

# HARAKEVET

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הרכבת

*A Quarterly Journal on the Railways of the Middle East*  
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54:1. Ashdod Port, Jetty No. 5, 23/05/01. New IR Alstom Loco 744 being unloaded from the hold of the "Xandrina"; visible in front of it 742, to the side Nos. 741 and 745, No. 743 was on the deck.

(Photo: Dr. Evyatar Reiter.)

## EDITORIAL.

This issue gets finally completed for despatch to the printer at a significant period, between the Jewish New Year and Day of Atonement, when the world appears once more to be on the brink of violent and limitless confrontation. Hopefully the situation will be clearer and calmer by the time you read it..... But in all honesty, it is hard to be optimistic. This magazine, which sometimes acts as a form of therapy and escapism for the Editor, also provides a certain degree of perspective. The history of railways in the Middle East has always been one of violence - they were mostly built for military or strategic reasons, whether one thinks of those Egypt through Sinai, the Hedjaz, the H.B.F., the Bagdadbahn, the Iraqi system, even the lines into Afghanistan..... they were frequently treated as military targets in consequence, not just by T. E. Lawrence, and as terrorist targets too. Traffic flows were frequently halted by arbitrary closing or changing of borders. The history of "Palestine Railways" in the 1930s and 1940s is one of constant attack and vigilance; the Israel Railways in the 1950s and 1960s also suffered in the so-called "Fedayeen raids". So there is nothing "new" in the concept of violence: nevertheless, we note the current state of the world with sadness and alarm, and note also that railway stations have become once more, in Israel, places where innocent passengers waiting for a train may be targeted. Despite this, there is so much that is positive to report - from Israel and from other countries. That Railways have much to offer besides the ability to transport soldiers and munitions is a lesson that several countries seem to have learned. That they can improve and facilitate trade and personal mobility is also important. That they remain, despite everything, a safe and civilised means of transport is something that people are slowly understanding. So this issue is rather weighted towards current events, though some historical elements are also there to help with balance. The next item is placed as 54:3 because it shows a refuge, but one who is smiling, and engaged upon the rebuilding of her life and the life of her new country - and specifically Nahariyya. A positive note! Let us hope for a positive, fruitful and constructive future! The Editor.

54:3

### **A LIGHT RAILWAY AT NAHARIYYA.**

By Paul Cotterell.

"It's not often that I'm surprised these days, but Reuven Koppler of the Central Zionist Archives succeeded in making me sit up sharply when he kindly sent me the accompanying photo from which the lower left corner has been cropped. Not much information comes with it, but Reuven wrote that it was taken at Nahariyya, possibly in the late 1930's. The little line is described as a 'Feldbahn' - which it ain't. [Ed. adds: Well, actually it's a Bahn in a Feld, so it IS - though a very primitive version - and although the rails look a bit wider than 'standard' 60cm, portable sections, they may well be 'Feldbahn' material.] The smiling lady upon the trolley is Gertrud Mayer, and she is being pushed along by her son Andreas. So much for the few known (or believed) facts of the case. I assume that the wooden (?) buildings on the horizon denote the infant town of Nahariyya, which has always been associated with 'Yekkim' [i.e. Germans - the slang term denoted that they often kept their jackets or 'Jäcke' on despite the warm climate - a symbol of their formality: Ed.] When I was a kibbutznik back in the 70s, and Nahariyya was our nearest taste of the bright lights for an evening out, jokes about the 'Yekkim' were still plentiful. Mind you, the place looked very different by then. It had become (and remained so the last time I dropped in) a pleasant seaside town geared to tourism. I have no real idea what the so-called 'Feldbahn' was used for; possible for building purposes; but its distance from other discernible buildings, and the field through which it is laid, makes me wonder if it might have had an agricultural use."



## NEWS FROM THE LINE.

### (a). BOMBING ATTACKS AT BINYAMINA & NAHARIYYA STATIONS.

Alas, it has happened..... First: From the "Israel Line" e-mail news service, without comment: Monday, July 16, 2001

#### "TWO ISRAELIS KILLED IN BINYAMINA.

Two Israeli civilians were killed and approximately 10 people were wounded this evening in a suicide bombing at the bus station across from the Binyamina train station, HA'ARETZ ON-LINE reported. One person is reportedly in critical condition, and three others are in serious condition. Israel Radio, KOL YISRAEL, quoted sources as saying that despite Minister of Foreign Affairs Shimon Peres' meeting with Palestinian Authority Chairman Yasser Arafat in Cairo on Sunday, there had been no drop in the level of violence."

Tuesday, July 17, 2001

#### "VICTIMS OF BINYAMINA BOMBING LAID TO REST

Israel Defense Forces soldiers Sgt. Avi Ben-Haroush, 20, and Pvt. Hanit Hason-Armi, 19, who were killed in the Palestinian suicide bombing attack in Binyamina on Monday were laid to rest today in the Binyamina cemetery. YEDIOT AHARONOT ON-LINE reported. Both were natives of Binyamina, a small community north of Tel Aviv.

Two other Israelis remain hospitalized in critical condition: a soldier who sustained severe injuries to his abdomen and legs, and a civilian man who was hit by shrapnel in the neck. Six other Israelis were also wounded in the attack.

According to HA'ARETZ, Prime Minister Ariel Sharon and Minister of Defense Binyamin Ben-Eliezer met immediately after the attack to discuss Israeli response to the suicide bombing. Sharon blamed Palestinian Authority Chairman Yasser Arafat for the blast. "It was a cruel horrible attack," Sharon said, "and it shows that the Palestinian Authority has not yet made a decision to fight against terror." Officials at the Prime Minister's Office noted that the attack came barely 24 hours after Minister of Foreign Affairs Shimon Peres met with Arafat to negotiate a cessation of violence. In response to



the attack, IDF tanks fired on the Jenin offices of the Palestinian General Intelligence Service on Monday night. The suicide bomber was identified as 'Islamic Jihad' terrorist Nidal Shalouf, 21. Israeli Police sources said a car dropped Shalouf off at the station and then sped away from the scene. Eyewitnesses said Shalouf arrived at the train station's bus stop around 7:30 pm and shortly afterward the bomb, which he apparently wore on his body, exploded."

From 10/10/01: On Sunday 09/09/01 a suicide bomber - an Israeli Arab named Mohammed Shaker Havishi - blew himself up at the entrance to Nahariyya station as a train from Tel Aviv was arriving; three other people were killed and many injured. There was apparently no damage to railway property, though of course traffic was disrupted for a time with trains terminating at Akko until the all-clear was given.

Killed were Jerusalem architect Dr. Yigal Goldstein (47) who leaves a wife and three children, his relative Morel Drapler, a photographer from Mevasseret Zion, and Danny Yifrah, 19, an IDF soldier.

## (b). ADVANCED ELECTRONIC INFORMATION SYSTEMS.

IR has announced in a press release of 18/07/01 their preparations for implementing a project of "advanced information systems" for public use. The railways' control systems will be connected to the stations' public announcement systems, as well as the electronic information boards, so that times of arrivals and journey times will be updated automatically. According to General Manager Mr. Amos Uzani, this development will enable the operation of the electronic boards through information supplied by the trains themselves. The project also includes connecting this control system with the railways' Internet site, as well as to internet terminals located within stations. This innovative project has been discussed between Amos Raviv - Chairman of the development committee of the Ports & Rail Authority, and Uzani., who added that the project includes additional components which will improve the services, such as developing 'Smart' travel cards that can also be used to purchase food and drinks from automatic machines to be installed at the stations and within the trains. They will also be used as the basis for a Clients' Club and benefits at the malls near the stations. Soon it will also be possible to purchase tickets through home internet terminals.

## (c). CAESAREA-PARDES HANA STATION.

This station (so named in the new timetable) was officially opened in a ceremony on 10/07/01, though it had been taken into operation from the new timetable on 01/07. The station cost \$2.2M to construct and was financed jointly by the Railway and the private sector. It serves the people of Keysaria, (perhaps better known as Caesarea - there is clearly going to be a lot of orthographic confusion about this station name in the future, likewise with Hana/Hanna/Hannah), also Pardes-Hana, Karkur, Or-Akiva and other settlements in the area, but especially the new industrial zone of Caesarea, whose users mainly demanded the facility.

Currently 21 trains daily call there, but when the next new timetable starts in September (yes, another new timetable!) the number of trains calling will rise to 60 daily; it is estimated that 60,000 passengers will use the new station daily.

Sybil Ehrlich noted that the new station is very nice - if one can find it. On being driven there by a local following a visit in July, "we had a hard time finding the station because there are no signs on the roads. Of course local people thought we were out of our minds when we asked for the railway station". It comprises two side platforms linked by a subway, with stairs and lifts; at present only the west (northbound) entrance/exit is open, but when it is finished there will be an entrance on the other side as well. Apparently the station is called "Caesarea" because the land on which it was built belongs to Caesarea, whereas the name appearing on her ticket was "Pardess Hanna"!

## (d). MORE NEW STATIONS PLANNED!

(i). RAMLA - In a meeting on 19/08/01 between IR G.M. Mr. Amos Uzani, the Mayor of Ramle Mr. Yoel Lavi, the city's Engineer Mr. Ehud Saxenberg, and other senior officers, it was decided that IR will build the long-awaited Ramle Station on the Lod - Beer Sheva line, near the regional government offices, central bus station and industrial zone, thus enabling the city's citizens to enjoy rail services to and from Tel Aviv and up to Nahariya in the North, and to Beer Sheva in the South, Rosh Ha-Ayin in the East and later Kfar Sava as well.

It should be mentioned (notes Aharon Gazit) that this is a personal achievement for the mayor, Mr. Lavi, and an outstanding friend of railway development, Mr. David Pick, who works for the Ministry of Internal Affairs responsible for

programmes. Both fought for this station. The reason for the delay is the need for the railway to build a grade-separated crossing with the nearby road, which will now pass under the track - otherwise the road would have been blocked whenever a train stood at the station. It is estimated that construction will be complete within a few months.

(ii). The second new station to be agreed will be called MAZKERET BATYA, after the nearby residential area, and will be located on the Na'an - Beer Sheva line about 3km. south of Na'an junction. This is an even greater achievement than Ramle, since this station did not even appear on the railways' Masterplan! Again, a campaign by two citizens and the local Mayor Mr. Swisa brought these results. Today, the local residents wishing to reach Tel Aviv and the North or Beer Sheva need to spend many hours on clogged roads to Rehovot to catch either a bus to Beer Sheva or a train to the North. 18 trains currently pass daily, nine in each direction, and this number will be increased soon.

## (e). OTHER WORKS ON BEER SHEVA LINE.

The line from Kiryat Gat to Beer Sheva was closed from 07-08/09/01 for "infrastructure works". On these dates trains ran only as far as Kiryat Gat.

## (f). THE LINE TO BEN-GURION AIRPORT AND MODI'IN.

On 25/06/01 Ephraim Sneh sent to the Mayor of Modi'in a 'Letter of Commitment', according to which he will do all that is needed to build the line from Ben Gurion Airport on to Modi'in, with the intention that it be operational (including the underground station) by 2004.

In a press release on 08/08/01 Uzani announced that some \$75M is to be invested in the airport part of the link; the works represent a real challenge and are quite complex; they will be carried out in five stages along with different track sections, starting at the Ganot Highway 1 interchange, terminating at the operational station to be built near the airport's passenger terminal. The works include rail tunnels, overhead bridges for passage of agricultural vehicles, and control facilities. The station at the terminal will be underground, the line is to be opened simultaneously with the new terminal, hopefully in 2004, and travel time to Tel Aviv [i.e. to the station! Ed.] will be 12 minutes.

At this stage, the Highway 1 is

being deviated near Ganot Interchange to enable work to start. Another report notes that planners are already concerned that two tracks on this stretch of line may be enough only for the trains to Tel Aviv and that quadruple track should be planned from the start to allow for expansion of services once this line is also used by trains to Modi'in and maybe Jerusalem. At the moment, says Uzani, this is "just an idea". However, when one bears in mind that until 1997 the Airports Authority did not even think a rail link was necessary (!), and only awakened to the idea once much planning for the new terminal was already complete, thus constricting design options for the railway station, this is nevertheless another success for Mr. Uzani, who personally instructed his staff to commence detailed design work for a link completely independently of the "Terminal 2000" project, and for David Pick of the Ministry for Internal Affairs, who did not give up but pushed the project from his side. The link itself, costing some \$75M. should be open by June 2002.

Aharon Gazit reports on 14/9/01 that work on excavating the tunnel under Highway 1 had "recently started" - the tunnel will be 130 m. long, and should be completed within 14 months at a cost of \$9M.

### **(g). Kfar Sava Line Progress.**

Uzani also announced that work costing \$45M is continuing on the Rosh HaAyin - Kfar Sava line, including three stations - Rosh HaAyin North, Nordau and Sokolov, of which Nordau is already under construction at a cost of \$3.5M. This station will be underground, to be accessed by escalators and lifts, with separation of pedestrian movements and car traffic; there will be two platforms 200m. long, an overall area of 890 sq. m., and its location on planned road 531 will make it easily accessible not only for the citizens of Kfar Sava but also for the nearby residential area of Hod Hasharon.

### **(h). Carmiel Line Plans.**

In August the Minister of Transport, Ephraim Sneh, revealed that his office is checking several options for building a new railway line from Akko, 21km. north of Haifa, to Carmiel and to the Upper Galilee, a length of ca. 22 km., parallel to Road No. 85, at a cost of ca. \$120M.

### **(i). Rishon Le-Zion Line Plans.**

It is also reported in August that

the Ministry of Finance has removed its objection to building the long-awaited rail link of 3.5km. between Beer Yaakov (on the Lod-Rehovot line) and Rishon Le-Zion Rose Garden Junction - at a cost of \$24M. It will then take 17 mins. from Rishon to Tel Aviv; the line would be served by both IC3 Flexiliner dmu's and by double-deck trains, which will call at a frequency of three trains an hour in 2002, four in 2010 and 6 in 2020. It is estimated that 1820 passengers will pass through the station at morning rush hour in 2020 and 1365 in the afternoon. [I find these figures remarkable, as well as strangely vague - who defines 'rush hour' and how can one be so exact? Are some noughts missing? Who can plan ahead to 2020 in the Middle East right now? What IS certain is that every car journey spared in this region will represent an environmental gain. Ed.]

A bus terminal will be built adjacent to the station, and the line itself will eventually be in the median strip of road No. 431, to be built later.

It should be noted (writes Aharon Gazit) that the Ministry based their objections on the fear that this line would not have enough passengers, and that one should better wait until a more direct line through Holon and Bat Yam to Rishon Le-Zion West could be built (some 12km.), but they have realised that approvals will take many years, and so have agreed to this first option.

### **(j). Level Crossing Elimination.**

At last some real steps are to be made in this painful subject; in mid-July both Ephraim Sneh and Transport Ministry General Manager, Engineer Ben-Zion Salman, in co-operation with specialists from the Israel High-Technical Institute / Technion, discussed a plan to eliminate 30 of the level crossings described as the most dangerous, and replacing them with grade-separated crossings - six of these are on the main line between Tel Aviv and Haifa. Construction will start in 2002 and last around five years, costing \$75 Million.

### **(k). Level Crossing Accidents!**

Further proof that the above is badly needed: Three people were killed at Kfar Vitkin on 30th August when their Skoda pick-up was hit by an IC3 on the level crossing at south end of the station at approximately 1700. The gates had closed, a northbound train went past, the gates remained closed but the car zig-zagged across and was sliced in half by a southbound IC3. All the occupants of the car died. A cop pontificated on TV that maybe IR should arrange things so that

trains do not pass each other on level crossings! This unit was slightly damaged but can be repaired in Israel.

At about 08.15 on 5/9/01 train 44 (Tel Aviv-Haifa) hit a zig-zagging vehicle on the Neveh Yam level crossing at km 22 just south of Atlit station - despite emergency braking. The Citroen car was caught under the loco and dragged along for some 450 metres, but the driver survived though badly injured - one report says he will be paralysed for life. It took several hours before he could be cut free. The loco ('Mega' No. 748) had its fuel tank ruptured, adding to the difficulties of rescue. Traffic was severely disrupted with all trains having to use the down line and running up to thirty minutes late. The up line was finally cleared by 1215.

In a further accident at Lod, an IC3 hit a "Yo-Yo" shunter and was sufficiently damaged as to have to be sent back to Denmark for repairs. One of the units involved in the Haifa East brush with the bridge (see below) has also been despatched back to Denmark for rebuilding.

### **(l). IC3's in Sideswipe Accident.**

Paul Cotterell writes: "I rolled into Haifa East for work this morning (Thursday 23/08/01) to be greeted by the sight of an IC3 set badly damaged following sideswipe of the new road bridge presently under construction. The IC3 train, made up of units 7211, 7411 and 7011, was on a suburban working from Hof Carmel to Qiryat Motzkin and, fortunately, was empty of passengers at that early hour. Units 7211 and 7411 were severely damaged down one side of their bodies, with heavy score marks and all windows shattered. 7011 only sustained the same battering at its inner end. The cab of 7211 was practically shaved off at one corner. The accident occurred on Track 2 at Haifa East. This track is closed to traffic because of the bridge construction going on overhead. The train, obviously, should not have been on track 2. It appears that both driver and signalman forgot this, with very expensive consequences. All traffic through the station was immediately halted, with obvious dire effects on the morning rush hour in particular."

He adds: "The new road bridge has huge concrete piers. One of these has steel girder supports wrapped around it while the thing is completed. These supports jut out and foul the loading gauge - hence the closure of track 2. The IC3 train hit one of these massive steel supports at speed. A second look at the scene showed the below-body running gear either peeled

off or severely damaged. The IC3 had wedged tight against the support, which eventually had to be cut away in order to free the train. This operation was delayed by concern about possible damage to the bridge above which could have endangered folk below.

The train was finally dragged away to the nearby diesel depot about 1430. All traffic through Haifa East had been stopped for two hours following accident. Thereafter trains began running through again, but disruption was considerable for several hours more.

Both IC3 driver and the signalman were at fault: the first for not obeying his written journey orders which showed track 2 to be closed, the second for putting the first through the closed track 2."

Since Ramta did not in the end receive authorisation to open an IC3 assembly line, as offered at one point by Adtranz, it seems likely that these units will have to be returned to Denmark for repair, at a possible total cost of \$8M

## (q). REHOVOT LINE DOUBLING WORKS.

Traffic on the Lod-Rehovot-Ashdod line was suspended for Friday - Saturday 03-04/08/01 to allow completion of double-tracking works and opening of a new remote-controlled operational station at Beit Gamliel, near Yavneh, equipped with the most modern SEL-ALCATEL control systems, to increase passenger service reliability.

Ramla's senior officers requested an additional station, to be called Ramla West, to be located on the Lod - Rehovot line near a newly-developing residential area, and thus enabling people on this side to reach Beer Yaakov, Rehovot, Yavne, Ashdod and in future also Ashkelon (soon to be added to the passenger map.) The railways have rejected this proposal, claiming that the location is too close to Lod station; however, Uzani stated he had no objection to building this additional station should it be financed by the private sector.

The Ministries of Finance and Of Transport also agreed on 06/08/01 on a series of improvement schemes which include upgrading of the line from Peleshet Junc. (near Ashdod Port) to Ashdod-Ad-Halom.

## (r). NEW TIMETABLE(S).

As this issue went (at last) to press, the new IR timetable was coming into effect, from 08/09/01. A more detailed analysis will have to wait until the next issue when, in any case, yet further changes should have taken place.

Reason for the new interim time-

table is the availability of a further four double-deck sets enabling more frequent suburban services. (In view of the sudden loss of several IC3 sets from service, it will be interesting to see how IR copes with this rolling-stock shuffle.) From the end of November it is still hoped to increase services yet again from 218 to 237 daily trains. In November HaHaganah and Hutzot HaMifratz stations should also open.

However, the interim changes include: 57 trains calling at Keysaria-Pardess Hanna instead of 21; 42 trains to Nahariya instead of 34; 11 additional services stopping at Hertzliya, Beit Yehoshua and Netanya; trains from Rosh HaAyin now run through Savidor to terminate at HaShalom.

It is hoped to have a third track on the Ayalon line between University and Savidor stations ready by the end of 2001, enabling 48 trains to run daily to Rosh haAyin rather than the current 36 - half-hourly in rush hours - although for the present five trains have been dropped due to the construction works.

## (s). I.R. TENDERS.

Information from Aharon Gazit:

a). HN/KB/18/01: For infrastructure works on the line to Kfar Sava, including two bridges. Works to include:

(i). Structure 1, Infrastructure for the line to Kfar Sava between Km. 86.150 (measured from Haifa East) and the Nordau station

(ii). Structure No 2, Bridge No. 7 over Kane Creek.

(iii). Bridge No. 8, over Sir Creek.

(iv). Structure No. 4, earthworks and supporting walls between Road No. 55 and Nordau Station.

Time for implementation: 10 months, bids by 31/07/2001.

b). RK/RS/03/01. Annual agreement for the supply of various kinds of steel directly to IR stores at Haifa. Option for extending the agreement further four years. Bids by 08/08/01.

c). RK/RS/04/01. Annual agreement for the supply of various metals to IR stores at Haifa. tems as above.

D). MS/MK/09/01: Permission for use of railways' Fibre-Optic Communications Network.

IR are seeking offers for permission to use its Dark Fibres network along the whole length of lines and/or some sections; the purpose is that the tenderer may use this network for his own communications purposes, according to the license of the railways to "see communications services". The contract is for a minimum of 5 and possibly up to 15 years; the railways would prefer the longer period. Bids

should be in by 23/09/01.

(Note: It should be mentioned that this tender is a personal achievement of Mr. Uzani, against whom Bezeq, the Israeli telephone company, fought bitterly, even appealing to court. However the Knesset recently passed a law removing Bezeq's monopoly in telecommunications.)

e). HN/KB/19/01. Re-arranging the entrance to the rebuilt station of Kiryat Gat.

Works include, earthworks, infra-structures, asphalt, pavements, electricity, lighting, areal development, etc. Bids by 27/08/01.

f). MS/KB/05/01: For replacing and repairing old tiled roofs at the mechanical engineering department - Qishon Works. Works include dismantling old roofs, old lighting system as well as installing new roofs, lighting, painting, wood work etc. The building was constructed in the 1930's by Palestine Railways, and this is the first time that such major maintenance is being undertaken. Time for implementation: 30 days. Last date for bids: 03/09/01.

g). MK/KB/06/01. For construction of four maintenance flat areas at Loco Depot at Haifa East. Implementation: 8 months; bids by 11/09/01.

h). TK/KB/05/01. For infrastructure and communication and signalling cables on Haifa - Betzet line, Kiryat Motzkin - Akko - Nahariyya section. Works include laying optic fibre cables, as well as main communications and signalling cables, earthworks, connecting various kinds and cable, including their final checking. Section 01 - Akko - Nahariyya; Section 02: Kiryat-Motzkin, Naaman, Akko. An operational remote-control station will be built at Naaman, south of Akko. Implementation - 4 months, bids by 13/09/01.

(i). MC/RS/02/01. For overhauling and Repair of ZF-Ecomat 5HP600 Gears of Adtranz IC3 Train Units. Bids extended to 10/10/01.

j). HN/KB/2001. For completion of Western entrances/exits of Tel Aviv University Station. Works include drainage, construction of a building for elevators, escaators, and stairs, finish works of the western pedestrian tunnel, and installation of two elevators and 2 escalators at the western building. There is also an option for an additional 2 escalators in the future. Time for implementation: 10 months, option 7 months; bids by 25/09/01.

k). MS/RK/19:20:21:24:25/2001.

Permission for use of areas at the stations of Segula-Petach Tikva, Rehovot, Beer-Yaakov and Kiryat Motzkin respectively to operate taxi services to and from the stations. Contracts are for 12 months, with an option for extension to 36 months; bids by 23/08/01.

l). MS/RK/15/2001. Permission to use areas by agencies to rent 2-wheeler vehicles at the stations of Netanya, Beit Yehoshua, Rehovot and Tel Aviv-Savidor. For 36 months, bids by 23/08/01.

[It will be noted that these last two should improve access to and from stations - but who would ride a bicycle in Tel Aviv traffic ?]

m). BN/KB/08/01. Upgrading the Loco Depot and building an additional floor for the Passenger Stock Control Office, both at Haifa East.

Time for construction - 8 months; bids by 11/10/01.

n). BN/KB/07/01. Extension works on maintenance pit No. 18 at Efrayim Workshops, Haifa. To include earthworks, cement casting, steelwork etc. Time for project: 6 weeks, bids by 25/09/01.

o). HN/KB/22/01: Treatment of cutting slopes near Binyamina - earthworks, cement casting, sealing works etc. Bids by 30/09/01.

p). MC/RS/05/01. For Manufacture & Supply of four 20-ton Screw Lifting Jacks. Bids by 17/10/01, plus option for further sets.

[Clearly the recent spate of accidents has concentrated minds ! Ed.]

## (t). MORE TRAFFIC STATISTICS.

From a press release of 24/07/01: In JUNE 2001 about 1.19 million passengers were carried by the railways during June 2001, 15% more than in June 2000. During the first half of 2001 about 7M passengers were carried, 24% over the first half of 2000. A constant rise in traffic is anticipated - helped by the introduction of a further four double-deck sets in September and more new trains in 2002 - and by 2002 it is hoped 20M will be carried.

6-month figures for Jan.-June 2001 show:

- Tel Aviv - Rosh HaAyin & Haifa-Nahariya - more than 260,000 on each.

- Tel Aviv - Beersheva line, 675,000.

On the route Ashdod - Haifa a 30% increase was recorded, Ashdod - Tel Aviv a 23% increase (over 1 million !), Tel Aviv

- Nahariya plus 10%, Haifa - Nahariya plus 12%; on the main line Tel Aviv - Haifa more than 2.2 Million were carried, an increase of 8%.

Regarding co-operation with buses, this is growing - in June 24% more combined monthly train/bus tickets were sold; although the agreement with Egged began later than that with Dan, Uzani anticipates that it will soon be as fruitful.

For JULY figures, a press release of 19/08/01 stated yet another new record of 1.4M passengers had been reached in that month, and a 20% increase on July 2000. This makes a total of 8.5M since the beginning of 23001, 23% increase on the same period in 2000. The double-deck trains which entered service in July seem to have proved popular, many of the passengers responding to the increased number of seats by using rail for excursions during summer holidays.

Other contributions to the rise in traffic include successful marketing initiatives, such as a 10% discount on tickets to the Air Force Museum in Beer Sheva when showing the rail ticket used on that day, or 25% discount on certain books bought at Steimatzy - one of Israel's largest chains of bookstores - when buying a 12-journey ticket.

This time the detailed breakdown reads:

Ashdod/Haifa - Nahariya: 220,000, = +34%,

Ashdod - Tel Aviv: 220,000 compared with 1264,000 in July 2000 - = +35%, and 1.3M since Jan. 2001;

Tel Aviv - Haifa: steady rise of 8%; 418,000 in July, 2.6M since January.

Tel Aviv - Beersheva - this line already counts for 12% of total traffic; over 1645,000 used the line in July, compared with 114,000 in July 2000 = + 47% !

## (u). MINISTRY OF TRANSPORT BUDGET.

An article in the 'Jerusalem Post' by Tal Musical on 23/08/01 included the following:

"As part of the NIS 205 Bn. budget proposal, Finance Minister Silvan Shalom will attempt to introduce a long list of structural changes and reforms to the economy. "One of our top priorities is a war on bureaucracy", he said.

These proposals include:

- The establishment of national infrastructure planning committees that will cut the amount of time for planning large-scale projects to four months.

- The reduction of foreign labourers in Israel, by limiting permits and a greater

crackdown on illegal workers. Additionally, all government tenders will have a clause calling for the hiring of Israeli citizens.

- Publication of international tenders for transportation projects through a tender committee. Projects include Highway 431, which starts in Modi'in and ends in Rishon LeZion; and Highway 531, connecting Hod Hasharon to the Trans-Israel Highway. Both projects are valued at NIS 700 million.

- Extension of the Trans-Israel Highway, known as Highway 6.

- Investments in rail tracks needed for the expansion of train service nationally.

- Upgrade of Kiryat Motzkin-Acre train line.

- Upgrade of Jerusalem -Tel Aviv train line and resumption of service.

- Construction of Ben-Gurion Airport train line to Modi'in, Jerusalem, and Tel Aviv.

- Construction of additional train stations across Israel." etc.

## (v). SEXIST ADVERTISING.

Sybil Ehrlich noted that in July 2001 TV, radio and billboard advertising for the new double-deck trains did not mention the comfort, speed, frequency or modernity or any other quality of the new stock, but only that the girls on them were prettier!!! "Biglal HaBachurot" - "Because of the girls" - the accompanying photo showing a model in what could have just as easily have been a bus or a plane. "It's Double! "Double-girls ?" "No, double-deck!", plus a computer graphic of a double-decker, as if they don't exist except in virtuality.....

On complaining to Benny Naor, the PR spokesman, she received a reply that there had been a lot of positive feedback.... but nevertheless on July 26th. Ephraim Sneh, no less, ordered the ending of this particular publicity campaign.

## (w). ICY ICE'S.

A new development on the IC3 trains (known as the "Icies" by local railfans) is the provision of young ladies selling ice creams from a coolbox. [The Editor notes that this is done also on ICE services between Kassel and Göttingen in Germany.....]

## (x). 'RAMTA' FREIGHT HANDLING SYSTEMS.

An agreement for production and maintenance of freight haulage systems has recently been signed between

RAMTA Plant at Beer Sheva (part of the Israel Aircraft Industries) and the Dutch company Translift, which has developed the A.C.T.S. (Advanced Container Transportation system) - based on a combination of truck-train-truck intermodal haulage enabling a door-to-door service; the container transshipment between the two modes of transport can be done by the truck driver without the need for a crane or forklift truck.

The system is already successfully working in Switzerland, Germany, Benelux, France, the UK, Poland and South Africa, and is approved to meet all the strict requirements for handling hazardous materials, and suits railway standards in Europe and Israel.

RAMTA may expect annual earnings of some millions of dollars; the local market for transshipment of sand and waste materials alone is in excess of \$80M.

For RAMTA, the area of rail transshipment was a natural continuation on its existing interests in rail infrastructures, including the assembly line for IC3 Flexiliner trains, as well as manufacturing some sub-assemblies for the Bombardier double-deck trains. RAMTA is also the only factory in Israel where all LRV's will be built for Tel Aviv and Jerusalem; when (and if!) an LRV system is also constructed for Beersheva, the plant will also maintain the trams.

Traffic in haulage of sand, waste materials and hazardous materials such as fuel, chemicals etc. by both rail and combined haulage is expected to grow within a few years; there will be 14M tons of sand annually between Dimona in the South and Central & North Israel - between 150 and 250 km. There will be ca. 4M tons of solid waste materials to be hauled annually between Central Israel and the Rotem plain near Dimona in the south - 250 km. About 17M tons of hazardous materials are currently transported annually in Israel, mainly by road.

### (y). SIGNALLING CENTRE.

IR communications department together with SEL-ALCATEL ISRAEL, are planning a new control building at the station of Hof HaCarmel (on the southern outskirts of Haifa), which will control the traffic of the entire network, replacing the ancient control room at Haifa Central.

### (z). REAL ESTATE BOOMS.

From Ma'ariv's Internet site on 15/08/01: "If for years Israel Railways were an almost unnoticed factor in the real estate map of Israel, due to few lines, low frequencies and the relatively long journey times, the picture has significantly changed during the last years. Thanks to modernising the railways by introducing modern fast trains, improving frequencies and stations as well as building new, and adding park-and-ride facilities. The residential areas along the lines have become most popular. Prices of houses and apartments are rising in contrast to the decline in prices elsewhere - people have thus rediscovered the railways and many new neighbourhoods are being purposely built near easily-accessible railway stations!"

54:5.

## THE CONTINUING SAGA OF THE JERUSALEM LINE.

A great deal of information, some of it repetitive and some contradictory, has been received concerning the progress (or lack of progress) on this scheme (or schemes).

a). Both Israel's Prime Minister Ariel Sharon and Transportation Minister Ephraim Sneh declared, at different events in early August, that they support the upgrading of the existing line, so that Jerusalem can be linked by rail once again within 18 months, and simultaneously promote in the longer term the design of a new fast link. Uzani said that the railways are now seriously considering the possibility of constructing the new link with a ruling gradient of up to 5%, in order to avoid tunnels, save money and time, and avoid the need to build the new station of Jerusalem under the Central Bus Station.

In conversation with Aharon Gazit Uzani also expressed some impatience and declared that deeds, not statements were required. On 06/08/01 the Finance Minister was interviewed and stated that he still had to find sources of money for the scheme, and that maybe some projects would have to be carried out on a B.O.T. basis. (see below).

But then came a period of intense to-in and fro-ing - according to some observers, representing a power struggle between the Finance Ministry and others. Some want the existing line upgraded, some want only the new line, some want both. So read the following; the political analysis and comments are from Aharon Gazit who has been following this saga for some time.

b). On 16/08/01 Consultants Parsons Brinckerhoff, who are already involved in planning the so-called "Tel Aviv Mass Transit System", suggested to the Government a financing deal of around \$500M to build the new fast link to Jerusalem including a branch line to Modi'in. (The line to Modi'in is to be built in any case but it seems from this report that the Modi'in line would not actually be extended to Jerusalem.) Their idea was to cancel the upgrade of the existing line, and instead use the \$80M thus 'saved' towards the cost of the new line, and raise a further \$240M from the private sector, and PB would then build this as a B.O.T. (Build-Operate-Transfer) scheme.

The company has also offered a similar idea to build a new airport for Tel Aviv on an artificial island off the coast.

c). On 20/08/01 both Ehud Olmert, the Mayor of Jerusalem, - a powerful politician and a railway specialist in his own eyes! - together with Finance Minister Mr. Silvan Shalom of the same party, decided that an independent transportation specialist would check all three alternative routes for the Jerusalem line! All this was decided without consulting Sneh of the Transport Ministry, who is a member of the Labour Party. It was obviously clear that politics, combined with a trick by the Finance Ministry to avoid any expenditure, conspired for a while to bury any idea of a rail link.

Olmert's idea seems to be to build a fast link, through the existing line but with a 16km., long tunnel, avoiding damage to the nature reserve which the line would traverse and theoretically achieving a 40-minute timing from Tel Aviv. But - Everyone knows that this option is less relevant than the others, since no rights-of-way or detailed plans exist as yet, approvals may take years to gain, and the Transport Ministry responded that the three-month delay for further 'consultations' could mean the death of the whole scheme.

d). So Sharon changed his mind, and seemed to bang a few heads together: From the 'Jerusalem Post' of 23/08/01.

OLMERT SLAMS JERUSALEM-TEL AVIV RAIL LINE DECISION  
By Etgar Lefkovits

"Jerusalem Mayor Ehud Olmert yesterday slammed Prime Minister Ariel Sharon's decision to endorse the Transportation Ministry's recommendation to upgrade the existing train line between Jerusalem and Tel Aviv. Olmert called the decision "most regrettable", and said that it contradicts an agreement just a few days ago to adopt the alternative proposal of the Jerusa-

lem Municipality to build a new line. As recently as last Thursday, Olmert had said that a foreign expert would be called to Israel in the coming weeks to decide which line is preferable.

The agreement, reached between the Premier and Transportation Minister Ephraim Sneh and Finance Minister Silvan Shalom late Tuesday night, envisions exactly what Sneh recommended in June: both the renovation of the existing line, which has been out of service since 1997, and the construction of a future express line between the two cities that would run through the Ben-Gurion International Airport and Modi'in. Barring further delays, work on the upgrading of the existing line will begin immediately, an \$85 million project that is expected to take two years to complete. The travel time on this route will be 50 minutes. Work on the new express line between the two cities is slated to get underway next year. The express route will take 30 minutes. However, that \$750 million project is expected to take between eight and 10 years until it is realized, Transportation Ministry spokesman Avner Ovadia said yesterday.

Ovadia rejected fears expressed by Jerusalem Mayor Ehud Olmert in June that the Finance Ministry will not fund the new line once the renovated line is functioning. "The decision is that of the prime minister, and the opinion of the Finance Ministry is not significant on this matter", he told The Jerusalem Post.

Treasury officials had argued that money poured into the renovation of the old line would be wasted if a new line is built to replace it, but were evidently overruled by Sharon. The municipality had favoured only working on an alternate express line to run through Beit Shemesh instead of Modi'in. Ovadia said that idea had been nixed, saying there is "no need" for further checks.

A tender for the new fast rail line will soon be published, and one of the companies that has voiced interest in the project is the American engineering firm Parsons Brinckerhoff. The company has informed Sharon of its conditional offer to fund the project, Parsons Brinckerhoff executive vice president Michael Schneider told the Post from New York. Officials from the company, one of the largest and oldest engineering firms in the world, which planned the original New York subway, are expected to meet with Transportation Ministry officials in Israel in the coming weeks, as are other interested parties."

e). "On 22/08/01 Prime Minister Sharon instructed the so-called "Finance Ministry boys" to transmit immediately the \$85M needed for the upgrade of the existing line to Jerusalem. He also added that

he intends to visit the line within two months and observe the works in progress ! This move may at last have put an end to the delaying tactics of the Ministry of Finance, and also ended their attempt to have the whole scheme checked over once again by an independent specialist. If so, it will be a victory for Mr. Uzani, for Mr. Sneh and for the General Manager of the Ministry of Transport Mr. Ben-Zion Salman who said that, if all goes well, tenders can be published within a month while the contract to start work could be signed in two months.

It should be mentioned that "the boys" did not give in easily and tried to show Sharon that the travelling time between Tel Aviv and Jerusalem would be 70 minutes rather than the promised 55 minutes; but he did not take this too seriously, and instead said "O.K., let it be 70 minutes, but at least get Jerusalem rail-linked !" Mr. Salman and the local representative of Alstom Ferroviaria, Mr. Yaki Enoch, both said that the company is committed to a 55 minute transit time, and that this has also been proved by computer simulations for tilting trains. Sharon simultaneously urged further planning on extension of the fast link forward from Ben-Gurion and Modi'in on towards Jerusalem."

f). On 09/09/01 a Transport Ministry press release declared that the Ministry had instructed IR to publish tenders for upgrading the old line via Na'an within two months !

"The work will be carried out in two stages - in the first stage the section Na'an - Beit Shemesh (21km.) will be upgraded, including construction of a remotely-controlled operational station at Nahal Sorek, replacing an ancient station of 1892 (sic. - some would say 1915) as well as modernising the station at Beit Shemesh - this section will cost \$24M from the total cost of \$85M for the entire line.

The second stage, the more 'geographically challenged' section on to Jerusalem, will involve upgrading, construction of two remotely-controlled operational stations (i.e. reinstatement as remotely-controlled crossing loops) at Bar Giyora and Bittir, as well as a new station near the Malkha Mall in Jerusalem and, of course, complete rebuilding and modernisation of the station in Jerusalem.

The Finance Ministry has already allocated \$4.2M for initial works - some cynics suggest this will be sufficient to provide a brochure on the project !

For those worried about the implications, the Ministry announced also that instructions have been issued to start detailed planning on the line Ben-Gurion - Modi'in (- Jerusalem). The old line will be used not only for Jerusalem - Tel Aviv

traffic but also as a connection to the south and for freight. Work will include installing a modern signalling system, as well as new or strengthened bridges. New tilting d.m.u.'s will be ordered for the route. (See below.)

Will this be the final act in the saga? We shall see.

g). "JERUSALEM CENTRAL STATION": THE NEW BUS STATION.

OK, it has nothing direct to do with railways, but it has a lot to do with public transport and the integration or otherwise of various modes, plus the details give an indication of the security measures that are considered appropriate nowadays for even urban passengers.....

"JERUSALEM CENTRAL" OPENS ITS DOORS

"Jerusalem Central," the much-anticipated new central bus station at the city's entrance, has opened its doors to passengers after a five-year construction period, THE JERUSALEM POST reported. The new station, located on the site of the old one at the city's entrance, is the first in the country which is completely covered, to minimize damage to the surrounding environment, said Yossi Chachkes, Egged Jerusalem area manager. Electronic information boards, updated in real-time, direct passengers to departure bays located on the third floor of the building, in an air-conditioned, covered area, designed to reduce noise and pollution. The waiting area is in a hall away from the buses. The station also contains a shopping mall and fast-food court. Security at the new station is tight, and coordinated with the police. Long lines of intending passengers wait at the entrances to have their bags checked by security guards and entry to the 22 departure bays serving local and suburban routes is by means of automatic doors, operated electronically by a guard."

54:6.

## LOCO & ROLLING STOCK NEWS.

### (a). NEW ALSTOM BOBOS.

From Evyatar Reiter (who was an eye-witness) comes more information on the exact sequence of new arrivals:-

Loco 743 touched Israeli soil at 08.55 on 23/05/01, entered service on 24/05/01.

Loco 744 at 10.21 on 23/05/01, on 05/06/01.



Loco 742	at 10.47 on 23/05/01,	on 24/05/01.
Loco 745	at 11.26 on 23/05/01,	on 06/06/01.
Loco 742	at 11.45 on 23/05/01,	on 24/05/01.
Loco 746	at 08.48 on 17/07/01,	on 20/07/01.
Loco 748	at 10.40 on 17/07/01,	on 20/07/01.
Loco 747	at 11.01 on 17/07/01,	on 20/07/01.
Loco 750	at 11.25 on 17/07/01,	on 19/07/01.
Loco 749	at 11.45 on 17/07/01,	on 20/07/01.

All the locos were brought by the "Xandrina" of Hamburg, both sailings (arriving on 23rd. May and 17th. July) bore the number 1275.

Locos 731 - 740 can run at 140 km/h.  
 Locos 741 - 750 can run at 145 km/h - a small increase.  
 Locos 751 - 761, The next batch, will be able to run at 160 km/h. instead of 140 km/h. of 731 - 740. They are due to arrive in the middle of 2002. If a further batch (say, 756 - 761) are ordered, they could be delivered by December 2002 or perhaps mid-2003.

(Note above - 748 has already been involved in a level-crossing smash!)

### (b). THE GM G12's

currently in service are Nos. 108, 111, 112, 113, 115, 116, 117, 120, 121, 122, 124, 125, 126 - a total of 13. According to Evyatar there are in fact no plans yet to take them out of service. Nos. 116 and 122 are still working passenger trains when required, and 124 even ran a push-pull train from Tel Aviv to Haifa on 18/07/01 !

### (c). LOCO FOR SALE.

With Tender MS/RK/2001/23, IR was in July seeking quotations for the purchase of withdrawn G12 Bo-Bo No. 110, one of the first of its type purchased in 1956; it appears complete apart from the electrical system. Anyone interested in this (or any other purchases) should contact Mr. Tituani on (+972)-3-693-7470, although bids for this loco, lying available for inspection at Haifa East, were to have been submitted by 19/07/01.

### (d). T44.

After eighteen months out of service and awaiting spares, Swedish-built T44 Bo-Bo No. 131 was observed shunting a coach at Haifa 6/7/2001.

### (e). SHUNTERS -

"Yo-Yos". There are rumours that a further three locos may be ordered. If so, these would become 264 - 266.

### (f). DOUBLE-DECK COACHES.

The information previously published as to unloading at Ashdod Port needs to be corrected as follows:

Coaches Nos. 401, 431, 432, 433, 402, 427 were unloaded on 18/04/01.

Nos: 425, 426 were unloaded on 19/04/01.

Nos. 436, 435, 404, 430 were unloaded on 08/05/01.

Nos. 434, 429, 437, 405 were unloaded on 09/05/01.

RGI 12/2000 p. 11 notes that the electronic equipment for the double-deck coaches being built by Bombardier Transportation for IR was supplied by EKE Electronics of Finland, which provided its "EKE Trainnet" equipment; "based around the TCN Gateway train communications network, the modular Trainnet family includes train

management systems, event recorders, speedometers and passenger information and entertainment systems."

### (g). VOLLERT SHUNTING ENGINES.

Uwe Pietruck has sent the following notes on Vollert automated Shunting Tractors (can one call them Locomotives ?) in Israel: They are built in Weinsberg, Germany.

factory-

number year type gauge

84/046 1984 BB-dh 1435mm. Rotem Negev, Tzefa (Israel Chemicals Ltd)

84/050 1984 BB-dh 1435mm. Rotem Negev, Tzefa (Israel Chemicals Ltd)

84/062 1984 BB-dh 1435mm. Dead Sea Potash Works, Tzefa (Israel Chemicals Ltd)

84/080 1984 BB-dh 1435mm. Rotem Negev, Tzefa (Israel Chemicals Ltd)

### (h). NEW TILTING DIESEL MULTIPLE UNITS.

It is reported that discussions were close to finalisation in Sept. 2001 concerning purchase from Alstom Ferroviaria of four tilting d.m.u. sets. An important change is that the four-car sets would be diesel-electric rather than diesel-hydraulic as originally planned !

54:7.

## NOTES AND COMMENTS.

### a). ON 53:12. MODEL TRAIN SHOP, JERUSALEM.

First - an apology. The advertisement on the back of the last issue was, due to technical difficulties of which the Editor cannot even spell the relevant programmes, not quite as colourful as intended.

In addition, the number of club members of the Israel Model Railway Club is nearer 50 than 500 !! Apparently this mistake could have implications for the Club's status, so it is important to get it right. But the shop has now opened and, we hope, doing good business.

### b). UNSUCCESSFUL BRITISH IMPORTS.

(i). As readers may know, IR purchased 8 Mark 2c coaches from BR in 1977. (see Cotterell p. 138.) According to some people, they were a failure, not meeting Mediterranean climatic conditions - it is true that small fans were fitted above the seats as a cheaper form of 'air conditioning' or better said, 'ventilation'. For several years they gave seemingly good service, never as a full rake (compare the ex-SNCF stainless steel vehicles) but always singly attached to a rake of mixed Yugoslav/French/German vehicles, and a special small supplement was charged for their use - a slight indication of 'privilege' in the Classless IR system. They were, presumably, pretty well depreciated in Britain before sale, having been built in 1970 - it is not known how much was paid for them, nor how negotiated their purchase and why. Some other slight modifications had to be made, but they were a distinctive feature.

In "RAIL Magazine" No. 224 of 13-26th. April 1994 it is stated (p.14) that a further fifteen Mk. 2 coaches, recently withdrawn from the Waterloo-Exeter services, were standing parked at old Oak Common sidings west of Paddington "for possible sale to Israel Railways". They were Nos. 5439, 5443, 5446, 5447, 5450, 5450, 5458, 5471, 5472, 5475, 5480, 5495, 5497, 6513, 6517.

Does any reader have any knowledge of who was behind this "possible sale" and what the reasons were for its not going ahead?

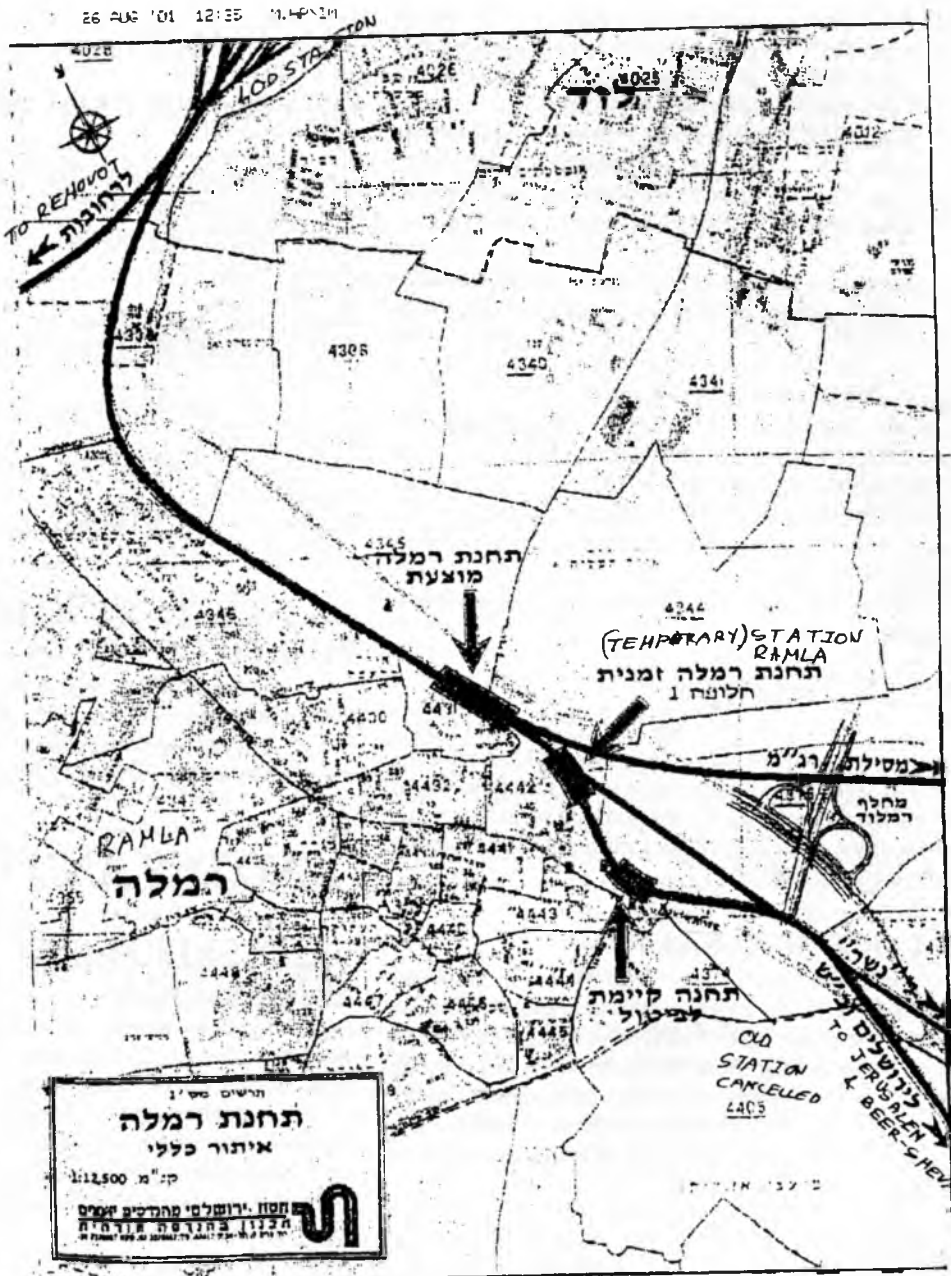
(Incidentally, for readers not 'au fait' with the classification systems - British Railways were formed in 1948; an early project was a series of "Standard" coaches in various configurations of First or Second Class (or 'Composite' - one coach with both sections), with or without Vestibules, with or without side corridors, with or without open saloons, plus Catering, Sleeping and Luggage vehicles. These had 'classic' underframes and bogies and steel bodies and were classed as the "Mark 1's" when in the 1960's a new design incorporating an integral body/frame and more welding was produced, the Mark 2's (of which there were several variants, later one having darkened windows and air-conditioning, but only day coaches). The Mark 3's came in two variants, as trailers in the High Speed Train diesel sets, or as hauled coaches for the West Coast Main Line (for haulage by electric locos) - including refreshment, sleeping and driving-trailer coaches; the Mark 4's are the coaches built for the East Coast Main Line. Thus each classification really refers to a 'family' of vehicles.)

(ii). EWS Class 37 English-Electric Type 3 Co-Cos have been used on infrastructure projects in France and now in Spain. But apparently a year or so ago there was an approach from two Israeli businessmen intending to hire some locos for use in Israel. Does anyone know more?

### c). THE B.P. RAILWAY IN IRAN.

A reader, Chris Bailey, is researching the history of the 760mm gauge industrial railway run by the forerunners of British Petroleum from Darkhazineh (near Ahwaz) to Chasmek Ali in Iran between 1923 and 1948. Does anyone have any useful information? Via the Editor, please.

I asked Keith Chester, an expert on Russian railways and similar, and he has provided some details of what might be the same line or something completely different! The "Russo-Persian Forestry Industry Co." from a source which he believes to be an unpublished draft manuscript on Russian Industrial Locomotives by the late



NEW RAMLA STATION  
(PLANNED) APPROVED

Professor Page:

"Russo-Persian Forestry Industry Co. A 350km. network of 750mm gauge lines constructed in 1909-14. The main line ran from Dzhulifa through Choi to Shapur, with branches from Choi to Marand on the 1524mm Dzhulifa-Tabriz line and from Shapur to Sherefkhan (Kara-Tepe) on Lake Urmiah, where a connection to the 1524mm line to Sofian was made. The line passed to military control before completion, and a further 25 Army tank engines were allotted to it.

German military maps show it as operational in 1943."

There follows a list of engines, all by Orenstein & Koppel and of course all 750mm gauge. They were:

- 0-6-0T's 3098, 3287, 3723, 4836, 4838, 4976, 4977, 4978, 5486-88, 7744 - 45.
- 0-4-0T 3722.
- 0-8-0T's 6851, 6852.

### d). ERITREAN RAILTOUR.

Who'd have thought it! But since Eritrea featured in Bert Dyke's memoirs, it is appropriate to note that "Enthusiast Holidays" are running a "Steam Safari" through Kenya and Eritrea from November 3rd. - 18th. 2001. Four full and two half-days will be based at Asmara, running trains behind the well-known Mallet tanks "following the

success of a well-known Belgian tour operator who took a party there in December". The brochure includes photos of double-headed tanks and an Italian-style diesel railcar, credited to "Tutto Treno" issue 142 of May 2001.

Anyone interested in more details should contact Enthusiast Holidays at 146, Forest Hill Road, London SE23 3QR, fax 020-8699-3654, e-mail <info@enthusiastshols.com>

### e). On 53: RAMLE.

Sybil Ehrlich maintains that Ramle station has not actually been demolished, although it seems that it would be hard to notice if it was..... But see "News from the Line" regarding the planned new Ramle station (I am not totally clear where this will be in relation to the former one) and also the proposed Ramle West (again, a revival of an earlier idea that did not catch on at the time.) From Aharon Gazit comes the accompanying sketch plan with his remarks - indicating a deviation avoiding the old station, the Neshet branch still in situ, and a new junction.

(see map on page to left)

ing company SNC Lavalin, Spanish manufacturer CAF, German operator SSB of Stuttgart, Dankner Investments Co., Delek Group and Baran Engineering.

As a result of the amalgamation of Adtranz with Bombardier, the fifth group "City Line" ceased to exist; however, Adanim Group appealed last week to the Tenders Committee to enable to companies Shikun U'Binui and P.B. Investment - formerly part of the City Line group - to join the Adanim Group.

The tender includes, for the first time in Israel, a schedule of commitments for handing over sections of the various lines and planned functions to the concessionaire.

As part of the preliminary works, the Moriya Company will bore a new tunnel for trams between the Nablus Gate and the Jaffa Gate along the old city walls. Works will start in August 2001, after the company Hafira & Hatziva Ltd. (digging and excavating Ltd.) had been chosen as

Pisgat Ze'ev with Sderot Herzl in the south-west, will be 13.8 km. long with 24 stations, and is expected to be opened in 2006, being served by 38 trains at 4 minutes' headways in peak hours in each direction carrying 100,000 passengers daily. This should be the first of eight LRV lines to be built in Jerusalem by 2020, reaching a total system length of 54 km. The tender includes an option for the State to buy back the concession from the concessionaire after seven years of operation, in return for compensation payments.

Transport Minister Efraim Sneh said that publication of the tender is part of the Ministry's policy to encourage the use of public transport, and that he intends in this year also to publish the tenders for the first LRV line in Tel Aviv and for the suburban line to Kfar Sava.

The Mayor of Jerusalem, Ehud Olmert, has said that he is determined to shorten the schedules for

construction of the first line and has already instructed the Moriya Company to finish the preliminary works earlier

than mentioned in the tender.

The Finance Minister, Sylvan Shalom, said the tender reflects the ministry policy to increase the involvement of the private sector in transportation projects, and that investments in transportation projects are set to increase in the next years - but involving the private sector.

The tender documents, which include 1500 pages of text and about 200 drawings, have been prepared by Jerusalem's Transportation Masterplan team headed by Dr. Moshe Hirsch, and with the assistance of dozens of professional consultants from Israel and around the world."

For the record, a brief note in RGI 1/2001 p.11 also mentioned that formal tender documents were to be issued "in this month" - i.e. January - (referring back to issue 8/99 p.462.) In this report, though, the Moriya company managing the project estimated a total cost of US\$400M, of which 25% (i.e. \$100M) would come from the public sector and the rest private. So the figures vary from report to report.

54:8.

## JERUSALEM LIGHT RAPID TRANSIT

### (Also referred to as "Jerusalem Trams" or "Mass Transit".)

A Press Release of 26/07/01 stated: "The tenders committee jointly run by the Transportation Ministry, Finance Ministry and the Jerusalem Municipality headed by the Finance Ministry's Deputy-Accountant-General Mr. David Gershonowitz, today presented the final form of the BOT tender for the city's first LRV line to the four competing groups. The detailed tender, the first such in Israel, has been published after the Jerusalem Regional Committee for Construction & Design recently decided to introduce the whole plan of the first line - including the alignment - to the public for their response."

For the record: The four remaining groups of competitors are:

- 1. Passim group, consisting of Hanover LRV operator Ustra; DBAG; Siemens Transportation; Africa-Israel Co. and the Feuchtwanger Co.

- 2. Adanim group, comprising Bombardier Transportation, Clal Group, the Dutch operator HTM and engineering/construction company Nechashim U'Binyan.

- 3. City Pass Group, comprising Alstom Transport, international operator CGEA, Astrom Co., Elco Co. and Poalim Investments.

- 4. Ariel Group, comprising the engineer-

the main contractor, together with the Italian company which bored the Road No. 4 tunnels south of Jerusalem.

The competing groups have to bring their offers to the tenders committee within 6 months. They have to finance the entire investments required for construction of the first line, including: laying track infrastructure, installing electrical supply lines; building the depots and supplying the trains. Estimated costs (including those of the Moriya company) are \$450M, of which \$280M will be financed by the private sector. The concessionaire will be able to self-finance the necessary investment, since all revenue from passenger will be retained by the operator; in order to prevent passengers evading payment, the State will permit the operator to charge high penalties to those caught without proof of payment.

The concessionaire is committed to providing a high level of service, consisting of modern low-floor, clean trains, operated at high frequencies.

The first line, which will connect the northern neighbourhood of

## A. TURKEY.

### (i). Ankara - Istanbul Upgrading.

From 'RGI' 12/2999, p. 789: On 27/10/00 TCDD awarded a contract on the first phase of upgrading work on its main line between Ankara and Istanbul (Haydarpasa). "TCDD Director Vedat Bilgin says the aim is to cut journey times for the 576 km. trip from around 7 hours to under 4 hours.

Winner of the contract for the section Ankara - Inonu, valued at 153,300 Billion Turkish lire (!) is a consortium of local civil engineering group Alsim Alarko (45%), with Spanish construction firms OHL (45%) and Guinovart Obras y Servicios (10%). The project had been put out to tender in September 1999, and bids were submitted at the end of April.

Due to be completed in 34 months, the work includes upgrading track, signalling and overhead lines on around 260 route-kms. for a maximum speed of 250 km/h; realignment of some sections of local will require the construction of 9 km. of tunnel and 6km. of viaduct. There will be 52 overbridges and 12 underbridges, together with 9 new and 10 refurbished stations.

Bilgin says TCDD hopes to call tenders for a second stage contract covering the Karaköy - Mekece section, and a third stage from Mekece to Arifye. These would bring the journey time down to 3hr. He hopes the accelerations will boost rail's market share in the corridor from 9% to 16%."

(ii). Trams for Istanbul. In "Today's Railways" No. 69 p.15: "Bombardier Transportation has won an order for the design and production of 55 low-floor trams worth Euro 86M from Istanbul's city transport operator ITC. The vehicles, derived from the design used in Croydon, Köln and Stockholm, will have a 350mm high floor to match platforms in Istanbul's city centre. Each 30m vehicle will be air-conditioned and able to carry 272 passengers, with more standing room than in previous designs. Delivery of the vehicles will begin in autumn 2002. Bombardier's Wien, Austria plant will build the vehicles while the Swedish plant at Västerås, formerly Adtranz will supply electrical equipment."

(iii). Ankara Trams. Once more, not exactly "news", but Marc Stegemann has sent some more snippets on the tramway system here. From "Rheinbahn: Das Rad" of Jan. 1996, p.33 - a photo showing "two female and four male Directors of the "Ankara Stadtbahn" informing themselves regarding the Personnel, Control, Income

# OTHER MIDDLE EAST RAILWAYS.

Administration, Tariff formation, Maintenance of Vehicles and Infrastructure of U-Bahn and S-Bahn operation, as well as marketing and publicity. The managers were greeted by the commercial director of the Rheinbahn, Gert Blumenthal, and Dr. Carsten Simonis of 'Rheinconsult'. The visit to the Rheinbahn was of especial interest for the Turkish guests because the daughter-company of the Rheinbahn and Rhein-Consult, LRTC (Light Rail Transit Consultants GmbH) has been supervising the construction of the Stadtbahn [Rapid Transit system. Ed.] in the Turkish capital and assisted the operating personnel there on the beginning of operations in Ankara in March 1996.

[Rheinbahn is the name for the tramway operator in Düsseldorf and surroundings. Ed.]

## B. IRAN.

### (i). Mashhad Trams.

In "Rheinbahn: Das Rad" of 1/96, p. 7, is a photo of a five-strong delegation from Iran visiting the Rheinbahn. The caption to the photo, which shows the group standing before some typical Dueweg trams of the concern, indicates that the delegation was under the Deputy Industry Minister Wali-Ollah Afikim-Rad and Abbas Amririopour Abrad, the Mayor of Mashhad, Iran's second-biggest city, and their programme included discussions about possible contracts with Rhein-Consult as well as purchase negotiations for 33 trams that had been withdrawn by the Rheinbahn; the first of these had by now already been delivered.

In the meantime, RGI 1/2001 p. 13 has a note that the Mashhad Urban Railway Co. has invited tenders for supply of small track-laying machinery.

### (ii). Diesel engines.

RGI 12/2000 has a note that MAN B&W Diesel Ltd. has signed a contract to supply 100 Ruston 16RK215T diesel engines for Iranian Railways AD43C locomotives being built by Alstom. Some engines will be supplied as kits for assembly under licence by the Iranian Heavy Engine Manufacturing Co. (DESA).

### (iii). Asian Shuttle.

Not such fresh news: From RGI 12/2001 p.6 - On Jan. 10th. 2001 a container shuttle service was due to start between

Uzbekistan and the Gulf via Sarakhs, following the signing of an accord in Tehran in November 2000 between Uzbekistan Temir Yollari and Iranian Islamic Republic Railways.

"According to UTY Operations Director Farhod Jalalov, the shuttle will run from Akaltyn, in Uzbekistan's Syrdarya region, through Turkmenistan to Sarakhs, and then to the Iranian port of Bandar Abbas. He says Uzbek firms are interested in shipping cotton products via the service. The train will initially operate weekly, with 26 wagons each conveying two containers. End-to-end journey time is put at 84 hours.

UTY has also signed a co-operation protocol with Kazakhstan Railways for introduction of container shuttle services on the Almaty - Tehran - Istanbul route."

### (iv). Railcars.

In 'Railway Magazine' 9/01 p.72, a note that three of the following 2-car diesel units are to be modified and sold to Iran - 141.101, 105, 116, 118.

### (v). Coaching Stock.

In "Eisenbahn Kurier" 3/96 pp. 42f. is an article on carriage construction by the Bautzen Carriage Works from 1989 to 1995.

"After completing in 1979/80 a large contract to build passenger coaches (including restaurant cars) for the Iranian State Railways, Bautzen received in 1992 an order to prepare eight Generator Coaches. These coaches were completed as Type Y with 24.5m. compared to the 26.4m. The bogies however were the same as those on the passenger coaches, Type MD36 with disc brakes. These coaches provided the energy for the passenger trains. Each vehicle was provided with three Diesel-Generator sets (360KW capacity) - in this respect a 12-cylinder MTU Diesel motor with directly coupled asynchronous motors(660V/50Hz). Two of these sets provided the power supply, with the third acting as reserve. The cool water circuit were led via a special cold room. The Generator Coaches were provided with an air-conditioned compartment, two bunks, an electric cooker, refrigerator, shower and toilet. The control equipment is in a separate compartment."

A separate article on the history of the Bautzen works appeared in 'Eisenbahn



Kurier' 11/96 pp.46-50. Here is mentioned (p.49) that deliveries of passenger coaches to Egypt, Syria and Iran were the result of governmental agreements between the DDR and these countries - resulting in delivery of "a total of 213 different passenger coaches to Iran and Syria" including "passenger coaches, restaurant cars and Post/Luggage vans, closely modelled on the European UIC-567 norms." Exact breakdown of these deliveries is not made. p.50 includes a photo of a "tourist coach" produced for Egypt.

## C. EGYPT.

### (i). Suez Canal Bridge.

From RGI 1/2001, p.12: "Transport Minister Ibrahim Al-Demeiry has announced that testing of the new £ 365M Al-Fardan suspension bridge across the Suez Canal near Ismailia will begin this month."

[This must be the approximate site of the former Ferdan swing bridge(s) - is this a Railway bridge, though? Suspension bridges remain unusual for such purposes. Ed.]

### (ii). African Links & Unity.

The same issue of RGI, p. 13, notes that the Minister has called for the creation of "a common strategic database by members of the African Railway Union, and for the development of connections to link rail services throughout the entire continent."

### (iii). Alexandria Metro.

From RGI 1/2001 p.13: "Axor of Canada has signed an agreement with Egypt National Authority for Tunnels to carry out feasibility studies on a Build-Operate-Transfer approach to the Abu Qir - Misr Station section of the Alexandria metro. The study is being part-funded by the Canadian International Development Agency."

### (iv). More on Alexandria Trams.

Marc Stegemann has sent some material in Danish, from the newsletter "trafik" 2-2001, p. 111, which indicates that a group is planning a tour of Alexandria in Feb. 2001 to visit these former Copenhagen trams. One photo shows No.890 on its last run, it was shipped from Copenhagen on 3rd. July 1972 and entered traffic in Alexandria in the 31st. of that month; another shows 890 and 815 undergoing maintenance in Alexandria depot in Oct. 2000.

## D. SAUDI ARABIA.

From RGI 1/2001, p. 13: SRO has awarded a 9M Riyal contract to Railcorp of Pakistan for rail end cropping and welding on 60 km. of its main line.

## E. IRAQ.

### Spare Parts.

Further to a brief note in 51:6(F), RGI 12/2000 advises that Czech company CKD Dopravni is supplying spare electrical parts worth \$US 675,000 to Energomachexport of Russia for DES 3100 class diesel locos of 810 kW supplied to Iraq in 1979-82.

## F. JORDAN. AQABA RAILWAY.

Richard Bowen has written:

"Thank you for the article by Eric Stuart on the Aqaba Railway Corporation. I too have been made welcome in Aqaba and have tried to return the hospitality by welcoming a member of staff here in Europe and showing him around railway sites locally.

There has never been a passenger service, and the staff are very reluctant to carry passengers. There are occasional spectacular runaways and also derailments due to sand drifting over the track, both of which contribute to this reluctance.

One other point concerning this system is that initially the ore was moved over the route of the Hedjaz railway down the branch to Ras en Nagab. [also Naqb Ashtar, built 1942. Ed.] There transshipment to road was made, for the journey down to the Red Sea. The bridges on the line, at least, were upgraded for this traffic, or at least seemed to me to be similar to those installed on the Hedjaz line by the ARC - though it is unclear whether this might be due simply to the late and military form of construction. The rails are now lifted, but the transshipment plant and the station and the boundary fence still stand. There was no time to inspect the so-called transshipment facilities in detail. Certainly they include conveyor belts for some sort of bulk product, so Potash seems likely. And the location at the top of the main road descent to the Red Sea seems a logical place to make the interchange. But I have no idea how long this went on for, nor whether it was stopped and restarted from time to time.

What follows is a little explanation on the locomotives seen. The running numbers of the majority of the locomotives are the last three digits of the works numbers. Over the years some cabs and plates have changed locomotives.

The first series of locomotives were five 'A1A-A1A' diesel-electric locomotives by General Electric to type UM10A1A in a joint order for the Royal Jordan Railways and the Aqaba Railway Corporation (40209-40213, where the full 5 digits of the works numbers are used as running numbers). They are now classified U10C and three of them are to be found based at Amman, working all trains, except those chartered for steam operation. On the ARC the other two are treated as yard shunters and do not feature on the operational list.

Following these were Co'Co' Diesel-electric locomotives, all from GE and of types U17C, U18C and U20C. The locomotives of one series of U17C have been upgraded to U18C. If I understand correctly this involved changing some pipes in the fuel injection system.

Operational in November 1999 were:

U17 954, 955, 956, 957, 958, 962, 963  
U18 410, 411, 412  
U20 301, 302, 303, 304, 305, 309, 310, 313, 314, 315, 316  
(of which the last series were from GE, Brazil, which explains the Spanish.)

Two of the operational locomotives may have been lost in the Wadi Rum derailment in April? 2000.

The position of all the diesel locomotives as far as I could determine in November 1999 is contained in the two tables attached to this note.

**Aqaba Railway Corporation and Hedjaz Jordan Railway 1050 mm diesel locomotives summary**

Number	Wheels	Maker	Type	Number	Date	Oper.list	Status	Nov. 1999	Notes
954	CoCoDE	GE	U17C	39954		Nov. 1974	Yes	Aqaba	
955	CoCoDE	GE	U17C	39955		Nov. 1974	Yes	not seen	
956	CoCoDE	GE	U17C	39956		Nov. 1974	Yes	working	
957	CoCoDE	GE	U17C	39957		Nov. 1974	Yes	Aqaba	
958	CoCoDE	GE	U17C	39958		Nov. 1974	Yes	under repair	
959	CoCoDE	GE	U17C	39959		Nov. 1974	No	scrapped	
960	CoCoDE	GE	U17C	39960		Dec. 1974	No	frame Ma'an	
961	CoCoDE	GE	U17C	39961		Dec. 1974	No	scrapped	
962	CoCoDE	GE	U17C	39962		Dec. 1974	Yes	working, crash May 2000	
963	CoCoDE	GE	U17C	39963		Dec. 1974	Yes	not seen	
40209	A1A'A1A'DE	GE, Caterpillar	U10C						
40209					Mar. 1976				plate says UM10A1ANoMa'an
40210	A1A'A1A'DE	GE	U10C	40210		Mar. 1976			plate says UM10A1AHJRAmman
40211	A1A'A1A'DE	GE, Caterpillar	U10C						
40211					Apr. 1976				plate says UM10A1ANoaccident Aqaba
40212	A1A'A1A'DE	GE	U10C	40212		Apr. 1976			plate says UM10A1A HJR Amman
40213	A1A'A1A'DE	GE	U10C	40213		Apr. 1976			plate says UM10A1A HJR Amman
410	CoCoDE	GE	U18C	41410		Jan. 1977			plate says U17C
411	CoCoDE	GE	U18C	41411		Jan. 1977			plate says U17C 40211 1974
412	CoCoDE	GE	U18C	41412		Jan. 1977			plate says U17C
300	CoCoDE	GE, Brazil	U20C	43300	Aug. 1980		No	frame Ma'an	
301	CoCoDE	GE, Brazil	U20C	43301	Aug. 1980		Yes	working	
302	CoCoDE	GE, Brazil	U20C	43302	Aug. 1980		Yes	working	
303	CoCoDE	GE, Brazil	U20C	43303	Sep. 1980		Yes	not seen	
304	CoCoDE	GE, Brazil	U20C	43304	Sep. 1980		Yes	Ma'an	
305	CoCoDE	GE, Brazil	U20C	43305	Sep. 1980				plate says U20
306	CoCoDE	GE, Brazil	U20C	43306	Sep. 1980				plate says 43308 No accident at Aqaba
307	CoCoDE	GE, Brazil	U20C	43307	Sep. 1980				plate says U17CNo Aqaba
308	CoCoDE	GE, Brazil	U20C	43308	Sep. 1980		No	frame Ma'an	
309	CoCoDE	GE, Brazil	U20C	43309	Sep. 1980		Yes	Aqaba	
310	CoCoDE	GE, Brazil	U20C	43310	Sep. 1980				plate says 43300 Aug 1980
311	CoCoDE	GE, Brazil	U20C	43311	Sep. 1980		No	Aqaba	
312	CoCoDE	GE, Brazil	U20C	43312	Sep. 1980		No		wreck Aqaba
313	CoCoDE	GE, Brazil	U20C	43313	Sep. 1980		Yes		not seen
314	CoCoDE	GE, Brazil	U20C	43314	Sep. 1980		Yes		under repair
315	CoCoDE	GE, Brazil	U20C	43315	Oct. 1980		Yes		not seen
316	CoCoDE	GE, Brazil	U20C	43316	Oct. 1980		Yes		not seen
317	CoCoDE	GE, Brazil	U20C	43317	Oct. 1980		No		wreck Aqaba

**Aqaba Railway Corporation 1050 mm service machines**

Number	Maker	Type	Number	Date	Notes	Status in Nov.
	Plasser & Theurer	408	1985	4048?	Ma'an	
	Franz Plasser	4049	1985		Ma'an	
	Geismar		223	1980		Ma'an
	Geismar		224	1980		Ma'an
	draisine					Ma'an
	draisine					Ma'an
	draisine					Ma'an
	Wickham				HJR?	Ma'an
	Wickham				HJR?	Ma'an
AL 41	Robel		9/7/92			
AK 39	Robel		9/7/92			
PV 6	Matisa		707	Sep. 1976	HJR?	9/7/92
RM 74	Bahnau maschinen		222	1983		9/7/92
	Fahrbar maschinen		354	1980		9/7/92
	draisine	Kalamazoo		01FA46	HJR?	9/7/92, now back on HJR?
	Plasser & Theurer	404070	1984		9/7/92	
ARK-335PT	Plasser & Theurer	41	1984		9/7/92	
25	draisine				HJR?	9/7/92

The assistance of members of the Aqaba Railway Corporation is acknowledged in the construction of these Tables.



Several ARC locos out of use at Aqaba. View towards Wadi Rum. Note the escape track on the right.)



Three ARC diesel locos viewed at Aqaba depot on 25/04/00. The one on the left is idling, the two on the right are each minus wheelsets on a bogie. Photos: Eric Stuart.)

## G. SUDAN.

David Stiffelman reads a lot of regional newspapers, and here are three items he has sent on recent developments in the Sudan.

### 1.. SUDAN: RAIL OPERATING DATA FOR 1970 - 2000.

Al-Bayan newspaper provides a review of Sudan railways activity over the 1970 - 2000 period. According to the report, the most active years of the railway system were the eighties, following comparative stagnation in the seventies, which returned in the nineties. The newspaper notes that cargoes carried by the railways between 1972 - 1976 totalled 3 million tonnes per annum. The newspaper adds that the fall-off in railway activity is associated with the continued economic depression and the devaluation of the Sudanese currency.

### 2.. SUDAN: KHARTOUM MAIN RAILWAY STATION

Al-Bayan newspaper provides information on Khartoum Main Railway Station as of December 2000. According to the report, the station was opened in 1897 and was used for military purposes. Until 1962 it was used by steam locomotives, which were then replaced by diesels. In the first 90 years of the system's existence the number of railway employees reached 29,000. As a result of reforms carried out by the railway management under World Bank supervision, staff was cut and in 1999 totalled 14,000.

### 3.. SUDAN: INTERVIEW WITH RAILWAY GENERAL MANAGER

Al-Bayan newspaper quotes information disclosed in an interview held in the middle of December 2000 with Eng. Amer Muhammad Nour, General Manager of Sudan Railways. He reported that the number of railway employees dropped from 29,000 in 1995 to 14,467 in 1999. The number of passengers carried by the railways increased by 7% from 240,000 in 1998 to 257,000 in 1999. The system route length totals 4,599 kilometres.

54:10.

## MORE ON LIBYA.

In 52:9 "The Railways of Lybia - Past and Future" we referred to projects for restoration of railways in Libya. Here are some more items on the same topic - past and present.

#### a). Progress on New Construction.

An item in "Railway Gazette International" Jan. 2001 p.20 informs that 60% of the earthworks are now complete on the first section of the new network. The article expands a little on 52:9(B):

"Mohammed Abdul-Samed Ali, Chairman of the Railways Executive Board in Libya, has revealed details of progress with building a 3,170 km. national network. The Great Socialist Libyan Arab Jamahiriya is planning to spend US\$ 10 Billion on two major routes, the first of which is currently under construction.

This will not be Libya's first railway - an Italian-built line once linked Suluq, Banghazi and Al Marj, but this ceased to operate in 1965. [Interesting to see how the names have subtly

altered with new orthography from 'Colonial' to modern - but modern spellings vary also with those in the 'Fahrplancenter News' report in issue 52, and other items below. Ed.] The standard gauge single track railway now being built will run parallel to the coast from Ras Ejder on the Tunisian border, via Surt, to Emesaad on the Egyptian border, ultimately creating a through route between the three countries. The line will serve 10 ports, which between them handle 10 to 15 million tonnes of freight each year. From Surt another line will run 1,000 km., south to Sabha, with a branch to Tarot.

The network will in due course have 96 stations and is to be built in four stages:

Stage 1: Ras Ejder - Surt.

Stage 2: Surt - Banghazi.

Stage 3: Banghazi - Emesaad.

Stage 4: Surt - Sabha, plus the branch to Tarot.

The Surt - Sabha route runs south into the heart of the country and will allow access to large mineral deposits. Iron ore is located at Wadi Shati near Sabha, and unit trains will run to the steelworks at Misratah. Much of the traffic along the coastal route will be cement, oil, gas and agricultural products.

The lines were to be constructed following a five year plan from 1998, but this proved impossible. This year, the Railway Executive Board, formerly known as the Railway Authority for Projects, Construction and Operation, has agreed with the General Authority for Transport and Communication (the transport ministry) to adopt a more realistic 10-year timescale.

The section between Ras Ejder and Tripoli was designed in the 1980's, but the plans have since been reworked to reflect modern standards. Earthworks between Ras Ejder and Surt are being constructed by local contractors, and are now 60% complete. According to Mohammed Abdul-Samed Ali, tracklaying will begin in 18 months, and the line should open in three years, although he acknowledges that this is optimistic.

The new line will require construction of 240 km. of access roads, 554 bridges, 1,205 culverts, and 115 million cu. m. of earthworks. While much of the alignment runs through relatively flat country, there are potential problems in building a line through the highland region between Egdabia and Tobruq in the north-east. This means that an alternative inland route may be chosen. [i.e. the same problem as faced the military constructors of the Western Desert Extension Railway in the 1940's ! Ed.]

The steelworks at Misratah will supply materials for the construction works, but there is no mill to produce the 370,000 tonnes of 60 kg/m. rail needed for the network, and this will be imported. A concrete sleeper factory at Al Khums will produce 500,000 monobloc sleepers a year, and the total requirement is for 6-8 million.

Director of Signalling & Communications Naffati el Ghul said that the Railways Executive Board had identified a need for 244 diesel-electric locomotives and more than 8,500 other items of rolling

stock. Most will be freight wagons, but there will also be a significant number of passenger services requiring a fleet of modern coaches.

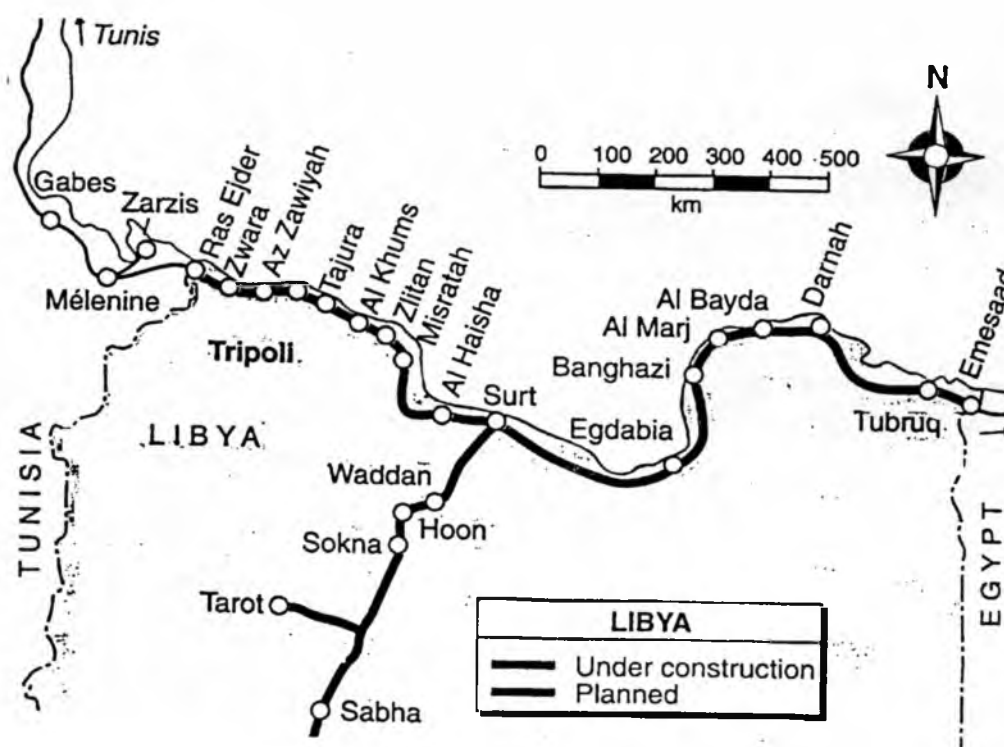
Around 10,000 people will be employed during construction, and operation will provide 2,600 jobs. The infrastructure is designed for a 22-tonne axleload. With a maximum gradient of 0.6%, the line has a design speed of 160 km/h., though it is planned to run the passenger services at 120 to 140 km/h., freight will operate at 80 to 100 km/h.

The station serving the capital, Tripoli, will be situated in a development area 10 km. from the city centre, and it is planned to construct a light rail route to link the station with the city.

There are future plans to extend the Sabha line to land-locked Chad, creating a north-south transit corridor. Mohammed

Railways of Northern Africa" by John R. Day, pub. Arthur Barker Ltd., London, 1964. Chapter 6, "The Mediterranean Coast", gives some useful historical context, and begins:

"We have already, with the Egyptian railways, followed part of the Mediterranean coastline of Africa and have seen that a wartime Egyptian line might have been extended all the way to Benghazi in Cyrenaica. There it would have met the 0.95 m. (3 ft. 1 3/8th. in.) gauge lines built by the Italian Colonial Government between 1917 and 1927. There are, or were, three short sections of line - a dock system in Benghazi itself, with about 1 1/2 miles of track, a 67-mile line running slightly east of north from Benghazi to Barce, and a 35-mile line running due south of Benghazi to Soluk. This little system was badly dam-



Abdul-Samen Ali described this as 'a dream - but helpful for the future', and RITES of India has been contracted to conduct a feasibility study. In the long term ambitions to provide a link to Sudan may be realised.

Many countries restored diplomatic relations with Libya in 1999, opening up trade opportunities. Mohammed Ali said that Libya is looking for contracts for railway equipment and is 'happy to negotiate any proposal'."

### b). Another Historical Account.

From Marc Stegeman I have received a copy of pp. 74f of a book "The

aged during the 1939-1945 war, when something like half of the city itself was destroyed by bombing. The railways were closed down by necessity but were re-opened in March 1948, under the aegis of the British Military Administration which looked after the territory for a time from 1942.

Operations were turned over entirely to diesel locomotives and railcars in November 1941, but there were few prime movers - three or four diesel locomotives and one or two railcars at most. In 1951 the three parts of Libya - Tripolitania, Cyrenaica and the Fezzan - were federated and became a united kingdom with joint capitals at Tripoli and Benghazi.

The Italians opened the first rail-



way, inland from Tripoli to Azizia, on May 1st. 1913. This 31-mile line, like the others in Libya, is on the 0.95 m. gauge. The other two lines stretch east and west along the coast. The eastward line is shown on older maps as reaching Homs, but in fact goes no farther than Tagiura (13 miles) and the westward line reaches Zuara (73 miles).

The railways round Benghazi and Tripoli owe their origins to the Italian invasion of 1911, because they were built by the Italian Army engineers during the invasion campaign which ended with the signing of a treaty at Lausanne in October 1912. (At that time the area was under Turkish control and the fighting was against the Turks). Having served their military purpose, the railways were handed over to the Italian State Railways, which administered them until 1922, when they passed over to the Colonial Government. When the 1939-45 war began, there was a line from Tripoli to Zuara, as now, a 60-mile line through Azizia to Garian in the south, and the existing line to Tagiura. From Fornaci on the Tagiura line one branch about 10 miles long ran northwards to the coast at El Mellaha and another, about 5 miles long, ran southward to Fort Ain Zara. There were other short branches serving the El Ghiran quarries some 5 miles from Tripoli and the city's docks. Homs had an isolated line, about 2½ miles long, connecting it with the Lebda hills. All lines were single track.

There were plans for more extensive development - from Tagiura another 120 miles eastwards to Homs and Misurata, from Fort Ain Zara to Castel Benito (11 miles), and westwards on from Zuara to Pisida, another 25 miles along the coast.

The Tripolitanian lines were also damaged badly by bombing and even more so by German and Italian forces as they withdrew. The British entered Tripoli in January 1943, and the Royal Engineers soon had some of the dock lines working so that army stores could be landed and dispersed. Two more locomotives and some rolling stock were ferried along the coast from Benghazi. For military purposes, the greater part of the Zuara line was hurriedly converted to metre gauge to serve as a strategic supporting line for the westwards advance of the armies, and some of the track of the Garian line was lifted by the South African Engineer Corps for use in extending the railway from Zuara towards Tunis on the metre gauge.

By June 1944 the (Army) Directorate of Transportation was able to open some of the Tripolitanian lines to civilian use, giving something like the pre-war service on the Zauia and Azizia lines. (The Zauia line had been re-converted to its former gauge by local labour in 1913.) According to the Public Works Department in Tripoli, the only service operating in July 1963 was between Benghazi and Barce, worked by railcars.

We now move westward into Tunisia, a country of only 79,000 sq. miles against the 679,000 sq. miles of Libya, but with four million people against just over one million....."

### c). More Loco Notes and a Query; from Uwe Pietruck.

In the list 'Motive Power of Libyan Railways; Tripoli Railways', the following Maffei locos are reported at the Cyrenaica Railway:

Ma 2641/1907 formerly Eritrean Railways 441.101 as WD 70638 and

Ma 2643/1907 formerly Eritrean Railways 441.106 as WD 70637

But - data from the Maffei factory list shows the following:-

Ma 2641/1906 720 mm Gauge. B n2 t/0-4-0T was delivered to Gg. Roth, Gross-Steinheim

Ma 2642/1907 950 mm Gauge. B'B n4v t/0-4-4-0T

Masana-Glinda-Asmara-Bahn (Eritrea) North Ethiopia Railway No. 8

In 1939 renumbered 440.025

Ma 2643 /1907 950 mm. B'B n4v t (0-4-4-0T)

Masana-Glinda-Asmara-Bahn (Eritrea) North Ethiopia Railway No. 9

In 1939 Renumbered 440.025 ???

Ma 2644/1907 950 mm. B'B n4v t (0-4-4-0T)

Masana-Glinda-Asmara-Bahn (Eritrea) North Ethiopia Railway 10

In 1939 Renumbered 440.025 ??? (see above - these cannot both be correct.)

It looks likely that the data of Ma 2641 doesn't at all match service in Libya ! It must have been Ma 2644 that was meant.

Can anyone else perhaps find out any further detail or details about the source ?

54:11.

## IR FLEET.

From Aharon Gazit I have received a current fleet list of Israel Railways - well, so current that it includes some items still on order and not yet in service. Although some of this information has been published in "Railways of Palestine & Israel", I give here the full data as appropriate:

### I. Locomotives.

No.	Date	Type	Max. Speed.
108	1958	G12.	105
111	1958	G12	105
112	1958	G12	105
113	1958	G12	105
115	1961	G12	105
116	1961	G12	105
117	1961	G12	105
120	1964	G12	105
121	1964	G12	105
122	1964	G12	105
124	1965	G12	105
125	1966	G12	140
126	1966	G12	105
131	1989.	Swedish 'T44'	90
161	1961	G16	122
(originally from Egypt.)			
162	1961	G16	122
(originally from Egypt.)			
163	1961	G16	122
(originally from Egypt.)			
261	1998	GA900	80
(shunting loco).			
262	1998	GA900	80
(shunting loco)			
263	1998	GA900	80
(shunting loco)			
601	1971	G26CW	122
602	1971	G26CW	122
603	1974	G26CW	122
604	1974	G26CW	122
605	1977	G26CW	122
606	1979	G26CW	122
607	1979	G26CW	122
608	1979	G26CW	122
609	1979	G26CW	122
610	1982	G26CW-2	122
611	1982	G26CW-2	122
612	1984	G26CW-2	122
613	1984	G26CW-2	122
614	1986	G26CW-2	122
615	1986	G26CW-2	122
701	1989	GT26CW-2	105
(slow-speed control for coal trains)			
702	1998	JT42CW 110	Co-Co
703	1998	JT42CW 110	
704	1998	JT42CW 110	
705	1998	JT42CW 110	
706	1998	JT42CW 110	
707	1998	JT42CW 110	
708	1998	JT42CW 110	
709	1998	JT42CW 110	
731	1998	JT42BW 140	Bo-Bo
732	1998	JT42BW 140	
733	1998	JT42BW 140	
734	1998	JT42BW 140	
735	1998	JT42BW 140	
736	1998	JT42BW 140	
737	1998	JT42BW 140	
738	1998	JT42BW 140	
739	1998	JT42BW 140	
740	1998	JT42BW 140	

741	New Alstom MEGA	80	314
Bo-Bos with JT42 engine,		81	315
on order.		82	316
742		83	317
743		84	318
744		91	319
745		92	320
746		93	321
747		94	322
748		95	323
749		96	324
750		97	325
<b>2. "IC3" 3-coach articu-</b>		98	326
<b>lated diesel multiple</b>			327
<b>units.</b>		111 (rebuilt at	328
<b>No.</b>	<b>Entered Service.</b>	Qishon from derelict	329
		Esslingen d.m.u	330
1	07.09.92	trailer coach.)	331
2	11.09.92	112	332
3	09.10.92	113	333
4	26.10.92	114	334
5	25.10.92	115	335
6	21.01.93	116	336
7	21.03.93	117	337
8	21.01.93	601 (This and all	338
9	21.01.93	following from Boris	339
10	21.01.93	Kidric works,	340
11	13.12.95	Maribor, Yugoslavia	341
12	25.02.96	602 (as it then was)	342
13	27.03.96	603	4. Double-deck
14	01.05.96	606	coaching stock.
15	30.05.96	607	(Bombardier, Görlitz,
16	26.06.96	608	Germany.)
17	25.07.96	609	455
18	25.03.97	611	456
19	25.03.97	612	401* (Power cars).
20	23.07.98	613	402*
21	27.08.98	617	403
22	01.10.98	618	404*
23	29.10.98	619	405*
24	11.01.99.	620	406
(Notes: Nos. 1 & 3 were		621	407
demonstrated in the USA		622	408
and Canada and returned to		624	409
service in 12.98.)		625	410
		626	411
Series IV, due from Sept.		627	412
2001.		628	
25		629	
26		630	
27		631	
28		634	
29		635	
30		636	
31		638	
32		639	
3. Hauled coaching stock.		642	
53 (Former Power Car)		643	
58 (Former Power Car)		4. "Push-Pull" sin-	
610 (Former Power Car)		gle-deck coaching	
616 (Former Power Car)		stock. (Alstom;	
623 (Former Power Car)		Spain)	
632 (Former Power Car)		301 (with driving	
633 (Former Power Car)		cab)	
637 (Former Power Car)		302 (with driving	
640 (Former Power Car)		cab)	
641 (Former Power Car)		303 (with driving	
71		cab)	
72		304 (with driving	
73		cab)	
74		305 (with driving	
75		cab)	
76			
77		311	
78		312	
79		313	

413
414
425* (Trailer cars.)
426*
427*
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# ADVENTURE ON THE HEDJAZ RAILWAY.

BY MATTHIAS KOCH.

Matthias wrote and illustrated an article for 'Eisenbahn Kurier' which was published in their issue 3/2001, and has been kind enough to send me his original text and photographs - though the maps used in the article are copyrighted to someone else. Some of the article of course covers well-known territory, so I shall paraphrase and edit his account as I translate.

### "Background.

The railway is a living legend; it was operational for its full length only for a matter of some 15 years at the beginning of the century - but the rest has somehow managed to survive until the present day and retains its romantic flair. The Hedjaz Railway means now a mixture of breathtaking lines, stations in the style of the fin de siecle, modern and over-100-year old steam locos - and engine drivers who look not a day younger than their charges, but are clearly still masters of their work.

Hedjaz is the name of a mountain range that stretches, up to 2,700 metres high, along the Arabian Peninsula along the Red Sea. There lies the town of Medina, an Islamic Pilgrimage centre, the end station of the 1,320 km. Hedjaz main line. The intended terminus, the holy city of Mecca, was never reached.

\*indicates: In Service  
as at 21/06/2001.

A Driving Trailer from Bombardier at Görlitz being unloaded at Ashdod Port.  
(Photo: Aharon Gazit.)



Large areas of the Near East belonged to the Ottoman Empire around 1900, and Sultan Abdul Hamid II issued a decree for the construction of the railway both to enable pilgrims to reach Mecca and to strengthen Turkish control of the region. After a successful campaign for donations, construction began on 26th. October 1900; at first progress was slow until a Leipziger, Heinrich August Meissner, was summoned to lead the efforts - in 1906 he received the honorary title of 'Pasha' - and on 1st. Sept 1908 the entire line was opened. The economically important line from Dera'a to Haifa had opened in 1905, and the line from Beirut to Damascus had been opened in 1895.....

After seven years of operation the line became embroiled in the conflicts of the First World War..... the operations were severely damaged, and the last train traversed the entire line in 1924. In Medina and along the desert stretch in Saudi Arabia south of Mudawara there are still locos and trains standing, as though they had been abandoned only recently and not over 75 years ago. But even the remaining sections in Syria and Jordan are fascinating.

#### The Situation as at 2000:

a). Damascus - Amman. (222 km.) Passenger traffic Mondays and Thursdays as 'International Train' - one train pair, crossing around midday in Dera'a with change of loco (and passport control). Normally with diesel haulage, in the 1990's also sometimes with steam haulage. Stock comprises railcar trailers.

b). Damascus - Serghaya. (64 km.) In summer daily one train pair, in winter Fridays and Sundays Only. Timetabled steam haulage.

c). Damascus - Qatana. (34 km.) Daily one railcar pair, dep. Damascus 06.00.

d). Amman - Medina. (1118 km.) Between 1924 and 1973 closed in sections. Amman - Qatana - special trains only. Qatana - Maan - closed to regular traffic; Maan - Medina - only a 60 km. section used as part of the Aqaba Railway opened 1975 for phosphate traffic, the rest dismantled.

e). Dera'a - Muzeirib - Haifa. (149 km.) Through traffic suspended since 1946. The section now in Israel west of El Hamma dismantled. Dera - Zeizoun used for occasional special trains.

f). Dera'a - Bosra. (28 km.) Timetabled trains only during the festivals at the Citadel every two years (e.g. 2001, 2003.)

The Hedjaz Railway station lies in the middle of Damascus; the wonderful building looks to be still largely in the condition it was in 1906 when it opened. In front of the station loco 61 (26-0T Jung 965/1906) is plinthed; at one platform



Arrival at the rubbish site, ghostly station of Qatana.

stands 130-751 (2-6-0T, SLM 851/1894) and two coaches as a Restaurant Train and invite one to refreshments in an original appropriate atmosphere.

But for us there is no time to pause, as a visit to the Cadem Works is arranged, the legendary main workshops of the CFH (Chemin de Fer Hejaz). Loco 031-805 (0-6-2T, SLM 845/1894) has come from the depot and sets itself onto our train, makes a brief vacuum brake test - and off we go ! The crossing of the square straight after the station is spectacular; for several minutes the traffic reaches a state of chaotic paralysis, traders move their stalls to the side, a pita bread seller who has spread his wares on a wall moves them into a place of safety from the locomotive. The noise is hellish - loud cries, car horns, squealing wheels and - over everything else - the whistle of the steam loco. From the pavement one can observe a hundred years of Oriental transport - a single donkey cart, the steam train and thousands of cars. Past a signal box and a semaphore signal we reach Damascus-Cadem.

In the Works time seems to have stood still since the First World War. There is an extensive layout with a traverser, a hall for steam locos, another one for diesel vehicles and coaches as well as extensive sidings. Many machines in the workshops date from the period around 1900 and were to a large extent made in Germany. In the smithy the coals are glowing - leaves for

wagon springs are being assembled together.

The Hedjaz keeps five or six steam locos operational for the passenger traffic on the line to Serghaya, for the freight trains to Amman and for special trains. Head of the Loco Department is Assiz-al-Kassem, whom we first met when filming the 'Eisenbahn Kurier' video 'Dampf im Libanongebirge' back in 1989. He worked on the DB in Koln and Opladen in the

1960's and speaks German. His forty years' worth of experience is irreplaceable for the Hedjaz Railway. On this morning he is working with oil-stained fingers on the driving rods of loco 91. Nearby two workers are busy on the smokebox of the 100-year-old 2-6-0T 130-755.

#### Current steam locos of the CFH (Operational or under Repair.)

66	2-6-0T+T.	Jung 987/1907.O
90	2-8-0	Hartmann 3039/1907 R
91	2-8-0	Hartmann 3040/1907 O
160	2-8-0	Borsig 9009/1914 O
262	2-8-2	Hartmann 4031/1918 O
031-805	0-6-2T	SLM 845/1894 O
130-754	2-6-0T	SLM 854/1894 O
130-755	2-6-0T	SLM 849/1894 R

On the sidings next to the traverser stand many items of stock from the 100-years long Hedjaz Railway history, many seemingly in a deep sleep. Many were built in Germany. In 2001 one of the Mallet locos should be restored to operation - that will be a minor sensation.

#### The Military Railway Damascus - Qatana.

For the excursion along the

military line to Qatana, Hartmann loco 160 is standing ready on six coaches. The line runs through grim urban ghetto townscapes, parallel to the standard gauge line to Aleppo built as recently as 1983. This narrow gauge line was itself built in 1975/6 and was intended to link the military base at Qatana, a few kilometres from the Israeli border, with the capital. The Syrians belonged at that period to the Socialist camp, and the construction was supported by the Soviet Union and the DDR. Timetabled traffic comprises only one early-morning return railcar - the locals react especially amazed therefore at the passage of a real steam train storming along the 34km. line. The driver hangs unceasingly on the wire for the shrill steam whistle - and not without reason. Children sit on the tracks. One jumps up, but two seem not to notice the train - or at least, not yet. The fireman screws the oil supply open as far as possible, the loco pours out thick black smoke... and at the last moment the lads jump from the rails. Now an uninhabited section lies before us, the driver gives the fireman a sign, and he reaches for the steel bucket in the cab; ten handfuls of sand fly through the observation opening of the firebox of the oil-fired loco. The regulator is opened, and a rain of sand and soot shoots out of the chimney and 'blesses' the passengers leaning out of the windows of the coaches behind - tube-cleaning in Oriental syle. Shortly before the fall of darkness we reach Qatana, a monotonous military concrete town with 30,000 inhabitants. Here, at the foot of the Golan Heights, the line ends.

**The Lebanon Line: Damascus - Serghaya.**

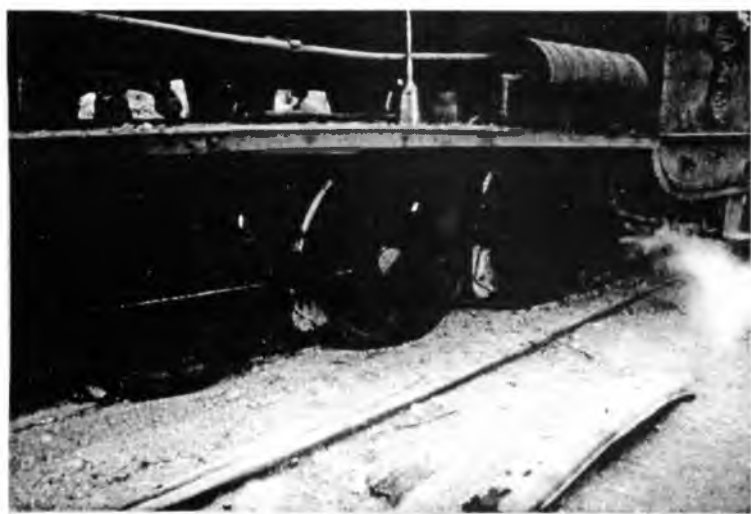
With Oriental patience the crew at the leaky water crane fill the tanks of the two 106-year old Methusalehs, then we set off with gusto. Past the mountain of Damascus, the 1220m high Qassiu, the line winds along the side of the Barda gorge uphill. We are on the Lebanon Line, as the remains of the former line Damascus - Beirut is here called. Opened in 1905 by the D.H.P. company, partly with rack operation, the section in Lebanon was closed in 1976. For the remaining stretch to Serghaya there is only tourist traffic; since the large Rumanian diesel locos ruin the tracks, and the railcars are unloved by the passengers, the steam engines here have their reason for continued existence. After 25 kilometres the two saturated-steam locos each the idyllically-situated station of Ain-Fidje have to take further water. Bid a friendly farewell by the locals, the train plods further uphill. The track leads like a terrace along the cliff side, sometimes through the middle of a village, mostly

through woods and olive plantations. Above Ain-Fidje the gradient stiffens, the exhausts of the two SLM locos echo mightily. After the station of Souk Ouad Barada is the most spectacular section of line - at a gradient of 26% the line reaches a height of 1110m, and here is the only tunnel of the Lebanon Line.

Shortly after 12 noon we arrive in Teqieh, a dreamy station under the trees. Our train has to wait until the following timetabled Fridays-Only train reaches and overtakes us. Puffing hard, loco 160 enters the station with a long train, the coaches filled with excursionists. The Borsig engine comes to a stand next to our Swiss locos. The engine driver, our acquaintance Azziz, exchanges only a few short words with his colleagues, and then steams on further, since he is already two hours late. As yet no-one is aware that he will never reach

h i s destination... and we wait further. After an hour we have still not received authority to proceed, and then comes the report - the regular train has derailed! We use the bus that had been provided as a reserve, in case, and drive on to Zebadani station. Loco 160 has come to grief at the point at the entry to the station. The fourth coupled axle is outside the rails, the

is not damaged, she should be used to rerail herself with her own power. With help from ropes, steel sleepers laid beneath, rail chairs and stones the wheels are raised, the Brechstange / poles placed in position and, with one jerk, the wheels are back on the rails. The rear tender bogie is rerailed by the same method. But the bogie lying crosswise? Now the driving skills of Azziz are required. Since the loco is standing only a short distance beyond the point blades, he decides to use the frog of the point for rerailing. There is enough pressure in the boiler. Gear into reverse, regulator open - thunderous slipping is the result. Azziz tries it now a bit forwards, then once again in reverse with the regulator at full throttle, but now the 82-year-old Borsig gives only an angry groan; so now 805 must come to the assistance. It has come forward from Teqieh and is sanding at the end of the train



*After a brave attempt to run a steam train without rails, three axles rather than one are now off the track.*

tender is hanging at a dangerous slant, its leading bogie lying sideways in the sand. Driver Azziz discusses calmly with the station staff what is to be done. Should a crane be brought to assist? In this narrow spot not a good idea. Since the loco itself

and - in the middle of a level crossing - creating further traffic chaos. A whistle, a return crow as acknowledgement, and already it is giving the 160 a hefty push. Azziz brings the gear into reverse quickly once more, gives steam, and with a heavy



exhaust beat the locos settles itself back onto the rails. Mighty applause from the spectators ! The excursionists had indeed really intended to enjoy the summer freshness of Serghaya, but the derauling and rerauling of their train had also, after all, a high entertainment factor.

### The Line Dera'a - Muzeirib - Zeizoun.

The morning sun shines at 8.15 over loco 262 which has come from Dera'a with two coaches. The station building in Muzeirib has been abandoned by railway personnel for years, the ground floor functions now as a cow shed, the inhabitants have spread tobacco leaves to dry nearby. A young lad is guarding two cows which are standing on the track. The run-round loop is lost in the weeds. It is hard to believe that there were once busy operational activities here, when the line still reached to the harbour city of Haifa. This line brought in one-third of the entire revenue of the Hedjaz Railway. Nowadays it is very rare indeed that a train ventures over the 100-year old lines.

The route of the line is spectacular, and slightly reminiscent of the railways in the Andes. Often the loco moves at only walking pace, the tracks are overgrown and sometimes covered in rubble. A rock the size of a football catches itself under one of the footboards, the coach rolls dangerously, it is better not to look down right now into the gorge! Isolated telegraph masts still stand here and there, with only one insulator - they date still from the time when the trains were telegraphed from one station to another by morse code ! The train reaches the station of Zeizoun - a ruin. The water crane dried up long ago. In order to run round the loco rolls forward a few more metres and over the point, but there is no going further - beyond, earth slips have removed the rails. With the naked eye one can see the line stretching onwards into the Yarmuk gorge, that forms the route until the Jordan river, 60 km. distant. Through the blowing of the Yarmuk bridge at km. 92 in 1946 the through operation to Haifa was rendered impossible; until 1966 Bathing Trains ran as far as El Hamme, until that town was occupied by Israel following the 1967 war. The Syrian excursion trains ended thereafter at El Sedjere, until in 1983 the operations as far as here were also ended.

The deep whistle of our 82-year old Saxon locomotive echoes back from the surrounding mountains, upon which the Jordanian border posts observe the unusual activity. With a jerk the 262 begins its return trip uphill, which does not pass without slipping. Since the gradient was not to exceed 20%, Meissner as engineer

had to construct 443 bridges and culverts, 16 viaducts and six tunnels.

### The Junction of Dera'a.

Dera'a remains an important and relatively busy station. Here the main Hedjaz line Damascus - Amman crosses the (only partially remaining) branches to Haifa via Muzeirib and to Bosra. There is a small loco depot, a broad and generous layout and imposing buildings. In front of the depot we are pleased to see loco 66 in steam - Jung 987/1907, a unique 2-6-0T+T created when a tender was added to this tank loco. Next to it stands loco 91, which pulled our train the previous day. In the shed, cold, stands loco 162, which was still in active use during our previous visit in 1989.

Around midday a whistle from the south indicates that a steam train is rolling in from Jordan. The stallholders swiftly clear the tracks, the station door is opened, and Hedjaz Jordan Railway 2-8-2 No. 51 rolls majestically in - one of three such locos delivered to Amman by Jung in 1955. From the North comes suddenly another whistle, shriller, and 262 of the CFH rolls in with a train from the Yarmuk Valley. Four locos at once ! That guarantees some excitement even for the local inhabitants. When the 'International Trains' from Damascus and Amman cross here, suddenly there is a level of activity in Dera'a as in former days.

### The Line Dera'a - Amman.

13.10. Departure to Amman. Shortly after leaving the station a stone flies and a window breaks. That many children in poor regions use the train as a target for their attacks is one of the less pleasant experiences in Syria and Jordan. Since the loco can also serve as a target, the driver accelerates No. 51 and hurtles at 60 km/h. through the suburbs. After a short halt on the open line we pass the Syrian-Jordanian border. The friendship is not so deep than one can dispense totally with border fences.....

At 14.35 we reach Mafraq, the first Jordanian station. On the platform stands a Mercedes of the Border Police, who give us back the passports; They have stamped "Train Border" in them. The station looks better kept than the Syrian one. It is already dark as we reach Zarqa, a town some 20km. north of Amman; here the dusk lasts only minutes, at 17.00 it is already night and the temperatures sink swiftly.

### Amman - Seven Hills, Twelve Steam Engines.

The station of Amman shows its

best side to us this morning. A well-tended, clean layout, in whose main building the Directorate of the HJR is based. The railway is still nationalised and - as in Syria - used as a means of creating employment, bearing in mind there are but three pairs of trains that call here per week.

In the depot loco 82, which will haul us to Qatana, is already sizzling. The Jordanian steam engines are only maintained now for the tourist trains. Nevertheless the operational fleet consists principally of four locomotives. The entire fleet consisted on the day of our visit of:

21	2-8-2	Robert Stephenson 7431/1951.	Monument loco, brightly painted.
22	2-8-2	Robert Stephenson 7432/1951.	Used as spare parts donor; off its axles.
23	2-8-2	Robert Stephenson 7433/1951.	Under repair, off its axles.
51	2-8-2	Jung 12081/1955.	Operational.
53	2-8-2	Jung 12083/1955.	Spare parts donor.
61	2-6-2T	Haine St. Pierre 2147/1955.	Monument, can be moved.
62	2-6-2T	Haine St. Pierre 2148/1955.	Monument loco, brightly painted.
71	2-8-2	Haine St. Pierre 2144/1955.	Operational.
72	2-8-2	Haine St. Pierre 2145/1955.	Stored.
81	4-6-2	Nippon 1609/1953.	Stored.
82	4-6-2	Nippon 1610/1953.	Operational.
85	4-6-2	Nippon 1613/1953.	Stored.

In the station a diesel loco is shunting the weekly freight train to Syria, including a flat wagon with the carrying and coupled wheelsets of a steam locomotive. Enquiry reveals that they are from loco 23 and are to be turned on the wheel lathe at Cadem Works. Why are not all the locos overhauled at this works ? This, we are informed, would not be politically desirable.

### The line Amman - Qatana.

Loco 82 hauls our train, delivered in 1953 from the Japanese builder Nippon-Sharyo. The 4-6-2 wheel arrangement proves not to be suited for the steep grades on the line southward out of the station, even with a train of only seven vehicles. With exhaust beats that echo back from the other side of the valley, the engine slips and struggles uphill. The driver hammers against the sand pipes, the sand provided at Amman was damp and is now blocking

the delivery pipes. Without sand there is no way forward.

Shortly after 12, we are still in the city area, an incident occurs. The train comes to a standstill again, the crew needs to build up pressure. So - oil supply on, blower on, and wait. Sooty black smoke rises out of the chimney - and that brings a reaction. The engine is standing near blocks of flats, and from one, on whose balcony washing is hanging to dry, comes an angry inhabitant swearing and gesticulating - hauled along by his wife, who is raising her hands to the skies and crying loudly. Soon a dozen shouting people surround our loco crew, it comes to scuffles, insults rain upon the old engine driver. A policeman travelling in the train radios for reinforcements; within a few minutes sirens are heard, a police car arrives and parks next to the loco. Police lead the noisiest grumbling inhabitant away - he has apparently deeply insulted the driver.

After a half hour the line is free again, the fireman has used the time to build up some pressure again, and with full steam ahead we move on. We make a pause in Djije, the best-preserved station so far seen. The buildings, in typical Central European style, are complete and well-maintained. At 16.30 we reach Daba, an abandoned station. The empty windows of the station building stare like skulls. Inside, everything has been looted. After a few kilometres further journey it is clear that we will not reach Qatana in daylight. Loco 82 pushes the train back into the ghost station. The points function, so the loco can run round. Now it is a matter of 18km. back to Djije, to where a bus is ordered.

Tender-first, Fatalaha Al-Geisi pushes his Japanese loco on through the night, the searchlight sends a thin light onto the tracks. At 70 km/h it is dusty and vibrates terribly on the footplate. As the generator gives up the ghost, progress continues in the dark....."

54:13.

## **THE SIMPLON-ORIENT EXPRESS IN 1930.**

Thanks to Dr. Susanne Kill of the DB History Dept., I have a copy of an article in the "Zeitschrift des Internationalen Eienbahnverbandes", published by the General Secretariat at 10, Rue de Prony, Paris 17eme., the 6th. annual series, 1930, pp.33-35. Translation (also of place names) is mine. Ed.

First Extension beyond the Bosphorus.

In February 1928 the connection between the luxury train Simplon-Orient-Express (S.O.E.) and Asia Minor with further connection on to Cairo was first arranged under the following conditions:

Haidar Pacha.	Day A.	dep. 09.40
Aleppo	Day C.	arr. 06.00, dep. 07.30.
Road service connection Tripoli - Haifa, weekly; Rayak-Haifa twice-weekly.		
Tripoli	Day C.	arr. 17.25.
	Day D.	dep. 09.00.
Beirut	Day D.	arr. 11.30, dep. 14.30.
Haifa	Day D.	arr. 17.30.
<hr/>		
Rayak	Day C.	arr. 16.05, dep. 16.30.
Beirut	Day C.	arr. 19.00.
	Day D.	dep. 14.30.
Haifa	Day D.	arr. 17.30.
<hr/>		
	Day E.	dep. 08.00
Cairo	Day E.	arr. 22.30.

A similar series of links was formed for the return route.

### **Programme for the Extension to Baghdad.**

A programme for the extension of the S.O.E. to Nissibine, Mosul and Baghdad was already discussed at the Vienna Conference in October 1928.

The Chairing Administration (at this point the P.L.M. Company of France) had already begun to arrange moves to coordinate between the Bozanti-Aleppo-Nisibin Railway and the Iraqi Railways.

The representative of the Bosanti-Nissibine & Extension Railway (B.A.N.V.) had made the introduction of the new planned service dependent on receiving the permission to run passenger coaches on the Derbessie - Nissibine section that had been already sought from the Turkish Government. For his side the representative of the Iraqi network felt that the establishment of a road transport service from Nissibine to Kirkuk via Mosul would be possible - this being the terminus of the railway to Baghdad and providing also connection on to Basra on the Persian Gulf.

The Vienna Conference unanimously agreed on the usefulness of extending the range of the S.O.E. to Iraq, and requested the Administration to work as quickly as possible to forge an agreement between the B.A.N.V. and the Iraq Railways.

### **Haidar Pasha Conference (April 1929).**

At the suggestion of the Administration a conference was held at Haydarpasha in April 1929. This conference, at which representatives of the International Sleeping Car Co., the Turkish State Railways, the B.A.N.V. Railway and the railways of Iraq took part, proposed the extension of the S.O.E. to Iraq. It was especially hoped to open the service before the winter, as this season, together with Spring, is the busiest for passenger traffic.

The Conference however had to accept that the service was only possible under two conditions:

- a). The agreement of the Turkish Government to the already requested permission to run passenger trains between Derbessie and Nissibine, and
- b). The introduction of a new express train service, totally independent of the local service, between Haydarpasha and Aleppo for the traffic to Iraq and Egypt.

### **The Warsaw Conference.**

At the Warsaw Conference the programme that had been worked out at Vienna and Haydarpasha was finally introduced in detail. At Warsaw the Administration was able to announce that the Turkish permission for the passenger train traffic between Derbessie and Nissibin had

been granted; since this permitted the furtherance of the programme for extension of the S.O.E. to Iraq, the Administration had concerned itself with an acceleration of the S.O.E., so that passengers arriving at Istanbul would be able to continue their journey from Haydarpasha on the same day with a new express train, which the Turkish authorities were now requested to provide.

These agreed to the provision of this train; the new train - the 'Taurus Express' - departed Haydarpasha at 16.00, and therefore the arrival of the S.O.E. in Istanbul had to be brought forward to enable passengers to make the connection.

Attempts had been made to provide for all the expressed wishes - retention of the same departure time from London, which was valued in England; earlier departure from Paris, accelerated journey over the Yugoslav network. In the return direction the same efforts had been made to permit travellers from Cairo or Bagdad to have a connection to the S.O.E. in Istanbul.

In addition the German, Czechoslovakian and Hungarian Railways confirmed their intention, first expressed at the Luzern Conference in July 1929, to improve connections from Berlin to Istanbul and Athens through the provision of new trains. (Note: These connections were provided from May 1928 to May 1929 by Through Carriages, which were conveyed in timetabled trains; however they had to be withdrawn due to overloading of the trains and the delays which consequently ensued on the Czechoslovak section.)

Thanks to the decisions of the decisions made at Luzern and Warsaw, the connections from and to Central Europe and the S.O.E. were introduced from 15th. May 1930 and this train would be extended from 15th. February 1930, three times weekly in the direction of Cairo and twice weekly in the direction of Bagdad.

The timetables were fixed as follows:-

**MAIN ROUTE OF THE S.O.E. CENTRAL EUROPE LINK**

Day 1. London dep. 11.20	
Paris arr. 18.58.	
Paris dep. 20.40.	
Day 2. Lausanne arr. 05.44, dep. 05.50.	Berlin dep. 07.32.
Venice arr. 15.53, dep. 16.00.	Budapest arr. 23.28.
Day 3. Belgrade arr. 10.40, dep. 11.00.	dep. 00.25.
Nis arr. 16.00, dep. 16.15.	Belgrade arr. 09.05.
Sofia arr. 21.18, dep. 21.32.	Nis dep. 16.15.
Day 4. Istanbul arr. 13.55.	Istanbul arr. 13.55.

**EXTENSION INTO ASIA ('TAURUS EXPRESS')**

Day 4. Haydarpasha dep. 16.00  
Day 6. Aleppo arr. 07.00.

**SYRIA BRANCH:**

Aleppo dep. 07.40  
Rayak arr. 16.05.  
dep. 16.30. Road Transport. (Note: In winter if

the route to Rayak is impassable the service will automatically be diverted via Tripoli.)

Beirut arr. 19.00.

Day 7. Beirut dep. 14.30, Haifa arr. 17.30. (By Road Transport)

Day 8. Haifa dep. 08.00.  
Cairo arr. 22.30.

**IRAQ BRANCH:**

Day 6. Aleppo dep. 08.00.  
Day 7. Nissibin arr. 06.00

Nissibin dep. 08.00. (by road transport.)  
Mosul arr. 16.00

Day 8. Mosul dep. 08.00 (by road transport)	
Kirkuk arr. 15.00.	
Kirkuk dep. 16.30.	
Day 9. Bagdad arr. 05.15	dep. 10.15
Day 10. Basra arr. 05.35	

The results of the decisions made at the Warsaw Conference were significant. Thanks to these the S.O.E. became not just an international train connecting European capitals, but the combination of the S.O.E. and the Taurus Express created a great transcontinental link between Occident and Orient - a stretch of almost 7,000km. between London and Basra.

The S.O.E. runs from London to Istanbul, Bucharest and Athens over eight different railway administrations; if one reckons the branches from Berlin and Ostende-Vienna as well, so the number of railways involved rises to sixteen. Five railways are involved in the extension to Asia, Cairo and Baghdad.

Access to the train is now permitted to 2nd. Class travellers for the entire distance, which has added to the traffic load considerably.

It is interesting to compare the duration of a journey from Paris to Istanbul and from London to Istanbul and Athens since the creation of the Simplon-Orient-Express train as follows: (hrs./min.)

Year	Paris-Istanbul	London-Istanbul	London-Athens.
1920	96.30	107.40	122.21
1922	86.58	95.30	104.05
1924	83.25	93.00	99.00
1926	70.25	80.00	82.44
1928	66.50	76.30	80.12
1929	66.10	75.40	76.39
1930	65.15	74.35	78.25

The success of this train will increase further in the future."

Remarkable to see how local politics in Turkey held up the introduction of a new international link, also just how long it took by rail - surely for any through long-distance passengers Paris - Cairo the rail link to Marseilles and the sea journey thereafter must have remained a more attractive alternative.



"PALESTINE RAILWAY CANTEN" TOKEN

During the British Mandate in Palestine there existed an exclusive club in Haifa for the British officials of the Palestine Railways. This token was given to the bartender for a drink. These were usually issued to the members around the 15th of the month (when they were broke) and their account was debited accordingly. When the officials received their salaries they squared their accounts.

Material: Brass 29mm

Obverse: The initials "PR" for Palestine Railway, inside serial number "L. 8997".

Reverse: The initials "PR" with a design on the bottom of a rectangular surrounded by numerous rectangles. Grade.

...all will be revealed in the next issue

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Kibri - Plastruct (Architects) and  
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