

HaRakevet

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הרכבת

A Quarterly Journal on the Railways of Israel
and the Middle East
Edited and published by Rabbi Dr Walter Rothschild
Passauer Strasse 4, D-10789 Berlin, Germany
E.mail:Rothschild-Berlin@t-online.de

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History Squared: A train of the Aqaba Railway Corporation on a section of the former Hedjaz Railway. (Photo: Oliver Heckmann, with thanks to 'Eisenbahn Kurier'). News of the line is hard to find, it appears that at present only a tourist operation near Wadi Rum remains, plus ambitious plans for a future standard gauge link.

EDITORIAL.

As is so often the case, as some tensions in the Middle East appear to subside, at least for now, new ones emerge. Whilst Turkey and Greece argue over rights in the Eastern Mediterranean, Lebanese refugees are dying in their attempts to escape their country for Cyprus. Other refugees from Syria and elsewhere moulder on Greek islands and in camps elsewhere. In view of such human misery it sometimes seems irresponsible to focus on a hobby but it is important for the historical record to maintain a view of events and preserve information on them. In this issue a major development is a further Chinese project to duplicate the Suez Canal by rail through Egypt – which will also duplicate any line through Israel, from Eilat to Ashdod! Within Israel planning work and construction continues on the Carmiel - Kiryat Shemona extension line, on the renewed 'Eastern Line' through Hadera to Lod (where the new station extension has just opened), on the new line from Modi'in to the Rishon-LeZion area, and there is even wild talk of a new high-speed line for 250km/h to Beersheva and an extension of the projected Eilat line to link with Bahrain and the Persian Gulf!

At a more personal level: Several people associated in some way with 'Harakevet' since we started in 1989 have suffered illnesses or bereavements – we are all getting older.... as noticed by the number of obituaries in other railway societies. Steve Waldenberg, who has held the practical part of the magazine together for years, with layout, printing, distribution, keeping track of subscriptions and finances, sadly lost his wife of 52 years Lesley in November after a long decline. There is nothing adequate one can say - but it is a reminder that the time will eventually come when this magazine will need a new team of helpers if it is to continue – not just correspondents (always welcome) but people who can handle the technology to put the texts and pictures together and distribute them and ensure that at least most of our costs are met. These costs are, in any case, largely linked to printing and postage. My personal preference is for there always to be a printed version as well as just a digital one, but the world is changing. For now we shall keep going and a new Series 35 is to be commenced with as much optimism as possible in these complex times.

One thing is clear, there is always a lot to report. This time round the 'Notes and Comments' are actually longer than the 'News from the Line'. Within a few years it seems clear that trams in Tel Aviv or around Haifa and new trains running up to the north of the Galilee will have become routine and barely worth reporting – but that time has not come yet.

So – Forwards! And let us see what 2021 will bring us..... Enjoy.

The Editor.

131.03.

Preserved 0-6-0T at Rey, Iran. (Photo courtesy of Paul Scheller)



NEWS FROM THE LINE.

(i). LEVEL CROSSING ELIMINATIONS.

On 10.09.2020 it was announced that another level crossing has been eliminated – that of the Mesila road near the Moshav of Avihayil, just north of Netanya and east of the Laniado Hospital. Work had lasted almost one and a half years and the new crossing cost ca. 30M NIS. The works included the construction of a concrete beam bridge over 10m wide and 110 m long, paving work, drainage, relocation of various infrastructures and connection to the existing road. The Railway Construction Division also performed a landscape restoration which include paving with garden stones, irrigation systems and the planting of vegetation.

Within the next two years it is expected that further crossings on the main coastal line will be rebuilt or closed, thus enabling higher speeds and improved safety for both rail and road users.

CEO Mr. Michael (Micha) Maiksner said: "Over the last decade, more than 60 level crossings have been closed, as part of the strategic plan to eliminate them led by the Ministry. In the next two years additional additional level crossings on the coastal tracks are expected to be replaced by grade separations, which will lead to a significant improvement in the safety of passengers and road users, and an improvement of train speed with improved service; this will happen at: Shefayim (north of Herzliya), Ma'ayan Zvi (north of Binyamina) and Dor/Nachsholim (south of Atlit) - all on the Tel-Aviv - Haifa coast line, as well as additional locations at Carmiel (Lower Galilee), Kfar Yehoshua (on the Valley Line), Lod, and Kfar-Chabad (on the Tel-Aviv - Lod line)".

(See photos next page)

(ii). ANOTHER LEVEL CROSSING IDIOT.

On 3.11.2020 was reported: "At about 08:00 today a private car driver broke through a level crossing near Shefayim (north of Herzliyya), ignoring all the warning devices and breaking the level crossing barriers; he was hit by a passing train and, as a result, the section between Herzliyya and Netanya was temporarily closed for traffic. Trains from the north started/terminated at Netanya; from the south at Herzliyya. At about 09:40 the police and other emergency services permitted traffic to be resumed over this section." A video was also posted showing the incident.

(iii). A BIZARRE PR STUNT (NOT 'PALESTINE RAILWAYS').

On 'Times of Israel' 10.09.2020. "Bnei Brak pays man to keep ultra-Orthodox off trains, in PR stunt.

A video showing a man dressed as an employee of Israel Railways preventing an ultra-Orthodox couple from boarding the train caused a stir



- *New Road Bridge at Avihayil.*
- *Credit for the pictures of the grade separation: Mr. Wadim Levitan-Israel Railways Ltd.*

Thursday, until it was revealed to be an elaborate PR stunt by the B'nei Brak municipality, sparking a backlash.

The stunt was apparently intended to protest a new mass transportation system being built in the Tel Aviv metro area that the B'nei Brak municipality claims will bypass the predominantly ultra-Orthodox suburb of some 200,000. In the video, filmed at a Bat Yam train station, a man wearing an official yellow vest is seen blowing a whistle and shouting "Haredim cannot get on the train."

The man then places himself between an ultra-Orthodox couple and the train to prevent them from boarding and shouts at multiple people not to film him.

Several people expressed outrage over the video, including United Torah Judaism MK Eliyahu Hasid, who reportedly called for an urgent Knesset discussion on the matter.

Transportation Minister Miri Regev said on Twitter that she was "shocked to see the shocking and awful video from the Israel Railways. Israel Railways responded to the video with an official statement that the man in the yellow vest is "not employed by Israel Railways or any of the companies that provide it services" and that the man "was removed from the platform immediately." It said it filed a police complaint and was mulling legal action.

Hebrew media reports identified the city of B'nei Brak as the body that had hired the man to be filmed keeping ultra-Orthodox people off the train,

apparently part of a guerrilla marketing campaign to underline the city's frustration at not being included in the planned Tel Aviv metro system.

A PR firm put out a statement saying that it had put on the stunt in order to demonstrate what it described as an "insane" decision by planners to drop two planned stations in B'nei Brak.

Upon learning that the video was staged, Regev called the behaviour of the B'nei Brak municipality "scandalous" and stated that its conduct constitutes an "ugly and cynical violation of the dignity of the ultra-Orthodox public." Regev also added that the misleading video "tarnished and discredited railway workers."

The Tel Aviv metro is a planned regional subway system meant to complement the existing nationwide commuter train and area-wide light rail being built. The system, meant to reach Tel Aviv's outer suburbs, will initially comprise of three lines covering nearly 150 kilometers (93 miles), including one line that is planned to traverse B'nei Brak.

Last month, B'nei Brak Mayor Avraham Rubinstein penned a letter to Transportation Minister Miri Regev in which he demanded she "correct the terrible injustice that is being done to the people of our city under the current metro plans — otherwise, we will be forced to act in all the avenues available to us, publicly and legally, to stop the disengagement from B'nei Brak."

The NTA, the government-run company responsible for the metro system, said the allegations that the metro plan bypasses the ultra-Orthodox city were "puzzling." The NTA stated that the metro has three stops in B'nei Brak, along with a light rail line that is projected to run through the city, according to 'Israel Hayom'."

(iv). ELECTRIC SERVICES TO HERZLIYYA COMMENCE.

From a press release of 15.09.2020 by Israel Railways Ltd.:

"After completion of the electrification on the A1 line between Jerusalem Navon and Herzliyya stations, as well as completion of test runs (without passengers), regular services on this section will commence immediately after the Jewish New Year on Monday 21.09.2020 along the so-called "King David Roads".

There will be 2 trains/hour in each direction between 06:30 and 21:30 between Sunday and Thursday; it was planned initially to operate trains on Saturday nights too, but due to the instruction of the Ministry of Health to close pandemic areas until 10.10.2020 there will be no trains on both Fridays and Saturday nights with the exception of the coming Friday 18.09.2020, the eve of the new Jewish year, when trains will operate according to the pre-Covid19 Fridays timetable.

Travelling time will be 47 minutes between Jerusalem Navon and Tel-Aviv University stations, and 55 minutes between Jerusalem Navon and Herzliyya stations.

Passengers from Kfar-Sava Nordau, Hod HaSharon/Sokolov and the two Ra'anana stations wishing to go to Jerusalem will have to spend just

few minutes at Herzliya station in order to change trains; in order to optimize service, trains will depart a little earlier from Kfar-Sava Nordau, Hod HaSharon/Sokolov and the two Ra'anana stations.

(v). SERVICE ALTERATIONS DUE TO CORONA VIRUS POLICY CHANGES.

From a press release of 19.10.2020 by the Transport & Roads' Safety Ministry:

"Due to the Covid19 Cabinet decision of removing the restrictions during the closure, trains will operate until 22:00 (instead of 20:00 during the closure) between Sunday and Thursday at 50% capacity; trains will not operate as now on Fridays and Saturday nights; additionally, the stations of Ben-Gurion Airport, Jerusalem Malkha (on the old line), plus the two stations of Ra'anana (West and South), Hod HaSharon Sokolov and Kfar-Sava Nordau will remain closed at the present stage; the last four due to electrification works from Herzliya."

(vi). ELECTRIFICATION ARGUMENTS.

From a press release of 19.10.2020 by the Transport & Roads' Safety Ministry:

In response to criticism by the State Comptroller Mr. Matanyahu Engelman, the Ministry has said the following: "Regarding the delays on the AI electrification, the ministry said that they used efficiently the period of closure of all transportation services during the Covid19 first wave and saved five years compared with the planned time; there was delay in the past caused by disagreements with the contractor S.E.M.I. but these have been settled and work is in full tempo; it includes also the line to Ashkelon where an emu depot is at a progressive stage of construction; meanwhile, electrification works are being performed on the line between Herzliya, Ra'anana, Hod HaSharon and Kfar-Sava - here, electric trains will start operating when the depot will be ready and with the arrival of the Siemens double-deck trains during 2021; works are also promoted regarding detail design of the coast line up to Haifa and Nahariya."

(vii). WALLET AND GROMMIT.

From a press release of 25.10.2020 by Israel Railways Ltd.:

"The railways' teams are used to tracing lost belongings and returning them to their owners, but even the most veteran employees of Tel-Aviv HaHagana railway station will not forget what happened on 25.10.2020. During a routine morning check the security team headed by the shift manager Mr. Eitgev Andelmou discovered a bag with a wallet in it, forgotten by a passenger who hurried to the train.

The security team ran immediately to the station's shift managers Mr. Oz Ezekiel and Mr. Matan Hagage who ensured that it was not a suspicious object, and after opening the wallet they were astonished to find \$2,000 in addition to credit cards, important documents and an identity card.

After several minutes of trying to trace the passenger by searching the station and public announcements, they understood that the passenger was already on a train en-route to his destination; they called with police who contacted the passenger's phone. The passenger, Mr. Leonid, was already on his way home to Haifa and understood that he had lost his belonging thanks to the phone call from the railways' employees; he immediately alighted the train at Tel-Aviv University station, where he boarded a train back to Tel-Aviv HaHagana station, where the team was already waiting with the belongings to return.

The station's shift managers, Mr. Oz Ezekiel and Mr. Matan Hagage said: "There is no greater satisfaction than knowing that we've succeeded in returning a passenger's belongings, particularly in today's economically-sensitive times; we advise any passenger who has lost anything on a train to contact immediately the railway's teams; we'll do our best to return the lost belongings to their owner."

The passenger Mr. Leonid said: "I was in panic when I answered the phone and understood that I'd lost my belongings; I want to thank the railways' employees for their fast and professional work."

A similar story: From a press release of 15.11.2020 by Israel Railways Ltd.:

"The railways' teams are used to tracing lost belongings and returning them to their owners, but the event which took place on Wednesday 11.11.2020 on a Tel-Aviv - Haifa train will be long remembered.

Near 14:00 the Shift Manager of Haifa Central the 8 railway station Mr. Meir Avarjil was about to welcome passengers from the train which stopped there en route to Akko (Acre).

A few seconds after the train left the station, a 65-year-old frightened passenger named Oren came to Mr. Avarjil and explained to him that he has a pacemaker implanted and that he had lost on the train his wallet which contained a card of the pacemaker with lifesaving essential medical information, in addition to signed cheques, a lot of cash, credit cards and additional valuable items.

Mr. Avarjil acted quickly, calmed the passenger down, gave him water, and in parallel contacted the train inspector.

The train inspector Mr. Matan Wishinsky got the call, started searching the train, and after some nerve-racking minutes found the lost item in one of the cars; he immediately reported finding it and kept it until he returned to the station where he returned it to the passenger.

Mr. Meir Avarjil said: "There is no greater joy than returning lost belongings to owners, and when we deal with a lost belonging which can save life, the joy is double; immediately when I realized that the passenger has a pacemaker implanted, which clarifies that he has a health problem, I calmed him down to make him sure he is under supervision. I call upon all the passengers that in case they lose something not to get desperate, and to contact immediately the railways' team or the phone service, and we'll do our best to return the lost belongings."

(viii). DOUBLE DECK EMU DELIVERIES.

IR announced on 04.11.20, "The first two Siemens Mobility DDEMU (double-deck electric multiple units) trains were loaded on a ship at the port of Hamburg en route to Israel; they are expected to arrive at Israel towards the end of November 2020; after several months of checks and test they will enter service during 2021.

It is an additional significant stage of the process of replacing the old diesel powered fleet (old? The Bombardier IC3 Flexiliner dms are 28 years old, while the diesel locomotives in particular the EURO 3200 are no more than five years old!) by modern green electric trains which will improve services for passengers and reduce air pollution and reduce maintenance costs.

The new trains will enter into service after the electrification completion of the so called Ha-Sharon Circle Line (Tel-Aviv University – Herzliya - the two stations of Ra'anana - Hod HaSharon Sokolov - Kfar-Sava Nordau, Rosh HaAyin North - the two stations of Petakh-Tikva – B'nei-Brak - Tel-Aviv University) and the line between Tel-Aviv and Ashkelon - here a new operational centre for electric trains including a depot is in progressive phase of construction; Siemens will be responsible for 15 years for the maintenance here. The trains will also operate on additional lines to be electrified in future.

The new trains have an output of 8,046 horse power (6 megawatts) and contain built-in advanced technological systems which provide upgraded service for passengers hand in hand with advanced safety including: an automatic system which provides a real-time picture of the number of passengers on a train, a smart information system for the passengers linked with the railways' central control and with GPS, showing the progress of the train along the line and the stations, and a smart diagnostic system which monitors the train maintenance status, thus providing detection and repair of faults in real time.

The new trains will increase the rolling stock fleet by 37%; each train will consist of between 4 cars – formed of 2 power cars/driving trailers + 2 intermediate cars - and up to 14 cars - 2 power cars/driving trailers + 12 intermediate cars.

The new trains will complement the Bombardier TRAXX electric locomotives already in service and the Bombardier double-deck push/pull car fleet which have been converted for electric service.

Transport & Roads' Safety Minister Mrs. Miri Regev said: "The new electric trains will launch the railways into a new era of green, accessible, and inviting public transport; my vision is to link Israel by mass transportation systems with emphasis on the Eastern Line from Kiryat-Shmona (near the Lebanese border) to Eilat on the Red Sea which will provide socially accessible transportation for each citizen".

Israel Railways Ltd. CEO Mr. Michael (Micha) Maiksner said: "The new electric trains are the railways' future; the tasks of their acceptance procedure and training the teams to operate them are being done in parallel with progress on electrification which will enable to withdraw the ageing diesel trains and will reduce air pollution and maintenance costs."



• Pictures of preparations for loading the trains at the port of Hamburg, provided by courtesy of Mr. Matan Berkovich-the railways' spokesman assistant; credit for the pictures: Siemens Mobility



Siemens Mobility Israel CEO Mr. Zahi Golan said: "The arrival of the new trains at Israel will mark the beginning of a new era for the railways and passengers; this type of train which has already run on German tracks is the spearhead of Siemens Mobility emu's; the trains are innovative, green with progressive digitalization capabilities and rare faults; it will significantly improve the railways' availability and comfort."

Notes: 1. only the intermediate cars are double-deck!

2. After the Bombardier IC3 Flexliner dms which have automatic couplers and which will end their life

in the near future, the new trains will be the only trains with such couplers (the fleet consists of rolling stock and motive power with buffers and screw couplers only).

'Railway Gazette' 05.11.20 added: IR has initially ordered six 4-car and 18 six-car Desiro HC sets under the framework contract signed in March 2018.

AND ARRIVAL:

From a press release of 24.11.2020 by Israel Railways Ltd.:

"Yesterday night – 23.11.2020 - the first Siemens DDEMU trains which arrived on the deck of the ship

'Granada Scandinavia' of Grimaldi Group arrived at the port of Ashdod were unloaded and immediately moved to the Friedenson terminal at the port; Within few days they will be transferred to the railways' new test and check site near the kibbutz Mishmar Ayalon, not far from Ramla railway station. After checks and tests in the coming month; they will enter service during 2021.

See photos on next page

(ix). EXTENSION FROM CARMIEL TO KIRYAT SHEMONA.

From a press release of 10.11.2020 by the Transport & Roads' Safety Ministry:

"Design work is at an advanced stage on the 55km. new line to be built from Carmiel in the Lower Galilee on to the Upper Galilee city of Kiryat Shmona. Transport & Roads' Safety Minister Mrs. Miri Regev has now decided on building an additional station to be called Meron-Higher Galilee; This is intended to serve mainly the Upper Galilee population as well as large numbers of Jewish Ultra-Orthodox visitors at the tomb of a holy Rabbi at the village of Meron mainly during the LagBaOmer festival in May every year.

The line being currently envisaged and planned by Israel Roads will be 55 km long with tunnels totalling 20 km and stations at Carmiel Industrial Zone, at Galilee Hatzor-Rosh Pina and Kiryat Shmona.

Since no maps are currently available, attached here is a map in Hebrew with the following names of stations from left to right: Carmiel, (Carmiel Industrial Zone does not appear here yet but is the next one), Meron-Upper Galilee, Galilee Hatzor-Rosh Pina and Kiryat Shmona.

From Galilee Hatzor-Rosh Pina to Sfad (the capital of the Higher Galilee) a cable car will form a link due to the severe difference in heights."

(The dotted line means a tunnel.)

See map on page 7

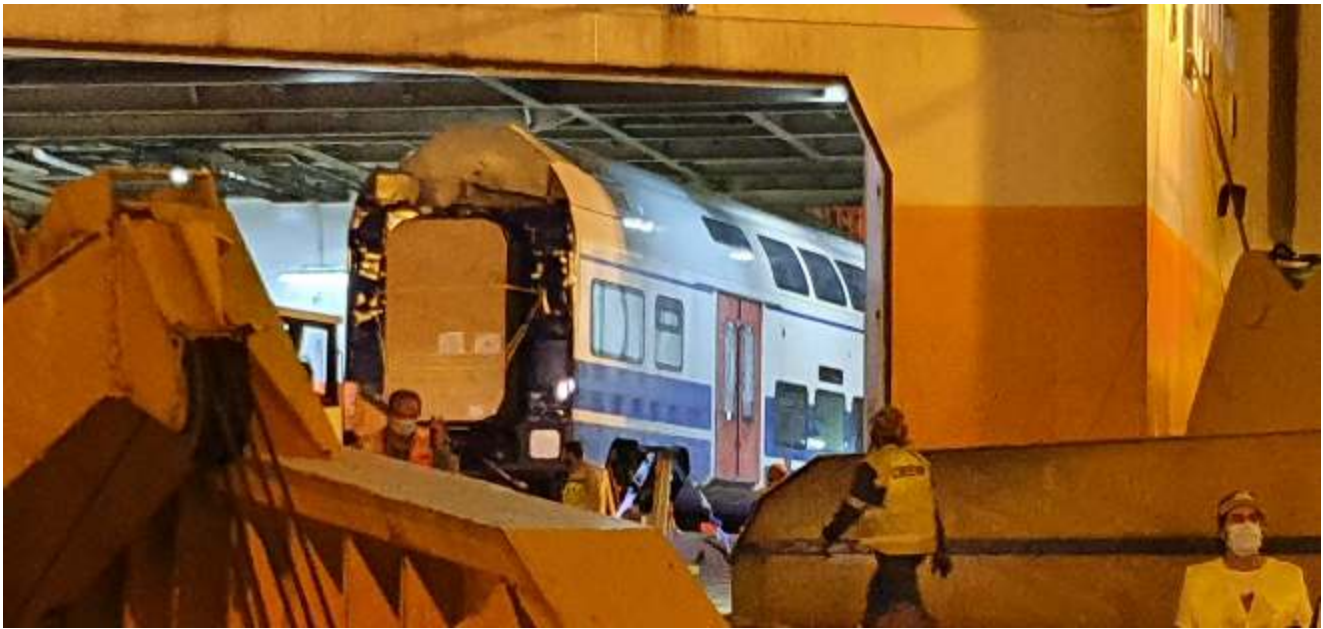
(x). BACON SLICER.

On Wednesday night 11.11.2020 at about 21:00 a train hit wild pigs near Binyamina which resulted in the derailment of one car and damage to the track. There were disruptions to traffic; although there was no line closure, service frequency went down to one/hour instead of two due to closure of one track.

Since trains do not operate on Fridays and Saturday night due to Covid19 restrictions, repair works ended at the weekend and traffic was to resume on Sunday morning 15.11.2020.

(xi). NEW HIGH SPEED LINE TO BE'ER SHEVA.

On 16.11.2020: "The High-Speed train to Be'er Sheva departs. Minister Regev: Every citizen in Israel deserves to enjoy fast, convenient & equal public transportation for everyone. The plan connects Be'er Sheva with the center of the country, and shortens travel times from anywhere to anywhere, with an emphasis on the periphery.



DOUBLE DECK EMU DELIVERIES.



• *Yaron Dozet.*



• EXTENSION FROM CARMIEL TO KIRYAT SHEMONA.



Good news for the residents of the Negev. The National Infrastructure Committee (WTL) announced today (Mon) the plan for the construction of railways from the centre of the country to Be'er Sheva. The Minister / Transportation & Road Safety, Brigadier General (Res.) Miri Regev noted that the project is part of the strategic plan for the entire country and as part of a vision to promote the Eastern Railroad and connect the four metropolitan areas of Israel; Jerusalem, Tel Aviv, Haifa and Beer Sheva.

"This is a significant step in promoting public transportation and promoting transportation justice, connection and accessibility throughout the country. I believe that every citizen in Israel deserves fast, convenient and equal public transportation for every person. The programme connects Be'er Sheva with the centre of the country, and allows everyone to reach the train station in a few minutes and from there to every region in the country," she added.

The high-speed rail plan to Be'er Sheva is part of the Minister of Transport's vision to deploy a network of high-speed railways throughout the country, which includes the eastern railroad that stretches from Kiryat Shmona in the north to Eilat in the south. The strategic plan for railways is based on NAP 23 and NPA 42 and includes the development of housing, commercial and employment complexes near stations and the construction of cargo terminals and rail border crossings for passengers and freight.

The route includes about 60 kms of double electrified track between Be'er Sheva and the centre that will allow a speed of 250 km/h between BS and TLV, Jm and Haifa, as well as 37 bridges & about 100 culverts. The railway will provide easy access to IDF bases in the south, which are expected to move soon from the centre of the country as well as to the new airport in the south of the country.

Travel time from the University Station in BS to TLV will be 35 minutes and to Jerusalem 52 mins.

The plan will make it possible to transport about 300 million passengers/year on the train network, which will benefit from 150 train stations throughout the country. According to the plan, a hierarchical passenger network will be established, separating high-speed intercity service (up to 250 km/h) and suburban or regional service (up to 160 km/h). For each service, a separate rail infrastructure will be established if possible.

According to the plan, with the implementation of the plan about 60% of Israel's residents will be less than an hour's ride from the Tel Aviv Metropolitan area. 70% of the population will be within a 60-minute ride of the nearest metropolis. 80% of the residents will enjoy a nearby train station, up to 7 kilometres from their place of residence and the average wait for the train will be 7.5 mins. The plan will also allow the transportation of about 40

M. tons of freight per year, while separating the passenger rail network the freight rail network."

(xii). LINK TO THE GULF?

Israel, EU discuss possible rail between Mediterranean and Gulf states.

The discussion came after Israel recently signed historic deals to normalize ties with Gulf states Bahrain and the United Arab Emirates. (Reuters, 16.11.2020, in 'Jerusalem Post').

"Israel and the European Union (EU) have launched talks to deepen economic cooperation and discussed the possibility of creating a new trade corridor between the east Mediterranean and Gulf states, Israel's Finance Ministry and central bank said on Monday.

The idea of establishing a "regional peace railway" that would boost the economies of Israel, Jordan, the Palestinian Authority, Saudi Arabia and other Gulf states came up during annual discussions that also focused on the impact of the coronavirus crisis.

The new railway, the Bank of Israel said, would be a "shorter, faster, cheaper and safer" way to connect the East and West than current trade routes. It did not give any other details regarding the feasibility of such a project.

The discussion came after Israel recently signed historic deals to normalize ties with Gulf states Bahrain and the United Arab Emirates."

(xiii). LOD STATION.

Sybil went to check on 18.11: The new platforms north of the existing Lod station are joined to the existing ones and so one can class the new complex as an extension of Lod rather than a new station as such – but the two island platforms are now connected by a new footbridge which also leads to the IR headquarters building. According to posters the new section was to open on 29th. November and the old stone building of the 1920's will be preserved in some manner. [See below]

On 19.11 IR published on their website the following announcements:

(xiv). BEIT YEHOSHUA REFURBISHMENT.

Due to upgrading works to take place, the underground pedestrian subway will be closed between Sunday 22.11.2020 at 22:00 and Wednesday 02.12.2020 at 05:00; passage between platforms will be available through the bridge at the station entrance; stewardesses will assist passengers with limited abilities.

Works will include: new flooring of the stairs, walls cladding, replacement of lighting elements, a new sidewalk, preparations for gardening, new flooring of the entrance stairs, walls painting, etc.

(xv). DIMONA STATION UPGRADING:

Due to track upgrading works, the station will be closed between Thursday 12.11.2020 at 21:00

and Sunday 22.11.2020 at 05:00 and later between Tuesday 01.12.2020 at 21:00 and Sunday, 06.12.2020 at 05:00.

(xvi). THE BEER SHEVA – RA'ANANA LINE.

Due to electrification works between Herzliyya, Ra'anana, Hod HaSharon and Kfar-Sava, trains from/to Beer-Sheva North/University are running through B'nei-Brak, Petakh-Tikva and Rosh-HaAyin North and not through Herzliyya, Ra'anana, Hod HaSharon and Kfar-Sava.

The service frequency is 2 trains/hour each direction; between 10:00 and 15:00 the service frequency between Tel-Aviv Savidor and Rosh-HaAyin North is one train/hour due to low demand.

(Sybil noted in early December: "From local newspapers online: The section from Ra'anana to Herzliya opened on July 1. The line from Kfar Saba to Ra'anana closed for work in connection with electrification on September 29. It was supposed to have been completed months ago and local residents are fuming."

In addition: "You don't need to book your travel voucher in advance - you can do it at the station a few minutes before you travel (assuming there are seats available, never a problem outside rush hours from Beit Shemesh)."

(xvii). THIRD QUARTER 2020 STATISTICS:

From a press release of 18.11.2020 by Israel Railways Ltd.:

Today; Wednesday, 18.11.2020, the railways publish their results for the 3rd quarter of 2020.

The railways' performances have been significantly affected by the Covid19 pandemic and its economical influences.

When the crisis broke out in February 2020 there was a sharp decline of passenger traffic as well as dilution of services in March 2020 and then entire line closure from 26.03.2020 by government instruction.

Traffic resumed by government instruction on 22.06.2020 with traffic figures lower than pre-Covid19 era and are also typical to the 3rd quarter of 2020.

During the three quarters of 2020 the railways successfully utilized the time of line closures to accelerate electrification which resulted in operating electric services between Jerusalem Navon and Herzliya stations; electrification is currently in progress between Herzliya and Netanya, Herzliya and the Sharon link to Ra'anana, Hod HaSharon, and Kfar-Sava.

Revenues during the 3rd quarter of 2020 totalled \$196M (NIS 656M) compared with \$198M (NIS 664M) during the same quarter of 2020; down by a negligible 1%.

The railways achieved during the three 2020 quarters an EBITDA of \$2.9M (NIS 9.8M); during the 3rd quarter of 2020 the railways achieved an EBITDA of \$7.8M (NIS 26M), compared with a profit of \$0.75M during the same 2020 period.

The profit for the three quarters of 2020 was \$5.8M (NIS 19.4M) compared with a loss of \$4.5M (NIS 15M over the three quarters of 2019.

Passenger Sector:

During the 3rd quarter of 2020 the railways carried 71,000 passengers/day compared with 268,000 over the same period of 2019; down by almost 75%!

The daily average on congested weekdays (Sunday and Thursday) during the 3rd quarter of 2020 was 75,000 compared with 272,000 over the same period of 2019; down by almost 72.5%!

During the 2020 three quarters the railways carried 18.9M passengers compared with 52.4M passenger over the same period of 2019; down by 64%!

During the 3rd quarter of 2020 the railways carried 4.7M passengers compared with 18.2M passengers over the same period of 2019; down by 74%!

The revenues from passenger service during 3rd quarter of 2020 were \$171.6M (NIS 575M).

Average punctuality during the 2020 three quarters was 97.5% compared with 92% over the same period of 2019; up by 6%; This is explained by more attention of teams and more standby trains at critical points, but also simply because of much lower traffic.

Freight Sector:

During the 2020 3rd quarter the railways carried 2M tons compared with 2.2M over the same period of 2019; down by a slight 9.1%.

The revenues from cargo haulage during the 2020 3rd quarter were \$22.7M (NIS 76M) compared with \$24.5M (NIS 82M) over the same period of 2019; down by 7%.

The loss of cargo sector during the 2020 3rd quarter was \$3.76M (NIS 12.6M) compared with \$5.7M (NIS 19M) over the same period of 2019; down by 34%!

The explanation for the loss is fewer freight trains due line closures in favour of electrification and track works; the Eastern Line, now under construction, will enable much more freight to be carried by bypassing the congested coast line.

The link: <https://maya.tase.co.il/reports/details/1333248> provides detailed information.

(xviii). FLOODS

On 26.11.2020 due to heavy rains along the Mediterranean Sea coast and the nearby inland areas many areas suffered from floods. As far as railways are concerned the area surrounding the stations of Herzliya and in Raanana were closed for that reason from 11:00 until 18:10; alternative bus services are provided. At Hadera passengers were trapped in the station when the exit was flooded.

Steve Sattler noted: "Yesterday afternoon (25.11) a large rain-storm arrived in Israel. So from about 4 pm till almost 9 am this morning [16 hours] very large quantities of rain fell upon the coastal regions. From Nahariya in the North to Ashkelon in the South many towns, streets & houses were flooded and since the concentrated building of new neighbourhoods along the coastal regions is covering over the fields ... not surprisingly the water has nowhere to go.

The fairly new Herzliya railway station, a new, modern and important station, just East of the Ayalon highway and exactly 2.02 kms from the sea-shore was flooded, with passengers trapped inside. The fire-brigade arrived and rescued some 20 passengers. The adjacent parking lot was also flooded. This new station is actually low compared to the highway, the nearby neighbourhood and the general contour of the land. Obviously drainage is a problem. What is important to understand is that as the 'climate' gets warmer - the annual rains in Israel will become more concentrated & more torrential. The planning of the drainage of the new Tel Aviv & Gush Dan Metro - will need to be well protected and well drained, otherwise lives could be lost in flooding of the tunnels."

and becoming attractive for living, business and even tourism; they also mentioned that Lod is one the five biggest and nicest Israeli railway stations, thanks to the combination of a railway station, a business centre and a central bus terminal.

Just to refresh the memory, here are data about the station:

Three island platforms of 350 m each.

4,000 sq.m of built and under roof area.

A 2,000 sq.m business area at the station level with a variety of stores, shops, and cafes.

A multi-storey park and ride area for 760 cars serving the passengers, businessmen and the city's citizens.

It is anticipated that in the coming years with the big growth of passenger traffic, the number of passengers using the station will reach 5.5 million/year, and the number of trains passing will reach 320/day, both in 2040."

Sybil went to visit on 03.12.and reports:

"Today I took a train from Beit Shemesh to see what Lod station looks like now.

First of all, the "new" platforms are not only an extension of the old ones; trains stop with their front end in the new part and the tail end in the old part (heading towards Tel Aviv, obviously the other direction is in reverse). A railway employee told me this is only temporary - they haven't finished the signage in the new section.

It's all very impressive. On the bridge (from which there are excellent views) there is a very nice display of historic photos of Lod station, several taken by Paul and others by Tony and Chen, as well as a lot of older historic ones."

(xix). NEW LOD STATION.

Israel Railways Ltd. announced on their website that on Sunday 29.11.2020 the new railway station of Lod would be opened; the old building of 1920 will be preserved and used for training and all services will be provided from the new station.

From a press release of 27.11.2020 by Israel Railways Ltd.: "Excitement was inevitable on Wednesday, 26.11.2020 when the last passenger passed through the 100-year-old Lod railway station; From Sunday morning, 29.11.2020, this will be history as the new Lod railway station will open!

Through its history, many VIP's passed the station: General Allenby, the British Mandate first High Commissioner Sir Herbert Samuel in 1920, Sir Winston Churchill, Israel's first Prime Minister Mr. David Ben-Gurion, and millions of passengers (and freight trains).

From a press release of 29.11.2020 by Israel Railways Ltd.:

This morning, Sunday, 29.11.2020, the new Lod railway station started serving passengers in a ceremony with the participation of Transport & Roads' Safety Minister Mrs. Miri Regev, Israel Railways CEO Mr. Michael (Micha) Maixner, and the mayor of Lod Mr. Yair Revivo.

All three VIP's emphasized the importance of the new station for the city of Lod and its contribution to the city's economy and business; they mentioned the fact that after being neglected for years, the city is now running ahead at "full steam"



• Photo courtesy of Aharon Gazit. See also next page.....

(xx). INVESTMENT PARTNER. In 'R.G.I.' 03.12.2020:

"TMH International and Maydex CEO Patrick Landau have established TMH Israel as a 70:30 joint venture to serve the Israeli rail and urban transport markets in partnership with local companies. 'We believe that the Israeli railway industry has a great potential for growth, and, as an industrial investor, we want to take part in the national effort to improve and expand Israel's railway system', said TMH CEO Kirill Lipa. 'The company is determined to create a thriving and complete railway industry here, which will also be reflected in the creation of jobs, and an increase in the local supply chain.'"

- taken from the overhead pedestrian bridge above Jabotinsky street, the view is westwards towards Tel-Aviv, and show the Dankner station in progressive construction stage with platforms and canopies; here also can be seen the masts for catenary.
- Aharon Gazit





131:05.

TENDERS

A.

(i). Israel Railways Ltd. Tender No. 12020: Providing services of operational Leasing of various types of Road Vehicles for the railways: The contract is for 48 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 05.11.2020.

(ii). Tender No. 21911: Providing services of Real Estate Appraisal: The intention is to select up to four winning bidders. The contract is for 12 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 14.10.2020.

(iii). Tender No. 11306: Providing services of repair and/or rehabilitation of the motive power and power cars' diesel engines' radiators: The intention is to select one winning bidder. The contract is for 12 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 02.11.2020.

(iv). Tender No. 2209: Design, manufacturing, supply, installation, and operating a Laser and/or LiDAR (Light Detection And Ranging) system for scanning and detecting of rolling stock and beings at areas where signalling systems are installed: The intention is to select one winning bidder. The contract is for 36 months with optional extensions of up to additional 36 month. Latest date for submission of proposals: 30.11.2020.

(v). Israel Railways Ltd. Tender No. 21947: Performing infrastructure and monitoring works for building the section between Ayalon Gateway tunnel (Rishon Le-Zion Moshe Dayan railway station) and Sorek Rhombus between km 3 + 050 and km 4 + 695.67 section No. 6 on railway line No. 431 (in construction between Anava junction west of Modi'in outskirts and Rishon LeZion Moshe Dayan stations through Rishon LeZion Harishonim station):

Notes: this tender is continuing Tender No. 21952 published on May 2020 for performing the same sorts of works between Rishon Le-Zion Moshe Dayan railway station and Ayalon Gateway tunnel (section No. 5 on railway line No. 431); Shikun u Binuy Solel-Bone Infrastructures Ltd. won this tender and is currently performing works.

Sorek Rhombus is the point where a passenger railway station with the same name is to be built + a bus terminal, to serve a lot of employees working at the nearby offices and facilities of the Israeli Electric Company Ltd. as well as many others. Latest date for submission of proposals: 01.12.2020.

(vi). Israel Railways Ltd. Tender No. 1208: Providing Medical Checking Services for candidates for becoming railway track machinery drivers: The contract is for 24 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 16.11.2020.

(vii). Israel Railways Ltd. Tender No. 22016: Performing construction of a siding to link the so called Southern Port (km. 01+016-02+537): Latest date for submission of proposals: 03.12.2020.

(viii). Israel Railways Ltd. Tender No.201001: Renting an area at Haifa Bat-Galim (West) railway station to be used for Parking purposes only:

The area consists of 3 lots:

1. An 4.5 acre asphalt lot at the front of the station.
2. An 3.5 acre limestone lot at the front of the station.
3. An 1.515 acre asphalt lot at the rear of the station.

The contract is for 24 months with optional extensions of up to additional 24 months. Latest date for submission of proposals: 23.11.2020.

(viii). Israel Railways Ltd. Invitation for participation in Tender No. 2207: Providing services of Preliminary Design, Statutory Planning, Early and Detailed Planning and Inspection of the highest level of building railway lines: The intention is to select up to 12 winning bidders. The contract is for 36 months with optional extending of up to additional 36 months. Latest date for submission of proposals: 17.12.2020.

(ix). Israel Railways Ltd. Tender No. 12032: Providing Cleaning Services at the Electric Locomotive Depot at Lod Operational Centre: The contract is for 12 months with optional extensions by up to additional 24 months. Latest date for submission of proposals: 07.12.2020.

(x). Israel Railways Ltd. Tender No. 201102: Running a 43sq.m. shop providing Cellular Phone Services at the new Lod station (soon to be opened):

The contract consists of the following: An adjustment period of 3 to 6 months. A permission period of 60 months. An additional period of 60 months. Latest date for submission of proposals: 10.12.2020.

(xi). TENDER Document for the Supply of Dual Power Locomotives. Specification for Dual power locomotives. 30th of July 2020. (Extracts from a 171-page document).

Introduction

This technical specification covers the criteria for design, technical demands, manufacturing and delivery of new dual power locomotives (Dual-Loco) for Israel Railways. It describes the ISR's requirements concerning the characteristics and equipment of a Dual-Loco with an electric propulsion system running on the new build 25 kV, 50 Hz catenary system in Israel as well as with diesel power at lines with and without catenary system.

This overhead network system is currently under construction.

All articles of this technical specification shall be explicitly, definitely, traceably and fully responded in writing (tabular form) in the same order as in this specification. Relevant drawings, sketches, curves or other technical documentation shall be highlighted in the written respond and completely enclosed.

The realisation how these requirements are fulfilled shall be explained in the offer.

The Contractor shall fulfil the requirements of this technical specification. Nevertheless, the Contractor may propose alternative solution which provides the same level of performance or better. In any event ISR is not obliged to accept the alternative provision.

General Requirements

1.1. General Operating Conditions

The dual power locomotive (Dual-Loco) shall be designed for universal operation on the electrified tracks of the ISR network. The Dual-Loco shall be suitable for operation with ISR's existing double deck push pull coaches trains - including control cab cars as well as for multiple unit operation with at least three Dual-Locos of the same type or two push-pull trains in any arrangement.

The Dual-Loco shall be a full body width concept with driver's cabs on both ends. It shall be a modular design concept for the ease of maintenance.

A train speed of 160 km/h shall be reached for passenger service under maximum load conditions. In freight service a maximum operation speed of 120 km/h shall be possible.

The Dual-Loco shall be suitable for daily operation of at least 20 hours with a running performance of 250,000 km/ year with scheduled maintenance according to the manufacturer's instructions.

The Dual-Loco shall be suitable for operation on the ISR railway network under the environmental conditions in Israel.

The Contractor has the sole responsibility to observe and comply with all relevant functions and parameters which are required for safe and reliable operation within ISR.

Operation and monitoring of the Dual-Loco by a single driver shall be warranted.

Single and multiple compositions shall run in push-pull control mode. The signal transmission shall be realised in the train unit by multi conductor reversible control lines.

Currently there are two different control coaches (DDPC and DDCC). The DDPC is equipped with diesel-generators sets and supports the operation by current mainline diesel locomotives as well as the electric locomotive. The DDCC is not equipped with diesel-generator sets for train power supply and currently only operated by electric locomotives. The Dual-Locomotive shall fully support the operation and diagnostic interfaces of trains with both kinds of control coaches in diesel as well as electric traction mode.

The Dual-Loco shall fully support the current versions of the push-pull-interfaces which are based on AAR standard, the train control line as well the train power supply. All these interfaces are special designs which are not in line with the UIC/AAR standard interfaces

Additionally, the compatibility with coaches equipped with UIC based standard connector interfaces for train heating (train power supply), EP-brake and train control shall be provided. The dual power locomotives shall be capable for operation the double-deck push-pull trains (DDPP). In the offer, operation in the following kinds of trains is to be considered:

? Up to 12 double deck push-pull coaches - Bombardier manufacturer

? Up to 3,600 tons freight trains in single and multiple traction configuration.

Moreover, the dual power locomotives shall be featured with multiple unit operation capabilities (two trains, or at least three locomotives). The following configurations shall be possible without any modification at the existing fleet:

Figure 1; DDPP trains up to 12 coaches

Figure 2; Consists of two DDPP

Figure 3; Consists of two DDPP trains (together max. 12 DD-coaches) with Dual-Loco in centre

Figure 4; Consists of up to 12 DD-coaches with Dual-Locos at both ends

Figure 5; Multiple traction of up to 3 Dual-Locos with heavy freight trains

The multiple operation of two DDPP trains shall cover all combinations of control coaches and train directions. The multiple operation capability as listed before shall mandatorily be possible with usage of Dual-Locos only, while the related capability in combination existing locomotives is preferred. The Contractor shall explain the possibilities in its offer.

The Dual-Loco shall meet all dedicated requirements of TSI SRT for operation in tunnel length up to 20 km. Thus e.g. the emergency brake override function is to be provided

1.1.1. Passenger Service

The Dual-Loco is used in commuter service and in a regional (intercity) service, especially in a push pull operation. The voyage length can vary from a few kilometres to about 300 km. The distance between stations can be as short as 2 km and in rare cases less.

The Dual-Loco shall be able of handling passenger trains with the following configuration:

- Speed 160 km/h
- Up to 12 coaches
- Elevation up to approx. 800 meters.

1.1.2. Freight Trains

The Dual-Loco shall also be used in freight train service. The Dual-Loco shall be capable of handling freight trains with the following configuration:

- Train weights up to 3,600 tons in multiple traction configuration;
- Speeds up to 120 km/h;
- Elevation up to approx. 800 metres.

Climatic Conditions

For the functionalities of the Dual-Loco and its components and parts, the climatic conditions which are listed below have to be respected:

Range of ambient temperatures: -5 °C to +45 °C (with temperature changes of up to 20°C per hour)

Altitude of operations: -400 m to +800 m above MSL.

Cross winds: 5 m/s with gusts of wind of 50 m/s in duration of 1s per gust of wind.

Snowfall: no particular requirements.

Rainfall: 400-800 mm/years.

Relative humidity: 10% to 90%

(xii). Israel Railways Ltd. Tender No. 201105: Operating an Accessories store at the new railway station of Lod: The store has an area of 33.6 sq.m. The contract is to be performed as following: Up to 6 months of adjustment period. 60 months of permission period. Up to optional additional 60 months of permission period. Latest date for submission of proposals: 17.12.2020.

(xiii). Israel Railways Ltd. Tender No. 12015: A frame agreement for providing renovating and Refurbishment Services of Electric Motors,

A. TEL AVIV.

(i). NTA tender No. 664/2020: Providing services of Estimates Control, Tender Documents, and Partial Bills: The intention is to select up to six winning bidders. The contract is for 24 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 21.10.2020.

(ii). NTA Tender No. 234/2020: Providing Consultation Services regarding Expropriations: The services required are: Consulting for Expropriations of real estates, Seizure of real estates, all the legal procedures including Land Registry, Court procedures, etc. The consulting services refer to the LRV lines under construction and still in planning, as well as the planned Metro lines. The tender consists of two clusters: in Cluster A, NTA intends to contract with winning bidders for basic seizures; in Cluster B, NTA intends to contract with winning bidders for more complex seizures. NTA intends to select up to fourteen winning bidders for the two clusters. The contract is for 36 months with optional extensions of up to additional 48 months. Latest date for submission of proposals 28.10.2020.

(iii). MESILA PARK IN JAFO.

From 'Haaretz' 07.10.2020, by Naama Riba.

"The first part of what may be the most important project ever initiated by Tel Aviv Mayor Ron Huldai in his city was completed last weekend. Its launch marks a genuine milestone in the city's relations with its pedestrians, cyclists and users of public transport. Park Hamesila – "train track park," in Hebrew – is named for the first railway between Jaffa and Jerusalem, which was inaugurated in 1892. It is located in the southwestern part of the city, between the trendy Neve Tzedek quarter and Eilat Street, in the vicinity of the historic German Templar neighborhood of Valhalla.

Due to the current coronavirus lockdown, the first stretch of the park has not been formally dedicated although many members of the public have flocked there in recent weeks; the project will be transferred soon to the management of the Tel Aviv-Jaffa Municipality. The general vicinity, including Florentin, the American Colony and Jaffa, is lacking open spaces and green areas, making the new park of particular importance.

Alternators, and Coils: The intention is to select up to 2 winning bidders. The contract is for 24 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 29.12.2020.

(xiv). Israel Railways Ltd. Tender No. 201103: Permission to install, operate and maintain ATM (Automatic Teller Machines) at railway stations and any railway site as per Israel Railways Ltd. management's decision: The contract is for 60 months. Latest date for submission of proposals: 21.12.2020.

B.

TENDERS AWARDED.

(i). Friedenson Ltd. and Tractors & Equipment ITE (ZOKO-Caterpillar) Ltd. won Tender No. 1194 for occasional Maintenance and/or Repair, and/or Overhaul and/or Treatment of the railways' Forklifts.

(ii). Adi Rechter, Consultants of Organizational and Management Science Ltd. won Tender No. 11928 basket No. 1 for services of consulting and accompanying purchasing procedures.

(iii). Ziv Haft BDO Brightness Accountant Services Ltd. won Tender No. 11928 basket No. 2 for services of consulting and accompanying purchasing procedures.

(iv). Afikei Elon Dunsguide Co. Ltd. won Tender No. 11928 basket No. 2 for services of consulting and accompanying purchasing procedures.

(v). The names of winning bidders of tender No. 32004 for supply of diesel and electric forklifts: Eagle Forklifts and Logistics Ltd. share is \$216,138 (NIS 750,000); Equipment Co. Ltd. share is \$368,876 (NIS 1,280,000).

(vi). Israel Railways Ltd. have announced on their website 31.10.20 that the Czech firm Trinecke Zeleznarny won Tender No. 41902 for Manufacture and Supply of Railway Rails, Heat Treated Rails, Transition Rails, and also Fishplate Joints Sets, and Transition Fishplates Joints sets.

(vii). Israel Railways Ltd. have announced on their website that the following Israeli companies are the winners for Tender No. 11830: Providing Consulting Services for Industrial Management: Eshed-Resources for Management Engineering Ltd.; TEFFEN (IL) Israel Ltd.; YISSUM Management Engineering & Training Systems Ltd.

(viii). Israel Railways Ltd. have announced on their website that the winner for Tender No. 11741 for providing Design Services BTL is the Israeli company DATA PRO Ltd.

A number of historic elements are being preserved in the project, among them the sloping walls alongside and the pillars that supported the old railway route, and remnants of the tracks themselves, on the pedestrian walkways. There is extensive documentation of the railroad, which was built in 1892 and ran from Jaffa to Jerusalem. Photographer Avraham Soskin, for example, took pictures in the early 20th century of the crossings and gates that blocked pedestrian access to Herzl Street when a train was coming through.

For his part, photographer Zoltan Kluger documented the railroad tracks in 1945. In one photo, the building abutting the park that currently houses Shanti House, which serves at-risk youths, is clearly visible. Artist Siona Tagger painted the railway and the nearby Chelouche Bridge in 1928 in warm watercolors.

For many years, there has been talk in Tel Aviv about restoring public areas to use by pedestrians, cyclists and public transportation. So far, several projects have been undertaken in this context, including the creation of bike paths and conversion of parking lots into public squares – among them Habima Square – and, more recently, the successful reconfiguration of Dizengoff Square, which allows a better flow of foot traffic. But these projects were piecemeal efforts that didn't really constitute a comprehensive network.

Park Hamesila is entirely devoted to pedestrians and cyclists without any concession to motorists (such as underground parking, for example). It will stretch over an area of 30 dunams (7.5 acres) and pass over the Red Line of the Tel Aviv light rail, now under construction underground nearby.

The first segment of the park is about 850 metres (2,800 feet) in length; it begins near Pines Street and runs down to the Mediterranean at Kaufmann Street. An additional 450-metre stretch will lead to Nahalat Binyamin Street. When that section is complete – hopefully by the end of the year – the 1.3-kilometre (0.8-mile) long park will provide the first continuous pedestrian and cycling link of its kind from Rothschild Boulevard in the central part of the city, to the beach.

"What's nice about Tel Aviv's boulevards, for example, Ben-Gurion and Nordau, is that they run toward the sea. The new park will connect Rothschild Boulevard to the sea and complete Tel Aviv's network of boulevards," said architect Opher Kolker, on a recent tour of the park. Kolker is in charge of the planning team working on first part of project and the light rail station on Elifelet Street, adjacent to Hatachana (old train station), a retail and entertainment complex.

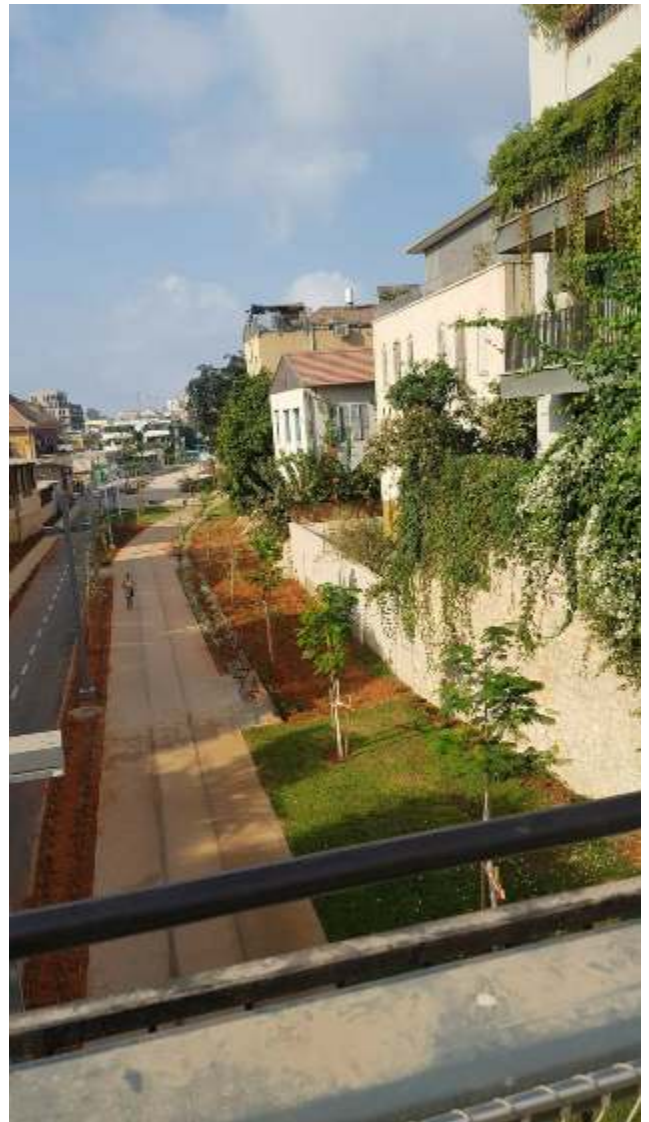
The park will also provide more convenient and aesthetic access to Jaffa, which since 1948 has been a bit disconnected from Tel Aviv. The Elifelet station will be the link between a 480-metre tunnel that's part of the upper portion of the light rail route, and an *(Continued on page 14)*



• Views of the new 'Mesila Park' and how it used to look - the modern photos courtesy of Dr. Steve Sattler and his daughter



• Melisa Park in 1189



underground stretch that will run 12 kilometres to the suburb of Petah Tikva on the Red Line (whose total length will be 24 kilometres).

At one point, says Tel Aviv's municipal architect, Yoav David, there had been a plan to construct a road along the Ottoman-era railroad tracks to provide access from south Tel Aviv to the Rothschild Boulevard business district. To his relief, the idea was scrapped after some work had already been invested in it. Now, he points out, the municipality is seeking to severely reduce the number of cars entering the city.

Park Hamesila is one of a number of similar projects around the world in which abandoned train tracks have been converted into parks. The best known of these are New York's High Line and the Gangchon Rail Park in South Korea. In Israel, the Tel Aviv project has a counterpart in Jerusalem: It's own attractive Park Hamesila opened in 2012 after lobbying from residents, in the Baka neighborhood. Both the Tel Aviv park and the Jerusalem one, which is much longer, were created at much lower cost than similar endeavors elsewhere in the world.

Architect Maor Goichman, who was involved in the preservation aspects of the Tel Aviv project, said that main goal was "highlighting the linear route the old train took." Nili Buchwald, the park's landscape architect, from the Dan Fox firm, describes the process.

"It's very complicated to build a park over a [railway] tunnel. We needed to find all kinds of solutions for creating a habitat for trees, so they develop to the greatest extent possible and provide shade. In another few years, we'll see if we were successful," she says. "It was also complicated from the standpoint of infrastructure. This is a linear strip that doesn't have urban infrastructure running through it – water, electricity. And in addition to that, the park runs between walls [that are subject to historic] preservation, and the nearby houses of Neve Tzedek are built on historic walls with weak foundations and we had to protect them from collapse during the work."



• Pictures from Mrs. Regev visit at the depot provided by courtesy of the Ministry's Spokesman Mr. Avner Ovadia; credit for photos: Sasson Tiram:



Evidence of former splendour

The Ottoman-era railroad is evidence of an era of true splendour in Jaffa, which is reflected in the research and work of veteran architects and conservationists Nitza Sz muk, Roy Fabian and Eyal Ziv. During the 19th century, Jaffa was an important city in and of itself and a gateway to the Land of Israel. New neighbourhoods began to sprout up there, citrus groves were planted and wells and other structures were built."

(iv). MIRI REGEV VISIT.

From a press release of 13.10.2020 by the Transport & Roads' Safety Ministry:

"Transport & Roads' Safety Minister Mrs. Miri Regev, visited today - Tuesday, 13.10.2020 - for the first time (for her) at the Red Line depot and operational centre at Kiryat-Arie, Petakh-Tikva.

On this occasion she unveiled the name she has chosen for the LRV projects: DAN-KAL, which is a short form in Hebrew for Dan and Light, namely "LRV for the so-called Dan Bloc" or practically The Greater Tel-Aviv Metropolitan Area; Dan was one of 12 tribes forming the Jewish nation in the Bible times who lived at the area; the Dan bus company is also named after it and for years this was their only area of operation; Mrs. Regev said that, as a patriot, the Hebrew name for the LRV projects has high importance.

She came to see closely the acceleration of works to promote the Red Line; she also took a ride on one of the LRV trains during a test run between the depot and the portal of Em Hamoshavot station not far away and then walked through the tunnel leading to the station, which is in final works stage.

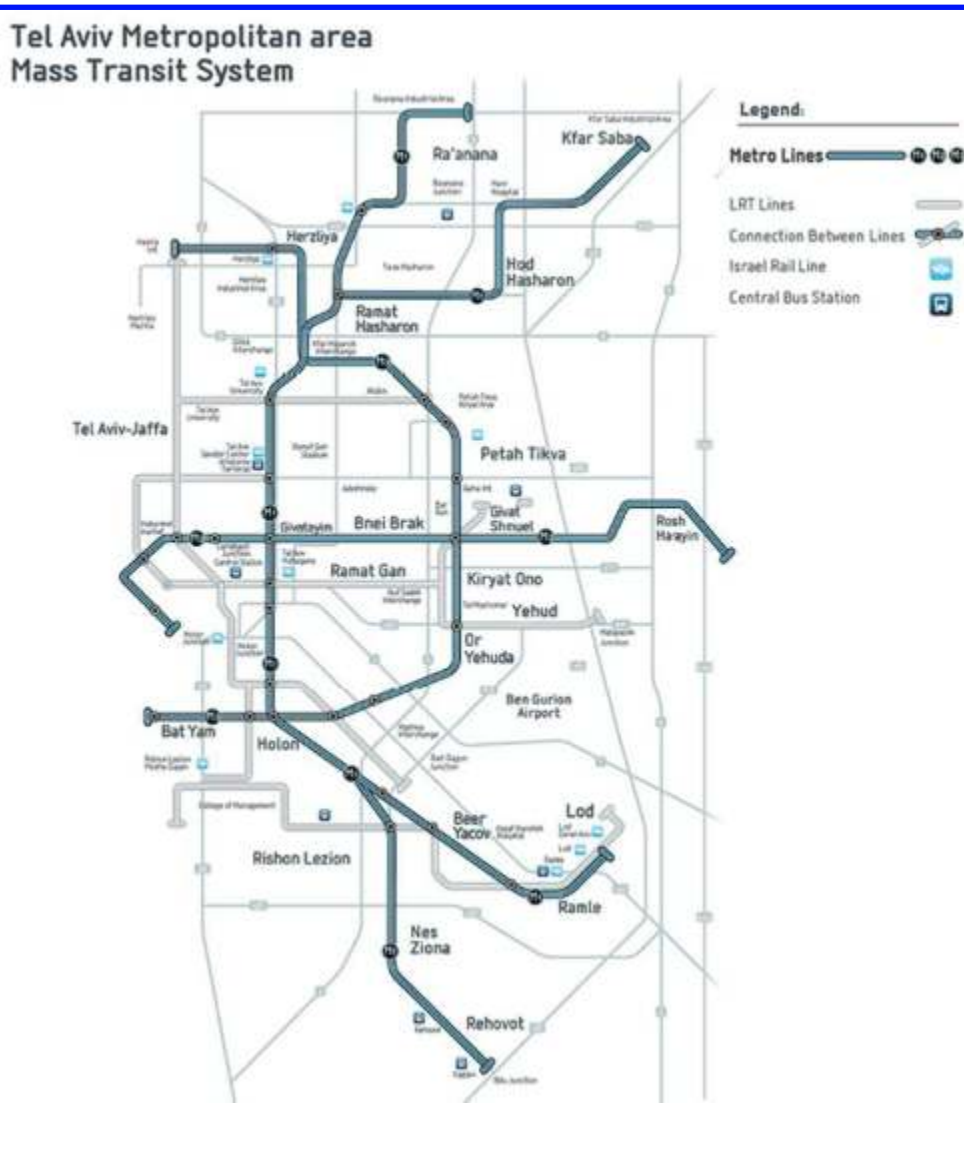
At the end of the visit she said: "The LRV project is Israel's biggest and most complex one; a friendly and accessible mass transit system that will help to solve the ever-growing bottle-necks in the Greater Tel-Aviv Metropolitan Area."

She then told NTA CEO Mr. Hayim Glueck who led the visit: "I am very impressed at the progress on this complex project, and by the seriousness and devotion of the company's employees"; however she added: "We will neither tolerate nor show any understanding regarding any further delays on schedules; it is public money and we have a heavy responsibility."

NTA CEO Mr. Hayim Glueck said: "My whole emphasis is on adherence to schedule, in order to start LRV operation as early as possible for the welfare of The Greater Tel-Aviv Metropolitan Area"; he added that already during 2021 the LRV will start test runs in the Petakh-Tikva area.

The energetic mayor of Petakh-Tikva Mr. Rami Gruenberg also participated in the visit and said: "In addition to the city's traffic developments, which we promote nowadays together with the Transport Ministry and NTA, we have also reviewed with Mrs. Regev the progress of developing the city's LRV; our city is on the way to become the strongest and most significant metropolitan area and there is no doubt that the LRV activity during the coming years will be the central tier towards the city's aim for which we're targeting."

Participants in the visit have been told that the Red Line is 24 km long of which 12 km are underground; It is anticipated that travel time between Aba Hillel station in Ramat-Gan and Carlebach station in Tel-Aviv will be 6 minutes; between Ben-Gurion station at B'nei-Brak and King Shaul station in Tel-Aviv will be 6 minutes as well; and between Bialik station in Ramat-Gan and Beilinson station in Petakh-Tikva 9 minutes."



(v). GREEN LINE TENDER.

NTA has announced that the winner of the \$36 Million (NIS 122.5M) Tender No. 323/2019 for building an underground section of the Green Line including an underground station under Einstein Street intersecting Namir Road (in the old northern Tel-Aviv area), is Minrav Engineering and Construction Ltd.; the company has a rich record of building railway lines, bridges, etc.

The Green Line is to be 39 km long, with 62 stations, and will pass through Holon, Rishon LeZion, Tel-Aviv and Herzliya and is supposed to start operation in 2026.

(vi). METRO FINANCING.

A senior official in the Finance Ministry recently (mid-October) said that the \$44 Billion (NIS 150Bn) project of the planned three Metro lines (in addition to the LRV network) in the Greater Tel-Aviv Area, will be financed only partially by the government; It is anticipated that growing value of real estates by of least \$20.6 Bn (NIS 70 Bn) by permitted greater construction rights near the planned 209 stations plus an increase of at least 10% of the buildings' prices will help to cover a significant part of the huge expenses. It is promised to have the first line in operation in 2030; however, with the unclear political situation and the Covid19, nothing is known as yet.

Meanwhile, works are on progress on the LRV Red Line; attached here are several pictures of tracklaying along the route from the median of Jerusalem Avenue in the middle of Jaffa and up to Petach Tikva.

[Photos by Aharon Gazit.] [Photos 30, 31, and on to 39.

(vii). NTA Tender No. 123-2020: Providing a team of Traffic Inspectors for NTA's various worksites: The intention is to select up to 2 winning bidders. The contract is for 36 months with optional extensions of up to additional 24 months. Latest date for submission of proposals: 25.11.2020.

(viii). NTA Tender No. 496/2020: Providing services for Printing, Photocopies, and Scanning for various NTA offices: The intention is to select up to 4 winning bidders. The contract is for 12 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 02.12.2020.

(ix). NTA Tender No. 248/2020: Providing Real Estate Appraisal and real estate assessment services (November 2020): The intention is to select up to 16 winning bidders. The contract is for 36 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 15.12.2020.

(x). NTA Tender No. 525/2020: Performing Development and Infrastructures Relocation of the Green Line at Jerusalem Ave of Holon – Section G1 (Subsection G1-4): Works include: relocation of underground infrastructures: water pipe lines, sewage, drainage, communication and electricity, dismantling exit curbstones and replacing them by new, roads works including roadbeds and asphalt, permanent and temporary lighting, relocation of trees and trees chopping, planting new trees, developing the street and placing street furniture. The intention is to select one winning bidder. Latest date for submission of proposals: 15.12.2020.

(xi). TEL-AVIV LRV/METRO PROJECT.

The \$45 Billion (NIS 150 Billion) Metro project with the total length of 145 km and 109 stations is creating not only public interest, but controversial public opinions.

A comprehensive survey prepared recently shows that the best rate of return of investments will be at cities like: Beer-Ya'akov (east of Rishon-LeZion), Givat Shmuel (Samuel Hill near Petakh-Tikva and Ramat-Gan), Rishon-LeZion, Rehovot, Ramla, Lod, Nes-Ziona (north of Rehovot), Hod HaSharon, Kfar-Sava and additional cities.

The survey found that people in these cities will use the metro intensively knowing that they can save a lot of time currently wasted by using both private cars and buses which face the same bottlenecks.

According to the survey, without the metro system the cost of lost time in 2040 will be around \$7 Billion (NIS 24 Billion) compared with almost \$3 Billion (NIS 10 Billion), while 456 million hours will be wasted in 2040 compared with 143M hours in 2018.

On the other side, the ambitious Transport Minister Mrs. Miri Regev is not particularly enthusiastic about the Metro project partly because

of the high cost; she particularly tried to stop the deposit of plans of the M1 line which is 85 km long, starts at Lod at its southern end and ends at Kfar-Sava in the north; the reason is the rejection of several mayors particularly of Kfar-Sava who claim that the depot for this line is to be built just 200m from houses in a green high-quality neighbourhood which will make their lives intolerable.

Mrs. Regev is not the only one against the Metro project; residents of neighbourhoods near the planned alignment of line M3 in Tel-Aviv appealed to the National Infrastructures' Council, claiming that underground sections to be built will not be deep enough when running under 60-year-old buildings, thus endangering lives; they attached the opinion of the British expert for underground lines Dr. Nigel Harris who said: "There are alternative alignments to be located under existing traffic routes using the existing infrastructures, modern and efficient stations locations unlike those planned, which will enable the trains to move faster, carry more passengers and save hundreds of millions of dollars compared with the original plan"; the National Infrastructures' Council will soon discuss and decide this.



• Trackworks near the Beilinson Station (serving the Beilinson Medical Centre and the Avnat shopping mall) as at 01.12.2020. (Aharon Gazit) See also next page.....



(xii). **PLANNING TENDER ISSUED FOR SEVEN MAJOR TRANSPORT HUBS.**

"From 29.11.20: NTA - Metropolitan Mass Transit System Ltd., the Gov. agency managing tenders for the Tel Aviv light rail and Metro, has published a tender for the planning of 7 major transport hubs. These are large hubs that will connect between the Metro, light rail, Israel Railways & buses. and have major developments above the stations. According to the plans being promoted by the Ministry of Transport and NTA, these hubs will include commercial areas, office developments and other construction with tens of thousands of passengers passing through the hubs every day."

(xiii). NTA tender No. 519/2020: Providing Advertising Services according to the design & construction law and services of detecting resident and business owners including informing them about changes due to LRV and METRO lines construction: NTA intention is to be in contact with all the bidders who follow the basic tender's conditions; the contract will eventually be a framework agreement. The contract is for 36 months with optional extensions of up to additional 24 months. Latest date for submission of proposals: 21.12.2020.

(xiv). International Tender No. 254/2020. For the design of Transportation Centres and Urban Construction and Development Design in their Surroundings and Above the Metro Stations. Up to five Bidders may be chosen and the work divided. Submissions by 03.01.2021.

(xv). NTA Tender No. 382/2020: Performing works of Detection, Authentication, Exploration, Exposure, Measuring, and Mapping of Underground Infrastructures without destruction of existing infrastructures: The intention is to select up to 4 winning bidders. The contract is for 36 months with optional extensions of up to additional 24 months. Latest date for submission of proposals: 07.01.2021.

B. JERUSALEM.

(i) **'THE BRIDGE OF STRINGS':**

From 'Times of Israel' 22.09.2020: "The iconic Chords Bridge in Jerusalem has received a NIS 3.3 million (\$950,000) makeover, with 14,400 new LED lightbulbs that hang on 58 of the bridge's support cables.

The new light system, which allows for the display of short clips and messages to passersby, is the product of the Jerusalem municipality's efforts over the past year to upgrade one of the city's most

notable landmarks. The bridge had already sported a changeable light system prior to the new work, but it was deemed in need of an upgrade by city officials. The Jewish New Year greeting "Shana Tova" was the first message on the newly renovated bridge, inaugurated Thursday by Jerusalem Mayor Moshe Lion. "Tonight we rekindled the Chords Bridge, which in recent years has become one of the most unique symbols of the city of Jerusalem," Lion said. "We will continue to promote, enhance and improve the appearance of the city for the benefit of all residents." Inaugurated in 2008, the bridge serves as an overpass for both the light rail and pedestrians crossing the busy intersection near the main entrance to Jerusalem. Constructed of steel, concrete, stone and glass, it includes a futuristic pedestrian illuminated walkway. Despite its hefty weight at 4,200 tons, the bridge's design by Spanish architect Santiago Calatrava presents an image of loftiness that plays with the concept of the lightness of illumination."

(ii). **CABLE CAR PROJECT HITS MAJOR PROBLEMS:**

From the 'Jerusalem Post' 02.10.2020; (Thanks to Steve): "The cable car project promoted by the Tourism Ministry seems to be on the ropes.

Envisioned as a solution to ease the traffic of tourists and pilgrims to the Old City, the project was



• *Track works on the Tel-Aviv LRV/METRO Red Line at the city of Bat-Yam on various sections, taken on 18.10.2010 by Aharon Gazit-*

– surprisingly – presented initially by the Tourism Ministry under Yariv Levin (Likud), today speaker of the Knesset, and not by the Transportation Ministry. The NIS 215 million budget has been approved by the local planning and construction committee and led by the Jerusalem Development Authority.

Opposition to the project has come from the Israel Association of United Architects; Council for the Conservation of Heritage Sites in Israel; Moreshet Derech Tour Guides Union; 15 Minutes Public Transportation Alliance; Bimkom – Planners for Planning Rights; and Emek Shaveh, an Israeli NGO working to prevent the politicization of archaeology in the context of the Israeli-Palestinian conflict.

A public statement against the plan was published by 70 architects, archaeologists, historians and intellectuals – among them, four Israel Prize recipients. Additionally, a letter signed in July by 35 leading architects around the world calls on the government to halt the plan, which they feel would be destructive to the historic city. This past week 3,000 Israelis added their signatures to a petition against the project.

Nevertheless, all indications were that the government was going to proceed with the project. Then, in addition to all of the above objections, the international Karaite community announced vehement opposition to the cable car line's projected use of the premises of their ancient graveyard.

ON JULY 20, the High Court of Justice asked the state to explain why the cable car was approved by the National Infrastructure Committee as a tourism scheme despite being presented as a transportation issue. Following the High Court question, 75 architects and academics sent a letter to Tourism Minister Asaf Zamir, requesting that he take the opportunity granted to him by the High Court to cancel the plan.

Meanwhile, the municipality started the process of expropriation of more than 10,000 square meters of private land in the Silwan neighborhood, and a session of the local planning and construction committee was scheduled for September 9 to approve the expropriations. But the project suddenly attracted the attention of the haredim, probably because they discovered that the cable car line would run above a graveyard, preventing kohanim from using it. City councilman Yohanan Waitzman (United Torah) began to ask questions and planning and construction committee head Eliezer Rauchberger (also United Torah), on whose agenda the project issue was listed, agreed to remove the item from the last meeting.

Deputy Mayor Itzhak Cohen (Shas) angrily asked how a project that would exclude kohanim was promoted by a municipality in which council haredim are members, without consulting the Shas Council of Sages.

Officially, the issue was removed from the agenda on the premise that confiscations cannot be approved prior to the High Court decision. But with a clear majority for the ultra-Orthodox parties in the committee, it seems that more is involved than just implementing legal procedures.

"The prime minister and this government should not disregard our religious needs," said a source close to the Shas city council list.

While Mayor Moshe Lion has been supportive of the project thus far, he cannot disregard the harsh reaction of the haredi city council members, even though a cancellation of the project will anger the Ir David – Elad association.

With the tourism industry reeling from the biggest crisis it has ever known and the ministry unable to explain to the court how the cable car will bolster tourism, maybe the best thing to do is to quietly deep-six this project."

[To attempt to explain to our readers: 'Haredim' is a term used for certain of the ultra-Orthodox, very fundamentalistic Jews, who form a large proportion of Jerusalem's Jewish population. Amongst their beliefs is that ritual 'Uncleanness' from corpses can be transferred even over a distance and even through the air, so that those who are considered descendants of the 'Cohanim' or Priests of Temple times, desiring to avoid any contact with impurity, are even worried about flying over or, in this case, being conveyed over a Jewish cemetery. Ed.]

(iii). Nevertheless on 04.11.20 came on 'Times of Israel' by Sue Surkes:

EXCAVATION WORK TO BEGIN WITHIN A FEW DAYS.

"Excavation works will start within two weeks to prepare for construction of the controversial cable car planned to connect West Jerusalem with the Old City, even though the High Court has not yet ruled on a petition to scrap the project.

On Thursday, project director Shmulik Tzabari met with stakeholders on Mount Zion to explain that works to move infrastructure would soon commence at the parking lot adjacent to the Shulhan David event hall, which is currently undergoing renovation. Existing infrastructure such as water, sewage and telecommunications systems will need to be removed.

Also last week, the Jerusalem Development Authority (JDA), which is responsible for implementing the cable car project, won approval from the Agriculture Ministry's Forest Commissioner's Unit to remove trees along the cable car's route.

Emek Shaveh, a not-for-profit organization that strives to prevent politicization of archaeology in Israel and has been leading the campaign against the project, appealed through its lawyer to the forest commissioner to freeze any tree-related action until the High Court has ruled.

The cable car, for which the government has already budgeted NIS 200 million (\$55.2 million), is planned to stretch from the First Station cultural complex in the south of the city to the Old City's Dung Gate, which is the closest entrance to the Western Wall, Judaism's most venerated prayer site. Mount Zion will host the only station along the way. A maintenance depot is to be built in the neighborhood of Abu Tor.

The project's backers insist that this will be a tourist attraction and will help relieve traffic gridlock caused mainly by tour buses.

But the plan's critics say the cable car will turn Jerusalem's most precious historic vistas into a theme park. An analysis of traffic data released in July appears to undermine the other major claim made for the cable car — that it will relieve traffic



• A computer-generated picture of the planned station at the government offices of Nof Hagalil. (Courtesy of Mrs. Sarit Giladi-Dor, Trans Israel-Advanced Transportation Solutions Communication Consultant.)

congestion along the Old City walls. The analysis suggests that an increase in shuttles would be a better, faster, and cheaper way of ferrying tourists from southern Jerusalem to the Dung Gate.

In July, in a last-ditch attempt to stop the project, opponents petitioned the High Court. The court responded by ordering the government and all the other bodies involved 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.”

The government has submitted an 81-page document reiterating its arguments, to which the petitioners may respond by November 22.

The JDA did not answer questions on the matter, but instead issued a statement saying it would “carry out necessary activities in line with an approved plan and the legal proceedings underway.”

(iv). JERUSALEM LRV PROJECT:

CAF of Spain who together with the Shapir Engineering and Marine works Ltd. won the €2 Bn project of extending the Red Line , construction of the Green Line, and supply of trains - of which the share of CAF is about half - will perform a reciprocal procurement of about €200M from 35 Israeli companies; most of it during the 3-5 years of the project building and the rest over 28 years of the contract life.

CAF and Shapir Engineering and Marine works Ltd. will start design works before the end of 2020.

D. HAIFA - NAZARETH.

From a press release of 27.10.2020 by : Trans Israel - Advanced Transportation Solutions: Trans Israel-Advanced Transportation Solutions, Hotzei Yisrael, who leads the project, has published today the names of the ten contractors who won the tenders for performing infrastructure works along the urban and interurban sections of the 41 km line:

The winners of the 7 km urban section D from Har Yona (Yona mountain) to Taufic Ziad (both in the city of Nazareth) are: Y. Lehrer & Co. Ltd., Rolider Co. Ltd., Abraham Isaac Co. Ltd., Brothers Anton Earthworks Co. Ltd.

The winners of the 34 km interurban sections A, B, and C from Har Yona to Merkazit Hamifratz in Haifa are: K.S.M.G. Contractors For Infrastructure & Dev. Works, A.M.Z. Shemesh Co. Ltd. (1990), Olizki

Infrastructures Co. Ltd., Rolider Co. Ltd., Y. Lehrer & Co. Ltd.

Works will start towards the end of the current fourth quarter of 2020 and will include: moving and rebuilding of infrastructures, building of supporting walls, earthworks and pavements.

The initial works will concentrate at Kiryat-Ata (a satellite city north-east of Haifa), and Nof Hagalil ('Galilee Scenery' in Hebrew - the new name of Upper Nazareth) and will include: clearing an area for a depot at Kiryat-Ata, building 2 park and ride facilities at Nof Hagalil in the industrial zone of Har Yona and at the urban market, and works at the government offices at Nof Hagalil.

Transport Minister Mrs. Miri Regev and Trans Israel-Advanced Transportation Solutions Chairman of Directorate Mr. Husam Bishara both said that the line will enable direct and convenient links between Nazareth, Haifa, and other parts of central and southern Israel, and will increase use of public transport services.

Trans Israel-Advanced Transportation Solutions said CEO Mr. Dan Schoenbach said: "We keep promoting the project rapidly, and are nearing the performance stage according to our initial schedules; in parallel, we're promoting the concession tender and at the beginning of 2021, we'll be able to publish the participating groups."



- *Further views of trackworks on the hilly section of Yoseftal in Bat Yam and a station platform under construction. 18.10.2020. Photos by Aharon Gazit.*

(Continued from page 19) On 11.11.20 it was announced that the Tenders Committee had postponed the deadline for submission of requests for Clarification 15. November.



OTHER MIDDLE EAST RAILWAYS.

A. TURKEY.

(i). ISTANBUL METRO LINE 11 CARS ARE DELIVERED.

From 'Metro Report Intl.' 18.09.2020: "Test running on the future Istanbul metro Line 11 linking the new airport with Gayrettepe is to start this month, after the first trainset was delivered on September 6.

The trainsets are being manufactured by CRRC Zhuzhou, which was awarded a TL1.5Bn contract as sole bidder in April. The fleet is being produced with 60% local content, and all 176 cars are scheduled to be delivered within 32 months. They will have a maximum operating speed of 120 km/h, the highest for a metro network in Turkey.

The 37.5 km line is being built by a consortium of Kolin and Enbay under a December 2016 contract valued at €999.8M. Tracklaying began in January, and the line is expected to open in August next year. The airport is designed to handle up to 200 million passengers/year, and will eventually be served by two metro lines and a main line rail link. A second metro line is already under construction from the suburban rail hub at Halkalı to the airport, which is expected to open at the end of 2022."

(ii). ISTANBUL AUTOMATED METRO LINE 7 OPENS..

From 'Metro Report Intl.' 28.10.2020: "Metro Istanbul launched passenger services on the first stage of line M7 on October 28. This is the first driverless metro line to open on the European side of the city. Running from Mecidiyeköy to Mahmutbey, the first phase of line M7 is 18 km long, with 15 stations. End-to-end journey time is 32 min.

Civil works included 5.5 km of tunnelling, excavated using tunnel boring machines and NATM. Testing of the completed route began in January, but the planned May opening date had to be postponed in the light of the Covid-19 pandemic.

The 1.5 kV DC overhead electric trainsets have been manufactured by Hyundai Rotem and the Hyundai Eurotem joint venture, which has been awarded two contracts to supply a total of 95 four-car trainsets. Bombardier Transportation has supplied its Cityflo 650 CBTC. The line has the capacity to handle up to 70 000 passengers an hour. Ridership is predicted at around 3 million passengers a year.

Work is underway on a 6.5 km, four-station extension from Mecidiyeköy to the Kabataş ferry terminal on the Bosphorus, but the opening date for this is still to be confirmed. A western extension is also planned."

(iii). MERSIN METRO PLANNED.

From 'R.G.I.' 21.10.2020: "The southeastern coastal city of Mersin is poised to build its first metro line, announcing on October 9 that 13 companies had submitted bids in response to a call for tenders. The construction contract is expected to cover all of the major civil works as well as fit-out and part of the commissioning process.

The 13.4 km line linking Mezitli in the southwest with Üçocak to the northeast will serve 11 stations, including an interchange to the city's main line station. The projected end-to-end journey time is 23 min. The project was first approved in July 2018, before being substantially revised to reduce costs; initial proposals had envisaged a 20 km route. The municipality is also planning an 8.9 km light rail line to augment the metro. This would link Eski bus station in the centre with the main long-distance coach hub to the north, while also serving the main Şehir Hastanesi hospital complex."

(iv). LOCO EXPORTS TO FINLAND.

Actually to Estonia but for use in Finland: From 'R.G.I.' 06.11.2020: "Estonian national freight operator Operail ran its first commercial open access train in Finland on November 3. Port operator Rauanheimo has appointed Operail to provide haulage services from the Russian border at Vainikkala to the port of Koverhar in Hanko, around 120 km west of Helsinki.

The first train ran a year after Operail announced plans to expand into Finland. The company's Finnish subsidiary was granted an operating licence in May, and the first two of nine 1,524 mm gauge Wabtec PowerHaul diesel locomotives were delivered from the Tülomsa factory in Turkey during June."

B. EGYPT.

(i). PROPOSED NEW LINE FROM RED SEA TO MEDITERRANEAN.

From 'I.R.J.' 21.09.2020: "An Egyptian/Chinese consortium has reportedly won a \$US 9Bn contract to construct a 543km, 250km/h railway from Ain Sokhna on the Gulf of Suez coast to the New Administrative Capital (NAC) east of Cairo and El-Alamein on Egypt's Mediterranean coast.

The winning consortia, led by China Civil Engineering Construction Corporation (CCECC) and Samcrete, includes the Arab Organisation for Industrialisation and China Railway Construction Corporation (CRCC). Nine consortia submitted bids for an international tender launched by the Egyptian government, with this narrowed down to two, Egyptian newspaper 'Al-Masry Al-Youm' reports. The second consortium included China State Construction, China Railway Engineering Corporation (CREC), Aviation Industry Corporation of China (AVIC), Siemens, French National Railways

(SNCF), Orascom Construction, and Arab Contractors.

The CEO and managing director of Samcrete, Mr Sherif Nazmy, told 'Al-Masry Al-Youm' that the project is considered a second Suez Canal, and will offer a journey time of three hours. Nazmy says an agreement is in place to jointly manufacture the coaches for the line at a new factory in Port Said, to facilitate the transfer of technology to Egypt." (See below).

(ii). EGYPT PLANS TO BUILD NEW RAILWAY FACTORY AT PORT SAID.

From 'I.R.J.' Sep 18, 2020. By David Briginshaw.

"Egypt's Ministry of Planning and Economic Development has announced plans to establish the country's first plant to build EMUs, DMUs and monorail trains in East Port Said industrial zone. The announcement was made on September 16 during a meeting between the minister of planning and economic development, Dr Hala El-Said, transport minister Major General Kamel El-Wazir and chairman of the Suez Canal Economic Zone Authority, Mr Yahia Zaki, to discuss how the project will be implemented and the likely output of the factory.

Egyptian Railways Services and Maintenance Company (Ermas) is expected to run the new plant in partnership with the private sector including several international companies, the Suez Canal Economic Zone, and Egypt's Sovereign Fund.

El-Wazir sees the factory as part of an initiative to localise railway equipment production to meet growing demand both domestically and in Africa and on the Arabian peninsula. El-Wazir believes the new factory will boost Egypt's economy, generate hard currency and expand the job market."

(iii). RAIL TRAFFIC IN EGYPT: A BRIEF UPDATE.

From 'Fern Express' No. 147 III/2020; pp. 26-31. by Matthias Hille.

"As in previous years I planned for myself a week's holiday in February in order to escape the cold weather for a while, and of course a factor was where the best possibilities for railway photography. And so I decided upon Egypt, where I had been already twice since 2000 - the last time for two weeks in May 2007.

Together with two good friends we set off on 24 February 2020. None of us realised that this was a real stroke of luck, for just two weeks later our plans would have been made impossible due to the Corona shut-downs. Even so, many so-called 'normal' things are in fact not as expected.

As we landed at Cairo - punctually - it was so cold that we quickly took out the winter jackets we had packed away. Impatiently we waited for the taxi we

had booked already from home. But it was stuck in the traffic, an agency employee informed us. A few hours before, heavy rainfall had deluged the city and many roads were flooded due to the lack of drainage. Our taxi had probably not even set out! After an hour and many telephone calls which in the end cost almost as much as the journey itself we had another taxi and the friendly driver brought us safely through the night. Our journey took us past the well-lit Ramses station and shortly before midnight we reached our hotel.

.... Next day we went around 15.00 to get a photo of the Metro station Mar Girgis as the sun is best for a shot of a train with the Saint George's Church in the background. The Line 1 runs here, New El Marg - Helwan, which has more the character of an inter-urban railway and has, unlike the other Metro lines, an overhead catenary. Lines 2 and 3 have a third rail. In the city centre all three lines run in tunnel, outside the city centre on the surface. Apart from the older Alstom and Semaf vehicles on Line 1 there are also modern sets from the South Korean Hyundai Rotem, from 2015. In contrast to the older vehicles, which could be ventilated mainly by opening the windows, the newer vehicles are fitted with air conditioning. We took a train to Ramses station, arriving around 18.00 as it was already almost dark. Good for dusk photos but the road traffic outside is utterly chaotic; many minibuses wait for passengers, the drivers loudly calling out their destinations. We went to visit the recently-refurbished station building. There is a security check at the entrance, each passenger must lay his baggage on a band to be x-rayed. Once inside I found the station building much more attractive than last time, but a security officer wished to forbid me from taking a photo. Why? I found out later I would have to ask this question many times in the coming days.

In the morning the alarm goes at 6.30. This morning is dedicated to railway photography at Ramses Station; the first train we want to photograph is that to Alexandria departing 08.00 so soon after 7 I am in the ordered taxi. The road chaos is still just about bearable at this time and so I arrive after about 30 minutes. The light will be good for Express 805, and I smuggle myself from the platform end onto the tracks which is, in any case, a popular route for many Egyptians to reach their train. This is fine, as I don't stick out. In the shade of a small building I set up the tripod for my video camera and prepare the camera. Shortly afterwards the brand-new loco 2486 (GE ES30ACi 'Evolution') with a long row of silver-coloured Inox carriages rumbles past.

In 2017 the Egyptian National Railways (ENR) had signed an agreement with the American firm General Electric for delivery of 100 new diesel-electric mixed-traffic locomotives, to a value of 575M \$US. The first 25 GE locos of type ES30ACi Light Passenger Evolution were delivered in 2018. They have a 12-cylinder GEVO motor. In addition ENR has already 80 GE ES40ACi locos which were delivered 2009-2011. The 2017 contract includes a 35-year maintenance commitment and also a

reconstruction programme for the older GE locomotives, of which several now stand in the Works at Cairo with accident damage or other defects. There are also numerous EMD JT42CWRM locos (the British 'Class 66') which were delivered by General Motors to Egypt in the period 2007-2009, many of which are currently unserviceable. In consequence the now elderly Henschel locos of type AA22T from the 1970's and 1980's are still to be found heading many passenger trains.

In addition to these types numerous GM EMD G22W-AC are in service, and I found some of these at the station throat. On my way there however a guard had indeed something against my actions, and I had to follow him to the platform. What now followed was not unpleasant but a nuisance; Waiting for his superior, questioning, inspection of my passport, a reminder of the prohibition on taking photographs of railways and rail vehicles. Once again I ask 'Why?' but there is no suitable answer. After a good half-hour I may leave. Well, in that case I shall go and seek an interesting spot between the Imbaba Bridge and the station where I was able to take photos without any problem in 2007.

Soon I have found the right spot again, the disused footbridge is also still there. The only change is that the chain that was used to close the level crossing has been replaced by a barrier and electric warning lights. Not long passes before the Night Express from Aswan and Luxor announces its presence with loud blasts of the loco's horn; it is also hauled by a new GE ES30ACi. Five minutes later photo and video are complete, but now an excited Egyptian is gesticulating to me and I should vanish quickly. I don't, however, for another passenger train is due soon after, so in the end he comes up to me and indicates that I should come with him. We go in the direction of the Workshops, which is fine by me, as I wanted to go there in any case! Shortly before we reach the entrance the passenger train rumbles by, and I raise my Nikon and manage to get another shot from an unusual angle onto the chip.

I explain to the friendly chap next to the small Porter's Hut at the entrance what I am doing and why, that I am not a journalist but a railwayman and an enthusiast, and even show some photos. Nevertheless they send me with a soldier in the direction of the station. Abdul chooses the shortest way, along the main line tracks. Alas, no new trains come past at this time to be photographed. But in Egypt in 2020 one needs as a railway enthusiast strong nerves.

On arrival at the station I make the acquaintance of yet another new office, and also new police officials. None of them are railwaymen! Of course the second SD card has already been successfully removed from the camera into a safe place! Once more I explain, with the help of photos I have brought, and once more I ask Why the prohibition here? Once more there is no sensible answer. Could it be that the former Head of State Mubarak (who had died the day before) was a railway enthusiast and as-Sisi not? Who knows? In general it is however good that the plain-clothes policeman is not well acquainted with single reflex cameras and hopefully he will never read this article! Eventually this interrogation is also past and I am released with words of warning. I leave the station but cannot

resist taking a shot from the road bridge of a passenger train with a German Henschel loco standing ready for departure. But then I make my way to the Metro, I have no desire for a third "arrest".

The next day we all travel with Express 905 to Alexandria; there is no problem buying tickets and the trainsets off punctually at 08.00, this time in contrast the train loco is an elderly Henschel. On the way a Minibar serves us breakfast at our places and Instant Coffee. After two and a half hours' journey and with only five minutes' delay we arrive at Alexandria Mahattat Misr. Most of the passengers had already disembarked at Sidi Gaber station. On leaving the platform I take a shot of the train and, in contrast to Cairo, nobody seems at all concerned!"

(iv). ALEXANDRIA TRAMWAY TO BE MODERNISED.

From 'Metro Report Intl.' 12.11.2020:

"A consortium of Systra, Egis, ACE and Projacs is to provide design and supervision services for the rehabilitation of the Alexandria tramway's Ramleh Line, under a contract awarded by the National Authority for Tunnels which is responsible for urban rail projects.

Systra said the project would 'transform' the Ramleh Line, with the introduction of modern and efficient infrastructure and rolling stock. The aim is to cut the journey time between the termini at Ramleh and El Nasr (Victoria) by a half, triple capacity and offer greater passenger comfort to encourage modal shift and help reduce car traffic.

Plans include the provision of footbridges, electronic signalling and the complete renewal of the rolling stock fleet. A branch is to be removed, and some stops are to be relocated to make the services more fluid.

The Systra-led consortium is to produce designs, prepare and evaluate tender documents and supervise the works until the end of the guarantee period. The design phase is scheduled to run for 10 months, followed by an implementation phase of at least 24 months.

Egis is in charge of design management, integration and interface management; it will design and supervise implementation of the telecoms, operations control centre, automatic fare collection, overhead electrification and traction power supply. Egis expects its teams to be deployed on the project for at least five years."

The Alexandria tramway traces its history back to 1863, and was modernised in the 1960s. Along with Hong Kong and Blackpool, it is one of the few remaining tramways to operate double-deck trams in regular service."

(v). NEW BOOK ON EGYPTIAN TRAMWAYS.

"Les Tramways Belges en Egypt 1894 – 1960" by Roland Dussart-Desart has recently been published by 'Traminia ASBL'. 174pp, 21x33cm., 231 photos, 33 maps, price €39.00. In this period it seems every tramway in the country was either

built by, owned by or had rolling stock supplied by Belgian firms and investors.

(vi). CAIRO METRO EXTENSION TO GIZA PYRAMIDS.

In 'Metro Repot Intl.' 27.11.2020: "The National Authority for Tunnels has awarded a consortium of Mitsubishi Corp and Orascom Construction the US\$800M Railway Systems, Track & Depot Works Package CP411 contract for Cairo Metro Line 4 Phase 1. This will run 19 km southwest from central Cairo to the Giza Pyramid area, with 16 stations.

Orascom's US\$350M share of the contact includes civil works and construction of the control centre. Mitsubishi will supply the railway systems including track, signalling, power supplies, telecoms, platform screen doors, automatic fare collection and depot equipment, which it said would be based on 'advanced railway technologies developed in Japan'.

The contract is being funded through Japan International Co-operation Agency's first Special Terms for Economic Partnership yen-loan project in Egypt.

Mitsubishi said ongoing urbanisation has resulted in rapid population and traffic growth in Cairo, making the development of public transport infrastructure a matter of urgency.

Line 4 also will also carry tourist traffic, taking visitors to the pyramids and the Grand Egyptian Museum which is being built by Orascom Construction and BESIX."

(vii). EGYPT TO LOCALISE TRAIN MANUFACTURING.

From I.R.J. 30.11.2020: "Egypt has launched a project to develop a National Company for Railway Industries (NERC), a centralised facility that will localise the manufacture, repair, replacement and renewal of trains in the country. The project is expected to attract up to \$US 10bn in investment in the coming years."

C. IRAQ.

BAGHDAD ELEVATED METRO: LETTER OF INTENT.

From 'Metro Report Intl.' 26.10.20: "A letter of intent to define the steps needed to go ahead with the long-planned Baghdad metro has been signed by the Ministry of Transport and a consortium of Alstom and Hyundai Engineering & Construction. The letter of intent was signed when Iraqi Prime Minister Mustafa Al Kadhimi made an official visit to Paris on October 19, in the presence of French Prime Minister Jean Castex.

It is envisaged that a 16 km route would run serve Al-Khadumia, Al-Etafia, Al-Sarafia Bridge, Al-Mustansirya, Wazyria and Al-Shab, with a 4 km branch to Al-Etafia, Al-Muthana Airport and Al-Alawi also proposed.

'We are extremely delighted to sign the letter of intent and develop our co-operation with the Republic of Iraq', said Müslüm Yakisan, Senior Vice-President for the Africa, Middle-East & Central Asia region at Alstom. 'We believe that with this important project together with the Iraqi

government, we will implement our latest innovative technologies to improve the mobility environment in Baghdad and reduce the current traffic congestion."

D. ETHIOPIA.

FIRST AVOCADOS EXPORTED BY TRAIN.

From "Railway Gazette Intl." 16.09.20. "Avocados for export to Europe have been transported by rail for the first time, with a pilot refrigerated consignment of 24 tons of fruit travelling 750km from Modjo Dry Port to Djibouti for onward delivery by sea. The shipment was undertaken as part of the National Cool Logistics Network, with a total transit time of 20 days. "This innovative cool supply chain for fruits, vegetables, flowers and other perishables will balance the trade and maximise the use of the Ethio-Djibouti railway" said Aboubakar Omar Hadi, Chairman of the Djibouti Ports & Free Zones Authority and a member of the Cool Logistics Steering Committee. The National Cool Logistics Network is developing Cool Port Addis, a cold-storage facility near Addis Ababa where agricultural produce is consolidated into refrigerated containers for national and regional distribution as well as rail transport to Djibouti."

E. IRAN.

(i). PRESERVATION SCHEME.

In 'Heritage Railway' No. 273 (Nov. 2020) p.39: (and see 131:03).

"Plans to restore first Persian steam railway. A 'Lost' section of Iran's first steam-hauled railway is set to be restored. Shah Naser-ed-Din, who reigned Persia from 1831-96, asked French engineer Fabius Boital to construct a line from Tehran to the shrine of Abdul Aziz at Rey, six miles south of the Persian capital, as a means of carrying pilgrims. Boital sold the concession granted to him for the line to a Belgian company, La Société Anonyme des Chemins de Fer et Tramways en Perse, which built it in the 1880s. The metre-gauge line became known as 'Mashin Doodi', the 'Smoking Machine', because of the steam and smoke that the five Tubize 0-6-0Ts which comprised its fleet produced.

The railway closed in 1962 and while some parts survive as a tourist attraction in Tehran, lost sections of it were rediscovered during a construction project in Rey in 2018. The restoration project aims to renew the track components. The line's surviving No. 3, which had been on show along with a carriage at the entrance to Rey's subway station, has been moved back to its original line for static display.

In October, Rey's cultural heritage department director Amir Mosayeb Rahimzadeh said he hoped that both No. 3 and its railway will be added to Iran's National Heritage list."

(ii). SHIRAZ METRO.

From "Metro Report Intl." 25.11.2020: "Shiraz Metro has completed trials with of GoA2 (semi-automated operation with a driver supervising) on a five-car trainset. A local engineering company plans to implement ATO on the other 12 trainsets on Line 1, with a view to increasing performance,

improving service regularity and reducing energy consumption."

(iii). TRAFFIC TO AFGHANISTAN:

From 'R.G.I.' 03.12.2020: "A trial freight train delivered more than 400 tonnes of cement from Iran to Rosnak in Herat province on December 2, ahead of the ceremonial inauguration of the newly completed railway which is scheduled for this month.

A passenger train also carried Iranian railway officials to and from a meeting with their Afghan counterparts.

After many decades of abortive proposals, construction of the railway from Iran towards the city of Herat officially began in July 2006. The route is being built in four stages, starting from the existing Iranian network at Khaf.

Completion has taken significantly longer than had been envisaged, with the latest section to be completed being the 62 km stage 3 which terminates at Rosnak on the road between Herat and the Iranian border.

The fourth stage is to be built in two phases, with the first extending the line to Robot Paryan and the second to Herat airport.

The Afghanistan Railway Authority said the line forms one of its most important regional connectivity projects, as it will provide the land-locked country with a link to Iranian ports and to the rail networks of Iran, Turkey and Europe.

Freight traffic is predicted to be around two million tonnes a year, with imports to include oil, construction materials and food and exports to include grain, dried fruit, plants and medical items. AfRA said the operation of a passenger service is also being considered. Studies when work on the line began estimated that passenger traffic could reach 321 000 passengers/year, and freight traffic 6.8 million tonnes/year.

The new line is the first 1,435 mm gauge route in Afghanistan, matching the standard gauge networks in Iran and Turkey. The 75 km Uzbekistan – Mazar-i-Sharif line and the two short cross-border lines from Turkmenistan to Afghanistan are 1,520 mm gauge."

F. SYRIA.

FREIGHT TO DAMASCUS.

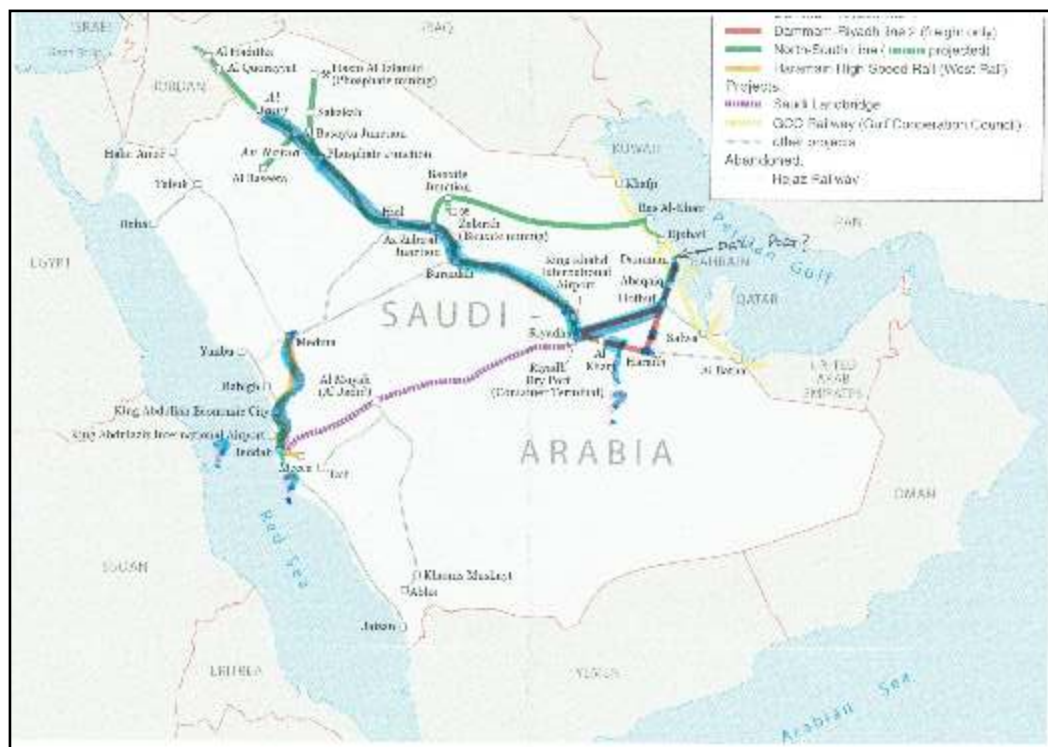
In the Dutch magazine 'Op de Rails' of NVBS : (Thanks to Marc Stegeman):

"For the first time in nine years a freight train arrived at the silos of Al-Sabinah in Damascus from the port of Tartous on 8th. August. It conveyed 1000 tons of grain. Before it could run the 309km. Line between the two cities had to be repaired at 26 places. The infrastructure had virtually disappeared over forty kilometres. The only other rail link at present in Syria is a twice-weekly train for students

that runs between the coastal cities of Tartous and Latakia."

1050mm Hejaz Railway carrying pilgrims from Damascus and Amman through the desert to Medina from where they would need to continue to Mecca

close to the Corniche on the Persian Gulf. First we will visit the Saudi Railways Organisation's (SRO) workshops and depot to see some of the locomotives used for freight traffic from the docks to the capital Riyadh. We hope to be able to arrive by charter train from the main station. For lunch, we will break at a food court where a choice of simple snacks can be obtained – a pattern repeated on other days.



Day 3 Sunday 21 November (B, D)

We travel by fast road some 200km north along the gulf coast to the workshops of the Saudi Railway Company (SAR) near the port of Ras Al Khair for a visit to the diesel depot which deals with the heavy industrial trains that operate over this system. Hopefully, we will meet a long train with cut-in locos for photos. Any who do not wish to join us for this freight railway may relax or walk the Corniche, to join us later. One could visit the King Abdulaziz Cultural Centre (own expense). From mid-afternoon we visit Tarout Island with its 16th century castle and Old Town to complete our day.

Day 4 Monday 22 November (B, L, D)

We leave Dammam at 8:00 on the SRO line towards the capital Riyadh, breaking our journey halfway at Hofuf. There may be a loco-hauled passenger arrival at Dammam at 6:30 and, if so, any earlybirds could go to see/photo this. At Hofuf we visit the souk, the Jawatha Masjid and the UNESCO oasis of Al-Ahsa. We return to view the Qasr Ibrahim Ottoman fortress and take some lunch prior to continuing our rail journey to Riyadh, arriving late afternoon to stay 2N. We then plan to undertake an after-hours visit to the Princess Nourah Bint Abdulrahman University which sports an 11km driverless metro before a late dinner at our hotel.

Day 5 Tuesday 23 November (B, D)

Today we discover KSA's capital city, visiting the Public Transit Visitors' Centre where the future of Riyadh's public transport system can be seen, the Metro, Trolley Bus at the King Saud University and the Aviation Museum complete our transport items. We also take-in the mudbrick Masmak Fortress and a nearby souk, explore the UNESCO site of Dir'ayah to wander through small alleyways where the story of modern Saudi began. If there's a convenient freight train operating the Riyadh – Haradh route we may be able to factor in a photo opportunity. Diner will be traditional Arabian style – but not with floor seating!

Day 6 Wednesday 24 November (B, D)

We depart from Riyadh taking the daily train from the SAR station, 600km towards Jordan through the desert to alight at Ha'il. From Az Zabira Jc., we may see a long potash train and if one is waiting for the road at Ha'il, we'll try to photograph it. Arrival will be early afternoon and then we will visit the A'arif Castle, Qishla barracks, the Barzan Palace and stroll through the Market to stay locally. For any track aficionados there is the weekly overnight train the 400km onwards to Jauf (c.\$70+) but, it would

G. SAUDI ARABIA.

A RAILWAY ENTHUSIASTS RAILTOUR OF SAUDI ARABIA!

In mid-November this announcement came from PTG Railtours. Contact: Info@ptg.co.uk for more details and updates. (BLD = Breakfast, Lunch, Dinner).

"Currently PTG are inviting interest in this destination from its regular travellers and new travellers alike.

Saudi Arabia has an incredible mix of advanced, high-tech cityscapes and traditional arabic ways of life. The currently proposed tour would take in arid desertscapes and green oases together with the country's rich cultural heritage from the incredible Nabatean Tombs at Madain Saleh, mudbrick architecture at Ha'il, to the fortifications of Tarout Island Dammam.

10 Days | 19 to 28 November 2021 (Saudi Arabia) 7 Days | 28 November to 4 December 2021 (Egypt)

We are just asking for expressions of interest on this tour. Those registering an expression of interest, before the end of 2020, will receive a discount, per person, of a minimum of £200 (more if we get 20 passengers). No deposit required until April 2021.

Everyone has their own view of the Kingdom of Saudi Arabia (KSA) but few have actually been there to see for their selves. To railfans it's often thought about as the land containing the last leg of the

by Camel Train. The railway attacked many times by T. E. Lawrence never re-opened after the end of the Ottoman Empire. Today there are two dedicated museums and several locomotives also remain. From Medina there's no longer a need to take a camel train, as a high-speed railway connects to Mecca. Further east, two other railways now exist taking heavy freight as well as delivering passengers. We plan to visit the KSA, travel every possible piece of track, visit depots and many Hejaz artifacts.

We will see arid desertscapes and green oases together with the country's rich cultural heritage from the incredible Nabatean Tombs at Madain Saleh, mudbrick architecture at Ha'il, to the fortifications of Tarout Island Dammam.

The Egypt extension offers the opportunity to cross the Red Sea to visit well-known archaeological sites in Upper Egypt then, to travel the full extent of the Nile Valley by train to the jewel in the crown – the Giza Pyramids. We complete our tour with a visit to Alexandria, the site of one of the seven wonders of the ancient world where the opportunity to ride the extensive 19th-century tram network will be presented.

Day 1 Friday 19 November

We commence our tour by day-time flight to the air hub of the island Kingdom of Bahrain in the Persian Gulf and stay close to the airport in the capital Manama. Bahrain is much more liberal than the KSA and those who may wish to explore the island should consider arriving the previous day or overnight.

Day 2 Saturday 20 November (B, D)

We will enter the KSA by crossing the 25km causeway and bridge taking us to Dammam, the capital of Saudi's Eastern Province to stay for 2N

entail a taxi ride back and missing breakfast – it's the only possibility!

Day 7 Thursday 25 November (B, L, D)

We now take a 400+km transfer by road from the alignment of the SAR line towards the Jordan border to that of the Medina – Jordan route, ie that of the old Hejaz railway at Mada'in Saleh. Following lunch, we will visit the Hejaz Station Museum containing a WWI steam locomotive and then the nearby UNESCO Nabatean carved tombs. We will complete our day watching the sun set behind the Qasr Al Farid tomb and stay locally.

Day 8 Friday 26 November (B, L, D)

We commence our journey south

• *Haramain train*



along the route of the Hejaz Railway to Medina taking a packed lunch. Our first call will be at the remarkable Elephant Rock some 30km south, before we visit some of the locations on the Hejaz attacked by TE Lawrence. Significantly these include 3 steam locomotives, one which suffered war damage, another displayed on a wye complete with train, and finally one having been derailed. The actual access to these locomotives from the main highway will entail us using a number of 4WD vehicles which will entail an extra charge (c.\$110) paid locally. We stay overnight in Medina.

Day 9 Saturday 27 November (B, D)

In the morning we visit old and new. There's the Hejaz Railway museum at the old station complex, which contains 6No. WWI locos and much more. Then, we have a visit to the depot of the Haramain HS railway. We will leave Medina for Jeddah early afternoon on the HS railway to be rapidly whisked the 400+km to stay in Jeddah overnight. We hope to be able to offer an optional (not included) opportunity to ride the c.1hr each way to Mecca and return. There's no question of exiting at Mecca. If you were taking an evening flight out ie Gulf Air, you could do so this evening, otherwise it's our final dinner.

Day 10 Sunday 28 November (B)

If you are returning to London, the direct BA flight is expected to depart early but, we hope you will be able to extend your stay in the region and join us for a few more days across the Red Sea to Upper Egypt and the Nile Valley, which we access by a flight to the city of Sohag.

Day 1/11 Sunday 28 November (B, D)

After immigration and customs formalities are negotiated, we will transfer to a hotel overlooking the Nile where we will take a late breakfast, make ourselves more comfortable, then visit the nearby Red and White Coptic Monasteries. After, we return to Sohag where our journey to the city of Luxor on the Nile, sometimes referred to as the world's greatest open-air museum, will be completed by train. We stay for 3N.

Day 2/12 Monday 29 November (B, L, D)

This morning we'll visit the Temples of Karnak, the largest religious structure ever erected. Then it's by horse-drawn cart to the Nile for a private boat to take us to our waiting coach on the West Bank and the rock-hewn temples in the Valley of the Kings. We will take lunch at the historic Al Marsam Hotel before a visit to the Colossi of Memnon. The 600mm Armant sugar cane rail system is close by and we are negotiating a visit and we hope to be able to offer a charter prior to the return to our hotel. The day will be completed with a sunset felucca on the Nile followed by a dinner overlooking the vast river.

Day 3/13 Tuesday 30 November (B, L, D)

We aim to take an early train south to Aswan, the end of the line. After exploration of the rail facilities we will visit the Temple of Isis on Philae Island 'set like a pearl in its surroundings' before returning to Luxor by fast highway. Dinner is again overlooking the Nile.

Day 4/14 Wednesday 1 December (B, L, D)

Today will be a relaxed day as we take a 10 hour journey north on the Nile Valley Railway to Cairo, the world's largest Arab city, where we stay overnight. We have dinner at our hotel overlooking the Nile.

Day 5/15 Thursday 2 December (B, D)

From where we stay, it's a short 4-station hop on the metro to the Ramses Station where we visit the railway museum with its 3 steam locos, and also take a look at the station itself. We return on the metro to Giza, where our bus takes us to the iconic Necropolis (Pyramids) and the adjacent Sphinx. We then transfer by road to Alexandria on the Mediterranean coast. If the USA-type 0-6-0T is still extant at nearby Media City, we will endeavor to make a passing call. Overnight and dinner are at the colonial hotel used as Monty's wartime HQ.

Day 6/16 Friday 3 December (B, D)

The highlight of the day for many may be the opportunity to ride and photo the old 1860s tramway system along the coast road outside our central hotel. We also visit the 15th-century Citadel of Qaitbay, built on the site of the Pharos Lighthouse – one of the 'Seven Wonders of the Ancient World' and also the El Shoqafa Catacombs. Mid pm we will take a fast train to Cairo, and transfer to a hotel at the airport, 20km from the city.

Day 7/17 Saturday 4 December (B or FB)

For those returning on the BA flight to London, it's a very early departure. Other departures are at a more sociable time. For those who have not visited Cairo, and its ancient sites, before, we recommend you add on a few extra nights."

...

Visa Notes

"Each of the 3 countries require UK citizens to obtain a visa (other nationalities need to check). For Bahrain, the visa is issued on presentation of a completed arrival card. The fee is 5BD or 15 in \$, € or £. For the KSA, the visa is issued by return online for a fee of \$125. For Egypt the cost is \$25 for either a visa online or on arrival. Aim for online as it smooths the group arrival. We will issue detailed guidance for both online processes."

Main coordinator and guide would be Ray Schofield, with Iain Scotchman perhaps coordinating the Hedjaz section within KSA. At the time of publication the following notes applied to the negotiations under way for elements of the itinerary:

"Damman to Depot - negotiating

1. Damam - Hofhuf - Riyadh. If enough support could try to get the Riyadh - Hofhuf freight line
2. Riyadh metro, assuming open
3. Riyadh - Ha'il
4. Ha'il - Jauf is overnight extra and needs taxi back
5. Medina - Jeddah
6. Jeddah - Mecca we will try for late on. Alastair has permanent permission but non-Muslims normally not."

Egypt add-on

NOTES AND COMMENTS.

131:08.

(i). OBITUARY: ANDREW WILSON.

We have already mentioned (129:08 (viii)) Andy's sad decline in health; In 'Narrow Gauge News' No. 360 of Sept. 2020 is an obituary of him by Andrew Neale from which this taken:

"30. October 1937 - 19. July 2020. Andrew was a professional civil engineer who after early training in his home town of Nottingham and a period in London then spent a lot of his working life in the Middle East. This included 20 years with the consulting engineers Binnie & Partners on the Cairo Waste Water Project and a further period in Kuwait where, as a result of Saddam Hussein's invasion in 1990, he spent nine months in a Kuwaiti prison.

His active involvement with the narrow gauge began when he joined the Festiniog Society in its earliest days but by 1957 he had transferred to the Tallylyn. He remained an active TR member to the end of his life; his contributions were many and varied, although inevitably primarily on the civil engineering side, notably the restoration of the weigh bridge area at Towyn Wharf. He also put his vast knowledge of the industrial narrow-gauge scene to good effect by actively negotiating for and acquiring sundry useful items of rolling stock and trackwork for the TR. [After he retired] we spent much time working together on research matters of mutual interest, particularly early internal combustion locomotives and his deep research into Irish industrial railways. In recent years he visited all parts of Ireland frequently, usually in the company of his friend Andrew Waldron, as they worked on producing two comprehensive handbooks for the Industrial Railway Society covering the Republic and Northern Ireland respectively. Sadly neither volume had been completed at the time of Andrew's death.

Andrew was a quiet, very reserved person who shunned the limelight so that few enthusiasts will be aware of how large his contribution to our hobby was."

(ii). MORE HOLOCAUST MEMORIAL WAGONS.

From Ronny Dotan I have received news of another wagon being imported from Germany to Israel as a Memorial. This one had been standing for thirty years at Dieringhausen railway museum, situated between Köln and Gummersbach. From an item in the 'Oberberg' section of a local newspaper of 26. August 2020 (Editor's translation):

"A goods van swung in the air at the Dieringhausen museum and was then placed on a 19m long low-loader lorry that was to bring it to Hamburg; but that is only the first part of the journey, then comes 15 days in a ship over the sea to Israel. Here it will be put on display near the port

city of Ashdod and act as a Holocaust Memorial to the deportation of six million Jews. Johannes Reucker of the museum said "It has been standing there quietly near the entrance for at least 30 years; we used it for storing wood for firing our locomotive 'Waldbrohl'. Nobody had thought of the idea that this covered goods van of type G10 could also have been used for the transport of some of the 1.5 million Jewish people to the concentration camps, until the museum received one day a request from the firm Pacton, specialists in transporting railway vehicles."

"There are only a few of these left," says Kay Winkler of this firm, looking at the wagon which was probably built around 1910. Its brown timbers have been frequently repaired and in some places are rotten. Whether this specific wagon had been used for such purposes cannot now be stated, "but most of these vans were in use at that time and were the usual wagon type," he says. The van is ten metres long with heavy doors and two small spaces with grilles for ventilation at the top under the roof. "Some 80 to 100 people were crammed into that," says Winkler and for a moment the men who are fitting heavy chains around the wagon pause for a moment's meditative reflection. An hour later the wagon is ready for transport. The wagon had been discovered by Tatiana Ruge of Berlin, for the Moneyhouse Foundation. The Foundation is also covering the transport costs.

Why was the wagon not taken to Hamburg by rail? It would be too complicated, too expensive, says Reucker. It would have needed a general overhaul and its ability to run would need to be checked by an expert, and a loco would have had to be ordered specially to come from Köln. It was therefore simpler to put the ten-ton wagon on this 3.05m-wide low loader once it had been shunted over the turntable. The journey to Hamburg began on Monday, and here it will be fitted with a seaworthy wooden protective crate. The journey continues on 31st. August, 4,291 km. in total. At its destination a thorough restoration will be carried out before it is put on display a few kilometres outside Ashdod."

The destination is a display plinth at 'Beit Eydut', House of Witness at Nir Galim, south of Tel Aviv. Information on this can be found at: <https://www.beit-haedut.org.il/en/>

Ronny has also sent information on a van at Petach Tikva, placed next to Yad LeBanim in May 2020 – this one was actually built at the Vulcan Works north of Haifa around 1937 and so is not 'authentic' but was acquired as scrap from IR; In addition a former PR van body that was once situated at the Tzirifin/Sarafand army base as a memorial but has since been moved as the base has also moved.

(iii). PEARLMAN POSTCARD COLLECTION GOES TO HEBREW UNIVERSITY:

In 'Times of Israel' 24.09.2020: Collector gifts Hebrew U. 130,000 postcards showing Holy Land

since Ottoman era. Vast trove provides snapshots documenting experiences and impressions of visitors, including many pilgrims, who toured from 19th-century Ottoman period up to 21st-century Israel.

David Pearlman donated his collection, painstakingly built up over 60 years, to the university's Folklore Research Center at the Mandel Institute of Jewish Studies, the university announced Thursday.

The university said the collection is the largest of its kind and serves "as an invaluable window into the modern history of the Land of Israel, covering virtually every area of life: religious, architectural, fashion, social mores, historical events, art, politics and travel."

The "Postcards of Palestine" collection documents Israel's history, from the Ottoman Period and British Mandate to the early pioneers, from the Six Day War through the early 21st Century, the university said.

"I began collecting stamps as a young boy and graduated to postcards when I realized that instead of collecting dull postage stamps I could collect these beautiful cards," Pearlman, an accountant, recalled. "I kept them in shoeboxes in my garage all these years. At a certain point the collection grew so large that I began to park my car on the street to make room for more shoeboxes."

Among the postcards are ones that depict historic events like the founding of Tel Aviv, General Edmund Allenby's visit to Jerusalem in 1917 and the creation of the State of Israel. Others depict an abundance of artwork by leading 20th-century Israeli artists, such as Meir Ben Gur Aryeh, Ephraim Lillien and Zeev Raban, as well as photography by "Karimeh Abbud – Lady Photographer," one of the first female photographers in the Arab World.

However, most of the postcards were sent by Christian pilgrims with typical messages like: "Yesterday we were in Bethlehem. Today we're in Jerusalem. Tomorrow we're going to Nazareth. It's so hot here!"

Many others were postcards sent home by British soldiers who fought there in World War I.

Hebrew University President Asher Cohen hailed the donation, saying that "it's entirely appropriate that Israel's leading center of advanced learning and research is now the home and custodian of such a remarkable trove, which joins our other notable collections — Albert Einstein's personal and academic papers and the Steven Spielberg Jewish Film Archive."

[Ed. adds: It must be over thirty years since I visited David at his home in Golders Green – to look through the collection for any of railway interest! Naturally there were a (very) few. It is good to know that the collection is now safe, also a good lesson for others of us with collections of photos, slides, documents....]

(iv). TZEMACH / SAMAKH COMMEMORATION CEREMONY.

On 25.09.2020 a memorial ceremony was held – under Covid conditions – to mark the 102nd Anniversary of the battle of 25.09.1918. A wreath was laid and the following addresses delivered:

Memorial Address: Colonel Jim Prist MBE British Military Attaché to Israel:

"Following the First and Second Transjordan attacks through March to May 1918, by the Egyptian Expeditionary Force, which had been responsible for the Sinai and Palestine Campaign since March 1916, the commander, General Edmund Allenby ordered the occupation of the Jordan Valley. He also ordered the front line be extended across the Judean Hills to the Mediterranean Sea. Most of the British infantry and Yeomanry cavalry regiments were redeployed to the Western Front to counter Ludendorff's Spring Offensive and were replaced by British India Army infantry and cavalry. These units carried out attacks on the Ottoman front line during the summer months which were aimed at moving the front line to better positions in preparation for a major attack, and to acclimatise the newly arrived infantry. It was not until the middle of September that the consolidated force was ready for large-scale operations.

On 19 September, the XXI Corps commanded by Lieutenant General Edward Bulfin had broken through the Ottoman front line during the Battle of Sharon. That afternoon, the XX Corps commanded by Lieutenant General Philip Chetwode was ordered to attack, supported by an artillery barrage. These attacks continued until midday on 21st September, when a successful flanking attack by the XXI Corps, combined with the XX Corps assault, forced the Seventh and Eighth Armies to disengage. The Seventh Army retreated from the Nablus area towards the Jordan River, crossing at the Damieh bridge before the rearguard at Nablus was captured. It was these actions that set the conditions for the Desert Mounted Corps, commanded by Lieutenant General Harry Chauvel to advance through the gap created by the XXI Corps infantry during the morning of 19 September to almost encircle the Ottoman forces fighting in the Judean Hills, capturing Nazareth, Haifa, Afulah and Beisan, Jenin and Semakh before advancing to Tiberias.

The Battle of Semakh was fought on 25th September 1918, during the Battle of Sharon which together with the Battle of Nablus formed the set piece Battle of Megiddo fought between the 19th to the 25th of September. Semakh was regarded by both Allenby and the German General Otto Liman von Sanders, as a key strategic point. It formed the centre of a rearguard line stretching from Tiberias through Semakh and on to Deraa and was intended to cover the retreat of three Ottoman armies.

The Ottoman rearguard was set up to delay the advance of the Desert Mounted Corps after the British Empire infantry victories in the Judean Hills at the Battle of Tulkarm, the Battle of Tabor and the Battle of Sharon. These and other battles ultimately forced the retreat of the Ottoman Fourth, the

Seventh and the Eighth Armies north towards Damascus.

It is ultimately the brave and courageous actions of the 4th Australian Light Horse Brigade, which we have to thank for this decisive victory.

We will remember them."

Colonel Brandon Wood, Australian Military Attaché to Israel:

"Today, as we stand here on the shores of the Kinneret we commemorate the sacrifice made by the Australian troops who fought here during the Battle of Semakh – 102 years ago.

Semakh was the scene of a short action between the Australian Light Horse and a mix of Turkish and German forces. It was of significance because of its location on the strategically important Damascus railway line.

The 4th Australian Light Horse Brigade charged towards the town of Semakh after approaching from the south before dawn. Two Light Horse Regiments, the 11th and the 12th, were successful in capturing the town by 5:30 AM on the morning of 25th September. Their actions opened the line to Damascus.

One of these Light Horsemen was Lieutenant Frederick Farlow. Born in 1885, Fred enlisted into the Australian Imperial Force in 1915 and into the 11th Light Horse Regiment. He was later awarded the Military Cross for leading "his troop with gallantry and skill" during a raid on Ottoman positions in the Maghara Hills, in the Sinai Desert.

In 1917, Fred was wounded by machine-gun fire during the Second Battle of Gaza. Despite the injury, and losing his brother during the fighting at Es Salt (in modern-day Jordan), Fred was determined to stay and fight alongside his mates. After intense fighting on 25th September here at Semakh, Lieutenant Frederick Farlow was among the dead. He left behind his wife, Margaret, who he had married just three years earlier.

Lieutenant Frederick Farlow was one of the many who paid the ultimate sacrifice to ensure the capture of Semakh. Their success here is part of the Light Horse story, itself an important chapter of the ANZAC story that Australians commemorate every year.

Their actions provide a lasting legacy of heroism, mateship and resilience that is felt to this day. These remain characteristics of the modern Australian soldier who continues to serve with distinction across the Middle East.

For all of us who serve today, it is our duty to remember the sacrifices made by Lieutenant Farlow and the other brave men who fought here 102 years ago. Their story and their legacy is ours to carry forward.

• *Lest we forget."*

Captain Dr. Dirk C. Wendtorf Military Attaché Staff German Embassy in Israel:

"First, I would like to thank Prof. Shimon Gepstein, President of the Kinneret Academic

College on the Sea of Galilee, for his kind invitation and the opportunity to speak on behalf of the military staff of the German Embassy here today.

The Battle of Semakh on September 25th 1918, took place during the last months of the Sinai Palestine Campaign and World War I. The result, after two hours of gruesome hand-to-hand combat at the train station and the village, was the death of Australians, many of them Aboriginals, German and Turkish soldiers. Last week, I had the opportunity to visit the graves of some of the fallen at the German War Cemetery in Nazareth, which made me reflect.

The First World War was (with the exception of the Thirty Years' War) the last war, in which more soldiers than civilians died. It is hard to understand why the world had to endure four years of slaughter when in November 1914 it must have been obvious to the German High Command that the war could not be won. But, contrary to this understanding, a total mobilization of financial, technical, human, ideological and scientific resources followed.

Durable slogans of the worst cultural chauvinism were produced until the end of the war, so that in the end no one knew why the war had actually been lost. Humans became a mere material in the war machine. Genocidal thoughts and practices as well as ethnic cleansing characterized the time and had fatal consequences up to the present. Even the victors ended up in the virtual prison of their own myths and interests.

Where do we stand, 102 years after World War I? The enemies of then have become friends. It is inconceivable to me that back then, intellectuals thought war could bring salvation and purification, and that the barbarity of war could be considered patriotic. The lessons to be drawn from this seminal catastrophe and the disasters it led to are clear. It is as vital as ever for us to uphold the values of enlightenment and to maintain the cohesion of the Western democracies, represented here today by guests from Israel, the UK, Australia, and Germany. We must defend these achievements against challenges from outside, and win over the doubters within. The shared foundation of Western democracy rests on our respect for human rights, an unqualified regard for the rule of law, human dignity and mutual respect. It thrives on understanding and compassion, dialogue and de-escalation, both within individual countries and vis-à-vis our neighbors.

To prevent war, we must ensure that young people in particular are familiar with history, that they may overcome prejudice through face-to-face encounters.



They themselves must develop a passion for moral values and responsibility and through these promote tolerance, democracy and friendship between peoples.

Thus, I am extremely delighted that the scene of this battle is now a place of education and face to face encounters as a study center for the Kinneret Academic College on the Sea of Galilee."

(v). IRANIAN & TURKISH WAGONS LOST IN GERMANY.

Thanks to Reinhard Dietrich who, while researching through the regular newsletter or 'Amtsblatt' issued by the Reichsbahndirektion Mainz in 1942, found several strange items.

"RBD MAINZ. Amtsblatt. 1942.

614. Suchen von drei SS1-Wagen der Iranischen Staatsbahnen. (Ohne Vorgang)

Laut Sucheliste Nr. 4 (gültig für Juli und August 1942) werden 3 SS1-Wagen der Iranischen Staatsbahnen Nr 16 105, 16 107 and 16 110 gesucht. Für das Finden dieser Wagen wird nicht eine Belohnung von 4.00 RM, sondern von 50,00 RM je Wagen ausgesetzt. Nach den Wagen ist eingehend zu suchen. (7 V36 Vwas vom 30. Juli 1942). An alle Bfe, Eila, Ga, Bww und RAW."

Translation: "SEARCH FOR THREE BOGIE BOLSTER WAGONS OF THE IRANIAN STATE RAILWAYS.

According to Search List No. 4 (valid for July and August 1942; no former mention) three bogie bolster flat wagons of the Iranian State Railways, Nos. 16 105, 16 107 and 16 110 are sought. For finding these wagons a reward of not 4RM but 50RM per wagon will be offered. The search for the wagons should be carried out immediately.

To all stations, Express Goods/Parcels Depots, Goods Depots, Wagon Works and Repair Workshops." (i.e. Bahnhöfe, Eilgüterabfertigung, Güterabfertigung, Betriebswagenwerke and Reichsbahnausbesserungswerke).

Thanks to Paul Scheller we have learned that these were indeed new wagons constructed in Germany for export to Iran – of which some were stranded in Bulgaria when Iran was invaded by Russian and British troops. Some were subsequently sold to Turkey, some to Romania, some returned to Germany.... Much information has also come to light on passenger carriages which were stranded en route during delivery.

and:

(vi). CARRIAGE OF JEWISH CORPSES

"509. Wagenstellung für Leichen von Juden. (Ohne Vorgang)

Zur Beförderung der Leichen von Juden dürfen Güterwagen nicht gestellt werden. In Zweifelsfällen ist der Nachweis zu erbringen, daß es sich um die Leiche eines Ariers handelt.

(7 V30 Vwb vom 7. Juli 1942). An alle Ega, Ga, Bfe, nachr VÄ."

Translation: "PROVISION OF WAGONS FOR CORPSES OF JEWS.

Goods wagons may not be provided for the carriage of Corpses of Jews. In cases of doubt an identity card is to be provided that will show that the corpse is that of an Aryan. To all Express Goods Depots, Goods Depots, Stations and Information to the Verkehrsämter (Traffic Offices)."

(vii). 29th. April 1944. No. 19. Announcement No. 300. p.129:

"Beförderungs- und Wagendienst.

300. Suchen fabrikneue türkischer Güterwagen. (Ohne Vorgang).

Nachstehende, fabrikneue, offene Güterwagen die für die Türkei bestimmt sind, wurden dem Verkehr übergeben. Die Wagen wurden zur Beladung nach dem Südosten nach Ulm verfügt, sind jedoch dort nicht eingetroffen. Die Wagen tragen die Eigentumsbezeichnung – ZCDD – und die Nummern: 37 756, 37 757, 37 758, 37 760, 37 761, 37 762, 37 763, 37 764, 37 765, 37 766, 37 767, 37 768, 37 769, 37 77 und 37 773. Es ist alles zu versuchen, die Wagen schnellstens zu finden. Im Auffindungsfalle sind die Wagen anzuhalten und umgehend telegrafisch an Hauptwagenamt 135 Berlin zu melden.

7 V 36 Vwas vom 2. April 1944 An alle Bfe, Eila, Ga, Bww, Bw und RAW."

Translation:- "Traffic and Wagon Depts. New Item. Search for brand new Turkish goods wagons. The following brand new open goods wagons that are intended for Turkey were handed over for traffic purposes. The wagons were sent for loading to the South-East, to Ulm, but have not arrived there. The wagons carry the ownership emblem 'TCDD' and the numbers (...). Every effort must be made to find the wagons as quickly as possible. Should they be found, the wagons are to be halted and a report made by telegraph to Main Wagon Dept. 135 in Berlin."

(viii). AN EARLY JEWISH RAILWAYMAN.

Thanks to Barbara Ehrt for an excerpt from a book "Zwischen den Mauern" by Bernd Scaller (1930-2020) & Jens Behns on the old Jewish cemetery at Goslar in the Harz. (Stadt Goslar, 2003 ISBN: 300011100X) This refers to grave entry 117 (148) and a tombstone from 1870. The translation of the Hebrew inscription reads:

"Here rests

Adolf Wolfson

from Nordheim.

Operations-Inspector ('Betriebsinspektor') of the Warsaw – Vienna and Warsaw – Bromberg Railways. Died on 9. November 1870, 38 years old." His parents were Benjamin Wolfson and Minna Herrmann, Grave No. 133 (145). He must have been born 1831-32 and one wonders what sort of education, studies and training he had, and why he died so young.

(ix). A SNIPPET.

In Alfred Gottwaldt's 'Die Baureihe 61 und der Henschel-Wegmann-Zug' (Frankhs Verlag, 1979) p.68 it is noted that the brand-new Henschel 4-6-4T No. 61 001 and its matching train of (then) four carriages built by Wegmann of Kassel, built in 1935 and undergoing trials in early 1936, had to be diverted from the test runs – equipped with all sorts of cables and equipment – in April 1936 in order to convey as State Guests King Fuad I of Egypt and the ex-King Amman-Ullah of Afghanistan!

(ix). ONE HUNDRED YEARS OF PALESTINE RAILWAYS:

Well, a slight misnomer, but Palestine Railways was formally created on 1st. October 1920 as a section within the new Mandatory Government (and was wound up in May 1948). The Editor had been hoping to have a book manuscript ready for publication then – but has not quite managed it. Chen Melling of the Israel Railway Museum is also writing a book (in Hebrew) – and this is also running behind schedule! However, he has put a selection of significant illustrations online:

<https://www.facebook.com/IsraelRailwayMuseum/videos/365929911265752>

(xi). THESSALONIKI CLAIMS.

"Greek Jews Seek €20m From Germany for Death Camp Train Fares

By Conor Gaffey 3/23/15

The leader of a Greek Jewish community is hoping to finance a €20 million Holocaust memorial project by claiming compensation from Germany for Nazi atrocities committed during the second world war.

David Saltiel, president of the Jewish Community of Thessaloniki, says the money is due after Greek Jews were forced to pay their own train fare as they were sent by rail to Nazi death camps in Poland in 1943.

Almost 60,000 Jews were forcibly deported from Greece during the German occupation. The total cost of the train fares came to more than two million Reichsmark, equivalent to around €25 million today.

"We think it's a big opportunity that if the German government decides they want to help, it would be a very good coincidence that this money goes for this purpose," says Saltiel.

The memorial project will include a Holocaust memorial monument, an educational facility and a human rights centre. Saltiel says that a site of 15,000 sq.m. has already been secured and the memorial will be built on the site of the train station from which Jews were sent to their death during the war.

"We think this is the right place to erect this monument and educational centre for the Balkans, for Europe and for everybody to study and understand what happened during the Holocaust," he says.

The Jews in Thessaloniki were almost completely wiped out by the German occupation of Greece. Saltiel says that 50,000 Jews, or 98% of the city's Jewish population was decimated by the occupation, which lasted for three years from 1941 until 1944. Overall, 300,000 Greek citizens starved to death during the occupation and 130,000 were executed in reprisals.

The Jewish Community of Thessaloniki has obtained seven cheques from the Bank of Greece archives, which detail the payment of more than one billion drachmas between November 1942 and January 1943. The cheques bear the signatures of Max Merten, who headed up the Nazis' economic administration in Thessaloniki and who was sentenced to 25 years prison by a Greek court in 1959.

Saltiel says that the community originally applied for the reparation repayment back in the 1990s but their application was rejected. He now insists the claim has been registered with the Greek government and will be included as part of any renegotiation of the reparations resettlement.

"Money cannot bring back our 50,000 to Thessaloniki, it's impossible, but this would be a human act to identify those that were destroyed. I think it's a moral issue that Germany should handle and I think that Germany is very sensitive in these issues and so I think we can find a solution," says Saltiel.

Earlier this month, Greek prime minister Alexis Tsipras told the Greek parliament that Germany should be forced to compensate for the war atrocities, which included the Distomo massacre in 1944, when more than 200 Greek civilians were slaughtered, including women and children. Greek justice minister Nikos Paraskevopoulos also threatened to seize German assets in Greece if reparation payments were not made.

Ahead of a meeting today between Tsipras and German chancellor Angela Merkel, Saltiel says he has met the Syriza leader and is hopeful that he would bring the issue of Greece's Jewish community to the fore.

"We visited the prime minister, he's a very honest and clean person and he supports the Jewish community. He's against racism and Nazism and all these things. He's somebody that is fighting for Greece," he says."

A similar story in German can be found under:

<https://www.google.com/amp/s/www.juedische-allgemeine.de/juedische-welt/tickets-in-den-tod/%3famp>

(xii). ISRAELI COMPANY WITH RAIL EQUIPMENT:

From 'Railway Gazette' 14.10.2020: "Knorr-Bremse is equipping a number of SBB Cargo shunting locomotives with the Assisted Remote Shunting obstacle detection system developed by Rail Vision, an Israeli start-up in which the braking system manufacturer has a 21.3% stake.

ARS is designed to enable a single person to control a shunting locomotive from a remote location, using control equipment from Schweizer Electronic, rather than needing both a loco driver and someone outside to watch for obstacles and monitor the distance to wagons.

It uses 'advanced electro-optic sensors combined with artificial intelligence and deep learning technologies' to detect and classify obstacles on and alongside the track, providing drivers, remote operators and if desired the control centre with real-time alerts. It also monitors turnouts and recognises signals up to 200 m ahead.

'As several freight operators are anticipating personnel shortages in the coming years, Rail Vision's products could contribute to increasing operational efficiency after a more widespread rollout', said Andreas Hefti, Managing Director at Knorr-Bremse Switzerland. If testing of the prototype proves successful, Rail Vision could supply up to 30 ARS units worth up to €2.8m, with options for 45 more."

(xiii). FORMER HUNGARIAN MALLET LOCOMOTIVES IN TURKEY.

In mid-October there was a 'thread' on the Continental Railway Circle concerning the MÁV class 601, a class of Hungarian four-cylinder compound 2-6-6-0 Mallet-type locomotives, designed to haul long and very heavy freight on very steep railway tracks. With their 22.5 metre length and 2950 hp they were the largest and most powerful steam locomotives which were built before (and during) the First World War in Europe. A total of 63 were constructed by MAVAG 1914-1921 and later some worked on the CSD, the JZ, the FS as well as MAV. It is noted that, based on the good operating experience with the series 651 (4-cylinder compound 0-6-6-0's), more powerful locomotives were built at the MÁVAG in Budapest from 1914 on, especially for the line from Karlstadt (today: Karlovac, Croatia) to Fiume (today: Rijeka). By utilisation of the permitted axle-load of 16.5t a locomotive was developed which could move freight trains up the steep line in the Croatian Karst alone without a banking engine.

A query came (from Eugene Takacs): "Three of these huge engines were sent at end of the WWI to the southern Balkans for the Austrian-Hungarian troops. After the war the CO took them over with numbers 601,602 and 603. There are pictures that these locomotives in service on luxury trains (e.g. 'Orient Express') in the European part of Turkey, and they were probably also used for freight.

After about 192x all traces disappeared. The engines itself were the biggest ones at that time in Europe, so it is very interesting that there is no information as to what happened to them after the service on CO. There were rumours that they were sold to Palestine (Lebanon?) as huge boilers. Maybe somebody knows more what happened to these locomotives. They left the manufacturer in Hungary in 1918 and were shipped from Rijeka/Fiume and later in 1920 they were on the roster of the CO in Istanbul."

Nick Lera suggested: "An aspect of the story possibly not fully considered is why were they taken to Fiume (Rijeka) for shipment. Shipment to where? Surely not 'southern Balkans for Austro-Hungarian troops', as stated, since they could have run there direct on home rails, through to Turkey as well if needed.

I suggest 601-3 were intended for the eastern Taurus approaches and the Amanus mountain portions of the Baghdad Railway which were completed almost a year before the Taurus tunnels but had a chronic lack of suitable motive power for the steep gradients there. They had managed to shoe-horn a few knocked-down KPEV G8 0-8-0 locos through the 60cm gauge pilot tunnels and that was about all they had available. 601-3 would have been far too big to go that way so shipment ex-Rijeka to either Mersin or Alexandretta (Iskenderun), presumably protected by a U-boat, would seem a credible scenario. One can only assume events overtook 601-3 in transit by sea in late 1918 and they were diverted under escort to Istanbul when the war ended.

There is a 1920 Kelland photo of No. 603 at Istanbul with the Orient Express. Ted Talbot used it in his 'Steam In Turkey (CRC) page 32."

To this Keith Chester added: "The Taurusbahn as intended destination is my gut feeling too. I also cannot see where they would have been used by A-H troops and a lot of course depends on exactly when "at the end of WWI" as the fronts were increasingly fluid in 1917-18. It wasn't until October 1918 that the Saloniki army made its breakthrough and would have been in a position to cut off the direct Budapest-Istanbul line. If they were indeed used on expresses west of Istanbul across the flat Thracian plain after 1918, then they were completely wasted."

(Note: The 'Compagnie des Chemins de fer Orientaux' (CO or CFO, Turkish 'Rumeli Demiryolu' or 'Istanbul-Viyana Demiryolu') was established 1870 and lasted till 1937, to operate lines in European Turkey – whereas the Taurus or Bagdadbahn was of course in Anatolia in Asiatic Turkey.)

Eugen demonstrated from records that the factory produced these engines at the rate of roughly one per month. MAV 601.047 was works No. 4016/1918, completed 15th. Jan; then came works 4017 (finished 12th. March) as CO 601, 4018 (16th. April) as CO 602 and 4019 (19th April 1918) as CO 603, before production continued with 4020 (MAV 601.048), completed 24th. May). The CO locomotives are marked as such.

"Unfortunately there is no exact evidence for what happened in May 1918, when all three engines passed the railway acceptance tests on March 12th, April 4th, April 19th. There was a single note that they were sent to Fiume/Rijeka under the A-H military command. These three locomotives were removed by the military administration from the running MAV order. The Rijeka line was anyway their standard location. There were never included in the MAV nor into the JZ roster.

There is unconfirmed information from the Turkish railway administration that CO sold the 4017 to Beirut. The only confirmed information is that Orient Express used these locomotives which were based in Istanbul. It is also interesting why were they based in the flat area of the CO network. They were not in the stocklists of any of the CO's successors (SHS/JDZ, CFFH, SEK, BDZ) and were long gone before in 1937 TCDD took over the rest of the former CO system."

But were they in fact shipped? Presumably yes, because they were sighted in Istanbul. But how? Jeremy Harrison noted: "As to delivery of these locos, I don't see them having being sent by sea. After Italy entered the war (in 1915), the Mediterranean and Adriatic were to all intents and purposes an Allied (i.e. British-French-Italian) lake - for the 'Central Powers' I would suggest the only shipping possibilities would have been limited coastal shipping by the Austro-Hungarians along the eastern Adriatic coast, and along the Ottoman Turkish coastline; or in the Black Sea. From Fiume/Rijeka round Greece to European (or Asian) Turkey would not have been practicable. On the other hand, rail links across the Balkans, from A-H to Bulgaria and on to Turkey would have been open until the Central Powers started collapsing in autumn 1918 (Romania and Serbia were under Central Power control by the end of 1916)."

Keith noted that "the Allies more or less (it depends on which history book you read) controlled the Eastern Mediterranean during WWI and there was a blockade across the Straits of Otranto which tightened during 1917-18. The Habsburg navy spent virtually the whole war in harbour. I am sceptical that a sea route would have been chosen for such large locomotives when the land route was open until October 1918 (unless they were too heavy?). What is the evidence of their being shipped from Rijeka?"

David Dixon summarised and hypothesised: "If I may presume to summarise: the military commanded in 1918 three of the production line of these locos, which ended up on the CO in European Turkey by 1920. Why they did so, and where they intended to use them, we don't know. (Is there an official Austrian war history which might reveal this?) Unless there is evidence of their being shipped, which hasn't been forthcoming, it seems likely that they used the traditional Orient Express route to reach Turkey through Belgrade and Sofia (might they have been intended for use on the mountainous section through Bulgaria?). If all three ended up based in Istanbul, where they were hardly needed on the levelish section of line in European Turkey, they could well have been set aside fairly soon and eventually scrapped. They do not feature in any list of the successor company fleets which I have seen.

The CO was, like many railways, a creation of the politics of its time, and its history has reflected changes of borders etc. All its lines, which still exist (although there are several later diversions) were in Ottoman lands when built, eventually to be divided between Turkey, Greece, Bulgaria and Yugoslavia (today North Macedonia and Kosovo). It deserves a full history (if one does not yet exist)."

Eugen added: "Meanwhile we are not very sure that the engines were shipped. Probably it is a misinterpretation of the MAVAG chief engineer's records, or those records were written before the final decision was taken. Definitely those locomotives were produced for the MAV line Zagreb-Rijeka. Maybe this was included in the documents. What the military finally did with the locomotives, nobody knows and probably even the chief engineer did not get the correct information or did not write it down in his books. Do not forget, it was almost the end of the war with all the political and social turbulences. (April 8th 1918 was the first decision in Rome to dismantle the Austro-Hungarian Empire). The locomotives were in Hungary until about May 1918, and after that there is a gap in information until about 1920 when the three locomotives appeared in CO roster."

Eugene was able to demonstrate the locos were taken from the current construction line and requisitioned by the military authorities, never receiving MAV numbers. From other sources (e.g. Durrant 'Mallet Locomotives') it is clear that they were no longer in CO stock by 1930 but there remains a rumour of a link with Beirut, though this could mean of course simply a firm with an office there – certainly there were no standard-gauge lines here until 1942. So the original destination of these three massive and complex locos, and their ultimate fates, remain for now a complete mystery.

One could add that the area around Fiume was a scene of many conflicts in the 1918-1923 period and then again after the second world war when the Italian population was murdered or expelled by the Yugoslavs – yet another of those little-known and unremembered horrors of the time.

'See p.34 for a rare photo of one of these locos in use in Turkey.'

(xiv). THE TRAIN TO JERUSALEM IN 1960.

This link brings one to a charming Jewish National Fund short promotional film themed on a diesel-hauled train heading from Tel Aviv (albeit we see the Central station, used for trains to the North!!) to Jerusalem; along the way one visits briefly JNF-supported settlements such as Hulda, Hartuv (for Beit Shemesh, under construction just outside the station), Zoar with South African immigrants, the Herzl Forest, the nascent USA Freedom Forest, and so forth. A solitary passenger descends at Bar Giyorra and walks through the bush to meet his donkey-powered conveyance! Plenty of hunky pioneers performing agricultural and constructional and land-clearance work, not to mention guarding the border.

From a railway point of view we see trains hauled by both the original SAFB Bo-Bos (especially 101 leaving Hartuv) and the G12s with different cab shapes; Former PR coaches in smart two-tone blue (including a glimpse of a Buffet Car) and in grey with red stripe, and a new IR coach in dark blue; also cement sacks being loaded into a mix of USATC bogie and PR 4-wheel vans. A view of a modern level crossing barrier, and the spot where the road crosses the railway in the gorge along the Jerusalem

Corridor, and a remarkable scene for all those who know the current Jerusalem, just how many people disembark on arrival! A gorgeous wallow in the past.

<https://www.youtube.com/watch?v=TZwla8TJ6Rs>

(xv). MODELLING NOTES: SIEMENS CARRIAGES.

The Editor has recently learned that AS Models (Arndt Special Models) produce a set of the Siemens coupled-pair low-floor carriage sets as used also between Hamburg and Westerland – but also in Israel (albeit these would need relivering). Details from the website are:

"59001 Basic set "Marschbahn" of "Nord-Ostsee-Bahn" in scheme between 2006 and approx. 2010 (DC). The car set consists of driving car 2. class, two centre cars 2. class with WC and electrical power unit and the coupler car 1./2. class. Accurate painting and printing and replica of the interior and vestibule bellows. Bellows and air spring on the trucks made of rubber. Many separate parts, partly as etched detail. All cars have short coupler kinematics and can be equipped with couplers following NEM. Driving trailer car with changing lights at the front from white (forward) when propelled to red when pulled. All cars with integrated interior light with DCC decoder working also in analogue mode. Power collection via half-axes and metal mounting in the trucks; AC version with pickup shoe. This set can be completed with article 59002 to build a six-car train as it is run on the "Marschbahn" between Hamburg and Westerland (Sylt)." AS build mainly for N-scale (1:160) but also for HO (1:87). Any modellers interested had better do their own online searching!

(xvi). JERUSALEM OLD STATION TO BE DEVELOPED.

In the 'Jerusalem Post' 24.10.2020, by Zachary Keyser: "The First Station, located between the Old City and the city centre, and between the historic neighbourhoods of the German Colony and Yemin Moshe, was once Jerusalem's first railway station.

The Jerusalem Planning and Construction Committee has approved plans to expand the city's First Station complex, and housing and hotel units will be added and more retail and commerce options will be offered in the areas surrounding the attractive centre that currently houses restaurants and shops.

The new mix of units will stretch between the neighborhoods of Abu Tor, Baka and Talbiyeh where the existing centre is located and it will expand on the recent renovations of the past decade. The new additions will be built on an area of 7.5 hectares (18.5 acres) of land."

And: Soho, Jerusalem: Huge plan puts old train station on track to be new city centre.

Developers of massive project around First Station include Erel Margalit and Rami Levy, each with acres of land to develop apartments, offices, hotels and retail space.

In "T.O.I." By Jessica Steinberg, 11.11.2020:

"Jerusalem's German Colony and Baka neighbourhoods were once considered the sleeper side of the city, home to historic buildings, single-family homes and low-slung apartment buildings set along narrow streets and quiet shopping districts.

The area has grown in recent years, bolstered by the popularity of Emek Refaim Street, the growth of the nearby Talpiot industrial zone and the arrival of The First Station, a refurbished 19th century train station that brought restaurants, cultural events and tourism to the area, though it still retains a boutique aura away from the bustle of the city centre.

Now a massive residential, office and hotel project is planned for this southern side of the city, bringing a series of mixed residential and commercial complexes intended to make this area a new centre of Jerusalem.

"I see it as the Soho of Jerusalem," said Avi Morduch, a developer behind one of the projects and the entrepreneur behind The First Station, as well as Tel Aviv's refurbished Tachana complex.

One of the other developers, Erel Margalit, founder and chairman of Jerusalem Venture Partners, has a similar vision. "Jerusalem needs a strong centre," said Margalit. "It's going to be good for this area."

The plan is made up of five projects comprising office buildings, hundreds of apartments, boutique hotels and retail space. Spread out over 75 dunams (18.5 acres), it will encompass The First Station's restaurants, shops and open areas, as well as spaces in the adjacent neighborhoods of Abu Tor, Baka and Talbieh, bordered by the western end of Bethlehem Road, Hebron Road and Miriam HaHashmonait Street.

The Jerusalem Municipality recently gave the green light to the project, with a total of 600 apartment units, 600 hotel rooms and 250 assisted living units planned for the area.

'Rakevet Hamoshava', the project being planned by developer and supermarket mogul Rami Levy with Morduch, will be spread over 13 dunams (around 3.2 acres), including the space used by the former HeChatzer restaurant and the historic building that houses the Schusterman Foundation's Jerusalem offices, leading all the way to Bethlehem Road and the Mitz Petel fresh juice stand, beloved by locals.

"Mitz Petel isn't going anywhere," said Morduch. "We love it, too."

Rakevet Hamoshava will include a boutique hotel with 70 rooms, 3,000 square metres of commercial office space and 270 apartments, including what Morduch calls a Community building, a concept he also created in Tel Aviv, which offers smaller, less expensive apartments geared for young families and singles.

Margalit Startup City is Margalit's substantial piece of the project, with 200 apartments, 10,000 square metres set aside for tech. firms and startup offices and 4,000 square metres for retail space, extending from his own JVP complex, housed in the British Mandate-era Mint Building that he rented from the government for a period of 20 years, back in 2002.

Margalit sees the complex as an opportunity to create office space and employment opportunities in Jerusalem, particularly for cyber technology and food technology companies, as well as work spaces for companies that employ ultra-Orthodox programmers and for startup incubators.

There will also be space for JVP's non-profit efforts, with a stand-alone public building dedicated to BaKehilla, JVP's community organization that works with children and teens around Jerusalem, with programmes run by shishinim, 18-year-old volunteers who dedicate a year of national service before serving in the military.

Margalit wanted startups situated along a busy street, much like in Tel Aviv's Rothschild Boulevard, where companies, city dwellers and tourists regularly mix on the boulevard and in its cafés.

The Jerusalem location falls in line with Margalit's network of innovation centres, including one in New York City's SoHo, opened in February 2020, as well as his Foodtech Centre in the Galilee, the Cyber Centre in Beersheva, and plans to expand to a major European city as well as Dubai or Abu Dhabi.

"There's a difference between a technology park, like Har Hotzvim and Malcha, and a street campus that has a variety of leases," said Margalit, referring to two business parks in Jerusalem. "It's going to do good for the area around the compound, because otherwise this place is kind of isolated."

One of the smaller compounds is being planned by the Israel Lands Authority, with several buildings of 5 to 10 floors, 200 apartments, 250 assisted living units and 6,000 square metres for offices and commercial space, as well as 2,500 metres for educational buildings, including kindergartens and synagogues.

Morduch said he planned on this kind of expansion 15 years ago when he first conceived of The First Station, and wanted to connect residents in nearby Baka and the German Colony. "It's a very good location, but we knew that it would take time," said Morduch.

Change in this area came in waves, starting with the 2013 opening of The First Station complex in the Ottoman-era railway station and Isrotel's Orient Hotel built at the edge of Jerusalem's German Colony, followed by plans for the light rail to be constructed through the Emek Refaim shopping district, two changes that were alternately welcomed and battled by local residents.

The First Station quickly became an enclave for tourists and locals, and particularly for secular residents, as Jerusalem has become more religious, said Morduch. Several restaurants are not kosher and open on the Sabbath, alongside those that are kosher and closed on the Sabbath, creating a space that's welcoming to different types of Jerusalemites, as well as tourists.

Residents have always fought to ensure that any new developments fit the character of the historic neighborhoods, and developers maintain that they are making sure to work within those guidelines.

There is one area of the project being called into question: Two orchards next to the historic Israel Electric plant on Bethlehem Road, visible from the

Mesila path next to the First Station, but not accessible to the public.

A group of residents claims the orchards will be destroyed by the construction plans. According to a spokesperson from Margalit Startup City, the municipality team handling the project reviewed the orchards, determined which trees must be saved and will open the area to the public once construction is completed.

So far, however, no other protests have been made against the project.

The area was always seen as the right spot for a mix of residential and commercial use, situated as it is near the Jerusalem Cinematheque arthouse theater, the Khan Theater, Mishkenot Sha'ananim, Hansen House and other nearby cultural centres.

"I saw it as a locus for culture, with restaurants available for whoever's going to those locations," said Morduch.

While the coronavirus has "closed the faucets" on restaurants and culture, said Morduch, he is rethinking what should open in the commercial spaces, which will include what he calls "social spaces" where people can work and meet.

Right now, he's turning the First Station's large open area into one spacious café, where customers can sit wherever they want after buying food and drink from the surrounding purveyors.

"People don't want to sit in crowded restaurants any longer," said Morduch.

Jerusalem's municipality has been trying to develop the area since 1974, said Sagi Kedem, general manager of Margalit Startup City.

Margalit first set up the offices for JVP in the historic mint building, renovating the space and adding a technology incubator and cultural center, Hamaabada, which was later rented by the Zappa chain of music clubs and has been adjoined by a series of different restaurants.

"There was nothing there, it was a disaster, but it was Erel's vision that it's a place that can change and become a centre in Jerusalem," said Kedem. "The goal was always to create more high-tech jobs and culture in Jerusalem."

With plans to extend the light-rail Blue line to nearby Emek Refaim and situate a train station for the high-speed train between Jerusalem and Tel Aviv at the top end of The First Station, the entire area should open up, said Kedem. The parking lot for The First Station will expand from its current size of 250 spaces to 500 parking spots, accommodating the train station and the nearby cable car that's also being planned.

"It will help people get to Tel Aviv so easily," said Kedem of the planned train station. The parking lot is also expected to accommodate visitors heading to the nearby cable car station being built between the Old City and West Jerusalem.

There won't be any apartment or hotel towers, a battle already fought between Isrotel and local residents, who compromised on the relatively low height of the luxury hotel, located at the tip of the German Colony and adjacent to The First Station.

"The Orient did the hard work there and we're building eight stories and six stories and maybe ten stories at some point," said Margalit.

Margalit said he was less interested in building a hotel, but the municipality pushed for hotels in the area. His recent trip to Dubai, where he led a delegation of Israeli business leaders, is helping him hone in on what kind of hotel will be included in the campus, given that there are several developers — from Dubai and the US — who are eager to build in Jerusalem.

"It will be something young and hip and upper scale," said Margalit. "That's what we need in Jerusalem, where we have heritage but we need things that are lively and dynamic." "

See rear cover!

(xvii). SAUDI RAILWAY ORGANISATION.

This was encountered on: https://en.wikipedia.org/wiki/Ibn_Saud :

"In 1948, Ibn Saud participated in the Arab-Israeli War, but Saudi Arabia's contribution was generally considered token.

Following the naming of Prince Saud as his heir Ibn Saud left most of his duties to him, and he spent most of his time in Ta'if.

While most of the royal family desired luxuries such as gardens, splendid cars, and palaces, Ibn Saud wanted a royal railway from the Persian Gulf to Riyadh and then an extension to Jeddah. This was regarded by all of his advisers living in the country as an old man's folly. Eventually, ARAMCO built the railway, at a cost of \$70 million, drawn from the King's oil royalties. It was completed in 1951 and was used commercially after the king's death. [in Nov. 1953] It enabled Riyadh to grow into a relatively modern city. But when a paved road was built in 1962, the railway lost its traffic." [Ref.: Michel G. Nehme (1994). "Saudi Arabia 1950–80: Between Nationalism and Religion". Middle Eastern Studies. 30 (4): 930–943.]

(xviii). WALTER PICK'S Ph.D. THESIS.

The late Walter (Pinchas) Pick – I know little of him – was a pioneer researcher in the field of railway history in the Middle East. Many years ago I was privileged to be given a photocopy of the 649 (!!) page thesis – typescript, all pre-digital of course – and recently tried to find out more and ask if it was available. Dropsie College was absorbed into the University of Pennsylvania and is now the Katz Center. The good news is encapsulated in the following – it appears anyone who is interested may download it from the Katz Center website and I would heartily recommend that one does so, it is well written and very comprehensive.

[The Development and History of Railways in Palestine, Israel, and Adjoining Areas, from 1838](#)

"Pinhas W. Pick

Date of Award: Spring 5-20-1976

Degree Type : Dissertation

Degree Name : Doctor of Philosophy (PhD)

First Advisor : Isaiah Friedman

Abstract

The following thesis on the "Development of Railways in Palestine from 1838", does not, at first sight seem to deal with a theme with which an institution devoted to Hebrew Learning would concern itself. The writer, therefore feels a deep sense of obligation to Dropsie University for the permission nevertheless granted to him to carry out research in this field, which has never been touched before.

Comments : Library at the Katz Center - Archives Thesis. HE3380.5.17 P535 1976.

Recommended Citation

Pick, Pinhas W., "The Development and History of Railways in Palestine, Israel, and Adjoining Areas, from 1838" (1976). Dropsie College Theses. 55."

<https://repository.upenn.edu/dropsietheses/55>

(xix). THE RAILWAY QUEEN OF 1935.

In the 'National Railway Museum Review', Journal of the Friends of the NRM, No. 173 (Autumn 2020) p.23 is an article on Audrey Mossom of Blackpool who, aged 15, was chosen as the 'Railway Queen' for the year 1935 – her father was an L&NWR /now LMS guard. "In true Blackpool fashion Audrey was asked to switch on the Blackpool Illuminations.... In her address she said "I hope the Blackpool Illuminations will illuminate the path of peace which the League of Nations is so nobly following on behalf of all young people throughout the world... may they symbolise industrial and international peace." This was reflected in her International Chain of Office to which, that year, had been added a symbolic Link of Peace from Palestine."

How ironic in view of what was to break out in that region in 1936!

(xx). MIDDLE EAST WD 8F 2-8-0's ON BRITISH RAILWAYS.

Those interested in the subject will know that the LMS Stanier '8F' design was adopted by the War Department for further construction during World War 2 for military use in Persia, Egypt, Palestine (and HBT) and twenty were also sent to Turkey. One of these is still in use (between overhauls). The latest issue of 'Black Eight', magazine of the Stanier 8F Locomotive Society, (No. 146 pp. 5-8) provides a bit more information on some of these engines.

"Languishing in the Suez Canal Zone since 1948 due to a collapsed firebox crownplate (fusible plugs filled with cement instead of lead), and requiring repairs beyond the capabilities of the staff at 169 Railway Workshops RE, WD 500 was one of five WD-owned 8F's selected in 1952 for return to the UK for overhaul. The tenders remained in Egypt but just as the five engines were returning to Britain a

military coup saw the overthrow of King Farouk of Egypt in July of that year.

In 1953 Colonel Nasser was becoming influential and his first target was the British military presence in the Canal Zone. By 1954 he was the uncontested leader of Egypt and negotiated a new treaty under which British forces would leave within 20 months – the last British soldiers left in July 1956. At the end of that month he nationalised the Suez Canal Company, up to that point controlled by the French and British interests. The response led to the Suez Crisis - a combined military invasion by Israel, Britain and France in November 1956, followed by a humiliating withdrawal. The outcome was a severe blow to Britain's prestige.

WD 500 had arrived at Derby Works by the end of July 1952 along with the other four WD 2-8-0's. Overhaul progress appears leisurely, not being completed until August 1953 – no doubt influenced by events back in Egypt. Consequently the five locomotives were diverted to the Longmoor Military Railway, 500 arriving there on 9 December 1954 and initially intended for storage. In early 1955 five WD Stanier tenders were shipped from Suez en route to Longmoor.

Meanwhile, over 2000 miles away in Scotland, big changes were taking place within the steel industry. David Colville & Sons was a Scottish iron and steel company which opened its Dalzell Steel and Iron Works at Motherwell in 1872. When nationalised in 1951, Colvilles was one of the biggest steel producers in the country. The company was privatised in 1955 only to be re-nationalised in 1967, becoming part of the British Steel Corporation.

In 1954 a major expansion of Colvilles was approved by the Iron and Steel Board. A greenfield site suitable for a new steelworks had been identified near Motherwell the previous year - the location was named Ravenscraig. Construction work for the new steelworks started that year along with the installation of new wharfage and facilities on the River Clyde at General Terminus Quay in Glasgow. These were designed to allow the simultaneous unloading of two large ships each carrying 12,000 tons of iron ore. The ore would be transported by rail from General Terminus Quay in 33-ton iron ore hoppers, each train being double-headed and comprising 28 hoppers. In the earlier planning stage Colvilles envisaged the facility would handle two million tons of basic iron ore annually, split between Clyde Iron Works and Ravenscraig Steelworks. By 1957 Ravenscraig was operational with coke ovens, a by-products plant, blast furnace and steel making furnaces.

Down in Hampshire, the five WD Stanier 8F's enjoyed mixed fortunes and it appears WD 500 was little used. In March 1957 British Railways purchased the locomotive for £5,500. Converted from oil to coal firing at Eastleigh Works in the summer of 1957, 500 was renumbered 48773 and transferred to Glasgow to assist with the increased mineral traffic including that arising from the opening of Ravenscraig. Joining her at Polmadie MPD were WD 501 and WD 512, renumbered 48774/5. (The other two, WD 508 and WD 511, remained in military service and were sent to No. 2 Military Port, Cairnryan.)

48773's first recorded iron ore working occurred on 11 January 1958. Over the next five years 'our' 8F must have visited Motherwell on numerous occasions....

General Terminus Quay was repalced in 1978 by the purpose-built deep water Hunterston Ore Terminal, near West Kilbride. At its peak Ravenscraig employed 7,000 and was one of the largest steelworks in Western Europe. But after 35 years of operation Ravenscraig Steelworks closed in 1992 with significant job losses...."

In July 1963 48773-5 were reportedly withdrawn scrapping though photos exist of them still at Parkhead in August. However London Midland Region's District Motive Power Superintendent at Chester, Geoff Dentith, was responsible for reinstating the trio and 48773 entered Horwich Works on 8 October 1963."

(xxi). ISRAEL TRAIN AND TRAM SOCIETY.

For any of our Israeli readers who are still unaware – this group meets when (Covid) permits and on 11.11.2020 visited Jafo – as Steve Sattler writes:

"We started at 10 am - at THE TACHANA had a talk about rail gauges, next to the sculpture. Did the Teyelet, then the 60 cm rails & train from the port to the stone Jaffa station of 1892. [David Raziel St.... & Pinchas Rutenberg]; The Port and the logistics of supply from a ship to the trains. Rabbi Yehuda gave a talk about Yona and his whale. We discussed and saw the construction of the new double tracks of the Tel Aviv Metro double line - the RED line - running down Jerusalem Boulevard. Sybil gave a talk about old STATIONS with old photos. Evelynne and Itzak asked good questions, and Steve dragged everybody along the 5 km route. The weather was perfect. Our next trip is to Tzemach." For details: <sattler31@gmail.com>

(xxii). PAUL SCHELLER.

Paul is an acknowledged expert on rolling stock and has been especially helpful with information on German exports of rolling stock to the Middle East. Unfortunately his wife Nadia passed away in November and we send him our condolences.

(xxiii). CAB RIDE VIDEOS

A new online discovery is a wonderful series of rides in the cab along Israel Railways lines! Filmed by Sergey Shvyrev. The Editor has watched several, sometimes the weather does not play along fully and cloud leads to a darkish tone but basically they provide a wonderful opportunity to travel the entire system! (The series seems to be still under way, the latest was posted December 2020, though Jeremy reports that one or two may be hard to access).

https://www.youtube.com/watch?v=_rb2ZGwNsbM

<https://www.youtube.com/watch?v=JxS0TVwPFAE>

<https://www.youtube.com/watch?v=Rx46RbNcOZo>

<https://www.youtube.com/watch?v=I7cuyaincyo>

<https://www.youtube.com/watch?v=v-T6IB0p9Xo>

<https://www.youtube.com/watch?v=K5qlGbp9vEQ&t=4s>

<https://www.youtube.com/watch?v=zmG0KNdouFO>

<https://www.youtube.com/watch?v=ZvJXcIGUMNE>

https://www.youtube.com/watch?v=99amN_HDzws

<https://www.youtube.com/watch?v=hzE9NNjZ3SQ>

<https://www.youtube.com/watch?v=JITAPJNVUdU>

<https://www.youtube.com/watch?v=K5qlGbp9vEQ&t=43s>

https://www.youtube.com/watch?v=OTfItrw_p9s

<https://www.youtube.com/watch?v=uyOMmlaNIk>

https://www.youtube.com/watch?v=_rb2ZGwNsbM&t=11s

<https://www.youtube.com/watch?v=UuCVMtXpykk>

https://www.youtube.com/watch?v=Q6Jc_t7GUR8

<https://www.youtube.com/watch?v=TnEXGn4B5wo>

https://www.youtube.com/watch?v=4_urfQTLk_g

<https://www.youtube.com/watch?v=UdQE-iGNizk>

(xxiv). JAGUAR TO PALESTINE.

In 'R.G.I.' 13.11.20 it was reported that Jaguar Transport Holdings has acquired several 'Short Lines' from Western Group – including the Texas & Eastern Railroad which operates between Rusk and Palestine, Texas; We have referred to this line in the past, due merely to the coincidence of names.....

(xxv). SOME WORLD WAR ONE NOTES.

The late Bert Dyke, a former Royal Engineer, wrote to me in 1999:

"Re. the Adams 0-6-0 built 1881-1886, 5' 1" drivers, Tractive Effort 15535lb, boiler pressure 150lbs, cyls. 17½ x 26", with Stephenson valve gear. All the ones for Palestine had the extended cab roof fitted at Bulak Works, Egypt, and 168A and 028 the extended smokeboxes. 50 were sent and only one, not four, were lost en route, on the 'P&O' 'Arabic' which was sunk. That was LSWR 0148.

So – sent to Palestine were: 027, 028, 030, 084, 0158, 0159, 0164, 0168, 0172, 0395, 0396, 0398, 0399, 0401, 0405, 0434, 0437, 0438, 0444, 497, 499, 501, 502, 503, 507, 508, 512, 513.

Of these, 027, 030, 0434, 0437, 510, & 512 were transferred to Mesopotamia.

Sent to Mesopotamia direct were 0156, 0174, 0402, 0403, 0443, 498, 500, 504, 505.

Sent from Egypt to Mesopotamia were: 0105, 0165, 404, 406, 437, 512 – the rest went to Salonica. I have dates etc. all from S.R. Records. None were returned to the UK.

Also coaching stock in ten-car trains was sent; one became the 'C.in C.' train (Set AT40 built by the Midland), others hospital trains. This specially-built AT40 went into Bulak Works at Cairo later and was converted to run the Cairo – Jerusalem / Haifa trains from 1920 on."

(xxvi). MORE ON THE 'SYRIA OTTOMAN RAILWAY' SCHEME:

Greg Martin sent this from 'The Engineer' 1899 p.655, which could be read in conjunction with 130.09, Pauling's memoirs: "The construction of the Haifa - Damascus Railway, according to a consular report, has during the last few months been carried on with vigour. The 8 kiloms. of the line which were laid down some five years ago are now ready for traffic. Beyond them the earthwork is practically finished as far as the 22nd. kilom. from Haifa. A big cutting at the 30th. kilom. is in hand, and 10.000 cubic metres have been taken out of it; 5 kiloms. of earthwork, from the 47th. to the 52nd. kilom. are reported almost finished. At Beisan, about 65 kiloms. where the first serious engineering difficulty, the descent into the Jordan Valley is encountered, surveying work is being done. There is a question, which has not yet been entirely settled, as to the route to be taken through or near the property of His Imperial Majesty the Sultan at Beisan, but it is hoped that the line will be ready for traffic as far as the Jordan by next winter. The Thames Ironworks are carrying out the work. As soon as the railway is finished to Damascus, the Syria Ottoman Railway intends to construct, in accordance with the original concession, a harbour at Haifa, for which there are great natural facilities. Its probable cost is said to be about £500,000. The harbour, as has been pointed out, may make Haifa the most important commercial port of Turkey south of Smyrna, to the great advantage of the joint harbour and railway enterprise."

[Note: According to the index on the Grace's Guide website there were two page 655s in that year, because "The Engineer" was published in two half-year volumes:

30th June 1899 (volume 87);

29th December 1899 (volume 88).]

(xxvii). COLOGNE TRAM DECORATED WITH STICKERS.

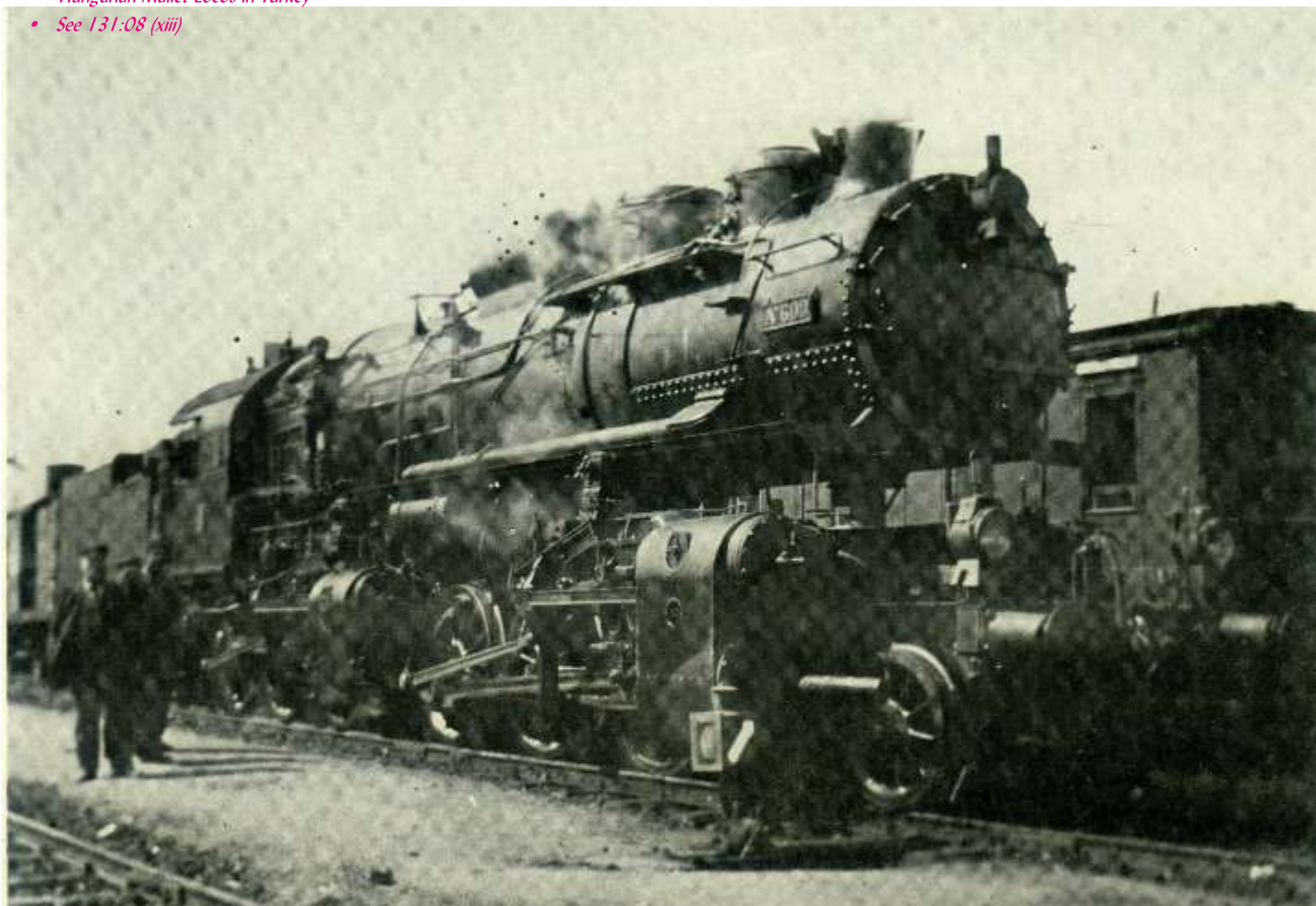
In 'Times of Israel' 24.10.2020, by Cnaan Lifshitz. "Star of David and 'shalom' stickers put on vehicle ahead of celebrations next year to mark anniversary of first documented Jewish presence in Germany in 321 CE

Cologne's public transportation company put Star of David stickers and the Hebrew-language salutation "Shalom" on a vehicle serving one of its busiest tram lines on Wednesday, as part of the buildup to the country's celebration next year of 1,700 years of Jewish life in Germany.

The move is an initiative of Association 321, which references the fact that Jewish presence was first documented in Germany in the year 321. The new tram look "is a sign against anti-Semitism and against racism," the association wrote on Twitter. The sticker's full text reads "Schalomchen Köln!" — a diminutive form of the Yiddish-language greeting that is sometimes used in the local dialect of the western German city."



- *'Hungarian Mallet Locos in Turkey'*
- *See 131:08 (xiii)*





- Restored former ESR 6-wheel carriage, similar to those illustrated above, at 'HaTachanah', the former station at Jaffa on 16. November 2020. (Photo Dr. Steve Sattler). The livery is of course not authentic and the carriage is sometimes used for visiting school parties.

- An Egyptian local train between Suez and Port Tewfik around 1880. (Photo courtesy of Ronny van Pellecom)





I31: Jerusalem Station shortly after these brave chaps and their friends had finished regauging to standard gauge in 1918. Photo by Tim Foster, later coloured. Also showing Baldwin 4-6-0T's being prepared for the military line towards Ramallah

