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הרכבת

A Quarterly Journal on the Railways of the Middle East
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58:1. How it used to be ! Amazing how much things have changed. IR G12 Bo-Bo 124 at Tel Aviv Merkaz Station on 10th. June 1984 on an 8-coach train to Haifa. First coach is a former British Rail Mk. 2 vehicle, the rest appear to be all of Yugoslav build, though the 6th. may be French.
(Photo: Sigurd Hilkenbach).

EDITORIAL.

Really, one hardly knows where to start. There is such a flood of information from Israel, that one runs out of letters of the alphabet in trying to systematise it into a comprehensible set of paragraphs. (I have had to filter out some items into other headings.) Just as an issue seems to be ready, another lengthy e-mail from Sybil Ehrlich or fax from Aharon Gazit or reports from Uwe Pietruck, and others too numerous to name, turns up, and the new information has to be incorporated. My Thanks to all. Some of this material is not 'news' to our Israeli readers, and some might seem rather detailed and unexciting, but it all belongs to the record, and 'Harakevet' is deposited in libraries in several continents. New passenger lines, quadrupling, new stations, new freight projects, new stock.... If it were not for the bad news on the security front, one could almost think the messianic age had arrived. The news of the possible removal of the IR Archives - see item elsewhere - is however an indication that sometimes drastic measures are necessary. It seems as though Israel Railways will soon start to resemble those of Holland - a tight, dense network with frequent regular-interval services. (Such a contrast to ten or twenty years ago). The only difference is that Holland also runs international trains into its neighbours' systems - and, alas, there seems little chance of that happening just yet, no through trains to Egypt or Lebanon..... In the European media it seems as though Israel is only mentioned when something unpleasant happens (and often in a tone which cannot be described as one of journalistic neutrality). Of other countries one hears little except in terms of potential conflicts. In this circumstance it is even more

important to present to those who care to read, both the good news from the present, and the facts of the past. So - Enjoy ! The Editor.

58:4.

NEWS FROM THE LINE.

(a). TERRORIST ATTACKS.

Unfortunately there are two to report - one on 30th. July near Lod, and on Sunday 21st. July an attack near Yavneh.

The first incident occurred at 07.20 on 30/06/02 and involved a double-deck train from Beersheba, near the new station of Ganei Aviv, now under construction at the outskirts of Lod. [See 57:4(d).] The train was fully loaded, but by luck or miracle only four passengers were lightly wounded (or suffered shock). The Power Car was also slightly damaged. Initially a Court Order forbade publication of details. Investigation showed that the explosive was of around 5kg., and actually exploded on the adjacent track, while the train was passing at low speed. Disruption to traffic lasted until 11.30, when services restarted. As a result, the railways increased precautions, while the Transport Ministry added \$1.6M (8M NIS) to the budget for extra security.

Here is the story of the second incident as it appeared in "Jerusalem Post" July 21:-

"Engineer lightly wounded as terrorists again target train. By Sybil

Ehrlich An engineer was lightly wounded yesterday morning when the locomotive of a passenger train went over a bomb on the track between Rehovot and Yavne. The double-decker suburban train, traveling from Binyamina to Ashdod, was not derailed, and no passengers were injured. The train was not very crowded as it was traveling against the main rush-hour flow. The passengers were taken by buses to their destination a few minutes after the incident. Police closed the roads in the area while they searched for other bombs. Train service between Rehovot and Ashdod was suspended, but returned to normal shortly afterwards, after the police and security officials had finished checking the area. All other lines continued functioning normally. The engineer, Rahamim Eini, said he did not see anything suspicious on the track, but he heard a loud explosion. He remembered that all the controls stopped working, and he lost consciousness for a few minutes. He said that only the locomotive was damaged. Eini, who has been working as an engineer for 10 years, said the incident will not stop him continuing in his job. The bomb, which weighed between five and six kilograms, was a remote controlled device, according to Shefela police chief Asst.-Cmdr. Haim Cohen. He said the police are appointing a special team to investigate the incident, and are taking additional action to prevent similar occurrences. On June 30 a five-kilogram bomb exploded on the track near Lod, lightly wounding four passengers and shattering windows of a packed train. Given the similarity of the two attacks, the police have concluded that the same terror cell carried out both attacks. IR spokesman Benny Naor said following the incident three weeks ago steps have been taken to improve security. "We are carrying out security checks at stations and along the tracks. We have increased security on all the lines and will continue to do this", he said. Last week Transportation Minister Ephraim Sneh gave Israel Railways a special budget of NIS 11 million for increased security, in addition to the annual sum of NIS 8m. for upgrading security in stations and along the track. The sum is to be invested principally in guarding railway bridges, and fencing in sensitive areas. The railway has already begun installing closed-circuit television along the tracks. Itim contributed to this report."

The report is of course full of Americanisms such as "engineer" for "driver", which Sybil protests was changed by a sub-editor ! Paul adds that the loco was Bo-Bo 737, approaching Yavneh on a morning Binyamina -



58:3. Two Kison 2-8-4T's. PR Nos. 2 and 3, at Lydda, 11th Oct. 1945. (Photo: Bob Iveson)

Ashdod "parvarit" suburban service, travelling against the main peak traffic flow; a large hole was blown in the floor of the leading cab, hence the hospitalisation of the driver, who had to be evacuated through a cab window. According to one report, the loco may have to be returned to Spain for repairs.

The Editor read in the 'Independent' newspaper in England 22/7/02, p.9: "A train driver was being treated for stomach wounds yesterday after a remote-controlled bomb exploded beneath the engine of a commuter train travelling south of Tel Aviv". (Incidentally, in an article on Sudan on the same page - "The (Sudan) government also encourages tribal slave raiding to protect a strategic railway line.")

Probably as a result, the following Advert appeared in the 'Jerusalem Post' of 5/8/2002: "ISRAEL RAILWAYS Request for Information (RFI) on Electronic Solutions for Upgrading the Israel Railways Tracks Security Protection System 1. The Ports and Railways Authority - Israel Railways requests information regarding newly developed electronic security technologies and equipment needed for upgrading the protection of IR's railway tracks. 2. The objective of this RFI is to enable IR to examine various solutions of electronic protection for IR's railway tracks against existing and future terror threats. The solutions shall consist of an electronic security system made of various subsystems, integrated together into one comprehensive security system. The system shall be installed along IR's railway tracks. 3. This RFI does not constitute any commitment on the part of IR to provide any of the RFI document or to enter into any agreement for the supply of any electronic system or any part of the system. This procedure shall be used solely for informative purposes. 4. (telephone number and e-mail address for more information)"

STOP PRESS - Just as this issue was being finally completed the "Israel Line" e-mail information service for 12th. Sept. had the following: "Charges Filed Against Jerusalem Terror Cell Involved in Hebrew University Bombing The State's Prosecutors Office Jerusalem division filed charges today against four East Jerusalem residents, accused of involvement in the deaths of 35 Israelis and foreign citizens, HA'ARETZ reported. Wa'al Kassam, Wissam Abassi, Aladin Abassi and Mohammed Odeh were indicted for operating a Hamas cell that organized terror attacks including the

attack on the Hebrew University campus, two attempts to derail trains near Lod, and two bombings of fuel tankers - one inside the Pi Gllilot fuel depot north of Tel Aviv, and the other at a Rishon Letzion gas service station. The Israel Security Services said that the cell was one of the most dangerous ever uncovered. The terror cell has a total of 13 members, most of them East Jerusalem residents holding Israeli identity cards."

(b). **SLAB TRACK ?** Aharon Gazit is an advocate for concrete slab track on IR - the railways themselves have until now opposed the idea, but the Transport Ministry's GM Ben Zion Salman has been convinced of the benefits. These include not only lower maintenance costs but also reduced opportunities to damage the track through sabotage. (New security measures will include electronic cameras and special patrols along the tracks.) A surprising problem for a country with so many mountains is that the supplies of ballast are running out, and soon crushed stone ballast will have to be imported ! Even the Binyamina quarry is reported to have only a limited life left. [Shades of Genesis 11:3, and Man's first desire to create his own stones by baking mud.... Ed.]

(c). **MORE STATISTICS.** From an IR Press Release of 05.08.2002. A new record in passenger traffic for July 2002: More than 1.5 Million used rail during July 2002; 9% more than in July 2001. From the beginning of 2002, 10M were carried by rail - 16.3% more than in the same period 2001. Passenger traffic rose as follows: Tel Aviv - Rosh HaAyin line: 70,000, + 36% Ashdod - Haifa - Nahariyya line. 105,000 +22% Tel Aviv - Beer Sheva line: 196,000, + 18% Tel Aviv - Ashdod line 249,000; +13%. Snir said that the railways' popularity is increasing, and new rolling stock is entering service.

(d). **INVESTMENT PLANS.** From a Press Release of 15/07/2002 from the Ministry of Transport: "Prime Minister Sharon has today approved the plans of Transport Minister Sneh, to increase investment in railway infrastructure by about \$130M. Sharon has given the Minister a green light to publish immediately tenders for dozens of projects to build new lines and develop existing rail infrastructures, over the whole country. Sneh added that his office intends to open some of these lines already in 2003. In a meeting today at the Prime Minister's Office, with participation by the General Managers of this Office and the Transport Ministry and of IR, the head of the Budget Dept of the Ministry of Finance, and various senior members of the of-

fices, Sharon gave instructions to allocate the above sum, in addition to the \$255M already allocated for 2002. Sneh explained that the program is a revolution in concept, and in addition to creating thousands of jobs, it will make the south of Israel accessible from the Tel Aviv area within 50 minutes. Among the detailed tenders to be published soon - some involving projects that had been held up for lack of a budget - are: Tel Aviv - Rishon le-Zion West; Ben Gurion Airport-Modi'in; rebuilding and double-tracking Ashdod-Ashkelon; double-tracking Kiryat Motzkin - Akko; double-tracking Rosh HaAyin - Kfar Sava (not yet finished as single track !); double-tracking to Beer Sheva, and upgrading the line Beer Sheva - Dimona. Also to be published are tenders for the following new lines: Akko - Carmiel; Ashkelon - Netivot - Ofakim - Beer Sheva; and from Beer Sheva to the industrial zone of Ramat Hovav south of the city. Prime Minister Sharon has asked the Ministry of Finance to release large areas of land belonging to the railways, in order to develop them for commercial use; it is estimated that these lands are worth billions of dollars, and he added that rental fees to be paid to the railways by the private sector could save the government an annual subsidy of around \$17M. He cited, as an example of a private initiative, Mr. Oren, who owns a local production line for freight wagons at Beer Sheva North station, and intends to rent an area at Dimona station in order to build there a depot for railway wagons, with the longer-term intention of making this into a factory; His intention is to rent the land for at least ten years. Sharon instructed the Finance Ministry to release this land immediately, to enable the railway to sign the contract. An additional initiative is for a freight terminal [presumably privately owned ?] on the railway-owned land near Hutzot HaMifratz (near the Kishon Works) near Haifa. On 28/07/2002 the Finance Ministry discussed serious cut-backs in the State's budget, including a cut of \$100M in the Railways. Mr Snir, the General Manager, immediately warned via the Press that such cuts would result in cancellation of several of the latest tenders that had already been published, including adding a fourth track to the Tel Aviv Central (Savidor) - University section, and the planned Sokolov station at Kfar Sava, including a rail flyover.

(e). **FUTURE PLANS.** Future plans for next year include the services to Ben Gurion Airport, taking ten minutes, and from September 2004 the service to Jerusalem (on the upgraded 'old' line). Dr.

Sneh has said that his Ministry will continue to accelerate investment in rail infrastructure and rolling stock, in each of the coming two years investments will be three times more than existing levels. The rise in passenger traffic is unprecedented and will reach 18 Million in 2002, compared with only 5M. in 1996 - and a prognosis is for 40M in 2006 ! Plans originally envisaged for 2020 will now need to be implemented by 2010

(f). **ELECTRIFICATION PLANS.** De-Consult, together with a local engineering company T.D.M., specialising in infrastructures, have been selected by IR to design the railway's electrification. The design itself will cost \$3M, while the cost of electrification will be around \$200M, and it is anticipated that if all goes well, the first electric trains will be in service two years from the work beginning. For the record, 'R.G.I.' 2/02, "News" p.62, had reported as follows: "IR has called tenders for a preliminary design study into the electrification of its entire network, totalling 700 route-km. Previous proposals had only envisaged wiring the 320 route-km passenger network radiating from Tel Aviv, but the new plan would include the heavy-haul freight routes in the south of the country. The three-stage package will cover an initial feasibility study, the drawing up of a master plan, and preparation of tenders for a turnkey electrification contract. IR has invited eight local engineering companies to bid in conjunction with international consultants. "

(g). **MODI'IN LINE NEWS.** Minister of Transport Efraim Sneh visited the city of Modi'n on 11.06.02. He announced that the first tenders for the new link between this city and Ben Gurion Airport will be published towards the end of August 2002, and the line should be completed during 2005. The cost of the line will be around \$80M, of which \$20M will be covered by the Ministry of Housing. The line of 22km. will eventually be double track, with two stations - one at the centre of Modi'in, to be called (logically) Modi'in Central, and the other at the outskirts of the city, some 5km. away, to be called Modi'in Outskirts ! The Minister added that he has recently instructed his office to start the planning of stations immediately, in order to shorten the line's construction time. As already reported, this is to be a part of the new line to Jerusalem; in the meantime the first section of the new route, linking Tel Aviv with Ben Gurion Airport, is basically complete and should be opened towards the end of 2002. In an interview with a local paper in Modiin,

Mr. Snir said that the cost of the section of line, including excavations over 1.7km., as well as an underground station in the city centre and another at the outskirts of the town, where it will deviate from the planned fast line to Jerusalem, will be more than \$190M. [A very different sum to that mentioned above ! Ed.] Snir also referred to the question of raising speeds to 200 km/h on the Tel Aviv - Haifa and Tel Aviv - Beer Sheva lines, and said that in the future, when electrification has been completed, these speeds will also be introduced.

(h). **SEEING QUADRUPLE.** From the 'Jerusalem Post' of August 28, 2002: "The railway line between Tel Aviv and Haifa is to be quadrupled to enable inter-city and suburban trains to run side by side. In addition four new stations are to be built - Kiryat Sapir/Netanya, Shefayim/Ra'anana, Ramat Hasharon and Pi Gllilot. According to Israel Railways director-general Yossi Snir, the quadruple track - the first in the country on which trains will run parallel - and the new stations will relieve overcrowding, particularly during rush hours." From Aharon Gazit: "Mr. Snir has instructed the design department to start preliminary design work for two additional tracks for the whole length of the Tel Aviv - Haifa line to enable simultaneous operation of both suburban and inter-city trains, as well as freight trains on all tracks; this will be the first four-track line in Israel, and demonstrated the growing demand for rail services. The entire line will be grade-separated ! Four new stations will be built between Netanya and Tel Aviv: - Kiryat Sapir, in southern Netanya near the Poleg interchange. This will be built by the private sector. - Shefayim-Raanana station, to be built by IR with assistance from the Raanana municipality. - Ramat HaSharon, by the private sector, near the shopping mall. - Gellilot - also by the nearby mall owners. (See next item). The cost of the preliminary design will be \$638,000, and the Ministry of Transport has allocated \$1.06M for the project itself." [Clearly if stopping trains are going to be more frequent and make more stops, then this will impede progress of faster services. Nevertheless this is a very ambitious scheme that will transform the centre of the country. Ed.]

(i). **NEW STATION AT GELILOT.** Dr. Sneh has announced proposals for a new passenger station near the Gellilot Mall, about 5km. north of Tel Aviv Savidor station. This station will also serve the urban population of Ramat Hasharon, who have complained repeatedly about the lack of a rail service. On

30/06/02 he told the press that he had held a meeting with the Mayor of Ramat Hasharon and it had been decided that the station will be designed by the local Municipality in co-operation with the Transport Ministry and IR. The station will cost \$5M, of which \$1M will be financed by the Ministry, while the rest will come from the private sector, who will also develop the area commercially.

(j). **HAHAGANAH STATION OPENED AT LAST.** On 30/06/02 Efraim Sneh and Yossi Snir inaugurated the long-awaited HaHaganah station on the Ayalon railway at the southern side of Tel Aviv, built at a cost of more than \$4M. The station is located at the intersection of the railway line, the Ayalon Highway, a road leading to the Central Bus Station (about 500m away) and a future LRV line; the station will function as a terminal for the southern part of Tel Aviv, similar to the role of Savidor (Central) station in the northern part. 220 trains and 20,000 passengers will pass the station every day. Travel time to Rehovot will be 20 minutes, to Ashdod 40 minutes.

(k). **MORE NEW STATIONS.** On the occasion of the press conference above, Ben-Zion Salman, the General Manager of the Transport Ministry, revealed that ten new stations had been opened in recent months, including Hahaganah in Tel Aviv. He added that during 2002 more than \$14M will be spent on new stations. Sybil reports on major progress at Rishonim and Nordau by July.

(l). **ASHKELON SERVICE PLANNED.** IR has issued tenders for the extension of services from Ashdod to Ashkelon, including a new station and doubling of the track. See below.

(m). **ROADS CO-ORDINATION / PARK & RIDE.** Mr. Snir confirmed on 20/08/2002 that the Israel Railways and the Public Works Dept. (Roads) are close to an agreement according to which there would be a direct rail link between Tel Aviv and the Cross-Israel Road No. 6, the first 'toll freeway' in Israel, which is soon to be officially opened. The idea is that the line to Kfar Sava, which is being built in the median strip of the transverse road No. 531 also under construction, should be extended to join the Tel Aviv - Haifa main line near Shefayim; this will enable those who wish to use the freeway (actually not a 'freeway' but a toll road) and arrive in Tel Aviv, to leave their car at a park-and-ride facility to be built near Road No. 6, and continue to Tel

Aviv by rail - and vice versa. This will reduce congestion on the urban roads. [Just for explanation: A transverse road means east-west, while road No. 6 is generally defined as north-south.]

(n). **NEW TIMETABLE.** IR introduced a new timetable on Saturday night, 22/06/02; the daily number of trains has been increased to more than 230, and for the first time regular-interval clock-face hourly departures are featured on the Haifa - Tel Aviv line. In addition additional non-stop services are reintroduced between the two cities, covering the 82km. from Hof HaCarmel to Tel Aviv University in 37 minutes at an average speed of 133km/h. There are seven such services daily in each direction. The Nahariyya line to the north also gets improved service with two trains an hour in each direction, covering the 123 km. to Tel Aviv in 80 minutes at an average speed of 92 km/h including 12 intermediate stops. However, on the other hand, services to smaller stations like Beer Yaakov, Keysaria-Pardess Hanna and Kfar Habad have been cut during some parts of the day, or reduced to one train per hour, causing great anger amongst passengers who, in the case of Beer Yaakov, blocked the line by a demonstration for more than 15 minutes, delaying all services! Aharon Gazit comments that "This act can also be seen positively - it shows that railway service is now perceived as so vital that people cannot live without it! Who would have believed that ten years ago?" Aharon adds: "Other complaints were delays of up to 20 minutes during the beginning of the first week of operation, reduced to an average of 10 minutes by 27/06; this may continue, mainly due to a severe shortage of motive power and rolling stock. IR still has to operate some trains with coaches up to 46 years old, which, though refurbished, are restricted to 120 km/h; these are sometimes hauled by GM-EMD G12 locos which are not much younger than the coaches and which, although reliable, have slow acceleration which cannot cope with the new schedules. A very convincing example is provided by the Haifa-area suburban services between Kiryat Motzkin and Hof HaCarmel (17km. apart), where a 3- or 4-coach train (including a Generator Car) is being hauled by TWO G12's, one at each end! But even more modern and powerful locos such as the Alstom Co-Cos or the GM-EMD GT22 and GT26 cannot give the desired performance, as they are essentially freight engines. (See Rolling Stock Notes.)

The new timetable has been given

the nickname "Cross Israel", as a counterweight to the controversial Cross Israel Highway, now under construction." Paul Cotterell also noted in early August: "The new timetable, introduced on 22/6/02, has proved a disaster from the word go. It is advisable that timetables be made available to the public BEFORE the changes go into effect so that folk can plan their daily travels accordingly. This was not done at certain locations at least, and (as per usual) not enough public timetables were printed to cope with demand. Commuters at Be'er Ya'akov station, for example, who missed their train and were left stranded, without knowing when they might be able to reach their places of work, rose in spontaneous revolt and righteous indignation. The police were called to restore some semblance of order. Daily delays, cancellations, and overcrowding became endemic. Complaints on a massive scale have been flooding into IR, and even a regular reader of 'Harakevet' has become a railway employee as a result! His job is to deal with all the complaints - a thankless task if ever there was one. Extra staff have had to be co-opted to his office in order to cope (I kid you not). The new timetable included additional trains based on projections of the arrival of new locos and coaches. When this equipment failed to arrive on time it proved practically impossible to provide the advertised service."

(o). **EXTRA TRAINS.** The new timetable starting on 22/06/02 brought traffic to a new record of 1.53M in the first month - but also complaints of delay, cancellation and overcrowding. As a partial response IR has announced some additional services, specifically:-17.49 Rehovot - Yavneh and Ashdod. 06.44 Beer Yaakov - Tel Aviv. 06.08 T.A. Central - Keysaria/Pardess Hanna. 07.22 and 12.22 Beer Sheva - Tel Aviv & Haifa. 08.43 Haifa - Beer Sheva. 09.48 Tel Aviv Central - Beer Sheva.

(p). **NEW APPROACH TO FREIGHT TRAFFIC.** (See 57:4(b) for earlier report - this is an editorial comment.)

(i). **"IR GOES FOR INTERMODAL.** (From 'RGI'. June 2002, Comment, p.283) Forty years ago, for the usual reasons, Israel Railways abandoned haulage of high-value export goods such as citrus fruit. With a maximum possible haul of little more than 150 km on an under-developed rail network, road transport looked the natural choice for this small country; railways seemed destined to wither. But IR has confounded conventional wisdom, first in the 1980s by establishing bulk haulage of its valuable export phosphates traffic and vital im-

ported coal, and more recently by rapid development of its passenger business which has been repaid by substantial growth. Reporting a 16% increase in journeys for the first quarter of 2002, IR General Manager Yossi Snir announced on May 13 that the time had come to start cutting the number of lorries on Israel's congested roads. The New Deal aims to shift large quantities of freight back to rail, challenging the notion that non-bulk trains can hardly be economic on hauls of less than 1,000 km. Three major transfer terminals are planned, at the ports of Haifa and Ashdod, and at a location chosen to serve other main population centres, probably at Shefayim or Netanya on the Haifa-Tel Aviv main line. Trains of up to 4,000 tonnes will ply between these terminals, from which distribution and collection will be by road. A number of intermodal systems are being looked at, amongst them RoadRailer, Translift and rolling motorway, and up to US\$1Bn investment may be sought for a freight network operating concession. Brave or foolhardy? Israel is acutely conscious of its precarious environmental situation and the damage done by unrestrained traffic; given the right mix of carrot and stick, might IR succeed where bigger railways are still floundering?"

(ii). **NEW DEAL FOR FREIGHT.** From a Ministry of Transport Press Release of 28/08/2002: Minister Sneh on this date approved the revolutionary New Deal for freight haulage; Investment required totals \$468M. More than \$320M will go into track infrastructure, to enable haulage of sand, household refuse/garbage, ores and coal to freight terminals which will be built in various places. The plan includes double-tracking the line between Lod, Beer Sheva and Tzefa (phosphate ores in the south), tripling the section between Binyamina and Remez Junction midway [between Tel Aviv and Haifa - and presumably in addition to the quadrupling already under consideration. Ed.] and between Goral Junc. and Beer Sheva, and adding three remotely-controlled crossing/loop stations Sneh said that implementation of the plan should increase rail freight tenfold, from 800,00 tons now annually to 7.8 billion tons! By 2009 it will be possible to haul 60% of garbage, 65% of coal and potash, 20% of sand and 30% of containers by rail. Building of new terminals in Jerusalem, Carmiel, Bet Shean, Ashdod Port, Haifa and Petah Tikvah, as well as upgrading of existing terminals at Bnei Berak, Tzefa and Hadera, will cost \$80M. Because the railways have separate rights-of-way outside the urban areas, the dangers of

hauling hazardous materials are substantially reduced, while a survey made by the Institute for Design and Research in Transportation reveals that additional benefits from freight haulage by rail may reach \$75M annually, through reduced air pollution, reduced noise and reduced accidents - in which trucks are increasingly involved.

(iii). DOUBLING IN THE NEGEV. Also from the "Post" 28.08.2002: "Transport Minister Ephraim Sneh has announced a plan to transport sand, waste material, minerals and coal by rail to terminals to be built throughout the country. This program is to include doubling the track between Lod and Tzefa in the Negev."

(q). ASHDOD PORT. The Ports Authority is to publish a tender soon for infrastructure works to be carried out at the port of Ashdod at a cost of \$53M. These include building new railway lines to the new areas to be developed.

(r). LEVEL CROSSING SMASH. On 5/8/02 a push-pull main line train hit a private car on the level crossing at Atlit, killing the driver. Paul notes: "The 24 year old woman driver had zig-zagged over the crossing despite the barriers being lowered, with the bells ringing and the lights flashing, WHILE CHATTING ON HER MOBILE PHONE WITH A FRIEND!!! There is no cure for stupidity." So - see the next item.

(s). CROSSING OUT CROSSINGS. From an IR Press Release of 14/08/2002, via Aharon: An Inter-Ministerial Committee headed by Engineer Yeshayahu Ronen of the Ministry of Transport and IR GM Mr. Yossi Snir has stated that top priority is to be given to the elimination of thirty level crossings; eight of these, which are defined as the most dangerous, will be treated immediately, the rest should be completed within four years at a cost of \$64M. There are 252 road/rail crossings in the system, of which only ten are grade-separated, while an additional 112 are defined as protected in one degree or another. [Presumably lights, barriers etc.] However, the statistics for accidents between road and rail speak for themselves; During the four years 1993-1996 there were 42 cases involving casualties, of which 11 involved fatalities; During 1997-2000 there were 73 accidents with casualties of which 32 involved fatalities; In 2001 alone there were 23 cases with casualties, 15 involving fatalities. The committee's report sums up as follows: From 1997-1999 there were 128 cases on the railways, most of which were at level crossings; a third of the cases in-

involved pedestrians killed on the tracks, of whom - according to the railway - 50% were suicides; in 40% people were injured, in 14% people were killed. Snir added that experience had shown that the majority of car drivers are impatient and do not obey the laws at level crossings; hence these cases. The rise in car ownership on the one hand, and in rail traffic in the other hand, are becoming disastrous when these two modes meet each other. There is therefore no option but to separate the grades; even though a bridge is much more expensive than a level crossing (the average cost is about \$2.2M) it is more economical in the longer term - (there is also less chance of sabotage through explosives, notes Aharon), and above all it should save human lives. Snir mentioned several cases where grade separation is already being applied. They include: - On the line Beer Yaakov - Rishonim (Roses Garden at Rishon-le-Zion) - a bridge 50m long with complex engineering works and an underground subway costing \$3.2M. - On the line to Ben Gurion Airport tunnels with an overall length of 700m, the longest section of 450m; the line is built in cutting and descends into a tunnel; overall cost is \$5.1M. - On the line to Kfar Sava, ten bridges at an overall cost of 6.M. - On the line to Jerusalem, now being upgraded, eight bridges plus one underpass for agricultural vehicles, at an overall cost of \$12.8M. - It should be mentioned that the most troublesome level crossings are on the densely-used Tel Aviv - Haifa main line, in a region where there are also most of the roads and the majority of the population; none of the grade-separations currently being discussed would be on this line, but - as will be mentioned below - there are other ideas for tackling this problem.

(t). ADVERTISING. Snir also told the press that the railways have published a tender for advertising in railway carriages. This is for six months initially, with optional extension for up to four years. The aim is of course to increase revenue!

(u). TICKETING SMARTCARDS. IR will soon publish an international tender for a contactless Smartcard, which will enable its users to enjoy services of all modes of public transport (no matter who the operator might be), both buses and trains and future light rail/metro. This will include various options, such as Monthly tickets, reduced fares, as well as transit (transfer) tickets. The cards will be sold at central bus stations, railway stations and authorised sellers, and "bankomats".

(v). FARES. Sybil writes that train fares are going up 7 percent. In late July there was an item in 'Yediot Aharonot' stating that soldiers would no longer travel free on trains - but it turned out this was a completely unfounded report. "When I called the Ministry of Finance to find out about this, I was read what was obviously a prepared statement saying that the spokesman said there was no truth in the report and he didn't know where it came from."

(w). A NEAR ACCIDENT. On 08/08/2002 the 18.30 from Petah Tikva Segula was about to depart for Tel Aviv, and had actually begin to move, the driver ignoring a red signal, when a train from Tel Aviv entered from the single track section (soon to be doubled). The automatic control system stopped the trains 135m. from each other. There were ca. 200 passengers on each train.

(x). CENTRALISED CONTROL. From an IR Press Release of 13/08/2002: SEL-Alcatel has won the contract to build a central traffic control centre at the station of Hof HaCarmel (Haifa) at a cost of more than \$21M. Mr. Snir said that this state-of-the-art centre will enable the management of more than 300 passenger trains daily and additional freight trains, and should start operations in August 2004, parallel to the introduction of a new timetable, in which many new services on the new lines will be included.

(y). TENDERS. (i). - HN/KB/27/02. For building a third track on the Ayalon railway between HaHaganah and HaShalom stations. Works include: Temporary relocation of the Ayalon North road on the mentioned section, infrastructure works on the track, and building supporting walls. (ii). - MK/MT/02/02. Frame agreement for periodic safety checks on lifting equipment at rolling stock depots. Contract is for one year with optional extension up to 5 years. Bids by 06/08/02. (N.B. According to RGI 7/02, "Intelligence", p.351: "IR is calling tenders for the provision of maintenance services at its Haifa and Lod depots for two years, with a four-years optional extension.") (iii). - HN/KB/28/02. Rebuilding, upgrading and double-tracking the Ashdod-Ashkelon line, section Ashdod - Nitzanim. HN/KB/29/02. As above, section Nitzanim - Ashkelon. Works include: Infrastructures for tracks and communications, culverts, under-track passages, various reinforced-concrete buildings and a remote-control signalling building. Time for implementation of each tender: 16.5 months. Last date for bids: 31/07/02.

ROLLING STOCK NOTES.

(a). NEW ARRIVALS.

On 4/8/2002 five new JT42BW Bo-Bos 751-755 and an IC3 set arrived at Ashdod Port; the locos were assembled into one train and brought by "Yo-Yo" 261 to Haifa, arriving that evening.

On 05/08/02 Mr. Snir said that new rolling stock is entering service. The latest to arrive are the five Alstom Bo-Bo locos and one Bombardier Flexiliner IC3 dmu, the first of the new series being assembled at Ramta-Beer Sheva; the total price of this rolling stock is \$16M.

(b). SAD FATE OF ONE NEW ARRIVAL !!!

Paul wrote on 10/09/02: "Brand new IC3 set No.33 entered service on 9/9/02. The following day it had wrapped itself around the Museum footbridge at Haifa East station! The IC3 arrived from the adjacent depot in the morning of 10/9 on track 7 at Haifa East as empty stock to pick up the necessary computer print-out before heading off to Qiryat Motzkin to start its diagram of suburban workings. It failed to stop at a hand-operated point which was set against it though, ironically, no initial damage was done to either the point or IC3. From here on it appears that the driver panicked and, while details remain sketchy, the train reversed over the point which was now between the two bogies of the leading car. Apparently, though, the point had been reset in the meantime!

The IC3 then tried to travel along two parallel tracks and hit the museum footbridge. The IC3 set (made up of cars 7033/7233/7433) was scored along the side of two cars, with one plug door torn off and some windows broken.

The footbridge was undamaged."

(c). PLANS.

Mr. Snir He added: By the end of 2002 the railways will receive an additional seven IC3's at a cost of \$33M, while during 2003 an additional nine IC3's and six Alstom locos will enter service at a cost of \$89M.

(d). MORE DOUBLE-DECKERS.

In consequence of the drastic shortage demonstrated by the problems caused with the new timetable from June 2002, IR's General Manager Yossi Snir has approved the purchase of a further three double-deck trains from Bombardier at Görlitz (out of an option of 16) to

relieve this severe shortage. (See 57:5(b). I.R.J. for August 2002 has also reported:

"Israel Railways has ordered three four-car double-deck trains from Bombardier Transportation at a cost of Euros 16 M. The air-conditioned trains, comprising a power car and three trailers, will be introduced in the Tel Aviv area. They are due to be delivered between April and May 2004. The order represents a follow-on to a contract for 14 trains which was awarded in 1999. This fleet has since been delivered." [At the moment, the Euro and the Dollar are very close in value.]

From "Lok Report": "The trains will be built by Bombardier Transportation in Görlitz; the electrical equipment will come from the Bombardier works in Berlin-Marzahn, the bogies come from the works at Vetschau." (Pressemeldung Bombardier, 03/07/02).

(e). NO TILT AFTER ALL ?

From "Ha'aretz", September 1, 2002:

IR has asked Transport Minister Ephraim Sneh not to use tilting trains on the Tel Aviv - Jerusalem line now being upgraded, even though the Italian Fiat Trains company has won the tender to supply these trains. According to the sources, a special team at Israel Railways has decided that the advantages of tilting trains are small compared to the disadvantages on this line. The decision to use tilting trains was taken because of the winding nature of the existing line. The special characteristic of these trains is new technology that enables them not to slow down before curves - an internal spring mechanism that prevents jolts at the start of a curve, permitting the train to continue at uniform speed.

In 1998 an experiment was carried out to see whether the tilting train was suitable for Israel. Following that experiment a tender was announced for the supply of trains, and Fiat won. It was decided that at the first stage Fiat would supply four train sets at a cost of \$32.7 million. Fiat invested \$2.5m in the preparation of the tender forms. According to officials in the transport department, the special team decided that the tilting train would shorten the journey time of 55 minutes by only eight minutes; in contrast, the cost of these trains is 100 million shekels more than an ordinary IC3 train, and it also needs special, more expensive, maintenance.

That isn't all. The team found that tilting trains cannot take standing passengers because of the springs, and

they are liable in some circumstances to make passengers feel sick. The officials also said that the tender includes a paragraph permitting the State to cancel the contract. The officials say that while looking at alternatives, they invited representatives of the Canadian Bombardier company, which supplies the IC3 to Israel, to show that their trains can go from Tel Aviv to Jerusalem in an hour and that they are sufficiently safe on this track. Bombardier, through the company Adtranz that it later took over, had applied for the tender to supply tilting trains but dropped out. Sources in the infrastructure department said that IR in fact permitted Bombardier to participate again in the process, but another company won it legally.

IR director-general Yossi Snir confirmed that the matter is being considered but refused to go into details. Fiat Trains said the company had not got any official notice of cancellation of the tender and as far as they are concerned they have won it. In consideration of this, the company intends to start supplying the trains immediately after signing the contract with IR. The work of upgrading the line from Tel Aviv to Jerusalem started about a year ago. The section from Beit Shemesh to Jerusalem will open in September 2003 [sic!] and the section from Beit Shemesh to Tel Aviv will open in December 2004 [sic!]. At the same time the high-speed line from Jerusalem via Ben-Gurion 2000 is being planned.

58:6.

REFURBISHMENT OF THE JERUSALEM LINE

Because there is so much going on, and I get various reports, mainly from Sybil Ehrlich, I have decided to make this a separate item.

(a). PROGRESS ON BEIT SHEMESH STATION.

Continuing this saga: By 14th. July the subway foundations were in place; Stone facing began to be affixed to the signal box on 7th. August and was finished by 19th. Aug., the steps at this point being installed in the subway shafts.

(b). BITTIR AREA.

Sybil reported that Bittir Station (long-disused) was apparently demolished in error and is to be rebuilt ! She then wrote on 28/08: "In late August Amir

Pnini and I explored as far as Battir. The only road access to the station is through the village which is in 'Area B', so we didn't actually get within touching distance. However, we got a good view from the opposite hillside. The old building had indeed been demolished, and on what seemed to be the same spot a new building was going up - looking like a modern-style signal cabin. There are also remains of other buildings nearby.

The track has been removed from the Gilo road bridge in Jerusalem to Bar-Giyora. There is no road access anywhere between Bar-Giyora and Beit Shemesh, so it is unclear what the present state of trackworks there is. There is some surfacing work being done immediately west of the Beit Shemesh level crossing, and the old PR 50km. marker has now gone."

(c). JERUSALEM AREA.

On 05/09/02: "Jerusalem station. The tracks in the station area have been removed - as far as the first signal box. The signals are still there! From there to the level crossing on the Bethlehem Road the track is still intact (I walked along it). The station building itself looks to be in very dilapidated condition. It is very easy - too easy - to get into the station site. Even though the station building itself is boarded up, you can get in from at least THREE places (including the Bethlehem Road crossing), and time is clearly taking its toll."

(d). BAR GIORA AREA.

On Sunday August 11 I had an opportunity to go with a friend to the Bar Giora area. The track has been removed in the locality of the Refaim bridge (2 km. east of Bar Giora station) and there is a lot of work going on. A concrete base for the new track has been laid. Signs are up saying Israel Railways is doing work in the nature reserve. To the west of the station, we could see looking down from the road that the track is still intact, both at the station itself (not visible from where we were standing, but we could see part of the passing loop) and further west, where the line makes a sharp curve to the northeast.

(e). ZOO / MALHA AREA.

"On Tuesday August 13 I went (alone) to have a look at the Malha area in Jerusalem, where the new station is to be built (next to the shopping mall), about half a kilometre east of Jerusalem Zoo station.

All that is left of Zoo station is the railing where the steps led down to the platform. No steps and no platform. And no track. At Malha there are huge

piles of track with sleepers in lengths of about 5 metres (wild guess, I didn't measure them). Men are working there, piling the lengths of track onto a lorry for removal. The works manager told me that the track has been removed from a bridge 1.5 km east of where we were standing, to 19 km. west of there. "to the old station, um, what's it called?" - I suggested Bar Giora but the name meant nothing to him. (According to my map, this indeed works out at Bar Giora.) East of the 1.5 km. point (the bridge over the road to Gilo) the track will not be removed, he told me. I should add that I am a complete stranger to this works manager, who obviously thought I was completely mad, walking round there and asking questions, so he wasn't particularly forthcoming, unlike the works manager at Beit Shemesh station who is only too happy to oblige with more information than I could possibly use!

(f). RAMLE AREA.

The level crossing at Ramle referred to in Issue 57:5(f)-(iii) is permanently out of use. All traffic now takes the by-pass road.

Sybil writes: "I am pleased to report that work is progressing on the new station at Ramle. I was there on Friday 30/08/02 and saw a large number of men are working on the site, on the western side of the track. There are two rather garish signs with an artist's impression of a train at the station. Presumably, since

the line is single track, there will be only the one platform. The works manager - the only person there who spoke anything other than Russian! - wasn't very forthcoming. He wanted to know why I was there, who sent me...

The bus now enters the town from a different direction and no longer passes the old Ramle station."

(Photos: below all by Sybil Ehrlich)
 3: Beit Shemesh Station under re-construction 26/07/02.
 4: Beit Shemesh Station. 02/08/02.
 5: Site of Jerusalem Zoo station. 13/08/02.)



LIGHT RAIL PROJECTS

(a). OPPOSITION TO JERUSALEM LIGHT RAIL SCHEME.

The following was received by e-mail from Israel, and shows how Politics intrudes everywhere; it came with the message: "I don't know if this is reliable but it's the Orient House's memo on the Light Rail."

11 July 2001 FOR IMMEDIATE RELEASE

"Israel to Confiscate More Land in Occupied East Jerusalem for the Light Rail. Last week, the Israeli West Jerusalem Municipality issued letters to several Palestinian families in the Shu'fat neighborhood informing them that they intend to confiscate 15 dunums of land to build a parking lot and a station for the future Light Rail. The land, owned by the Palestinian families of Al Mashni, Ismaili, Abu Nia, Abu Khdeir and Jabar, is located to the east of the Jerusalem - Ramallah road at the intersection leading to the Pisgat Ze'ev bypass.

The future Light Rail project is designed to facilitate public transportation for Israeli settlements in East Jerusalem to areas in West Jerusalem. According to the Israeli Development Authority, the rail would be composed of eight lines running approximately 50 km. through some 26 stations. The first stage of the project, scheduled for completion in 2004, will connect the settlement of Pisgat Ze'ev with Mount Herzl in West Jerusalem and will include a tunnel from Damascus Gate to the Israeli City Hall near New Gate.

The Light Rail will also reach the future Eastern Gate settlement project in Issawiye, adjacent to where the 17 house demolitions occurred yesterday. International law prohibits the confiscation of land and the destruction of property (Art. 53 of the Fourth Geneva Convention) in occupied territory.

The Orient House believes Israel is taking advantage of the political vacuum in Jerusalem caused by the passing of the late Faisal Husseini and demands that the international community restrain Israel from taking further provocative actions to prejudice the status of Jerusalem."

(b). PROGRESS ON THE JERUSALEM LIGHT RAIL SCHEME.

(i). From a press release on 23.06.2002: The national council for de-

sign and construction has finally approved without any objection the overall plan for the eight-line LRV network to be built in Jerusalem. The Chairman of the LRV Project Management, Eitan Meir, who is also Deputy-General-Manager of the Jerusalem Municipality, said that the decision has a far-reaching effect, as it enables the city to make extensive plans and keep the right-of-way for all the lines, at a total length of 54 km.

The Jerusalem LRV scheme is the first in Israel to gain this approval for all the components of the network, which will revolutionise transport and urban planning. From now on the municipality, the government and private initiatives will be able to make long-term plans regarding the LRV routes. The plan to be approved now by the council will be the basis for detailed plans for all lines to be built in the future: This demonstrates the trust in the design institutes that have been working thus far over the past two years on urban, transportation and environmental aspects of the project. There were only four objections received, all of which were rejected. There was also agreement between the Ministry of Environment and the city's architect as to how to define the areas of responsibility of the accompanying professional team when implementing the overall plan.

In parallel with this Council's approval, the regional committee is now discussing the objections towards the final approval of the detailed design of the first line, the preliminary works for which have already started. The Ministry of Transport, and the Jerusalem Municipality, are investing about \$130M in moving infrastructure, 200 houses, finding new locations for historic monuments, sewerage, water, electricity and communications lines, along the western part of Rehov Yafo, as well as the same sort of works along 13km., out of 14km. on Sderot Herzl and at Pisgat Ze'ev, to create bus lanes which will later become LRV lines. Particularly impressive will be the works on building a suspension bridge to carry the LRV traffic from Rehov Yafo to Sderot Herzl above the western entrance to the city; the design is being carried out by the world-famous bridge architect Santiago Calatavara, who also designed the Olympic bridge in Spain.

According to the plans, these works - financed by the public sector -

will last until 2004, parallel to the process of selecting the winning concessionaire for this BOT project who will finance the rest of the work for the first line, at an additional \$260M. It is estimated that this concessionaire will be selected towards the end of 2002, and the first line will be opened in 2006.

(ii). A further press release on 09.07.2002 announced that these preparatory works had reached a critical stage on that day when the urban company Moriya commenced works on the main section of Rehov Yafo (Jerusalem's historic and also current main road), between the Davidka Square and the Generali building. This section will therefore be closed to private cars for the 18 months of the works. He added that this project has additional importance in the current crisis, with tourism collapsed, and therefore there is a need to invest in order to bring life back to this centre; in addition, the project has created 1,500 new jobs.

Mr. Yitzhak Suchmann, Manager of the Infrastructure Dept. of the Ministry of Transport as well as a member of the project management, said that the above works are financed approximately 80% by the Ministry and 20% by the Municipality.

Mr. Alex Langer, Deputy General Manager of Ground Transportation at the Ministry, declared that the Ministry sees the first LRV line as a "FLAG Project", and therefore it is top priority. All standards and lessons to be gained in this project will be implemented in the other two LRV projects in Tel Aviv and Haifa.

The Manager of the Jerusalem Transportation Master Plan team, Dr. Moshe Hirsch, said that despite all the political, security and financial problems, the project has now reached a "Point of No return", and therefore will proceed at full speed. Project Manager Shmuel Tzabary announced that the works at the western entrance (linking Yafo with Herzl) are proving successful; work is completed at the southern end of Herzl and buses are now using the future LRV lane. Works at the city centre, are being carried out partially at night, to reduce disturbance to regular urban life. The works are divided into sections each of 200 metres. Mr. Tzabary and the Manager of the Transportation Division of Moriya, Mr. Yekhiel Lavi, told the press that, for the first time in Israel, temporary sidewalks (developed by the project engineers) are to be laid above the excavations, and will be used to enable safe passage of pedestrians as well as maintain free access to shops. The city centre will

also benefit for the first time in many years from a new modern infrastructure including fibre-optic communications, and electricity, water and sewerage facilities to suit the enormous development which the city centre is expected to undergo during the next decades.

(iii). The committee of the Masterplan team, headed by Mr. Eitan Meir, has selected the French company Semaly to design the next stage; the company will check the possibility of extending the first line, adding loops or branches to it, as well as the next new lines according to the dynamic changes taking place in the city. Finally, Meir said that the secret of the project's success is in making the public a full partner in design and decisions; he added that they have learned from European projects, but it is even more important to apply these measures in Israel, where no LRV has existed until now.



(Jaffa Road in Jerusalem - Works in connection with the Light Railway Project.)

(iv). One of the two remaining bidding consortia for the Jerusalem LRV project, Passim group, headed by Africa-Israel and Siemens Transportation, together with the Candian Company CHIC (see above) and DB AG, is looking for a new partner to replace Feuchtwanger Industries (whose share in the group comprises 20%), since this is now in financial difficulties following the collapse of a company connected to the group. The initiative for this came from Feuchtwanger partners, and not as a requirement from the governmental tenders committee; it suits the tender's conditions, according to which the group's consistency may change, even after the proposals of each bidder have already been given, after gaining approval for such from the Tenders Committee. nevertheless, the Pasim group leaders are probably worried as a result of this collapse of Feuchtwanger, which may influence their chances of winning the tender negatively.

The other competing bidder, City-Pass Group, comprising Ashtrom, Polar and Alstom, has a high chance in any case of winning the tender, as their financial proposals were significantly lower than those of Passim. It is now expected that Passim will request permission to revise and improve its proposal.

(c). TEL AVIV METRO SHUFFLE.

Mr. Zvi Leshem, the Manager of NTA, the project's management company, has recently announced his resignation after five years in the company. He explained that the Transport Minister, Ephraim Sneh, had already made it clear that he would not extend his contract. He will accompany the project in order to assist the new manager, and then intends to go into private business. The resignation will cause further delay in forwarding the proposals for the project, originally planned for October 2002. Meanwhile, the Chairman of NTA, Mr. Yossi Kutchiek, has appointed a committee comprising himself as head, and Menachem Einan (General in Reserves) of the Public Works Dept. (Roads), General Manager Mr. Ami Lax, and the lawyer Mr. Tzadok Tzadik.

58:8.

OTHER MIDDLE EAST RAILWAYS.

A. TURKEY.

(i). CAMLIK MUSEUM INFO.

The following web links are recommended by Uwe Pietruck for more information on the Camlik Museum.

<http://www.cufcuf.com>

http://www.vereine.minden.de/mem/museum_camlik.htm

(ii). PRESIDENTIAL TRAIN. Old News - From 'Railway Magazine' Sept./ Oct. 1945, p.249ff., an article on "Royal Trains" Part V, by C. Hamilton Ellis.

This includes, on p.251: - "The special President's Train belonging to Kemal Atatürk

(d). MORE PRIVATE INVESTMENT IN TRANSPORT ?

From "Israel Line" 26/07/2002

"John Beck, chairman and CEO of the Aecon group, whose subsidiary Canadian Highway Investment Corporation (CHIC) is partnered in construction of the \$ 1.3 billion Cross Israel Highway and part of the Pasim group bidding on the Jerusalem Light Railway, is interested in investing more money into local infrastructure projects, THE JERUSALEM POST reported. "When I met with Transportation Minister Ephraim Sneh on his recent visit to Toronto he told me of the government's intentions to allow private sector investments in Haifa Airport. This project is right up our alley. We are in the airport development project and are currently in the process of negotiating a BOT airport in Quito Equador," Beck said on a recent visit to Israel."

of all-steel coaches built in Germany in 1935, was in the British news when King Edward VIII used it after his visit to Turkey, and it was described and illustrated in the Railway Magazine for January 1937."

The same article mentions and illustrated the Egyptian "Khedive's Saloon Loco" featured in earlier Harakevets.

(iii). STEAM LOCO COLLAPSE.

As previously warned here, a report in "Steam Railway" 273, July 19-Aug. 25 2002, p. 33, reports:

"A locomotive failure on a railtour is unfortunate, but only in Turkey could you experience five, with no less than 83% of the supposedly 'working' steam fleet falling to bits during a seven-day tour in April and May !

As far back as 'Steam Railway' 255 it was reported that the Turkish Railways were continuing to quote an impressive range of locomotives in working order, which is exaggerated. Rostered for the 2002 tour were:

2-8-2 No. 46052 has been retubed at Konya shed, but failed with firebox problems.

0-10-0 No. 55043 was rostered, but is in such terrible condition at Usak that no attempt was made to steam it.

2-10-0 No. 56009 based at Konya is the only TCDD engine in good condition.

2-10-0 No. 56508 based at Usak had superheater tubes fail while working a train, potentially with disastrous consequences.

2-10-0 No. 56548 failed with cylinder problems before it could leave Usak shed.

2-10-0 No. 56359 at Cankiri was thought to be in good condition, but failed with firebox and tube problems. Its boiler has since been condemned."

So - there we have the proof of the pudding.....

(iv). BUT - ANOTHER TOUR !

The DGEG are planning another tour with Steam Trains through Western Anatolia from 1st-9th. March 2003 - from Antalya by bus to Burdur, then steam train to Afyon, diesel-hauled overnight to Konya, ride on the Konya tramways (trams from Köln) and depot visit, diesel-hauled back through Afyon to Salihli, visit to various ruins including Pergamon, then to Izmir, depot and works visit, ride on new (Aug. 2000) 3rd-rail Stadtbahn, steam train to Ödemis, visit the excavations of old Ephesus, then the museum in Camlik, and eventually via other archaeological sites to Antalya and a ride on the former Nürnberg trams on the system there. In short - it is a complex mixture of bus and diesel transfers, visits to cultural sights and normally-closed depots as well as a few steam train sections. Whether all works out, remains to be seen ! Thomas Meyer-Eppler will be the tour leader - information from <reisen@dgeg.de >

(v). OTTOMAN RAILWAY COACH.

O.S. Nock wrote several books on "Railways of the World" for Blandford Press, comprising coloured (painted) illustrations and captions. - "Railways in the Years of Pre-Eminence came out in 1971, ISBN 0 7137 0081 5. Picture 62 (text on p. 132) is of an Ottoman Railway First-Class Saloon Carriage: "This railway, operating from Smyrna, in the old Turkish Empire, purchased much of its rolling-stock from Great Britain. The locomotives, apart from their headlights and large cabs, could easily have belonged to an English railway from their appearance at any rate; but the British-built coaching stock naturally included a number of features suitable for use in an Oriental country. The handsome saloon carriages, built by the Gloucester Railway Carriage and Wagon Co., were of the open type with seating for sixty first-class passengers.- The seats were of the 'walkover' type, so that passengers could sit facing or back to the engine as they pleased, and they were covered with rattan. It is evident that these cars were not intended for long-distance service, as the space for luggage was confined to small basket racks. At a time when many British railways were still wholly dependent upon gas lighting for passenger carriages these Turkish cars were electrically lit, and had the open platforms at the ends also lighted. Structurally, the body framing was of teak, but the roof framing was of English oak. The bodies were built separately from the steel underframes. The length of the cars, over the corner pillars, was 43 ft. 6 in."

B. IRAN.

(a). FURTHER CLASS 141 ACQUISITIONS.

According to "Railway Magazine" August 2002 p.104 under 'Disposals' of British stock, the following 2-car diesel multiple units have been sold to the Iran Railways - 141.101, 141.105, 141.116, and 141.118.

These are the two-car sets of four-wheel vehicles used earlier on some BR suburban services in the North of England, to which reference has been made earlier.

(b). SOVIET DIESELS.

An article in "Today's Railways" 80, p.35 on the M62-type Russian-built Co-Co diesels used on various East European railways adds: "Other little-known fleets include MTC in Mongolia..... FCC in Cuba..... and Iran Railways (IRR) which has

2M62 locos based at Shahrood depot in Tehran and maintained by Ukraine staff." The 2M62 are double-units formed of two semi-permanently coupled locos with a driving cab only at the outer ends. In No. 79, p.35, mention had already been made: "Five 2M62U were delivered to Iran in 1997-1998." U means 'Updated', with 1.2M km. between overhauls, increased fuel capacity, increased sand supplies, and adapted for temperatures -50deg.C to +45deg. C.

(c). TEHRAN METRO EXPANSION.

From 'RGI' June 2002: City News: "Line 1 reaches Mirdamad

TEHRAN Urban & Suburban Railway Co has opened the northern section of metro Line 1 in the Iranian capital. It runs 7 km from Darvazeh-Dolat to the suburb of Mirdamad, serving eight stations. The 8.5 km southern section, including the Line 2 interchange at Imam Khomeini, was inaugurated in August 2001 (RG 10.01 p657).

With 60 km of route and 26 stations opened since March 1999, TUSRC has now carried over 100 million passengers. Opening of the new section is expected to lift the daily ridership over 300 000.

According to Deputy Managing Director, Planning, Jaefar Rabiee, the company's top priority is to complete the eastern half of Line 2 from Imam Khomeini to Dardasht and the southern extension of Line 1 from Ali Abad to Behesht Zara cemetery. The 10 km western extension of suburban Line 5 from Karaj to Mehrshar is due to open this year, and another extension to Hashtgerd is under discussion. Negotiations are under way for foreign firms to finance Lines 3 and 4, and plans are being drawn up for a further extension of Line 1 southwest to Imam Khomeini International Airport."

(d).THE SHAH'S SPECIAL TRAIN.

In "Lok Magazin" 9/2002 pp.52f. is a brief illustrated article on the luxurious Saloon and Escort Coaches ordered by the Shah Reza Khan Pahlawi of Persia in April 1936. This order went to the Deutsche Waggonbauvereinigung, a consortium of various rolling stock firms - and was allocated to Linke Hofmann Busch. Three other Saloons for the Court were provided by the Swedish firm Kockums of Malmö. Information has only come to light through a photo album that was in the possession of the widow of the LHB representative in Bulgaria, no doubt because LHB hoped to sell similar vehicles to the Bulgarian and Turkish governments.

In 1941 British and Soviet forces occupied Iran and compelled the Shah to abdicate and hand over to his son Mohammad, who also enjoyed use of these vehicles and had them modernised after the war. A new four-coach Royal Train with a glass observation saloon end was also eventually ordered from Wegmann in Kassel. But what the fate was of these royal vehicles, after the 1979 Revolution, no-one seems to know.....

C. JORDAN.

The July 2002 issue of 'Trains' pp.64-66 includes a two-page spread photo of four diesel locos hauling an Aqaba-bound phosphates train at Jurf Ad Darawish; the accompanying text by J. W. Swanberg, in typical American "personal chat" style and reflecting American railfan tastes, refers to this spot being only an hour's drive from Petra, "all road engines are General Electric Universal-series "U-Boats" and they run in four-unit sets in best U.S. fashion".... the six-motor GE locomotives are all similar models, some are lettered for Jordan Railways and some for the Aqaba Railway; a few were even built in Brazil... and the under-maintained units can put on a respectable smoke display".

D. SYRIA.

(i). DAMASCUS PHOTOS.

"Lok Magazin" (8/2002 August) pp.62-65 has an article "Dampf in Morgenland" by Dirk Seiler with two photos of 2-6-0T 755, barging its way through Damascus traffic and being turned on the turntable at Serghaya, and 2-8-0 No. 91 on an excursion.

(ii). INTERESTING TRAFFIC.

"Harakevet" tries to keep as far as possible "out of politics" - the problem being defining what counts as "possible" and, indeed, what counts as "politics" - mere use of the name "Israel" or "Palestine" is itself a political act. We have a variety of readers with a variety of opinions. But the following item comes with this 'Health Warning'.

AIPAC is an American lobbying organisation which monitors the press etc. and publishes a newsletter "Near East Report". I have been sent the issue for 1st. July 2002, which includes an article on "Arming Iraq".

"Syria is also using a rail network to Iraq authorized by the U.N. as a part of the oil-for-food program to transport conventional arms and parts for weapons of mass destruction. The arms flow through the Syrian port of Tartus and are then transported along the railway

line from Aleppo, Syria's second largest city, to Mosul, in Northern Iraq, where they can be sent to Baghdad and Basra. A wide range of weaponry, including tanks, air-defense equipment, Scud missile-guidance systems and surface-to-air missiles, has made its way to Saddam Hussein along this railway.

Another railroad is currently under construction in Syria. This system would not only link Syria and Iraq to each other, but also one of the largest ports in Iran....."

The irony is, of course, that this sort of military traffic is exactly what the "Bagdadbahn" was originally conceived for, a century ago..... in a very different political world. Note also this excerpt from "British Military Telegrams" of 1941:

"(96).. p.42. A.598.- 13/5/41. Air HQ, Iraq to HQ, RAF, ME.

"Situation Report No. 52. .. No change military situation. Presence of German aircraft in Iraq definitely established. One Me.110 attacked Blenheim Mosul this morning. Combat indecisive. Reports that six trains of French arms and ammunition left Syria for Iraq 9/5 and 10/5. Attempts being made to bomb railway between Mosul and frontier tonight."

E. LEBANON.

REVIVAL? Very surprising news, from 'RGI' June 2002, will have implications for excursion traffic such as that mentioned above - IF it all comes true..... See 57:6(a).

"Cross-border revival starts.

Lebanese Prime Minister Rafik Hariri and his Syrian counterpart Mustafa Miro attended ceremonies at Riyaq in the Bekaa Valley on April 18, to mark the start of work to restore the 1,050mm gauge railway between the two countries. Other participants included Lebanon's Public Works & Transport Minister Najib Mikati - who has been advocating the project for several years - and Syrian Transport Minister Makram Obeid.

Lebanon's Railway & Transportation Authority expects to complete the renovation of the 25 km link between Riyaq and the Syrian border town of Sirghaya in six months, at a cost of US\$700,000. Syria's Hedjaz Railway Authority will provide technical supervision. The link was built in 1895 as part of the Hedjaz Railway's Damascus - Beirut line, but has been out of use for many years.

Mikati expects that restoration of a direct rail link between Lebanon, Syria and Jordan will 'boost the movement of people and goods, particularly agricul-

tural products'.

[Note - Having seen pictures of devastated viaducts and snow tunnels, the financial estimate seems to me to be very low. Has a Nought or two been omitted ? Ed.]

F. IRAQ.

NEW DIESELS FROM CHINA.

According to 'Lok Magazin' 8/2002 p. 33 the Iraq State Railways are receiving fifty new diesel locos built at the Dalian Locomotive and Rolling Stock Works in China; the locos have a top speed of 140 km/h, and are equipped with a 1840kW diesel engine, and are to be shipped "imminently" from the port of Dalian. "CRJ" No. 131 (Autumn 2002) p. 470 notes that the Iraqi Republic Railways "have recently taken delivery" of these fifty DF10FI twin-unit diesels.

G. EGYPT.

(i). CAIRO METRO LINE 3.

Pre-qualification bids have been invited for fitting out and equipping the first 4.5km phase of Cairo Metro's new metro Line 3. Contracts for this section linking Attaba Square to Abbassia Square will cover signalling, centralised control and telecommunications systems, bored tunnelling, construction of five underground stations, power supplies, trackwork and third-rail electrification, and the supply of rolling stock.

(ii). 1949 Photo. Some references: Brian's Reed's "Modern Locomotives" (Temple Press, 1949) has a photo of a two-car Ganz diesel multiple unit set 5230 "working suburban traffic out of Cairo" and looking very smart and clean (and new !)

(iii). The same author's "Locomotives: A Picture History" (pub. Ward Lock, 1970) shows on p. 110 ESR Class E.10 oil-fired 4-6-0 built by North British 1950-51. The caption informs that "The backbone of post-war motive power was heavy 4-6-0's in two or three classes. But a beginning with main-line diesel traction was made in 1957 and within 10 years all steam locomotives had been eliminated".

(iv). EARLY DIESEL. p.145 of the same book shows some of this - a Henschel-built American-outline Class KK 1,900 hp. A1A-A1A built 1957. The picture is clearly taken on early trials in Germany from the background, probably in Kassel. Two GM 950hp. engines are fitted, and "similar locomotives with all axles driven have one 1,900 hp. engine". "These diesel-electrics, with

American-type slow-speed two-stroke oil engines, work the long-distance ore trains of big double-bogie wagons from Aswan to Cairo”.

(iv). THE KITCHENER COACH.

A mystery vehicle stands at the Museum of Army Transport in Beverley, North Humberside. It was used as the VIP Coach at the Shoeburyness gun ranges for many years, and came to the museum in 1991. Quoting issue 5 of the 'Friends' Newsletter "FORMAT":

"It is reckoned to have been made about 1885 for the ill-fated Suakin and Berber Railway; part of the effort to re-take the Sudan. Strong tradition has it that the coach, moved to Egypt, was used by Lord Kitchener when he commanded the Egyptian Army at the end of the 19th. century for trips from Cairo to the 'front' during the re-taking of Sudan.

Two of the interesting things about the (standard-gauge) coach are the wooden Mansell wheels and the fact that, although an 8-wheeler, the coach is not a bogie coach, each axle being separately mounted."

H. SAUDI ARABIA.

EXPANSION PLANS - PROGRESS.

From 'RGI' April 2002: News p.165. (And see 57:6(f)).

"Saudi BOT bid launched

JEDDAH-based construction company LAM has lodged the first expression of interest for BOT concessions to build three new railways in Saudi Arabia, which are costed at around 10bn riyals in total. In February LAM signed a memorandum of understanding with China Civil Engineering Construction Corp to provide technical assistance. According to General Manager Saleh Mutabbakani, the company has the backing of a Bahrain financial consortium and is currently seeking further partners.

Last year the World Bank advised the Saudi government on BOT concessions for two corridors, which would expand the national network to over 3 000 route-km.

Saudi Railways Organisation President Khalid Alyahya told Railway Gazette on March 17 that both projects are 'under active consideration by the Supreme Economic Council, and a decision is expected in the near future.'

Top priority is the East-West corridor, which includes a 945km link between Riyadh and the Red Sea port of Jeddah plus a 115km extension from Dammam to Al-Jubail on the east coast. Jeddah is seen as a major hub on the trade route from Europe to the Gulf region. Principal traffic is expected to be containers, with distribution centres planned in Jeddah, Riyadh and Al-Jubail. A total of 8 million tonnes is envisaged in the first year.

The 1,408km North-South line is intended to open up mineral deposits in the north, notably phosphates at Al-Jalamid and bauxite at Al-Zubairah. The concession is intended to spur the development of the railway and the mines, but Mutabbakani says they should not be let as one package because the railway has the potential to bring other benefits to the economy.

Not included in the LAM bid is the proposed 'Holy Line' connecting Jeddah with Makkah and Madinah."

58.9:

NOTES AND COMMENTS.

(a). Re 57:8 CARMEL STATION.

Paul writes: "The note in the third paragraph of this article concerning the propelling of freight trains referred, of course, only to those freights from Haifa East destined for Carmel Station.

I should imagine they would be few in number, but such freight trains did run because we know from 17:24 that wagons were despatched to Carmel Station when new railway workshops were mooted for Bat Galim."

(b). FORMER PERSIAN WD 8F 2-8-0's:

From "Modern Railways" January 1964 p.63:

"Horwich works are overhauling Stanier Class 8F 2-8-0s 48773/4/5 which are to be restored to traffic following withdrawal earlier in the year by the Scottish Region. These three locomotives were in W.D. stock and returned to Britain after the Suez crisis, subsequently being taken into B.R. stock during 1957."

(c). MORE ON GENERAL MOTORS.

In view of the recent article on the history of diesel loco production by this firm, (see 55:12), the following is especially illuminating:

From "Trains Illustrated" June 1961, p.383, in a 'Letter to the Editor' from Thomas T. Taber of Madison, N.J., USA:

"You will be interested to know that the newspapers have reported that on April 12, 1961, a New York Federal Grand Jury has indicted General Motors Corporation on charges of using its 'vast economic power illegally' to monopolise the diesel locomotive manufacturing industry. The corporation was also charged with having used its power as one of the biggest rail freight shippers in the nation, to coerce the railroads into buying G.M. locomotives instead of those of competitors. Many people in the U.S.A. will be quite interested to read the facts which will be brought out, if the case goes to trial."

(d). TRANSLITERATION OF PLACE NAMES.

In view of Walter Zanger's comments quoted in the last issue (57:7(f)), the approach of T.E. Lawrence has a lot to commend it. Sybil Ehrlich has sent me an excerpt from the Preface to "Seven Pillars of Wisdom" which comprises a bizarre and rather cavalier correspondence between the Editor and the Author regarding this matter in "Revolt in the Desert":

Q. I attach a list of queries raised by F. who is reading the proofs. He finds these very clean, but full of inconsistencies in the spelling of proper names, a point which reviewers often take up. Will you annotate it in the margin, so that I can get the proofs straightened ?

A. Annotated: not very helpfully perhaps. Arabic names won't go into English, exactly, for their consonants are not the same as ours, and the vowels, like ours, vary from district to district. There are some 'scientific systems' of transliteration, helpful to people who know enough Arabic not to need helping, but a wash-out for the world. I spell my names anyhow, to show what rot the systems are.

Q. Slip 1. Jeddah and Jidda used impartially throughout. Intentional ?

A. Rather !

Q. Slip 16. Bir Wahedda and Bir Waheidi.

A. Why not ? All one place.

Q. Slip 20. Nuri, Emir of the Rewalla, belongs to the 'chief family of the Rualla'. On Slip 23

"Rualla horse", and Slip 38 "killed one Rueli". In all later slips "Rualla".

A. Should have also used Ruwala and Ruala.

Q. Slip 28. The Bisaita is also Biseita.

A. Good.

Q. Slip 47. Jedha, the she-camel, was Jedhah on Slip 40.

A. She was a splendid beast.

Q. Slip 53. 'Meleager. the immoral poet'. I have put 'immortal' poet., but the author may mean immoral after all.

A. Immorality I know. Immortality I cannot judge. As you please - Meleager will not sue me for libel.

Q. Slip 65. Author is addressed 'Ya Auruns', but on Slip 56 was 'Aurans'.

A. Also Lurens and Run, not to mention 'Shaw'. More to follow, if time permits.

Q. Slip 78 Sherif Abd el Mayin of Slip 68 becomes el Main, el Mayein, el Maein, el Mayin and el Muyein.

A. Good egg. I call this really ingenious."

(e). ON 57:5(g), SAFB 101-103.

The Editor recently came across "Israel, State of Hope" - text and captions by Kurt Schubert, Picture section compiled by Kurt Vogel, pub. Schwabenverlag, Stuttgart, 1957.

The picture pages are not numbered; the well-known picture of SAFB Bo-Bo 103 shows the American-style illuminated number on the front, and on the buffer-beam the Hebrew inscription "Kumon 20-8-52". ("Kuf/vav/mem/vav/nun") - presumably the date it was taken into service.

Other photos in this album include one showing an O&K coach being unloaded at Haifa, captioned "in 1955 and 1956 the German reparations made up 18% each of total imports".

and "In September 1952 Israel and the Federal Republic of Germany signed an agreement for payment of German reparations to a value of 3,450 million German Marks, payable in the course of 12 or 14 years."

The coach is in plain dark livery with a lighter stripe at solebar level, and details (illegible) on several lines painted on the top left by the door, as on German stock. In the background are the Dagon silo, eight four-wheel vans and two 35-Aleph USATC bogie vans.

One well-known photo shows an Esslingen railcar at Jerusalem (an SR-type WD brakevan is visible by the goods shed).

(f). A 1970'S OVERVIEW.

From "Israel Today", Pamphlet No. 23, "The Economy", published by "Israel Digest", P.O.B. 92, Jerusalem, Nov. 1971; by Aryeh Greenfield. (Note: "This replaces a pamphlet with the same title by Avner Hovne, pub. in Oct.1965.")

"When the British entered Palestine, dislodging the Turks, in 1917, there was not a single modern highway anywhere in what is now Israel. Many travellers trudged on foot. A sizeable portion of the carriage of goods was on donkey-back or camel caravan. A narrow-gauge railway connected Jerusalem with the port of Jaffa, to a similar line ran from Haifa via Semakh to the Hedjaz. For lack of a harbour, ships had to anchor in the open sea and discharge their cargo into lighters.

Now Israel has a well-developed road system, a ramified railway, three modern deep-water harbours, an international jet airport and several smaller landing fields. Postal, passenger and freight services ensure rapid and regular links between all points in Israel, and with many principal centres beyond.

The railway is State-owned and operated, in the main, for special bulk cargoes, such as Negev minerals hauled to the Haifa area, with a low freight tariff that, in many cases, constitutes an indirect Government subsidy. Passenger trains run on a fairly fast and frequent schedule, but do not draw a very numerous clientele; road transportation is by far the more popular, as it seems to offer greater convenience. Most of the passenger transport is in the hands of one large cooperative, which is responsible for nearly all interurban routes, and also the next part of urban traffic, except for the Greater Tel Aviv area.

During the 1960's, a new deep-water harbour was built in Ashdod, to handle the rising volume of freight....."

(g). ON DDR-BUILT COACHES FOR EGYPT AND SYRIA.

One gets information in the most unlikely places. During a recent trip from München to Nürnberg the Editor got chatting to the driver, who turned out to be a former Reichsbahner from the DDR. He recalled hearing about delivery trips with the coaches built at Dessau etc. for export to the Middle East - what follows is translated from the semi-verbatim notes scribbled at the time; no

guarantee can be given for authenticity, but this is the sort of history you don't read about in official publications!

"The brakes were of a Russian type, called Matrosoff - you would apply them and nothing happened, then again, same result, and then the third time everything suddenly stopped with a jerk! We drove via Frankfurt/Oder, and when we were in Poland the batteries would get stolen. The handrails at the doors were chromed - they would turn up on the black market in Berlin as towel rails".

Apropos of nothing much at all, he gave me a copy of the weekly Slow/Works Notices booklet, from which I learned that a bridge at Weinheim (Bergstr.) between Heidelberg and Darmstadt, ca. km. 64.3, is called "Suez Canal bridge"! One wonders why.

(h). INTERNATIONAL CO-OPERATION.

From "Modern Railways" January 1962, p. 54. Report on 1961 European Timetable and Through Carriage Conference held in Brussels, Sept./Oct. 1961.

".....The Conference, of which the Swiss Federal Railways provide the Secretariat, is held at a different scene each autumn. It is concerned with passenger services, and a separate body deals with freight trains. The undertakings represented include railways in the Near East, such as the Turkish and Lebanon State Railways, whose passenger services connect with those of the European railways via the ferry over the Bosphorus."

(i). WHITCOMB DIESELS IN ITALY - FATE SEALED.

"Today's Railways" No. 80 p. 13 has a photo of a new D146 B-B 900 kW diesel loco built by FIREMA of Caserta for Trenitalia, which has ordered 25 for its freight division - to replace (at last) the surviving D.143 Whitcomb Bo-Bos of WW2 vintage!

A wonderful chance for some museums, I would have thought.....

(j). MORE ITALIAN DIESELS - THE "TOBRUK" LOCOS.

Back in 50:6(r) I queried the term 'Tobruk' for some elderly Italian diesels on the Ferrrovie Padane. Rick Tourret in fact responded rather thoroughly to the query:

"According to Platform 5 Pub-

lishing Ltd.'s book "Italian Railways", Ferrovia Padane has/had three of these Class Ln372 locomotives, Ln372.1, Ln372.2 and Ln.372.3 built by OM in 1940. They have two 114 kW diesel engines each with hydraulic transmission. The length is 14.03mm., weight 34 tonnes and have a maximum speed of 70 km/h. Nos. 372.2/3 were bought from the FS in 1950 and 372.1 in 1960.

The Platform 5 book confirms that they are called 'Tobruks'. The British forces captured Tobruk originally around January 1941. In February 1941 the Germans forces arrived and by April they had by-passed Tobruk leaving it as an isolated outpost. In November 1941, the Eighth Army took the offensive and relieved Tobruk in December 1941. By June 1942 the Western Desert Extension Railway had been built to Bel Hamed, only 15 miles from Tobruk. However in May 1942 the Germans attacked and captured Tobruk in June, so that the line to Bel Hamed was not put into full use by the British. The Germans repaired that part of the WDER that they occupied. German and Italian diesel locomotives were shipped to Africa and by October they were regularly working the 280 miles between Bel Hamed and El Daba with captured British wagons. It seems likely that the Germans extended the line into Tobruk. Certainly when the British recaptured Tobruk in November 1942, while the line needed repairs to demolitions and Teller mines had to be removed, the line was open to Bel Hamed by 22 November, Tobruk Road (on top of the escarpment) by 28 November and by 1 December into Tobruk itself.

There was no record of any of these Italian locomotives being captured at Tobruk or the outskirts during the final advance, so it seems that the enemy managed to withdraw them to Italy (or they were sunk en route). Since no locomotives were captured, they did not enter WD service and so did not fall within the scope of my book 'Allied Military Locomotives of the Second World War', but it would seem that these three Italian diesel locomotives Ln371.1-3 possibly served in Tobruk and were successfully evacuated to Italy for service with FS and then with Ferrovia Padane."

(k). CIGARETTE CARDS.

Your Editor has never been a smoker nor a collector of that phenomenon of the 20th. Century, the Cigarette Card. But he has acquired a copy of "Wills Cigarettes No. 42, Railway Engines, a Series of 50", and this is a broadside coloured view of "Palestine

Railways Engine No. 1 - 2-8-4 Tank." The back of the card continues: "A tank engine of the 2-8-4 wheel formation built at Leeds and used for working on the line between Ludd and Jerusalem, which is very steeply graded. This line, which was constructed by local labour under the supervision of French Engineers to a gauge of 3.12 feet, was converted to the standard gauge of 4' 8 1/2" during military operations. Amongst the fittings are a feed-pump, "pop" safety valves, Belpaire firebox, superheater, and a turbine driven generator supplies power for the electric head light. The total weight of the engine in working order is 100 1/4 tons."

Livery is shown as dark green with red or orange lining. The text is intriguing. The date is clearly the 1920's, since the name "Ludd" rather than Lydda is used. Note how the writer uses the decimal or metric system to describe the metre gauge in imperial Feet ! - but then reverts to good old half-inches later. My source reckoned they dated from around 1925, and informed me that Card No. 34 showed "ESR Atlantic 740, with 8-wheel tender for larger capacity in dry areas, and built in America."

Does any reader know more about these (and similar) cards and whether others had subjects of Middle Eastern interest ?

(l). RAILWAY MODELLING IN ISRAEL.

I am informed that there now at least two groups - one in the north, the other still, as previously mentioned, at Kibbutz Netzer Sereni. For information on the northern group, contact Chen Melling at < melling@nonstop.net.il > ; for the other, link man is Yaron Dozatas. They have a web page and there is a link from www.pasim.org.

(m). HEBREW WEB SITES.

For those readers who are interested in and able to read, there are two more Web Sites in Hebrew on trains and railway modelling in Israel:

< www.railil.up.co.il > and < www.trains.ip.co.il >

(n). HAIFA NOTE.

Paul writes: "The south side of Derekh Ha-Atzma'ut (formerly Kingsway) between Ben-Gurion Avenue (Dagon) and Rehov HaBankim in downtown Haifa has been opened up for laying new underground pipes. A careful watch on progress has failed to discover any sign of buried railway track along this stretch which used to be the original PMR/PR route from the end of 1918 to the beginning of 1933."

(o). THE FUTURE OF THE ISRAEL RAILWAY MUSEUM ARCHIVES:

Paul Cotterell notes: "For quite some time it has become increasingly obvious that Israel Railways does not intend to take the steps needed to properly safeguard, and make available for public use, its historical archives. A State Law forbids public institutions simply to destroy their unwanted historical records. Instead, these must be offered for preservation to the Ginzach HaMedina (Israel State Archives) at Makor Hayyim in Jerusalem. Therefore, after a good deal of thought and consultation with certain involved persons, I decided that it would be best to recommend the transfer of the IR archives to the Ginzach HaMedina. At a meeting in Tel Aviv on 24/07/02 this recommendation was made and accepted without demur by Israel Railways. Immediately afterwards a preliminary discussion was held with Nissim Crispin of the Ginzach HaMedina as to how best to implement the transfer. The above is a very brief but entirely accurate account of events so far.

Responsibility for the transference of archive material to the Ginzach HaMedina falls on Israel Railways. This means that all such material (presently stored at several different sites around IR) will have to be sorted, listed and packed for transport to Jerusalem. This will take time; how much, I am unable to say right now."

A 1938 AMBUSH.

From the archives of the Kings Own Royal Regiment, in Lancaster City Museum. (See 14.12 for another part of the account of this Regiment's operations in Palestine on railway protection duties, 1938-39.) In view of the recent security problems on Israel Railways, this is of especial interest!

REPORT ON OPERATIONS:

a). AMBUSH At Rly. KILO 173.5 at night 14/15 Nov. 38.

1. About 23.00 hrs. on night 14/15 Nov. a party of one Section from No. 5 Post, under an officer, was proceeding from one ambush position to another when, on approaching the line from the south at Ry kilo 173.5. it was heavily fired upon by a party of rebels, estimated 10 or 12 strong, from the Northern side of the line.

2. The Sec. advanced and took up position on one side of the railway embankment, the other side of which was occupied by the enemy. An encounter then started with hand grenades. The rebels throwing three or four, one of which slightly wounded two men. Several grenades thrown by the Sec. landed amongst the enemy, but it is not known what casualties, if any, were inflicted. It is however believed that, as a result of a dawn recce of the ground which revealed that the enemy had left some 15 rounds of S.A. on the spot, some damage must have been inflicted.

3. The early morning recce also showed clear footprints of the lines of the rebels' retreat, and as a result Police dogs were sent from JERUSALEM to try and track the rebels. two Platoons were made available and at about 12.30 hrs. the Police dogs arrived.

4. The result of the track showed that from Ry kilo 173.5 the rebel party had made its way to JABALYA and the dogs followed the trail straight to the house of one of the Mukhtars and from there to one of the mosques which is close by. from this evidence it seems clear that without question the party first visited the Mukhtar's house. The trail was lost by the dogs at the mosque.

5. After consultation with the D.C. GAZA it was decided that a search of the mosque was essential. The D.C. GAZA was collected, and with him, in the presence of the Mukhtars, the search was carried out by the D.C. and A.D.C. GAZA, great care being taken not to hurt religious scruples in any manner.

6. The result of the search failed to discover any hidden weapons or ammunition, nor did the searches of surrounding houses or the Mukhtar's house.

7. Having finally established the fact that JABALYA village is quite definitely connected with acts of sabotage against the railway in the neighbourhood, both Mukhtars were arrested and brought to GAZA. A suspect, unable to give any reasonable account of his presence, was also detained.

8. The operation was concluded by 16.00 hrs. and by 16.30 hrs. all troops had returned to billets."

Headquarters, Jerusalem Area. 12 March 1940. Ref. no. J.A. 900.

To: Lietenant-Colonel J.H. Hardy, M.C.

2nd. Bn. The King's Own Royal Regiment.

My dear Hardy,

It is always rash to prophesy but I think it is safe to say that the recent phase of Jewish disorders is now finished.

I have heard it suggested that the reason thatr the Revisionists received an order not to take part in the disturbances was to demonstrate to the Public the futility of the Jewish Agency and that when this end has been achieved, the order would be cancelled.

If this is so the position will become much more serious as we shall have to compete with arson and the bomb.

I take this opportunity of stating to you and the Battalion under your command, my appreciation of the discipline and forbearance displayed, also of the very prompt manner in which all my calls were answered.

Yours Sincerely,
(Illegible).

JERUSALEM 60cm. LINE REVISITED

Paul Cotterell.

Walter has kindly sent me a bundle of photocopies from prints from the Bavarian Military Archives, several of which certainly appear to modify previous suppositions concerning the layout of the 60cm. gauge WW1 line to El Bira in the vicinity of Jerusalem station. This last has become something of a never-ending story over the years. [See 33:17,p.27f.]

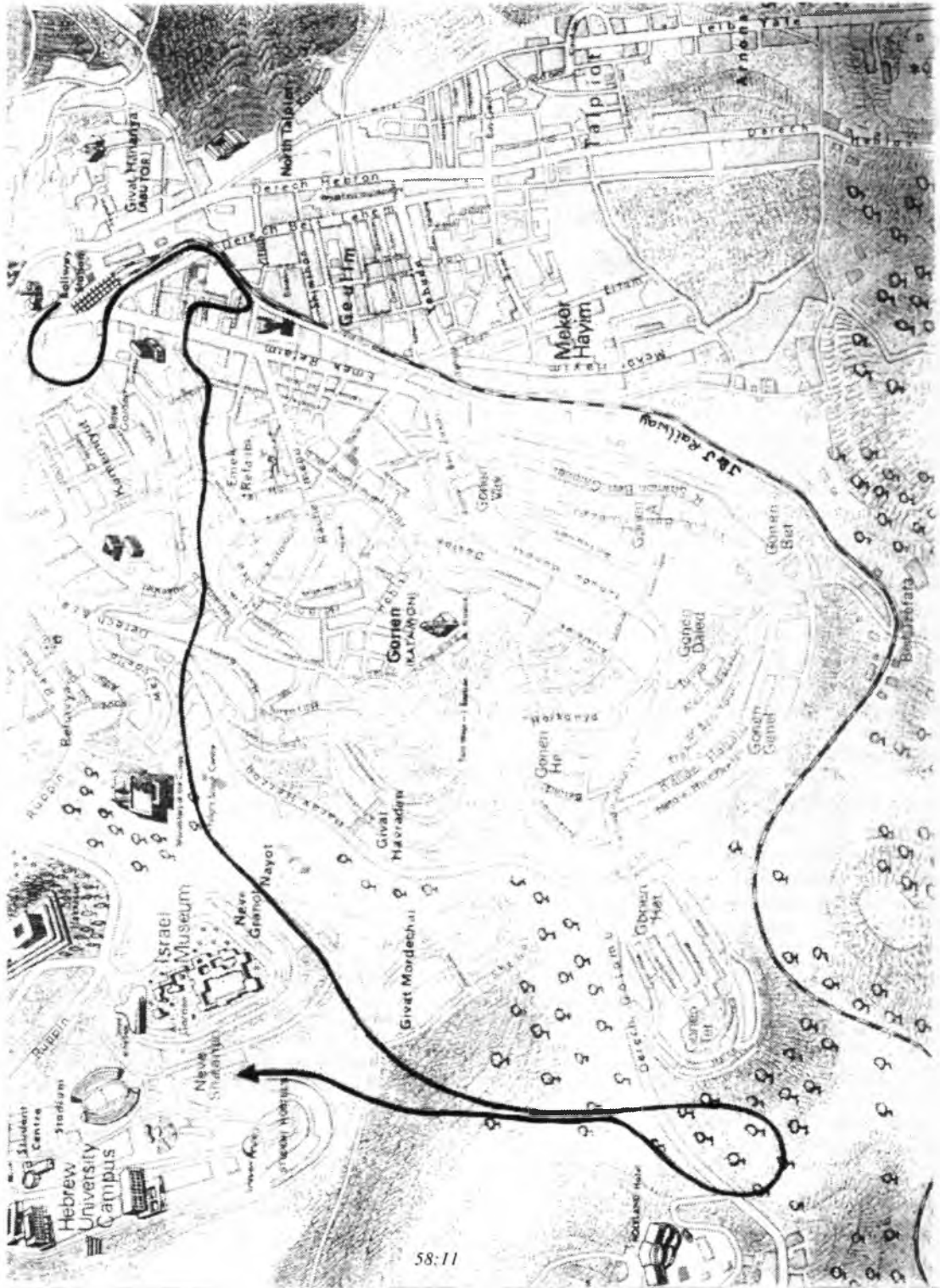
The prints which concern us here are aerial shots taken by German [i.e. Bavarian] pilots on various reconaissance flights in 1918. They are dated, but I cannot make out he exact date in each case. They are mostly admirably clear and sharp, but with light flares around the edges or similar imperfections in some. I have examined them carefully with a magnifying glass and attempted to trace the revised course of the line on a relatively recent published map of the locality. The 60cm. gauge route is shown here superimposed as a thick black line, with the J&J Railway marked by the dotted line. Let me make it clear that this is a very unscientific attempt at matching eighty-five year old aerial photos with an up-to-date map. Most of the features on the map did not exist back in 1918. More accurate cartographical study and field work are needed before, for example, streets and alleys can be matched with the WW1 line. On the other hand, the Monastery of the Cross, Emek Refaim Road, Derech Beit Lehem and, of course, the railway station itself did all exist in 1918; they show up well in the photos and have proced invaluable markers.

It appears that the previously known, but extremely sparse, source material has been partly right and partly wrong. Take, for example, the 60cm. gauge extension shown curving round the northern end of the J&J station, a feature that has only been found before on one known and inexact sketch map which shows the line from El Bira approaching the station from a completely different direction ! A couple of the German aerial shots show the curve clearly, a couple do not. (Perhaps this was a later extension, but I cannot make out the full dates on the prints to be sure.) This extension can now be seen leaving the small yard opposite the station building, cutting across the

middle of the junction between Emek Refaim Road and Derech Beit Lehem, and then curving sharply around in what is now Gan HaPa'amon (Liberty Bell Garden) to bisect another road junction right by the entrance to St. Andrew's Church (HaKnissiah HaScottit). It is logical to assume that the extension then continued along the station approach road to end up somewhere in the freight yard to the south-east of the station. Unfortunately I cannot discern such a continuation on any of the photos.

[Ed. Was there actually access from this end at this point? I thought the road past the Scottish Church was put in only later.]

Returning round the curve to the station: it is evident that 60cm. gauge sidings were laid in the vicinity of the signal box, and what is now the electricity company depot. (I have not indicated these on the map, there isn't room enough to do so.) These sidings allowed transshipment of material with the main line. The 60cm. gauge line left these sidings to run parallel with the J&J downhill across Derech Beit Lehem (pretty much as presented in Harakevet 33:17) before veering away abruptly to the north-east, then curving sharply again to the west - rather like a cobra rearing up to strike. After curving crossing Emek Refaim the line took a fairly straight course to run just beneath the south wall of the Monastery of the Cross (Incidentally, I had always thought it went to the north of the monastery.)



From the monastery things become less certain, but the route shown here is, I believe, at least broadly correct. It appears that the line skirted the southern edge of the Israel Museum grounds and then climbed over, or perhaps cut through, the hill where Givat Mordechai is now located. The first of the spectacular hairpin bends seems to have been located close by the present-day Holyland Hotel, and the 60cm. gauge then headed north towards the Hebrew University campus and beyond the range of the aerial photos. The topographical features indicated on the map do not accord too well with the aerial photograph of the route in the vicinity of the hairpin: perhaps the map (a handout for tourists) is not too precise. Then again, the photos themselves can be deceptive. If they were not taken precisely vertically then the angle from the vertical will mislead in proportion to its degree, especially if, as with these views, no horizon is visible.

WARTIME OBSERVATIONS.

In "Railway Magazine" for Nov./Dec. 1943, p.376f. appears the following note:

"Locomotives in the Middle East.

Railways in the Middle East have a very British appearance, according to a letter from Lieut. A. B. Rhodes. Many of the Great Central type R.O.D. 2-8-0s built during and after the last war are once again in service east of the Mediterranean, and they have now been joined by Stanier 2-8-0s of the standard L.M.S.R. Class "8F" variety, and also by a powerful American 2-8-2 of a general utility type. On a recent long continuous run made by our correspondent the journey began with a 4-6-0 of the Palestine Railways, built by the Vulcan Foundry, continued with an American 2-8-2, and finished with an oil-burning L.M.S.R. 2-8-0. The Palestine Railways, whose engines are painted blue-grey, and in some cases L.M.S.R. red, keep them in excellent condition; in addition to the Vulcan Foundry 4-6-0s, there are others of Baldwin build, and some of the American 2-8-2s just referred to. The locomotive enthusiast in Egypt finds the clock apparently set back for a decade or two. Graceful outside-cylinder Atlantics, painted in Great Northern green and very well kept, are used for express trains, and among the older locomotives are double-framed 4-4-0s and 0-6-0s with outside cranks."

It is perhaps no coincidence that p. 379 includes the following: "Railway Enthusiasts in the Middle East. We learn that nearly 500 members of the Railway Correspondence and Travel Society are now serving in H.M. Forces, and that a well-known London member has formed a branch in the Middle East which holds weekly meetings in Cairo". This was the RCTS branch which produced an excellent and informative booklet, "The Standard-Gauge Locomotives of the Egyptian State Railways and Palestine Palestine Railways, 1942-1945."

The Introduction to the booklet states, inter alia, "The Middle East Branch of the RCTS was founded in April 1943 by C.K. Dunkley, R.K. King and C.W. Atkin. Its meetings at "Music for All", Sharia Maruf, Cairo, preserved in the land of the Nile the pre-war Friday evening Club night traditions of the Society and enabled many members to meet and pursue their interests in both Home and Middle East Railways. Many excursions of railway interest were also organised and these helped considerably to alleviate the monotony of the continued exile of many enthusiasts."

The booklet gives "special acknowledgement to C.W. Atkin, from whose very extensive and thorough investigations into the E.S.R. locomotive history the list of their loco stock was compiled, and to W. Benson for similar assistance with the P.R. information..... we must mention Peter Proud who prepared and edited this booklet, C. Smith who assisted, and G.R. Grigs who helped with the map and the making of blocks for the illustrations."

It is known that Len Redshaw, Ray Tustun, Ernie Jones and Walter Benson were among the active members - C.W. (Bill) Atkin referred to Walter Benson in 1988 as "our chief expert on the P.R., but unfortunately we have lost touch with him." N.G. Shoultz contributed an article on a trip in Persia in May 1945.

THE DANNHOFER INCIDENT.

Uri Ben-Rehav.

Paul Cotterell's contributions - translations of Katinka's book - about the life on the Ottoman Railways in the First World War interest me. I wish to add the story of an incident whose background lay in the growing tensions between the three members of the Axis - Turkey, Germany and Austria-Hungary - as the tide of the First World War turned against them. No love was lost even between the plain soldiers and officers, between Mehmet, Fritz and Franzl.

It all started on 22nd. June 1917 at the station platform of Sirkeci Railway Station in Constantinople (today's Istanbul). The regular train to Vienna was about to depart, including a special coach reserved for the military personnel of the Austro-Hungarian Army on leave or duty. A day before, the Turkish authorities had issued an order that members of all three armies had to register 24 hours in advance for a place on these trains. The German HQ agreed to this but the Austro-Hungarian HQ did not - the decision as to who should travel, they held, should be theirs alone.

As four Austro-Hungarian soldiers wanted to board the train, the Turkish guards refused to allow them to do so. The four soldiers turned to the N.C.O. on duty this day, Lance-Corporal Traub, for help, but as L.C. Traub was unable to do so he turned for help to the office on duty on behalf of the Austrian forces (each army had its own "chain of command"), Lieutenant Wilhelm Dannhofer, who commanded them to board the train. The soldiers obeyed and entered the half-empty coach. The Turkish guards immediately contacted the Commandant of the railway station in behalf of the Ottoman Army, Lieutenant-Colonel Chakir Bey, who came at once to the scene and started a heated argument, in an arrogant style, with Lieutenant Dannhofer - this in front of a growing crowd of bystanders. The Turkish officer, not used to such incidents, exploded when Dannhofer told him that inasmuch as he had not received other instructions from his superior officer, he did not recognise the authority of Chakir Bey and all orders of the Turkish authorities were void. Chakir Bey at once gave the order that the train should not depart from the station, and went to his office; Lieutenant Dannhofer instructed the four soldiers under no circumstances to leave the coach, come what may.

After a short while Chakir Bey ordered Dannhofer to his office. Obviously he wanted to settle the affair, but he used a very harsh, arrogant tone. Dannhofer answered in French that in all further matters Chakir Bey should turn to his C.O. - Captain Hoffman-Ostenhof or his adjutant - and left the office. After a delay of half an hour Chakir Bey let the train depart, but giving orders that at the very first station the 'Austro-Hungarian Coach' should be uncoupled from the train, the doors shut and guards be posted to await further instructions!

A very short while afterwards Chakir Bey ordered Dannhofer to his office in the station - but on entering, he found Chakir was not present; instead a Turkish Officer of the Guards, who had escorted Dannhofer to the office, refused to talk to him. Major Niasmy Bey, the highest commandant of the Sirkeci Railway Station, was present, but also refused to speak. Dannhofer, realising the situation, explained through the help of a translator "that if the gentlemen would like to talk to him they should come to his office", and with this he left Chakir's office. As soon as he walked onto the platform six soldiers of the Turkish Military Police, wanting to arrest him, surrounded him. Immediately Dannhofer drew his sword to defend himself but, seeing this, the military policemen retracted and left the scene, amidst a quickly-gathering crowd.

This conflict between the Armies and their respective claims to honour and prestige immediately made waves. The very next day long Notes were exchanged at the very highest level between the two Armies. Austria-Hungary's opinion was that: (1) An office had been hindered in the execution of his duties, and (2) the Honour of the Austro-Hungarian Officer Corps was offended as "the shameful behaviour of Turkish officers against an Austro-Hungarian officer was

performed in public and under the eyes of the public." The note went so far as to demand that, should Lieutenant-Colonel Chakir Bey not make a public apology, the Austro-Hungarian HQ would order its troops to withdraw from this theatre of the war.

Unofficially, however, both armies conducted an investigation onto the behaviour of their respective officers. Naturally, since there was no chance of a public apology from Chakir Bey to Lieutenant Dannhofer, a diplomatic solution had to be found. In the meantime the situation in Sirkeci Railway Station was very tense, as Chakir Bey issued an order to all Turkish troops "that it is forbidden, under pain of severe punishment, to talk to any member of the Austro-Hungarian forces". Enver Pasha (the Supreme Commander of the Turkish Army) sent a note to his Austro-Hungarian counterpart, but with limited success. Amongst other suggestions, Enver Pasha was of the opinion that Dannhofer, being of junior rank, should apologise to Lieutenant-Colonel Chakir Bey, and Chakir Bey would receive a very



Uri took this photo of the offices and well-preserved platform at Sirkeci station in 2000.

strong reprimand. To this the Austrian HQ eventually agreed. After a while, so as not to "lose face", Lance-Corporal Traub was transferred to the Palestine front, Lieutenant Dannhofer "suddenly" discovered an interest in motor cars and applied for transfer to a supply unit - which was "naturally" approved. And thus ended the "Dannhofer Incident", which had started on the platform of Sirkeci Station and reached the very highest level of two armies!"

58:14.

ETHIOPIA IN THE 1930's.

Ethiopia is not technically "Middle East", but it is also not quite 'mainland Africa' either - the colonial past being what it is - and so it has been covered in 'Harakevet' before now, especially with Bert Dyke's memoirs. This is an article from 'Railway Magazine' of November 1934 (Vol. LXXV, No. 449) p. 365f., with typical contemporary observations and language, entitled:

"IMPRESSIONS OF A RAILWAY JOURNEY IN ABYSSINIA".

"Abyssinia is a country which has attracted attention in Europe in recent years, owing to the announcement made by the Emperor at his coronation in 1930 that he intended to grant a constitution to his people and initiate a number of reforms. Addis-Abeda, a town of about 100,000 inhabitants, is the seat of government, and the royal residence, and it is there also, of course, that the various embassies are to be found. At one time Gondah was the capital, and Menelik II. who ascended the throne in 1889, was accustomed to journey from place to place with his court, necessitating constant travelling on the part of the ambassadors of foreign countries. The latter at length made strong representations about the inconvenience of this practice, with the result that Addis-Abeda - known as Addis for short - was at length selected as the permanent court residence. The railway to it from the coast, a journey on which was described in a recent issue of 'Archiv für Eisenbahnwesen', belongs to a French concern, the Compagnie du Chemin de fer Franco-Ethiopien, whose head office is in Paris.

Passengers for Abyssinia travel by steamer through the Red Sea to Djibouti, in French Somaliland, which is the maritime terminus of the railway, and has a well-built and conveniently-arranged station. The rolling stock consists of comfortable bogie carriages; those of the first and second class are painted white and the third class French grey, as are also the goods vehicles. Electric lighting and ventilation fans are used, while the windows are fitted with sun screens; lavatory accommodation is provided on each car. The seats, of which there are six in each compartment, have loose overall linen covers which are changed at intervals. Compressed air braking and American type central couplings are used, the latter operated by handles at the side of the vehicle. Stops of thirty minutes each are made at Modjo and Afdem for dinner in the station restaurants, the number of passengers requiring a meal being telephoned forward in due time by the guard, and an excellent variety of food and drinks is available. During the stop for meals the carriages are guarded by soldiers, and passengers can leave their belongings in the train without fear of loss. The efficient manner in which the native staff discharge their duties is worthy of praise. At one time some of the people in the districts along the line were inclined to be hostile to it as it was considered inadvisable for the trains to run at night, but this situation no longer obtains, as the natives now realise that the railway has brought real benefit to themselves. To-day they are, for the most part, a quiet people, and are content with a very simple mode of living.

The railway is of metre gauge and approximately 485 miles, 99 miles of which are in French Somaliland territory. It was opened as far as Dire-Douah (186 miles) in 1902, but not extended to the capital, from which place the building of the remainder actually began, until 1917. The steepest gradient is 1 in 38, and there are numerous curves, the sharpest being of 328

ft. radius. On the section first opened, the rails are 32 ft. 10 in. (10 m.) long, 40 lb. per yd. on 11 steel sleepers each, but on the extension they are 39 ft. 4 1/2 in. long, 50 lb. per yard, and rest on 13 sleepers. Steel is used for sleepers on account of the deprivations of the termites, whose large tower-shaped mounds are seen about the country.

The through express trains take one day and two nights to perform the journey and have sleeping accommodation. On Sundays, Thursdays and Fridays there is an ordinary train, which does not travel by night, passengers staying over at Dire-Douah or Aouache; the journey in that case lasts three days and two nights, but travellers can see more of the varied scenery of the country, stretches of desert alternating with masses of lava stone deposits and cultivated lands and grazing grounds. On the last named good flocks of sheep and herds of cattle are to be seen. There are buildings of European construction in the towns, but the native dwellings are mostly simple huts.

In 1930 the traffic on the line amounted to 194,000 passengers and 89,600 tonnes of goods, conveyed in 1,333 and 2,968 goods trains. The principal imports handled in the year mentioned were beers, wines, dates, rice, tobacco, petroleum, salt, building materials and motor-cars. Exports consisted of butter, wax, ivory, corn, dried vegetables, coffee and hides.

There are now 54 locomotives at work, 46 passenger carriages, 445 goods wagons, including about 60 open type wagons, ranging up to 30 tonnes capacity. Ordinary goods take about 20 days and express goods about three days to reach the capital from the sea. In common with the country, the railway has suffered a good deal from the general economic crisis, but as yet it is in the lucky position of having no motor competition to meet, most road transport being performed by mule or camel teams."



Beit Shmesh Station as it will never be again. The Upper photo shows the signal box and station building as it was in February 2002, the Lower photo (facing towards Jerusalem) shows the station tracks totally overgrown. (Photos: Sybil Ebrlich).

