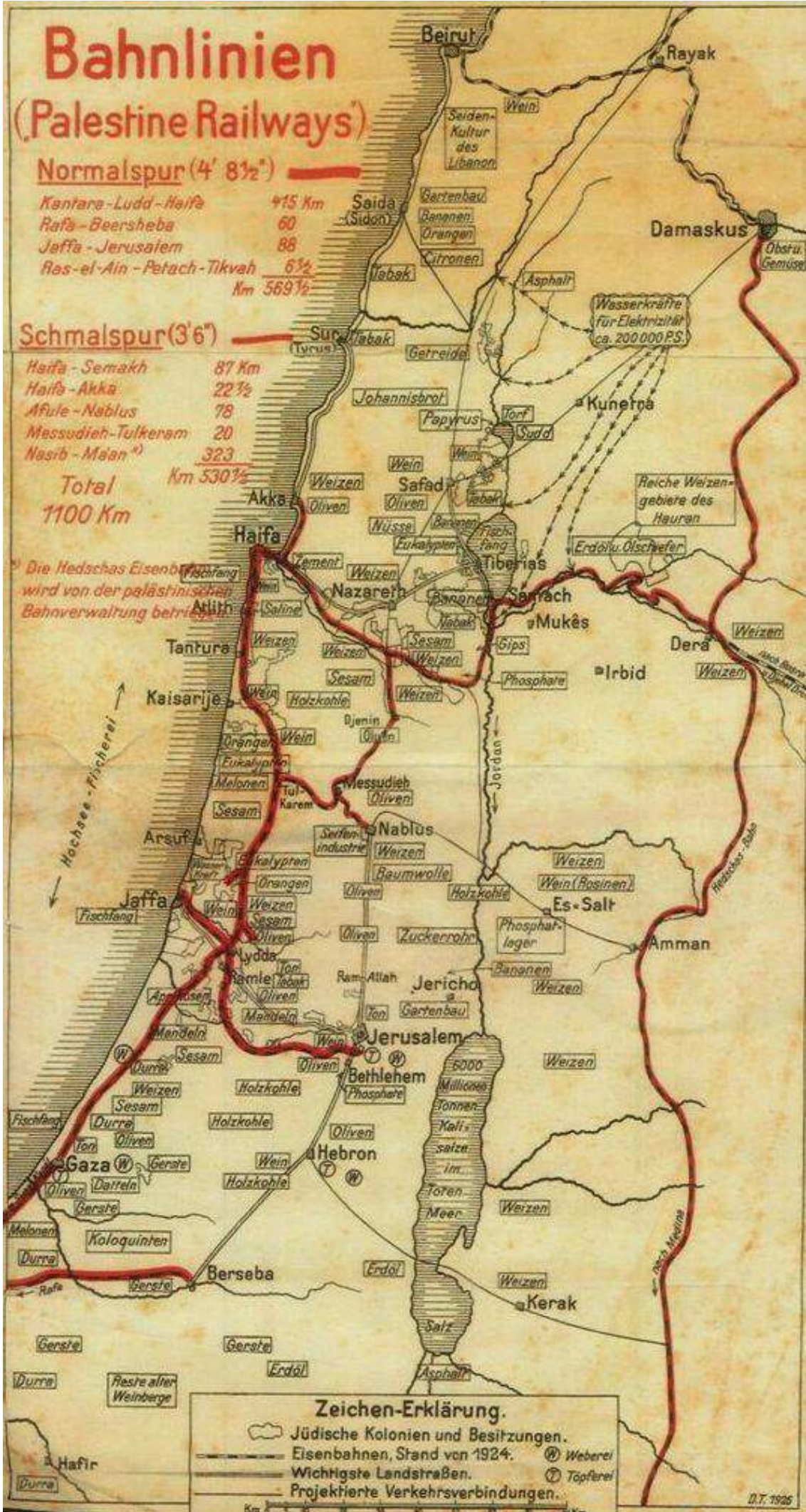
Kantara - Ludd - Haifa	915 Km
Rafa - Beersheba	60
Jaffa - Jerusalem	88
Ras-el-Ain - Petach-Tikvah	6 1/2
Total	Km 569 1/2

Schmalspur (3' 6")

Haifa - Semakh	87 Km
Haifa - Akka	22 1/2
Afula - Nablus	78
Messudieh - Tulkeram	20
Nasib - Maan	323
Total	Km 530 1/2

**Total
1100 Km**

Die Hebschas Eisenbahn wird von der palästínischen Bahnverwaltung betrieben.



Zeichen-Erklärung.

- Jüdische Kolonien und Besitzungen.
- Eisenbahnen, Stand von 1924.
- Wichtigste Landstraßen.
- Projektirte Verkehrsverbindungen.
- Weberei
- Töpferei

Palestine Railways Map of 1924