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הרכבת

A Quarterly Journal on the Railways of the Middle East
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92:01

"A train of new IR Siemens coaches makes its way along the viaduct between Ben-Gurion Airport and the line towards Modi'in. (Photo: courtesy of Dr. M. Schuh, Vienna - the source is given as 'the Internet', possibly from an Austrian magazine, but alas we have not traced the origin. Ed.)

EDITORIAL.

One thing one can say with certainty - the Middle East is never boring. Recent weeks have seen almost unprecedented tumult in Tunisia, Algeria, Libya, Egypt, Jordan, Yemen, Bahrain, Iran and - well, it is dangerous to end this list as each day's news brings new information and often, alas, news of more casualties. Where it will all end is anyone's guess, and one of the most revealing features of recent times has been just how much everyone involved has been merely guessing for years, for decades, with no real open knowledge or open publication of presumed knowledge; all the pontificating self-declared 'experts' have basically been making it up as they went along, and have now been largely exposed.

But this is, we consider, yet another reason to record for posterity in a hard print form some of the real information on transport systems at least! In the third week of February, for example, Chinese workers and others were leaving Libya in masses - this is bound to delay the construction works there and it appears highly unlikely that Gadhafi will ever get to use his new special train (see 'Libya' for more details.) What might happen to railway schemes in Saudi Arabia? The political situation remains fluid and long-term strategic investment may experience a hiccup - that's all one can say for now.

This has not been an easy time for Israel Railways and as always one can pose the question, how much of this is due to management incompetence and how much to sheer bad luck? The fire of an IC3 unit which effectively melted a loaded and sealed railway carriage could have been even more catastrophic, but the search for the cause led to sudden unplanned withdrawal of a large chunk of the IR fleet and consequently of a large range of services; replacement buses proved a mirage of short duration. The closure of several main lines for lengthy periods in order to insert some new track or signalling cables was planned and announced, and here again one wonders why such lengthy total track possessions are necessary. It is all a part of the 'gratification deferral' spirit whereby better tomorrows are promised as compensation for today's disruption. New stock will come on stream by the end of 2011, but whether this will keep pace with new services and rises in traffic remains to be seen - the system, has little 'in reserve'. One cannot complain much about poor investment any more - with new lines, infrastructure, motive power, rolling stock and even electrification all being actively pursued; the question is how it is being used and applied. A railway system where everything stands still while engineers tinker is not fulfilling its purpose to serve the nation and provide transport for its citizens.

Nevertheless, the sheer amount of news from Israel in this issue leads unavoidably to a slight imbalance. Maybe by the next issue there will be more clarity in the situation elsewhere and more space also for historical items.

The Editor.

92:03.

From: Aharon Gazit

A computer generated picture of a Euro 4000 mixed traffic diesel electric loco, 15 of which were ordered by Isra-Rail Co. Ltd. from



NEWS FROM THE LINE.

(i). **LR. MANAGEMENT:** For the record, Israel Railways Management team consisted at the end of 2010 of:-

CEO:- Major General (res.) Yitzhak ('Haki') Harel. Born in 1957, holds a B.A. degree in Political Science from Haifa University. Appointed CEO of the railway company in October 2007. Previously served as Chairman of the Board of Directors of the Israel National Roads Company and in a number of positions during a 32-year military career, including Head of Planning Branch, Head of ICT Branch, CO of Northern Corps, CO of 162nd. Brigade and CO of 7th. Regiment.

EXECUTIVE:

Associate CEO: Yaron Ravid.
 VP Passenger Traffic: Moshe Amsalem.
 VP Freight Traffic: Yossef Carmeli.
 VP Rolling Stock: Sammy Cohen.
 VP Infrastructure & Communications: Yariv Katz.
 VP Operations: Harel Even.
 VP Safety, Security & Environment: Amos Gellert.
 VP Economics & Finance: Amir Shavit.
 Internal Auditor: Shmuel Zommer.
 Legal Adviser: Yaron Zaft.
 Chief Information Manager: Jehoschua Forman.
 Company Secretary: Shariel Gon.
 Spokesperson: Loran Gordon-Levi.
 Methods & Organisations Manager: Moshe Levertov.
 Manager of Service Branch: Hadas Noy-Hameiri.
 Manager of Operational Supervision Branch: David Benzaquen.
 Manager of Marketing and Advertising Branch: Naomi Peer-Moskovich.

(ii). IC3 ON FIRE....

This event occurred JUST in time to stick a brief mention on the back page off issue 91. Here is more (and there is LOTS more....) in sequence:

(a). On 28.12.2010 a train of three IC3 units forming the 08.40 train from Nahariyya to Tel Aviv caught fire near Yakum, south of Netanya (and just south of Beit Yehoshua station). Initial reports (what follows is taken from Y-Net, Aharon Gazit, Sybil Ehrlich, Benny Attar and others) indicated the fire had been caused by a short circuit exacerbated by a fuel leak. "Suddenly we heard a loud explosion and there was a sharp smell throughout the train", one passenger told Y-Net. "The doors opened and we all fled in panic." Another passenger, Ofer Levi of Haifa, said "There was an explosion in the third carriage from the end, and it melted completely; all the

diesel fuel leaked onto the track where it burned intensely."

There are several points of contention. One is that the driver was only made aware of the fire by passengers calling to him, and by the driver of a north-bound train which he passed. He then applied the emergency brakes, which should release the automatic doors; however in the heat some doors jammed and several passengers used their guns to shoot the mechanism or to shoot the windows out in order to enable a quick exit. Another issue is whether enough of the necessary hammers to break the windows in an emergency were available.

Miraculously there were no fatalities; some 100 passengers were harmed by smoke inhalation and several suffered broken bones, mainly from jumping the two metres down to track level.

The train was halted and Fire and Emergency service vehicles were soon at the adjacent fields. The Conductor Meir Dahan said „I was checking tickets when I heard screams of ‚Fire!‘ from the next carriage. I rushed there to see what was going on, and tried to contact the train driver, but in their panic the passengers snatched my cellphone."

Questions are now being asked as to why the driver had no visual display warning or alarm of a fire in the train, why some doors did not open and why some of the emergency hammers were missing.

One coach (probably 7221) was totally burned out - the aluminium effectively melted. (On the Köln-Bonner Eisenbahn in Germany similar problems affected some aluminium-built electric railcars, the ‚Silver Arrow‘ series. Ed.) Two other carriages were seriously damaged. Traffic was halted until the damaged train could be towed away and passengers had been transferred to buses or taken to nearby hospitals.

Transport Minister Katz instructed his Deputy Mr. Alex Langer to create immediately a team composed of senior staff members and independent specialists in safety, fire fighting etc to implement the lessons and avoid any further repetitions. This is in fact the third outbreak of fire on IC3 trains; drivers claim that they have warned already of a lack of warning systems. Some six or seven years ago a set caught fire near Kfar Vitkin on a late-evening train, lightly loaded and the passengers were evacuated with no injuries - though the set (no. 19) was destroyed. The second, about two years ago, occurred when a train was standing at Tel Aviv Hashalom station - the fire was put out by staff using fire extinguishers.

It is also possible that poor maintenance was a cause. A few months ago a push-pull set driving trailer was damaged by fire when standing in sidings south of

Tel Aviv - again, an electrical fault was apparently the cause.

The Transport Ministry's Rabbi proposed that charity (Tzedakah) boxes be placed on all stations, so that intending passengers could make a donation as a form of insurance, since ‚Charity Saves from Death!‘

(b). An Editorial in ‚Ha'aretz‘ on 30.12 added more information and some hefty criticism:-

"The fire two days ago on a train near Shefayim exposed flaws and shortcomings in an important part of the national infrastructure. The cars were in flames and panicky passengers had difficulty getting out, until a Border Policeman fired at the window panes and enabled them to exit. The incident ended without loss of lives, but five of the passengers were moderately injured and 116 sustained light injuries. The damage to the cars is estimated at NIS 50M.

The reasons for the accident are being investigated, but the details that have been published arouse a fear of negligence in what safety precautions were taken,. A similar fire erupted on a train eight years ago. The investigative committee that was established in its wake found safety lapses in the cars supplied by a Danish company. Careless refuelling of those cars is liable to cause fires due to leaks of diesel fuel. But the railway management refrained from installing systems for smoke detection and for extinguishing fires in the cars, Emergency doors failed to open, and there were insufficient hammers for breaking the windows.

The Israeli character, which tends to make light of rules and regulations and to depend on improvisation; which prefers solving problems to preventing them from occurring, was once again revealed in the train accident, less than a month after the major forest fire on the Carmel. Instead of purchasing safe cars and improving the safety arrangements of the equipment that is already in use, the railway administration preferred to depend on luck and to hope that there wouldn't be another outbreak of fire in one of the Danish cars.

Once again, a hero was found, in the guise of Sgt. Maj. Salman Ammer, who demonstrated resourcefulness and rescued the passengers from the burning train. His resourcefulness is praiseworthy, but it would have been preferable had suitable preparation enabled him and his fellow passengers to arrive safely at their destination.

The CEO of Israel Railways, Yitzhak Harel, promised to investigate and to draw conclusions, and said that Israel Railways ‚is one of the safest companies in the world‘ and that the cars, which were purchased before his tenure, were equipped with safety devices ,according to the Euro-

pean standard‘. Harel cannot change the Israeli culture on his own, but he must act to impose stricter safety standards and to prevent accidents in the system for which he is responsible. We can't depend on the fact that among the passengers will be somebody armed and experienced who can prevent the disaster."

The Editor considers this a little unfair and rather sardonic - Horrific as the fire was, and although one must be grateful that hundreds did not burn to death, the fact is that the IC3 units have been in use for fifteen years now, and are also used extensively in Denmark (and worked through to Germany) - thus meeting safety standards here. Later it was reported that a team of engineers from DSB (Danish State Railways) had arrived to assist IR in tracing possible sources for the fire.

(c). TIMETABLE CHAOS ENSUED.

Sybil noted several IC3 sets in use on Thursday 30.12.2010, but immediately thereafter moves were undertaken to withdraw ALL IC3's from service until further notice pending the outcome of the investigation. In the meantime it had been discovered that the incident had been caused not by an electrical short-circuit but by the fracture of a cardan shaft which then hit the fuel tank.

Naturally this sudden removal of one of the backbones of the fleet caused utter chaos - the number of trains that could be operated fell from 340 to 220 daily, a reduction of 20% in seating capacity from 36,000 to 27,500, and the services Hod HaSharon - Tel Aviv - Rishonim, Beersheba North - Dimona, Tel Aviv - Ramle - Beit Shemesh - Jerusalem and Hof HaCarmel - Kiryat Motzkin (suburban) were suspended ‚indefinitely‘. It was announced on 30.12 that replacement bus shuttle services would run between Beit Shemesh and Jerusalem, Beer Sheva and Dimona, and Tel Aviv - Kfar Sava. The former two lines have only low usage, but the suburban service to Kfar Sava is heavily used and the closure soon brought angry reactions.

(d). LEGAL FALLOUT.

By 10.11.2010 it was reported that the injured passengers were preparing a class action against IR, which in turn had offered each passenger compensation of two tickets each - this offer was rejected angrily as „a cynical joke“.

(e). BUS WITHDRAWAL.

On 04.01.2011 the replacement bus services were themselves suddenly withdrawn, leaving intending passengers to find their own alternatives. IR announced that on the first day of closure they had provided 250 extra buses, on Monday 03.01 this number went down to 100, but

since there is no date yet for returning the IC3's to traffic „there was no justification for the shuttle services“. (Strange logic!) The Transport Ministry was informed and was supposed to guarantee the alternative services. The bus operator ‚Metropoleine‘ provided extra dedicated buses on route 29 between the stations of Kfar Sava and Herzliyya. On 09.01 Minister Katz instructed the IR General Manager Harel to resume provision of replacement bus shuttles as a temporary alternative to the railway services, promising that the Finance Ministry had promised to finance these additional bus services.

From Tuesday 11.01.2011 IR started to provide free hourly shuttle bus services between Lehavim/Rahat, Kiryat Gat and Tel Aviv Savidor, as well as between Rishon-LeTzion Harishonim and Rehovot; these in addition to Ramla - Lod - Beit Shemesh - Lod, Beer-Yaakov - Tel Aviv via Lod, Ganei Aviv and Kfar Habad.

(f). PANIC AND TRAUMA.

On Thursday 06.01.2011 a Bombardier double-deck train on the Tel Aviv - Haifa route was stopped at Beit Yehoshua due to a technical failure. Passengers thought this meant another fire and panicked, trying to open the doors by force even though the on-board train team announced that this was not the case. After some 40 nervous minutes another train arrived on the adjacent track and the passengers were transferred. One lesson had been learned and the train was equipped with ladders, which made the evacuation much easier.

Due to the planned closure of the Beer Sheva line from 07.01.2011 for infrastructure works, the stock released from here will at least be available to use on the Tel Aviv - Kfar Sava line, so services via B'nei Berak, Petah Tiqva and Rosh HaAyin will resume here temporarily....

(g). NORMALITY.

On 20.01 it was announced that the IC3 fleet would return to service from 22.01 (i.e. the Saturday evening) - it appears the cause of the accident and fire was a one-off and not generic to all sets, which have been given a clean bill of health.

(h). IC3 FINDINGS.

From an Isra-Rail Co. press release of 20.01.2011:-

The IR General Manager announced today the intermediate report presented by external specialists hired to investigate the fire on the IC3 Flexliner confirms that the fire had been caused by a failure of one of the beams which hit the cardan shaft and the fuel tank, consequently setting fire to the train. The unit concerned had been involved in a collision with a car and had been sent for repairs to Bombardier Randers in Denmark in 2010. IR has asked the manufacturer to provide

them with all necessary details of this repair.

During the past three weeks the entire IC3 fleet had undergone thorough inspections by the specialists, who found no other problems - the matter is therefore specific to this unit. It was therefore decided that 30 of the approximately 42 train sets will return to service on Saturday night, 20.01, thus enabling operation of all services according to the new timetable. The inspection of the additional trains is soon to be completed.

Then report commissioned by the committee appointed by Transport Minister Katz is still awaited. However, this press release did not calm down all of IR's critics, some of whom claim such a potential failure should have been spotted earlier through better preventative maintenance.

In early March came a further report: The most recent information is that the cardan shaft on the unit had been fastened and tightened with bolts which were too long, hence it cracked. Now the maintenance teams are being accused of laxness and the management is more than ever determined to outsource maintenance!

(iii). SMOKING TRAINS.....

The IC3 incident has left a strong echo. This resonated on Monday 24.01.2011 when a smell of smoke was noted on a double-deck train about to leave Beer Yaakov station northbound. The train team, who had learned the lessons of the IC3 case, immediately evacuated the passengers onto the platform and stopped the cause of the smoke, with neither panic nor casualties. The passengers then boarded another train which brought them to Lod from where each could continue to their destination.

However - there were repercussions. A train which had been due to leave Beit Yehoshua station (south of Netanya) had been cancelled, whilst the already-overcrowded train from Lod became even more crowded from Beit Yehoshua, passengers cramming themselves in and climbing over each other. There was much anger.

The reason for the smoke turned out to be a locked parking-brake; this was the third such case within a week (previously on Wed. 19.01 on a train at Hof HaCarmel station, and on Friday 21.01 on a train travelling from Akko to Nahariyya) - so many questions have been asked about maintenance procedures of passenger rolling stock. (Ironically, at a time when outsourcing this is a source of controversy with the workers.) Passengers claim that unpleasant surprises have to be regularly expected and they cannot rely upon reaching their destinations in time.

The IR response did not help; Mr. Harel explained that due to cuts in manpower in recent years the brakes have to be checked by the driver or the travelling inspector. The response was that if he were already aware of this problem, then why had nothing been done to rectify the situation? There are also concerns that train teams are of anything over-reacting to minor incidents due to the IC3 event. It would

appear that IR will have to put in a deal of effort to regain its reputation.

(iv). THE BEST-LAID PLANS..... INTENDED NEW TIMETABLE OF JANUARY 2011 :

This item came before the fire and the timetable restrictions which followed, and should therefore be read as the Pious Hope that once was: „Starting from Saturday night 01.01.2011, the new timetable will be introduced. It continues the tendency of improving services as a result of progress on the development programmes.

The main changes are (or would have been): Cutting the journey time between Tel-Aviv and Beer-Sheva further to the progress on upgrading and double tracking the line; Slight changes in schedules of trains on the Binyamina - Ashkelon line calling at Kfar-Habad and Beer-Ya'akov stations due to the temporary closure of Pleshet Junction operational station; Additional halts at Haifa Central the 8 and Herzliyya stations during the nights between Sundays and Fridays; Changes in routes and halts on several trains operated between Nahariya and Beer-Sheva; Updating train numbers on timetable.“ It is of course currently a work of fiction.

(v). FARES INCREASES.

From Saturday night 01.01.2011 public transport (i.e. bus) fares were set to rise by an average of 3%. fares will be changed twice-yearly at the beginning of January and July, in accord with the index rise. Some examples of new fares will be: On urban lines in Greater Tel Aviv area the fares will rise from \$1.61 to \$1.67; in Jerusalem and Haifa from \$1.72 to \$1.78; at Beersheva from \$1.11 to \$1.14. A monthly ticket in Jerusalem or Haifa will cost \$70.00 instead of \$67.78, and in greater Tel Aviv \$61.77 instead of \$59.72. Rail fares will however rise only in February 2011, according to the price index.

(vi). MORE GRAVE PROBLEMS.

In December members of the National Council for Planning and Construction, together with senior railway staff, members of the Archaeology Authority and some locals, visited the alignment of the line soon to be built between Acre and Carmiel in the Lower Galilee. Mr. Yoav Lehrer from the Archaeology Authority informed the visitors that during excavations which had been carried out at the Achihud area (where a station is planned), six ancient graves - believed to be Jewish - had been revealed.

As a result the group of ultra-Orthodox Jews who care for graves (which are considered holy in Jewish law) had come to investigate and had confirmed that the Jews were indeed Jewish. This may cause a delay in works and higher construction costs unless a solution can be found. This

matter caused a reaction from the (mostly secular) participants in the visit, who considered it unacceptable that a religious group could dictate design. Others however agreed that a solution must be found to such a sensitive issue.

Meanwhile senior members of the National Roads Company, which is responsible for the project, said that the simple solution of building the line 10 metres above the ground level would solve the problem - this is in accord with Jewish law and would not add delays nor additional costs.

(vii). NEW TRANSPORT MINISTRY GENERAL MANAGER.

Transport & Roads Safety Minister Yisrael Katz decided on 29.12.2010 to appoint Army General (Reserves) Dan Harel as General Manager of the ministry, as successor to Mr. Mr. Jacob Ganot who had held that post for ca. 18 months and has resigned to take up a position in the Ministry for Internal Security. Mr. Harel is 55, married with two daughters and a son, and has served in the IDF for 36 years in a variety of commanding positions, incl. Deputy of the Chief of Staff, General of the Southern Front, Operational Chief Commander of the Staff. He was also the military secretary of three Defence Ministers including Itzhik Mordechai, Moshe Arens and Ehud Barak. He also served as IDF attaché to the USA. He has completed courses for Division Commander an advanced course for artillery officers in the US Army and gained a BA in Political Science. The appointment has still to be approved by the interministerial council for appointments in the public service. It will be important not to confuse him with Yitzhak Harel, CEO of IR!

(viii). ELECTRIFICATION.

From the 'Railway Gazette International' Oct. 2010, p.12.

"At the end of August the National Infrastructure Committee released a railway electrification plan valued at US\$1.32 Billion, excluding rolling stock, which would see most lines electrified within ten years. Government approval is to be sought next year, following consultation with local authorities.

The first stage covers electrification from Tel Aviv North north to Akko, with the planned branch to Karmi'el, and also to Kfar Sava. Wires would run south to Ashkelon and east to Modi'in by 2015, with the A1 fast link to Jerusalem following in 2017. Top speeds of 160 to 200 km/h are envisaged on the electrified routes. However, some environmental lobbyists have questioned the plans on the basis of the current electricity generating mix in the country." [To this could be usefully added that recent natural gas discoveries mean that electricity generating will probably

change from imported coal to gas in the near future. Ed.]

Further - on 17.01.2011 it was announced that Israel had received a €700,000 grant from 'Europe Aid' to establish a Local Energy Center, which will provide expert assistance to local authorities and conduct energy audits to help local authorities reduce their electricity usage by becoming more efficient. Eighteen municipalities have already signed an international treaty to reduce greenhouse gases. Milka Carmel, environmental consultant to the Union of Local Authorities in Israel (ULIA), praised the national focus on energy efficiency and declared that it was time energy efficiency was introduced at the local level where it could have a clear and measurable impact. Electricity demand in Israel is rising about 4 percent every year. The National Infrastructures Ministry has launched a national plan to reduce demand by 20% by 2020, not least because each summer rolling blackouts loom because of a lack of capacity. Whilst this is all to be praised, one wonders what impact electrification of most of the railway system would have!

(ix). NEW DIESEL LOCOS.

Vossloh (of Kiel - but they also took over the Alstom factory in Valencia, Spain) has won the tender for new diesel-electric locomotives, beating back Siemens and Bombardier. The deal for 15 locos is worth €70M, but there is an option for an additional five locos and IR actually would like to purchase another ten on top of that, making a total of thirty worth €105M. The first ten are expected to arrive at the end of 2011, to coincide with the arrival of the newly-ordered double-deck rolling stock. These will probably be the last diesel locos to be purchased as the first electrified lines are planned to be inaugurated in 2015 - and then the surplus locos will either be sold or transferred to freight services. Siemens were soon removed from the competition due to inability to supply a loco with a cab at each end (which is hard to believe!) and Bombardier could not commit to a quick delivery. There are also rumours that IR did not wish to have one deal with the same manufacturer for both coaches and locos. The locos may be the Eurolight 4000 type; the engine will be selected between Caterpillar and EMD.

A further report suggests the initial order is for twenty-nine locos: These comprise:-

14 of the Euro 3200P AC type. Main engine data: The locomotive is equipped with a turbocharged EMD 12-710G3BT2 diesel engine, twelve cylinders, two-stroke with electronic unit injection control system. The engine develops a nominal 3,250 horsepower (2,425 kW) at 904 rpm in UIC conditions, with a

minimum idling speed of 200 rpm. Diesel engine emissions will be according to EUI97/68 Stage IIIA (equivalent Tier 2).

Also ordered are 15 of the more powerful Euro 4000 type; these have the sixteen-cylinder EMD 16-710 G3B-T2 engines, also two-stroke with electronic unit injection control, and rated at 4,260 bhp (3,178 kW) at 904 rpm. The main generator is supplied at 4000hp (2,984 kW) in UIC conditions at 25°C and 760mm.

(x). INDUSTRIAL UNREST.

The IR workers' union announced in January further protests against the management in relation to the IR intention to outsource future rolling-stock maintenance. They are concerned that 350 employees may lose their jobs, even though management has given assurances that there will be no job losses at all. The General Labour Union supported the workers and both sides appealed to the Union Court, which instructed the workers to continue regular service and continue negotiations. One proposal had been to introduce sanctions by reducing speed of passenger trains to 70km/h and freights to 30km/h, which would have caused even further chaos!

(xxvii). INDUSTRIAL DISPUTE.

On Sunday 27.02.2011 the railway workers' union instructed them to gather near the management offices at Tel Aviv Savidor station to protest against the intention to out-source future rolling stock maintenance, as well as plans to turn the freight department into a subsidiary. They also oppose the management who, at the beginning of the month, had created an operational inspection board. The union instructed the workers not to cooperate with the new board and as a result the management has appealed to the Labour Court to declare this step illegal.

The management maintains that all the workers' rights will be retained, adding that the union's refusal to sign the new common labour agreement are actually hindering their members from enjoying its benefits; they consider that the new union leader, Mrs. Edreyi, is simply looking for a conflict and has been since she took office. Initial disruptions were only to freight traffic, but the union has stated that if no solution is achieved the passenger traffic will also suffer.

(xi). EILAT LINE INTEREST.

From a press release of 09.01.2011 by the Transport & Road Safety Ministry:- "The RFI for the construction and operation of the line to Eilat, published more than a month ago, has brought unprecedented interest; so far over 70 companies specialising in building railway lines had responded, from all over the world, including Spain, Australia, the UK, India,

France, China, Portugal, Germany, Italy, South Korea, Canada, USA etc. Final date for submissions is 28.02.2011 and it is expected that there will be yet further responses in this period."

On 24.02.11, IR met with suppliers to present its vision for the next decade, according to which some 500km of new main lines are to be built. Prime Minister Netanyahu said "The line to Eilat is even more essential to Israel, particularly after political changes in Egypt which make passage through the Suez Canal uncertain. This brings us to the conclusion that Israel must be independent regarding the link between the Mediterranean and Red Seas."

(xii). INFRASTRUCTURE WORKS AND LINE CLOSURES.

On 30.12.2010 newspaper advertisements advised intending passengers of planned line closures „until June 2011“ while improvement works are carried out. It is a long list and includes:-

January: Lod - Beer Sheva & Lod - Jerusalem, 14 days, 7th.-21st.

February: Same lines, 7 days, 4th. - 11th.

March: Same lines, 7 days, 4th - 11th.

April : Same lines plus Lod - Ashkelon: 5 days, 11th.-15th.

Nahariyya - Akko: 3 - 4 days. (Not stated when.)

May: Lod - Beer Sheva & Lod - Jerusalem: 3 days, 16th.-18th.

June: Same lines, 3 days, 13th.-15th.

(xiii). PARALLEL ROADS.

On 09.01.2011 appeared an (anonymous) Editorial in the 'Jerusalem Post' entitled 'The Ottoman Train Challenge' - a part of which reads:-

„On Friday a new express toll lane was opened that aims to alleviate chronic traffic jams at the entrance to Tel Aviv. The new 13-km. lane stretches from the Ben-Gurion interchange to the Kibbutz Galuyot interchange on Route 1. At rush hour, drivers approaching Tel Aviv on that highway will have the option of driving on the new lane for a fee that will fluctuate: the worse the traffic jams, the higher the toll.

It is not clear how successful this novel experiment will be. What is clear is that this is a rich man's solution, Under normal circumstances the toll price is expected to range between NIS 6 and NIS 25, but it could reach as high as NIS 75. True, private vehicles with four or more passengers can use the lane for free, but to receive that exemption the driver must wait in line at the entrance to the lane and show that he or she is carrying at least three passengers - which, depending on the length of the wait, could defeat the purpose. More than anything, however, the project, built by a private contractor at a cost of NIS 500M underlines the desperate need for a more straightforward solution to

our chronic traffic jams; a decent railway connecting Jerusalem and Tel Aviv.

Under Ottoman rule, a railway that travelled between Jerusalem and Jaffa in three and a half hours was completed in four years by a French contractor between 1888 and 1892; yet after almost two decades of deliberations, modern Israel, for all its achievements from agriculture to hi-tech to medicine, has failed to complete a high-speed railway project that efficiently connects its two largest cities. In fact it took the Jewish state seven years, from 1998 to 2005, just to refurbish the delapidated old Ottoman-era line. With the trip taking an hour and forty minutes, compared to just under an hour by bus, the logic of the project was dubious.

According to the most recent projections, a high-speed railway worthy of its name will be up and running in 2017. However, judging from their track record it would be foolhardy to expect the powers-that-be to meet even this distant deadline. Since the mid-1990's a myriad of factors have come together to prevent various governments from agreeing upon a high-speed railway project. No fewer than eight different routes for the railway were considered by almost the same number of transportation ministers. Projects endorsed by one minister were discontinued by another. At times the purported railway was approved as a 'national project' which would allow it to bypass regional planning committees. At other times it was not.

Some interior ministers were enthusiastic about the idea of a Tel Aviv - Jerusalem railway. Others were not. Environmental activists attempted to torpedo projects that endangered the landscape. Residents protested about the noise of a train running past their homes. Budgetary restraints tended to mitigate in favour of projects that were most detrimental to the environment and that disturbed residents. Palestinians, meanwhile, protested the use of land for the railway that fell beyond the Green line. The list of delays was interminable.

Now, finally, it seems the project is well under way with all segments of the railway tendered out to different construction firms as of last July. The total cost of the project is estimated at NIS 6 Bn.....“

(xiv). MONTHLY SEASONS.

Minister Katz announced on 16.01.11 that from 01.02.2011 a new monthly, 'free rover' ticket will be introduced on all intercity railway lines; until now such a ticket has been valid only on suburban services, or for passengers boarding only at Jerusalem, Tel Aviv, Haifa and Beer Sheva stations. It will now be valid on all lines and for boarding at all intermediate stations. The ticket will reduce fares by 25% calculated on the basis of a single journey

x 30, and this measure will finally give the railways the advantage of regularly reduced fares.

(xv). STUDENT DISCOUNTS.

From a press release of 18.01.2011: Minister Katz appointed today an inter-ministerial team headed by Alex Langer, the Deputy General Manager of the Ministry, also involving the Students Union and the National Authority for Road Safety - to investigate the idea of creating a 50% reduction ticket for students, to be valid on all public transport modes, urban and interurban lines, trains, LRV's etc. The intention is to introduce a semester 'free rover' ticket or single tickets to encourage students to use public transport services. [See below for more news items on changes to ticketing and fare structures.]

(xvi). MORE NEWS ON MORE PROJECTS.

From a press release of 19.01.2011: Minister Katz confirmed today that the National Roads Company will carry out several transportation projects worth more than \$10Bn between 2011 and 2016; these include: The long-awaited rail link between Kfar Sava - Hod-HaSharon Sokolov station and the Tel Aviv - Haifa line to run in the median of Highway 531, which will also be built in this section; and advanced detailed design for the revived Hedjaz line and the 23km. new line between Akko and Carmiel.

(xvii). ARAD LINE PLANS.

From a press release of 20.01.2011: Minister Katz announced today that he has instructed the National Roads Company to promote the detailed design of the rail link to the city of Arad; this line will diverge at Nevatim (on the Beer Sheva - Dimona line and approach the city through its industrial zone; it will run partway along Road No. 31 (Beer Sheva - Arad) and include a station serving the Beduin population living along the alignment.

(xviii). MODI'IN LINK.

Also on 20.01.2011 Mr. Harel gave an interview to the local newspaper 'Modi'in News', in which he promised to revive the plan to build the link between the Modi'in - Ben Gurion line and the A1 fast link to Jerusalem - this would create a triangular junction and a direct link between Modi'in and the capital. The project had been halted due to budgetary problems, being estimated to cost \$28M. He also promised to do all he could to add a train at 23.30 from Tel Aviv, as well as to introduce facilities for bicycles on double-deck trains in the future.

(xix). BEER SHEVA LINE WORKS.

As part of the ongoing works on the project to make Beer Sheva reachable within 50 minutes, the lines Tel Aviv - Beer Sheva - Dimona and Tel Aviv - Jerusalem would be closed for traffic from Friday 04.02 to Friday 11.02.2011, traffic resuming on the Saturday night 12.02. Works to be carried out include laying a double turnout at Na'an Junction, laying the eastern track on the Lod - Na'an section including a turnout and diverting traffic to the newly-laid track.

The bus services to Beer Sheva would be strengthened during this time and new shuttle supplementary services introduced for the week. The line south of Kiryat Gat would be closed again from Friday 04.03 to Saturday night 12.03.

From a press release of 06.02.2011 by the Transport & Roads' Safety Ministry: **The Tel-Aviv-Kiryat-Gat-Beer-Sheva-Dimona line will be closed for traffic in both directions between Friday, 04.03.2011 and Saturday night, 12.03.2011, due to infrastructure works to be carried out.**

(xx). ACCEPTANCE OF PUBLIC TRANSPORT.

Several surveys carried out recently indicate that despite investment carried out in public transport services, between 53% and 57% are using private cars, about 27% use buses, 6% use taxis, only 3% use trains, 1% use motorcycles, 1% bicycles and 6% walk. 72% said that public transport is inconvenient, 23% don't want to be dependent on schedules, while 18% say that private cars are faster. Among the 500 people questioned, 51% agreed to use public transport once it becomes more convenient, of whom 26% said that they would definitely use such services; a further 44% stated that they would not use public transport in any event. According to these surveys, readiness to use public transport went down from 62% in 2009 to 51% in 2010.

[Editor adds: Of course one never knows how seriously to take such surveys. Where were the 500 people interviewed - outside a bus station, at a car park, on stations? Are we speaking of urban or suburban or inter-urban or rural journeys? Would 6% walk from Haifa to Tel Aviv? What proportion of those asked were car owners? Any survey can be made to provide any answers, all depending on how, when, where and whom one asks.]

(xxi). TURNTABLE FIND AT JAFFA.

It is always interesting where one finds things and I am grateful to David Notarius for sending a link to a page from the 'Wolverhampton Express and Star' 21.12.2010

„A railway turntable manufactured in the Black Country has been dug up in Israel, where it is set to become a

centrepiece at a museum. The turntable was made by Metropolitan Carriage, Wagon & Finance Company at the Old Park Works in Wednesbury, which later became part of Metro-Cammell. It was found in the grounds of the Israel Defence Forces History Museum in Jaffa. It dates back to the period of the British Mandate of Palestine, which was in force from 1923 until 1948.

Bosses at the Israel Railway Museum are now hoping people in the Black Country can help it with information to restore it to its original condition. Chen Melling, who is deputy manager of the railway museum at Haifa, said the turntable was dug up in part of Jaffa Railway Station, now used for the Israel Defence Forces History Museum. He said "The turntable's survival was a complete surprise to railway enthusiasts in Israel, as previously no turntable was believed to have survived in the country. However, further investigation revealed that it was actually the IDF that buried it in the first place, probably in the 1960's."

It was discovered when the site was being built on and the museum started a historic survey of the surviving buildings in its lot. This research was done by the Israel Antiquity Authority, who also managed the actual digging and uncovering of the turntable. The museum has already allocated funds for the repair work and plans to turn it into the visual centrepiece of the compound.

However, other than the maker's photo and a few other less clear images, there are no other clues to help in the restoration, and it seems that no appropriate technical drawings survived in Israel. The Historical Model Railway Society, which holds at least part of the Metro-Cammell drawing collection, informed the Israel Railway Museum that the cataloguing is still only partial, and so far it has not found any turntable drawings."

[The Editor cannot help a whimsical smile at the description of Chen as typical British provincial journalistic style as one of 'the Bosses'!]

(xxii) RAILWAY MUSEUM NEWS.

Good news from Chen Melling and the Haifa Railway Museum. The following 'older type' IR slam-door carriages have been set aside for preservation at the museum - after some lobbying!

O&K No. 56 (converted to a full generator coach.)

Carel Fouché No. 84 (originally one of the two buffet cars in this series.)

Carel Fouché 'Inoxydable' No. 93 (2nd.-hand from SNCF)

Former Esslingen d.m.u. trailer car rebuilt to No. 113.

Metalka Yugoslav No. 609.

This quintet currently stands at the Golan/Beit HaMeches sidings in Haifa, awaiting completion of works to reconnect part of the Museum's yard to the rail sys-

הרכבת

tem. Also promised to the museum is the sole former Esslingen railcar driving trailer which remains IR property, No. 'Nun 3', currently residing in Qishon Workshops. Bringing this to the Museum is expected to be more difficult, as it is no longer deemed fit for transport by rail.

Thus, together with the ex-BR 'Mark 2c' No. 688, it is hoped to have an example of each type of coaching stock used by Israel Railways in its 'first generation'!

He adds: "This is also the place to mention that on July 25th. 2010 we brought to the Museum the Krupp 63-ton Diesel breakdown train (No. C 63-1) which had been stationed at Haifa Running Shed and last worked in 2005. It came here along with its crane support wagon No. 3701 (originally a PR 30T bogie flat) and the remaining two vehicles of the Haifa breakdown train, names PR 12T wooden van No. 3477 and an ex-ESR 6wh. service coach No. 4717 (captured in 1956). The consist was pushed slowly, ever so slowly, to the museum, by Bo-Bo. No. 738."

Also: "There are currently no plans to transfer more stock to the restored Jaffa station area, but it is now being considered whether some of the historic wooden coaches still awaiting restoration in Qishon Workshops should be transferred to the site of the Turkish station in Beersheba, which it is now planned to turn into museum."

(xxiii). YAGUR MUSEUM.

Yet further Museum News: On Friday 21.01.2011 'Continental' type wooden goods van No. 7018 (latterly tool van No. 1116) was transferred by road to Kibbutz Yagur, where a local heritage park is being established at the site of the former HR platelayers' hut, with its Mandate-period platelayers' quarters. This makes Yagur the fourth station on the former 'Valley Railway' to be officially 'preserved' and turned into a park, the others being Kiryat Haroshet, El Roy and Kfar Yehoshua, with the latter two also having non-authentic standard-gauge rolling stock exhibits, as at Yagur. [Editor adds: to this can be added Geshet, where the narrow-gauge wagons are on the bridge rather than at the former station, and the two standard-gauge ballast wagons at the 'Peace Island'. Of course there is simply no authentic narrow-gauge stock still available in Israel. But this is all marvellous news for those of us who like to believe that it is important to keep old items, whatever they may be, rather than scrap them or discard them. A Mazal Tov! to the Museum and to Chen.]

(xxiv). FARE REDUCTIONS.

From a press release of 02.02.2011: The Pricing Committee common to the Finance and Transport & Road Safety Ministries today approved the re-

duction to 35% on normal fares of the new rail monthly pass on all urban, suburban and intercity lines, instead of reductions between 25% and 35% depending on service as originally planned. This was at the request of Minister Katz.

An earlier press release of 31.01.2011 had announced fare rises of some 3% overall on normal single tickets. In most cities with more than one station, such as Haifa, Beer Sheva, Lod, there will be no change on journeys between the urban stations; the exception is Tel Aviv where a journey between the stations will cost the equivalent of \$1.67.

Clearly there will be an incentive for many regular passengers to get the new 'Hofshi Hodshi' - 'Monthly Free Ticket' - this means of course not that it is 'free', but that the holder is free to jump on or off any train during the period.

A later press release of 28.02.2011 stated that Minister Katz had now decided to introduce the cheaper monthly commuter season from the next day, 01.03.2011; a month earlier than originally planned. The reduction of 11.5% will increase the overall discount from the current 35% to 42.5%, but it will be valid for 23 rather than the current 26 journeys. A further 3.2% reduction will be introduced on the lines Rishonim/Beer Yaalov - Tel Aviv and Rehovot - Tel Aviv.

(xxv). NA'AN AREA WORKS.

Once traffic resumes after the closure between 04-11.02.11, trains will use a new alignment over a length of some 5 km. around the Na'an Junction area and the level crossing will be replaced by a garde separation, due to open in January.

So far, 120km of double track have been laid on the line to Beer Sheva; a further 40km. are to be laid by the end of 2011. The completed upgraded line will be ready by 2012, permitting a journey time of 50 minutes to Beer-Sheva.

(xxvi). KFAR MENACHEM DERAILMENT REPORT.

On 0.09.2009 an IC3 derailed near Kfar Menachem (north of Kiryat Gat) and 20 passengers were injured. Some two and a half years later the investigative committee appointed by Minister Katz - and comprising senior railway executives, a chief accident investigator, the deputy general managers for rolling stock, passengers and operations, the track engineer and lawyers - has reported. In addition to poor maintenance, which led to unnoticed cracks in the bogie which then caused the derailment, there was criticism of poor communications between the train's conductor and the driver - the train was in fact brought to a halt only after some 10km., and even this due only to a yellow signal and a report from the driver of another train who had noticed the white smoke. It

is also suspected that the railways had not reported problems with older components and maintenance, and this could also have contributed to the more recent incident. In consequences changes to the maintenance procedures were recommended.

IR complained that they had submitted their own full report in December 2009, addressing some of these communications issues.

(xxviii). CABLE RUPTURE.

28.02.2011: Due to a damaged communications cable in the southern part of the network, traffic between Rehovot and Ashkelon, and consequently to/from Yavne and Ashdod were temporarily stopped; all trains terminated at Rehovot and shuttle replacement bus services were provided.

(xxix). ELECTRIFICATION PLANS - SENSE AT LAST.

From a press release of 28.02.2011 from the Transport Ministry:

The electrification programme has received the final green light; the sub-committee for Appeals on the National Planning and Construction Council yesterday reversed the decision of the committee for protecting the coastal environment, which had opposed installation of overhead catenary between Haifa Hof-Carmel and Kiryat Chaim on the ground that the tracks are within 300m of the coastline. The sub-committee has accepted the Railways' appeal that the decision was unbalanced. General Manager Harel announced that IR intends to start operating electric trains by 2015.

(xxx). ANNUAL SUMMARY REPORT FOR 2010.

The new report for 2010 shows the following:-

(a). TRACK LAYING. In 2010 95km. of track was laid, 136% implementation as against plans, and a record in the history of the railways since privatisation. In addition 80 turnouts have been laid. Due to these trackworks sections of lines were closed to traffic for 106 days compared to 81 days in 2009.

(b). ROLLING STOCK PURCHASE.

IR is in process of ordering 34 (!) diesel-electric locos from Vossloh Spain, 31 single-deck push/pull carriages from Siemens and 224 (72 just added to the 150 already ordered) double-deck push/pull carriages from Bombardier Germany. The new rolling stock will gradually enter service from September 2011 and will increase the number of seats available and enable increase in service frequencies.

(c). PASSENGER TRAFFIC.

IR is continuing to promote the PIS project as well as SmartCard - this has already been introduced gradually as a pi-

lot at the Tel Aviv-Universita station. Passenger traffic reached 36M in 2010, similar to that of 2009; however, the daily average reached 134,000, 2% more than in 2009. Income from passengers reached \$150M, 6% more than in 2009.

(d). FREIGHT TRAFFIC.

In 2010 IR carried 7M tons - a rise of 24% on 2009! A contract has been signed with Israel Chemicals Ltd. to cover ore haulage over the next 10 years; the anticipated income from this is \$26M. Income from freight haulage amounted to \$37M, a rise of 29% over 2009, while commercial activities brought in \$8.5M, similar to 2009.

(e). SERVICE. According to service surveys 64% of passengers were 'highly satisfied', 7% more than in 2009. In 2010 there were 10,129 official complaints from the public, 13% fewer than in 2009 (11,698 complaints.) The telephone service received 2,521,819 phone calls, 4.6% fewer than in 2009 (2,762,991 calls). This service is considered the second in quality of all Israeli companies.

(xxxi). THE JEZREEL VALLEY LINE REVIVAL.

From a press release of 06.03.2011 by the Transport Ministry:-

The almost-mythic Hedjaz line in Israel is being revived. Tomorrow, the National Roads Co. Ltd. will publish the first tender for the building the revived rail link between Haifa and Sheikh Hussein Bridge (over the Jordan River) and later on to Irbid in Jordan. This is an integral part of the 'Israel Ways' project, to create a network of roads and railways at a cost of \$7.6 Billion. Under government instructions the National Roads Co. is now responsible not only for roads but also for designing and constructing railway lines as well, utilizing its vast experience of infrastructure.

The \$1.1Bn., 60km line will leave Haifa at Lev HaMifratz station and run eastward on a bridge over the Haifa - Akko road No. 4, through Neshet, Galame, Afule and Beit-Shean, with stations at Neshet, Yagur, Kfar-Yehoschua, Migdal HaEmek, Afula, Tel-Yosef and Beit-Shean. Minister Katz informed the Press that both the Israeli and the Jordanian Transport Ministries are jointly planning the extension between Beit Shean and Irbid.

The first tender refers to a 6.5km. section between Kfar-Baruch (near Migdal HaEmek) and Adashim creek (near Afula); during the year other tenders will be published; forecast for completion is five years. The 160km/h double-track line will be one of the most important transverse (i.e. east-west) lines and will be used for both passenger and freight traffic, and later also for freight traffic to/from Jordan. Minister Katz, the General Manager of the National Roads Co. Architect Shay Baras, and its Chairman Micha Goldman all said that the

new line would transform the area, providing not only a fast and convenient link between Haifa and Beit-Shean but also with the central and southern parts of Israel, serving all cities and towns along its route, reducing road congestion and air pollution, increasing real-estate value and creating additional jobs. The line's construction will require grade separations, crossing dozens of infrastructure lines such as overhead high-voltage cables, as well as fuel pipelines and communications cables.

On 07.03.2011 Minister Katz appointed General (Reserves) Meir Dagan (until recently head of the Secret Service) as the Chairman of the Israel Ports Company, promoting strategic transportation initiatives. He will lead the rail project liaising with Jordan.

(xxxii). NEW CHAIRMAN.

On 07.03.2011 Minister Katz appointed Mr. Ori Yogev as Chairman of Israe-Rail Co., to succeed Mr. Efrati who left in January. The Directorate is expected to approve this soon. Mr. Yogev has a lot of experience in managing complex projects and special initiatives, and is considered to be the right person to help the railways who are now at an unprecedented tempo of development. (He has been Manager of the Budgets Dept. of the Finance Ministry and is currently a member of the Isra-Rail Co. Directorate).

(xxxiii). POLITICS!!

Minister Katz also used the opportunity of participating in an Economics conference in Tel Aviv on 07.03.2011 to 'settle accounts' with those he sees as causing the delays to transportation projects. First he accused 'the boys', senior members of the Finance Ministry "who always oppose any rail project on the grounds that it is uneconomical; this is why the link to Carmiel is not yet in existence; the same has been said about the line between Beer Sheva and Ashkelon - but once work started it suddenly became economical because Israel is anxious for more rail transportation." He then poured scorn on the State's priorities in promoting certain projects, explaining that only personal or cynical motivations are applied. He referred again to 'the boys' in terms of Modi'in which enjoys good road and rail links - this being because most of 'the boys' live there.....

He also made accusations against the Greens who 'appealed to the Higher Council for Design and Building as well as to the Supreme Court and delayed works on the A1 fast link to Jerusalem; he revealed that the tunnelling equipment was stuck at the port as a result; there was a need to pass three resolutions at the Council in order to bypass the ideological refusal of the Greens; the money had been stuck for four years just because these people could not decide where the alignment will pass because of one miserable deer... As an additional example of Green 'cares', he was recently on the road to Eilat where a special underbridge had been built in order that 'Mr. Lizard may be able to meet Mrs. Lizard.....' Finally he attacked the Haifa Municipality which was 'against the wiring of the tracks between Hof-HaCarmel and Kiryat-Hayim, requiring the line instead to be run underground; this has now been rejected in Council and the wiring has been approved, but he added that the Greens may still appeal to the Court, and this might yet cause further delays to the electrification programme for the railways, just because the Mayor of Haifa cannot solve his problems. Why is he not asking the Israel Electrical Co. to place all its high-voltage wires also underground? Probably because they are too strong to take such requirements into consideration....."

92:05.

TENDERS.

(i). No. HN/KB/14/10: Landscape development, Gardening and Irrigation works along the Rishon LeZion - Peleshet Junction line between Holot (Sands) Interchange (Rishon leZion) and Peleshet Junction. Works include: Waste materials and garbage removal, weed removal, gardening and irrigation, and maintenance. The tender consists of three components: Yavne Interchange and Yavne West station; south of Yavne West till Peleshet; and organisation works. Implementation time: 6 months for each. Bids by 31.01.2011.

(ii). No. HN/RC/04/10: For the manufacture and supply of a track motor vehicles with track measurement, recording and inspection systems. Bids date postponed to 22.02.1011.

(iii). No. NO/SR/10/14. Providing ticket sales points, information services and stewardesses. Latest bids date postpoad to 31.01.2011.

(iv). Tender MS/RC/2011/2. Permission to operate sales stands of jewellery, haberdashery, clocks and hand watches, cosmetics, games and toys, handbags and leather products at Tel Aviv Savidor station as an integral part of a sales fair. The contract is for 12 months with optional extensions of up to additional 24 months. Submissions by 21.02.2011.

(v). Tender No. MC/RC/01/10: For Manufacture and Supply of an Ultrasonic Inspection system for Rolling-Stock Wheelsets and Axles. Submission date postponed to 15.03.2011, and then to 29.03.2011. Full details are on the IR website.

(vi). Tender No. LO/RC/06/10: Supply of an 18-ton lifting capacity Forklift. Submissions postponed to 15.03.2011. (And later extended further.)

(vii). Tender MC/RS/03/11: Framework agreement for supply of screws, bolts, nuts, discs (washers) and pins. Contract is for 12 months with optional extension of additional 48 months. Submissions by 23.03.2011.

(viii). IR has issued a Request for Information from potential rail manufacturers, written responses required by 17.03.2011, later extended to 31.03.

(ix). Tender No. 2/11 of National Roads Company for building the Kfar Baruch - Adashim Creek section (B1) of the Haifa - Afula line - Design and Build System. Latest date for submissions: 13.06.2011.

(x). Tender No. HN/KB/02/11. Landcape rebuilding works along the alignment of the Na'an Junction - Kiryat Gat - Beer-Sheva line. Works include: Landscape treatment between km. 0+800 at Na'an Junction and km. 76+125 at Beer-Sheva, as well as the same treatment on roads Nos. 353, 3553, Polak Ave. in Kiryat Gat, roads 3403 and 325, and treatment of agricultural bridges along the alignment and urban bridges within the area of Beer-Sheva Municipality. The railway intends to split the works into two areas, to be implemented by four sub-contractors, two for each area: the northern area between Na'an and Kiryat-Gat (inclusive) which includes structures 01, 02, 03, 05, 06; the southern area between Kiryat Gat (exclusive) and Beer-Sheva which includes structures 01, 04, 07, 08. The contract is for 22 months with optional extensions of additional 12 months. The guarantee time is 6 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 29.03.2011.

(xi). Tender No. BN/KB/08/10: Framework agreement for carrying out acoustic protection of all the populated buildings located near and along the Na'an Junction - Beer-Sheva line alignment. Works include: Dismantling and assembly of windows, shutters, nets, bars, doors,

LIGHT RAIL.

A. JERUSALEM.

(i). A brief film on tests over the Calatrava Bridge at night can be found at <http://www.youtube.com/watch?v=fPKMJerMff4>

(ii). From a press release of 05.01.2011 by Jerusalem Transportation Master-Plan team:- „Due to progress with the LRV test runs both at the city's northern area and along Herzl Boulevard, the LRV's will start running over the central section - the pedestrian area of Jaffa Street - from 14.01.2011 for about 2.5 months. This section will be closed to all other transport modes. During this period all systems will be tested, while bus traffic will be diverted to adjacent streets. There will be especial emphasis on coordination between the trains and people movement in order for the public to become accustomed to the new 'creature' which will soon be an integral part of the daily scene. There will of necessity be some congestion for this period.“

(iii). CITYPASS TIMETABLE OF WORKS.

Sybil wrote on 16.01:

Today (Sunday) I found myself in the Jaffa Road area. There are police and other officials directing the traffic and handing out explanatory leaflets. Buses in both directions now use Rehov Agrippas, with predictable results. The section of Agrippas that borders the Mahaneh Yehuda market is buses only. The street is only just wide enough for two buses - one in each direction - to squeeze through. There are bus stops in that section, but no bay for them. So big surprise. A bus loads and unloads passengers at the bus stop, with a whole convoy of buses behind that is totally blocked. Drivers don't open the doors until the bus arrives exactly at the stop, so instead of letting passengers off 10 metres before the bus stop, everyone has to wait until the first bus has finished and moved off. Repeat indefinitely. Both sides of the street. With pedestrians crossing the road between the buses.

I arrived in my office to find on my desk a press release from the Jerusalem Transport Master Plan. All dates 2011. CityPass is expected to keep to this timetable:

Receipt of certificate enabling partial working of the light railway: April 7. [Note this is a THURSDAY!]; Completion of installation of traffic lights June 20; Receipt of certificate enabling final operation July 10; Start of public running „summer months.“

Continued from page 9

air conditioners, upgrading home electrical network to suit stronger air conditioners, preparatory and finishing works (painting and industrial components) and engineering works. The railways' intention is to select two subcontractors for the works. The contract is for 12 months with optional extensions of up to additional 24 months. Latest date for submissions 20.03.2011.

(xii).Tender No. MS/RC/2011/6: Permit to operate a taxi service at Beit Yehoshua railway station, for services to/from the station. Contract is for 36 months, bids by 31.03.2011.

TENDERS ALLOCATED.

Local construction company Yitzhak Atias Co. has won tender No. BN/KB/04/10 for the construction of Sderot station for \$11M.

Winners of tender BT/SR/04/10 for security and guard services on all railway sites are: For northern area Modi'in Ezrahi (Civil Intelligence) Ltd., for southern area: Avidar Security Services Ltd.

Winner of tender BN/KB/05/10 for upgrading wheel treatment department at Kishon Workshops: Shura Co. Ltd.

Meanwhile: Removal of „mini guard“ and cleaning the street January 16-18; Installation of pedestrian balustrades [ma'akot] January 17-18; Test runs in Jaffa Road January 18 to February 22; Test run along the whole length of the route February 22 to March 25; Examining results of testing March 25 to April 7; Receipt of certificate for partial running April 7th.; The mayor has requested examining the possibility of running a shuttle along Jaffa Road from April 7.“

From a press release of 16.01.2011 by the Jerusalem Transportation Master-Plan :

“This morning a new era started in the history of Jerusalem; 150 years after it had been built by the Ottoman Sultan as a royal road between the Jaffa Gate at the Old City Wall and towards the port of Jaffa, a section of this road became a pedestrian area, with no noise and smoke and with newly-planted trees which have just started to bloom.

The LRV trains will start their test runs on Wednesday 19.01 at a reduced speed of 10km/h to enable the citizens to get used to this new transport 'creature'. The LRV will also use its bell to warn of its approach. The trains will be run along the

central section symbolically from April 2011 and full operation is now expected in the summer. On Saturday night 15.01.2011 all the 21 bus lines which operated until now along Jaffa St. have been diverted to nearby Agrippas, HaNevi'im, Shivei Yisrael and Elias streets.“

Of course not everything went smoothly and in addition to traffic jams the main problem is at Machaneh Yehuda, the huge urban market which is one of the city's symbols. Many of those who shop there are accustomed to using the buses or taxis passing on the adjacent Jaffa St. Now the diversion of these buses makes things more difficult, especially for elderly people who have to carry their heavy bags further. It will require a lot of patience before the LRV starts full operation.

CityPass engineering teams started to dismantle the metal fencing which have 'decorated' Jaffa St. during the construction of the Red Line and replacing them with temporary fencing made of light textile material, which will in turn be later removed. The aim is to demonstrate how pedestrians should walk safely around the trains. All the owners of cafés along the section who have until now placed their furniture along the alignment have been asked to move this back to a safe distance. CityPass has recruited 400 stewardesses and inspectors to guide and assist people towards understanding the new situation. Finally the alignment will undergo a final polish and the municipality is trying to convince cafés and other business owners to clean up their adjacent areas.

(iv). BREATHING AGAIN:-

From a press release of 25.01.2011 : After bus operation ceased entirely at the end of last week, and the LRV test runs started on the main section of Jaffa St., air pollution, which had dropped drastically from 139.8 particles per billion of NOX to 129.2 in 2009, further to 69.8 in 2010 and now to only 31.3 - a reduction of 80%

Yet a further reduction in air pollution is expected and so the promised improvements to the quality of life provided by the LRV is beginning.

(v). BUS COORDINATION.

The Jerusalem Municipality is completing in March 2011 construction of a bus terminal at HaNevi'im, to serve the southern and western Arab neighbourhoods of East Jerusalem; this will complement the terminals at Sultan Suleiman (serving central and eastern suburbs) and Nablus Road (serving the northern neighbourhoods.) The terminal will include 7 platforms, special canopies, landscape development with tree planting, seats, lighting and safety facilities and cost \$470,000; it is situated adjacent to the LRV Red Line

to allow for efficient and convenient interchange.

(vi). SPECIAL TRIP FOR SICK CHILDREN.

In mid-February Alstom and CityPass co-operated with a proposal from an organisation caring for sick children, and arranged a special ride for 140 sick children, many of them suffering from cancer, and their families. CityPass General Manager Yehuda Shoshani and spokesman Ozel Watik greeted the participants who were given an explanatory talk on the LRV project and then a ride, following which each child received special shirts with a picture of the tram and the slogan 'I travelled on Jerusalem's LRV', CityPass hats, models for the tram and a personal picture on a magnet of them in the cab.

(vii). ACCIDENTS: On 25.02.2011 Aharon wrote: 'During the last two weeks the trams have been involved in three accidents with car drivers, all caused by the latter not obeying red traffic lights. Two occurred on 23.02, there was damage both to trains and cars and one of the car drivers was slightly injured.'

B. TEL AVIV.

(i). TENDERS.

NTA has recently (January 2011) published the following tenders:-

(i). Tender No. 954/2010: providing services to create and control estimates. Bids by 31.01.2011.

(ii). Tender No. 055/2010: Construction and Planning services for four Cut-and-Cover structures on the Red Line. This includes:-

Structure A: Cut-and-Cover on the alignment of the historical Jaffa-Jerusalem line between Elifelet (Jaffa) and Herzl St. (Tel Aviv), including a portal.

Structure B: A 'Box' envelope; Em HaMoshavot station including a turnout.

Structure C: Cut-and Cover at Shenkar north of Geha road junction, including a portal.

Structure D: Cut-and-cover at the Depot; Kiryat Arie, Petah-Tiqva, including a portal.

Latest date for submissions: 30.01.2011.

(iii). Tender No. 057/2010: Providing architectural services for reconstruction and preserving services along the Red Line. To include: Reconstruction and preservation of Shlush road bridge (over the historic railway line) - and connected to Structure A of tender 055). Including dismantling and reassembling the historical bridge as well as authentic walls along the alignment. Proposals to be submitted by 06.02.2011.

(ii). FILM.

<http://www.youtube.com/watch?v=I94Y-ZO89fl> will / should lead you to an 8-minute promotional film about the plans for the Tel Aviv and Gush Dan network.- with lots of computer graphics, visits to systems in France and Athens, views of construction work in Jerusalem and more

(iii). REQUEST FOR INFORMATION.

A 21-page 'Request for Information' document has been issued by the Tel Aviv Mass Transit Transportation System', entitled 'For the Acquisition and Installation of Light Rail Train (LRT) Systems, At-Grade and Depot Construction.' From this:-

(p.4.): "This RFI is for planning purposes only. It is neither a solicitation notice nor a request for proposals, Responses to the RFI are not offers and cannot be accepted by NTA to form a binding contract; furthermore, NTA has no obligation to acquire any products or services and can neither directly or indirectly pay for the information solicited nor compensate for any costs associated with the submission or a response to the RFI or NTA's use of such information. For the avoidance of doubt, response to this RFI will not be deemed as mandatory prequalification for any future procedure concerning the supply of light rail trains systems, if such procedure will take place. [i.e. they are covering their backs legally.]

(p.5): NTA-Mass Transit System Ltd. (NTA is a government owned company in charge of promoting the construction and implementation of the Red Line as the first Light Rail Line to be operated in the Tel Aviv metropolitan area. The lines of the Light Rail Transit (LRT) system have been included in an official planning document, the National Outline Plan (NOP) No. 23/A/4 referred to locally as TAMA 23/A/4. This plan outlines an integrated mass transit system that includes seven lines comprised of three LRT lines and four Bus Rapid Transit (BRT) lines. The Green and Purple Lines, which are mainly LRT at-grade, are presently in the early design stages and will complement the Red Line.

The Red Line route, from Bat Yam to Petach Tikva via Tel Aviv, Ramat Gan and Bnei Brak, is one of the most heavily used traffic corridors in the Tel Aviv metropolitan area. In addition, the population density along the corridor is one of the highest in the Tel Aviv metropolitan area. Extension towards the south of the city of Rishon LeZion is under design and statutory process and if approved will connect the Red Line and the Green Line with the Israel Railways station.

To provide the Red Line with state of the art and most appropriate LRT systems, NTA is looking forward to receive

feedback from Companies from the Systems Engineering and Construction fields in order to provide first-hand information to input to the future RFP process. Respondents will not be short-listed and their submittals at this stage of the process will not exempt them from responding to Prequalification stage of the Tender process, and other interested parties will not be precluded from these other stages.

Project Description:

2.1. Alignment.

The Red Line is approximately 21.5km. long. The first 7.5km., including 16 Stops and approximately 33 signalized crossings, are at-grade in a segregated right-of-way, from the southern boundary of Bat Yam, though Bat Yam city centre, and northwards along Jerusalem Boulevard in south Tel Aviv-Yafo. At Manshia the alignment turns east and goes into tunnel construction for the next 11.5km., which includes ten Stations, passing through the Arlosoroff Bus Terminal and then eastwards along Jabotinsky Street, through the Municipalities of Ramat Gan and Bnei Brak. At Geha intersection the underground tunnel splits with a north branch going to Em Hamoshavot terminal station and a non-revenue extension linking the Red Line to the Depot site in Kiryat Aryeh. [The diagram on p. 8 indicates a single-track spur making a triangle here.] The east branch emerges from the tunnel at the entrance to Petach Tikva and continues the last 4 km. at-grade, including seven Stops and approximately eleven signalised intersections, in a segregated right of way along Jabotinsky and Orlov streets terminating at the Petach Tikva Central Bus Station.

The anticipated extension to Moshe Dayan station in the city of Rishon LeZion will add another 2.5km. towards the south, three intermediate stops and an inter-modal terminus which will serve as connection with the Israel Railways station and the projected Green Line.

The system will be built for 1500 Volts DC which will be supplied from a Catenary system for both at-grade and underground sections. All underground stations will have Platform Edge Doors that have to interact with the vehicle door opening/closing system.

2:2. Operations - Phased Implementation.

The Red Line will operate as a high frequency urban rail service offering fast efficient and comfortable service and at the highest level of reliability. Up to 75m long, 2.65m wide, 70-100% low-floor, the LRT operating at 3 minute intervals is expected to meet the peak ridership demand forecast for the year 20540 for the 11.5km. of the at-grade sections. In the tunnel section, between Allenby and Aharonovitch Stations where the peak demand forecast

is higher, the minimum design headway is foreseen between 65 and 90 seconds.

The vehicles will operate in the at-grade sections with Line-of-sight driving, and for underground in Automatic Train Operating mode, with automatic transference from one system to the other to be done in the last at-grade stop before the portals. The Depot for light and heavy maintenance will be built at Kyriat Aryeh, which will serve as overnight stabling for the main part of the fleet.

The demand for the at-grade morning peak is forecasted as 9,00 passengers per hour per direction (pphd) for the year 2020 and 11,100 pphpd for the underground sections.

The transition from Construction phase to Revenue services will be in phases, NTA is evaluating that the South Section from Bat Yam or Moshe Dayan terminus to the Elifelet portal area will be the first section to start operating revenue services, having the opportunity to advance into the underground sections as long with the progressive finishing of tunnels and stations. In parallel the Depot at Kiryat Aryeh will be constructed in order to receive the Rolling Stock in time to deliver services, another temporary facility for light maintenance will operate at the south terminus which will include a temporary Control Center as well.

The operator will be required to accomplish an Availability ratio of 98% of trains on time according to a preset schedule; therefore the RAMS parameters for the System-wide elements should support this requirement.

2:3. Rolling Stock.

The vehicles fleet is not included in the scope of this package, but for information purposes it is mentioned that the Light Rail Vehicle (LRV) shall be a low floor, 1500V DC bidirectional with a driver cab at one end and a semi-permanent automatic coupling at the other end in order to be able to configure a trainset with maximum length of 75m.

It is possible that some portion of the vehicles fleet will be procured with two drivers cabs in order to use them as a single bidirectional LRV during periods of low passenger demand.

The vehicle shall have the capability to operate in ATO mode as is foreseen in the underground sections and line-of-sight in the at-grade sections.

(p.9): The requirement for the future tender process will be to provide the equipment, and to install and test it according to proven and recognized international Standards. Also the construction of all At-grade facilities including tracks, landscaping, traffic arrangements, stops, technical rooms, fences and any other element of Civil Engineering that will be needed to provide the Red Line with a state of the art

light rail system which will be able to fulfil its commitments to the passengers and environment as part of the cities which it goes through. The construction and implementation of the entire Depot at Kiryat Aryeh is part of this package as well, including buildings, workshops, the stabling yard and the test track.

It is NTA intention to produce a Preliminary level of Design of all the elements described below up to the level which will allow the production of Bill of Quantities for the Tender Documents, therefore the Final and Detail design phase will be included as a responsibility of the 'Systems and At-Grade Construction' awarded company.

3.1.1. Track Structure Elements.

NTA is considering a top-down system for slab track construction for the at-grade sections, and for the underground NTA is especially interested in receiving information about vibration/noise attenuation systems such as elastomeric, spring element or any other solution to attenuate vibration and/or noise.

The elements of the track structure typically consist of:-

1. Rails. Vignole rails for the Underground and Grooved rails At-Grade.
2. Rails fastening systems.
3. Switches and turnouts.
4. Noise and vibration mitigation system.
5. Support Structure. (sleepers, beams, etc.) and
6. All other civil works.

3.1.2. Platform Screen Doors.

For the ten Underground stations Platform Screen Doors (PSD) will be installed. A set of two sliding doors will be installed at each platform edge and will be synchronized with the LRV's doors. For the sections between the sliding doors along the facade, escape doors for the passengers from the tunnels side will be required. Finally, at both ends of the platform access for authorized staff should be considered.

The main idea is to enclose the stations platforms in order to improve safety and thermal parameters of the Stations. The supplier of this element has to consider the interfaces with the Constructor of the Stations, the Signalling system and the LRV suppliers.

3.1.3. Signalling and Train Control.

At Grade: In general, the principle is line of sight driving, but with interlocking systems at Terminus locations of Bat Yam or Moshe Dayan, Petach Tikva and in any reversing tracks facilities which may be included for the tender phase. Automatic Train Protection (ATP) is foreseen to be used to set speed limits. There will be an interface with the traffic management system to ensure LRV priority.....

Underground: In this section of the alignment an Automatic Train Operation (ATO) system will be used as regular driving mode, coded mode will serve as back-up and for degraded operations, the maximum speed will be 80km/h and the design headway shall be taken as 65 seconds.

The train control system shall provide a vital interlocking system which will manage the routes for the trains with the possibility to be manually set by the Operating Control Centre (OCC staff).

Interface with Platform Screen Doors (PSD); the trains shall stop accurately alongside the PSD at all the underground stations.

Interface with Station/Tunnel Blast Doors and Tunnel anti-entrance gates. The signalling system shall interface with these doors so that, in the event that the blast doors or tunnel gates are closed, the signal system will not allow the vehicle to proceed.

(There follows more on electric power and communication systems, radio communications, fire detection, passenger information display, clock and other systems.)

p.13: 3.1.6. covers Automatic Fare Collection - "shall provide a reliable and convenient to use system to optimize fare collection from passengers using the Red Line....."

3.1.7. Operational Control Centres - will include a Standby Control Centre (SCC) located at the depot to be used in the event that the OCC is not available.

p.14: 3.2 covers the Construction At Grade, and the Depot.

"For the At-Grade Construction and Depot NTA plans to produce the Final Design with a level which will allow the issuing of Building Permits and in the way that would be appropriate for each of the particular elements to be constructed. Detail design will be produced then by the LRT Systems Supplier based on NTA design and Design Directives, subject to NTA review, and according to National and International and recognized standards.

The following is a non-extensive list of items for the At Grade construction:

1. Stops Construction. Up to 27 Stops, including platforms, canopies (including multi-purpose walls), ramps, signalization, lighting, furniture, fences, pavement, and foundations for piles and Systems Equipment.
2. Technical Rooms. Approximately 8, areas where the Electrical, Signalling and Communications equipment will be installed. For the current design, these rooms are underground.
3. Track Foundations. Alignment: From the treatment of the soil at the desirable values up to the concrete foundations for the rails. The construction methodology

must be proven technology and the 'Top Down' system will be a mandatory requirement. [Is this a dig at or a lesson learned from Jerusalem?]

4. Track Laying: The southbound and northbound tracks would be laid according to the selected construction method, including track works and Train Signalling devices and circuits.

5. Conduits and Manholes Construction: The communications equipment cabling and those for electric distribution systems will run along the alignment will be allocated in conduits along line trenches. [i.e. installed in them.]

6. Poles Foundations: For the Catenary and lighting systems as well as signal structures.

7. Along the Alignment: Landscaping, Fences, Drainage and its connections to municipal network, Water Pipes, Traffic Junctions Arrangements including signalization and control, Low voltage Distribution, and other utilities requirements to the entire width of the streets."

3.2.2. Depot Construction.

"At the Depot facilities located in the Kiriat Arye neighbourhood will be the areas designated for Stabling of LRVs, Light and Heavy Maintenance, Cleaning and Washing and all other functions related mainly to Rolling Stock Maintenance."

This to include stabling for a fleet of up to 100 LRVs of a maximum length of 37.5m.; also workshops, with roof access platforms, cranes, jacks, painting booth, sanding facilities, underfloor wheel lathe, test track, etc.

(p.16): 4. Schedule and Procurement Process.

"As a reference regarding the time schedule for the implementation of the project, the table shows some of the main milestones according to NTA strategic master plan.....

Tender Publication: December 2011.

Contract aware: June 2012.

Approval of the detailed design for the LRT systems, At-Grade and Depot Construction: November 2010.

Start up of Phase 1 - South At-grade section: June 2016.

Start of Revenue Operations entire line: September 2017."

Contact person for the whole project is Barbara Levine at 53, Yigal Allon St., 67062 Tel Aviv.

(iv). TENDER. Tel Aviv LRV. NTA Tender 02/2011: Providing Environmental Consulting Services for the Red Line. Submissions by 15.03.2011.

(v). Tender No. NTA 004/2011- Carrying out experimental drilling works and field tests. Up to two subcontractors will be

selected. Latest date for proposals submission: 08.03.11.

(vi). Tender NTA 016/2011: Building three underground structures to be used later as chambers for the entrance of TMB on the Red Line tunnelling works. These will be located at Tel Aviv Herzl St. (adjacent to historic railway line to Jaffa); near Tel Aviv Savidor/Central station and near the planned Em HaMoshavot station at Petah Tikva. All will be 25m. under street surface. Bids by 01.05.2011.

C. URBAN TRANSPORT. (GENERAL).

(i). TRANSPORT COORDINATION.

From a press release of the Transport Ministry, 10.02.2011: The recently-appointed General Manager of the Transport & Roads Safety Ministry, General (Res.) Dan Harel announced today at a conference concerned with public transport that the ministry intends to create a nationwide network for operating all public transport services. He added 'We fully support the creation of metropolitan authorities with the aim of managing operation of public transport services in their urban areas, in the first stage in Tel Aviv and Haifa and in the second stage all over Israel.' At the same conference Mr. Ron Khuldai, Mayor of Tel Aviv, announced that from the beginning of March 2011 electronic information boards are to be installed at bus stops within the next two years to provide the precise arrival times of buses, in real time'. Also four new bus lanes will be added along the four main roads in Tel Aviv, adding that 'at last somebody has recognised the importance of these lanes.' According to the Tel Aviv Municipality there are more than 50km of bus lanes along 36 streets, which during the last decade alone more than 11km. have been added.

(ii). DISABLED ACCESS.

From a Transport Ministry press release of 15.02.2011: Minister Katz an-

nounced today that his ministry has invested more than \$8M over the last two years in making bus stations accessible for the disabled and intends to invest an additional \$12.5M during the next three years. As a result, by 2014 all central bus stations as well as all vehicles used should be accessible. By 2012 all railway stations and one coach per train will also be disabled-accessible. The facilities on all transport modes will include ramps, boards, signs, buzzers etc.

(iii). MORE ON BUSES.

Although not rail vehicles as such, it seems appropriate to include more context on public transport systems as a whole.

From a Ministry of Transport press release of 20.02.011: Minister Katz announced today that the Ministry will invest some \$167M in public transport systems in 2011-12, to encourage use by the public. The first stage, applicable from today, involves a 10% fare reduction on peripheral routes, with another 10% reduction due on 01.04.2011 for weekly and monthly season tickets; rail ticket fares will be reduced by up to 42%! In the second stage, over the next two years all urban buses will be fitted with validators to enable passengers to board through all doors rather than pass by the driver, thus reducing journey times. The price structure as a whole will be reformed and rationalised.

The next day it was announced that passenger useage of buses rose from 480M journeys in 2004 to 528M in 2006, to 54M in 2009 - a rise of 24%. 46% were carried by Egged, 23.4% by Dan, and the remaining 30% by other operators. In 2009 34% of passengers used monthly passes, 31% used 5-Journey tickets, 26% used regular tickets, and the remaining 8% used others - including daily or weekly passes. The number of Egged bus journeys grew by 5% whereas those of Dan remained unchanged.

*Trackworks
on the line
Tel-Aviv-
Beer-Sheva;
source: Mr.
Shahar
Wiesman-
railways
spokesman*



NOTES AND COMMENTS.

(A). GEORGE SYKES GRAVE.

(i). Michael in Haifa has been pursuing his indefatigable researches into George Sykes and has attempted to make contact with any surviving relatives in Britain; He wrote:-

"George Robert H. Sykes was killed in Haifa on 26th. August 1926. The next day the British Forces sent the battleship 'HMS Barham' with 400 troops to defend Haifa. On their arrival, the Arabs in Haifa set fire to an Old Age Home - the 'Miller Home' - in downtown Haifa. 38 elderly Jews and 2 young girls were trapped in the burning building. A British truck heading for the 'Barham' was passing by. A young girl, Alice Brandshtater, ran out of the burning building and begged for help. The British troops rushed into the burning Home and saved all the 38, bringing them to safety in the upper part of Haifa. In this strange way Syke's death saved the lives of at least 38 or 40 innocent people in downtown Haifa. We should never forget this."

(ii). The formal rededication ceremony was held on 22nd. Feb. at 11.00 at the Palestine Police Graveyard at Jaffa Street, Haifa - near the World War 1 cemetery, 300m east of the old Egged bus station. Those involved included Col. John Merritt from Cyprus who officiated, and his wife Fiona, a Christian minister, Paul Price of the Commonwealth War Graves Commission, the Military Attaché of the British Embassy in Tel Aviv, representatives of the Palestine Police Old Comrades Association (PPOCA), Viscount David Samuel, Chen Melling of the IR Museum and several locals and Harakevet readers. etc. See Report below.

(iii). Research by Ian Hextall has turned up an elderly gentleman, now 84, Alan H. Pockett. His father was William Pockett and his uncle Henry T. Pockett, who married Maria Agnes M. Sykes, the sister of George. He could recall hearing that his Aunt Maria's brother George was interested in all sports and was a good boxer in his day. (iv). This may be an appropriate place to point out that Michael has been pursuing researches relentlessly and has uncovered several other memorials that may be of interest.

One is in Australia, A gravestone reading:

In Memoriam
Thomas Henry Hulton
Served South Africa 1899 - 1902
As Lieut. in the Imperial Yeomanry
and Great War as Sergeant in N.Z.E.F.
from 1914 - 1919
Awarded M.M. for being first man
to enter and occupy Jaffa
the Seaport of Jerusalem
Died Aug. 29th. 1930
Aged 48 years.
Rest in Peace."

One is a sad small stone memorial in Haifa that reads:

„Almonit. Nefelah beKrav B'Haifa Heh Adar Bet Tash'ach, T'NĀZ'B'H", - which can be best translated as „Here lies an anonymous woman, who fell in the battle for Haifa on the 5th. of Adar II 5708, May her Soul be Bound in the Gathering of Life.“

One is at Khayat Beach south of Haifa and is a large obelisk and surrounding memorial formed of symbolic 'empty graves' - for the *Nitzulei haRakevet HaMavet Yassy - Romania* - there is also a symbolic railway wheel at the base of the obelisk on which is engraved *'V'lo Matza Ish et-Kevurotam* - „And no Man has ever found their Graves.“ The inscription refers to a *'Gal Ed'*, a Wheel of Witness, which was set up by a Haifa group associated with this tragedy, a „Train of Death.“ Stones alongside are inscribed with words that do not make sense until one realises they are Romanian place names connected to the tragedy.

A quick internet search revealed many gruesome details of this Death Train - actually two, which following a pogrom in Iasi / Jassy on June 28-29th. 1941 departed Iasi on 30th. June. One of 18 goods vans carried 1902 Jews and 50 corpses and took 8 hours to reach its destination of Podul Iloaiei, only 20km. away; only 708 arrived alive. The other comprised 33 or 39 vans, into which between 2,430 and 2,590 Jews were herded, 80-200 to a van; the train then took a circuitous route for 17 hours through Tirgu Fromos, Pascani, Lepezi, back to Pascani then to Roman, back to Tirgu Fromos, departed again on 1st. July to Mircesti, and on July 6th. after many stops to unload corpses finally reached Calasari. Only 1,076 had survived the journey.

This is a report taken from the 'Great War Forum' internet site <http://1914-1918.invisionzone.com/forums/index.php?showtopic=159988>. "This man died during rioting in Palestine in 1929. While out driving in his car with his wife he was stoned by a mob and very badly injured. he was taken to the hospital but died later that same evening. The rioting had reached such a pitch at that time that the authorities were afraid to bury Mr. Sykes publicly, so it was done in the dead of night by the light of hurricane lamps. It is not clear if he was even given the benefit of a proper funeral service led by a priest.

With the outbreak of WWII this cemetery was no longer used by the British, and until recently it had fallen into neglect and was in a very poor state. Mr. Michael Gottschalk was there one day, looking for some other graves, when he came across a fragment of a headstone, which was all that was left to see. The fragment had upon it the three letters 'KES' and from this meagre beginning Mr. Gottschalk was able to piece together the story of the unfortunate George Sykes. Michael Gottschalk then took upon himself the restoration of the Sykes grave and in this he was generously aided by the Palestine Police Old Comrades Association in the UK; it is members of the Palestine Police who occupy the majority of the graves in the British section of this cemetery.

Yesterday (22nd. Feb. 2011 I attended the rededication ceremony for the grave of George Robert Hughenden Sykes at Haifa (Jaffa Road) Cemetery. There was a good turn-out of about 40 people from the UK, Cyprus and Israel, including the Viscount Samuel, Lt.Col. John Merritt, Mr. Len Sexton of the Palestine Police Old Comrades Association and the British Military Attaché from Tel Aviv. The short service was organised by Col. Merritt and was led by the Rev. Canon Shehadeh, priest at St. Luke's Episcopal Church in Haifa. The British embassy provided the Union flag to cover the grave as, like the religious ceremony, it is very uncertain that this gesture of respect was made at the original night-time burial. At the close of the service a wreath and flowers were laid. The former was on behalf of the 'Root' organisation to which Michael Gottschalk belongs.

Paul Price and his staff at the Commonwealth War Graves Commission also deserve a vote of thanks for the marked improvement which they have wrought at this cemetery in recent years.

The gathering for lunch at the Villa Carmel Hotel was made remarkable by the number of people whom Michael Gottschalk had been able to gather together for

this special day. Viscount Samuel was able to tell us about his father's involvement in the happenings of 1929 and Co. Merritt spoke of his research on the subject. During the riots in which George Sykes died, a Jewish rooming house in downtown Haifa was set on fire. There were about 40 people, trapped by rioters, inside the blazing building. Fortunately one young, pregnant woman managed to escape and brought a lorry carrying British troops to the building to get the terrified occupants free. We were very pleased to have at the lunch not only then daughter of the owner of the rooming house, but also the baby (now gentleman) who was born to the woman who escaped the fire to bring the rescuers!

The guest of honour at the service and at the lunch was Mr. Len Sexton from England, representing the Palestine Police Old Comrades Association, who have adopted the grave of George Sykes. Mr. Sexton served in the PP from 1942 until 1948 and at the expiry of the British Mandate he went on to serve as a policeman in Malaya. It was an honour to have been invited to the service and the lunch. Mr. Michael Gottschalk has worked long and hard to restore the grave of George Sykes and it was so nice to see that his work is appreciated by so many...."

(B)(i). TURKISH 8F 2-8-0's AND OTHERS FOR THE MIDDLE EAST.

In 'Black Eight' No. 127 are several items regarding WD locos in or for or from Egypt, Iran, Turkey etc. of relevance to Harakevet readers and I shall shamelessly incorporate them here:

From p.70: 'TCDD 45160 is a member of the TCDD 45151 Class of steam locomotives which were acquired from the British War Department, to the LMS Stanier Class 8F design. The engines selected were....built by the North British Locomotive Company of Glasgow. They were originally intended for WD service but the Fall of France in 1940 saw them earmarked for loan to the LMS before they were diverted to Turkey.

These particular locomotives were shipped as a kit of parts (other 8Fs intended for the Middle East went complete) via the Cape of Good Hope and the Suez Canal since the Mediterranean was considered to be too dangerous for Allied shipping.

Seven Stanier 8F's destined for Turkey failed to complete the journey. The vessel transporting them, the SS 'Jessmore', was involved in a collision in the Atlantic with another ship which was part of the same convoy on 1 February 1941. The 'Jessmore' sank with the loss of its cargo a few days later. Three more Stanier 8Fs bound for Turkey were also lost at sea when the vessel carrying them, the

MV 'Berhala', was torpedoed by a German submarine (the U-38) on 23rd. May 1941 off Freetown, Sierra Leone.

The lost locomotives were WD 343-345 (NBL Nos. 24643-24645) aboard the SS 'Jessmore' and WD 338, WD 354-356 (NBL Nos. 24638, 24654-24656) aboard the MV 'Berhala'.

The remaining 18 locomotives were unloaded at Port Said in Egypt and were taken overland to Turkey where they were renumbered as TCDD locomotives, taking numbers 45151-45168. R.G. Jarvis of the LMS supervised the rebuilding of the locomotives from kit form at Sivas workshops. In 1943 the Stanier 8Fs already in Turkey were joined by two others which were numbered 45169 /70, thus making the number in Turkey to twenty. These were:

WD	TCDD	NBL	Built	Notes
524	45151	24672	1941	
523	45152	24671	1941	
357	45153	24657	1941	
358	45154	24658	1941	
359	45155	24659	1941	Preserved.
346	45156	24646	1940	
351	45157	24651	1940	
350	45158	24650	1940	
349	45159	24649	1940	
348	45160	24648	1940	Preserved
522	45161	24670	1941	Preserved
347	45162	24647	1940	
339	45163	24639	1940	
342	45164	24642	1940	
353	45165	24653	1940	Preserved
341	45166	24641	1940	
352	45167	24652	1940	
340	45168	24640	1940	
552	45169	24749	1942	
554	45170	24755	1942	To be repatriated to UK.

The Stanier 8Fs were smaller than many of the existing TCDD designs and they were consigned to shunting and local trip freights. The Turkish railway staff referred to them as 'Churchills'.

Three of the Turkish 8Fs are currently preserved, but plans are already far advanced for the repatriation and restoration of two more examples. No. 45161 is a static exhibit in Camlik; 45165 is also preserved in Turkey. 45170 has been selected for return to the UK. 45160 was repatriated to Great Britain in 1989 by the Churchill 8F Locomotive Company' and is currently running on the Gloucestershire Warwickshire Railway after a recently-completed major overhaul.' (Note a couple of slight inconsistencies in this account.)

(B). (ii). THE WRECK OF THE SS 'THISTLEGORM' REVISITED.

from p.45. 'Intended for use on Egyptian State Railways, two North Brit-

ish-built Stanier 8F locomotives - Nos.370 / 371 - never arrived. On 2nd. June 1941 the SS 'Thistlegorm' (4898 tons), launched in 1940 as an armed Merchant Navy vessel, left Glasgow on her fourth voyage and headed for the Mediterranean port of Alexandria. Her cargo included trucks, motorcycles and aircraft parts, whilst the aforementioned locos were conveyed on deck.

Enemy activity in the Med meant the ship had to significantly lengthen her journey by sailing via Cape Town as part of a convoy. The Red Sea was reached in September 1941 but, as luck would have it, the Suez Canal was blocked by a collision. The convoy moored at designated safe anchorages off the Sinai Peninsula.

This period saw a large build-up of Allied troops in Egypt. German Intelligence believed a troop carrier was in the area. On the night of 5/6th. October two Luftwaffe Heinkels were despatched from Crete to find and destroy this vessel. The search failed but one of the bombers discovered part of the convoy moored in Safe Anchorage E.

Being the largest ship, the 'Thistlegorm' was targeted. Bombed at 01.30 on 6th. October, the ship sank and now rests at a depth of around 30 metres (100 feet) at the bottom of the Red Sea. One of the locomotives was blown off to the port side of the wreck. Nine members of the crew were killed in the attack.

The wreck was explored by Jacques Cousteau in the early 1950's. It was then forgotten - except by local fishermen. Forty years later, Sharm el-Sheikh began to develop as a diving resort. In time, recreational diving started on the 'Thistlegorm' and at one stage the location was named as one of the top ten wreck diving sites in the world. Currently, in order to minimise damage, the location can only be accessed by using GPS. ' (The article is accompanied by two photos of part of one of the tenders, taken 9th. August 2010.)

(B). (iii). SHIPPING LOCOS TO IRAN: FURTHER NOTES. THE MYSTERY OF SS 'PENTRIDGE HILL'.

from p. 39 - by Ben Carver, George Moon and Jeff Ryan. These notes continue from the earlier correspondence trying to track down details of this ship. From Ben Carver:-

'...It appears that 'Pentridge Hill' is not the ship that ditched the 8Fs in the Bristol Channel. She was launched in 1917 and went through various ownerships and name changes before the war. She did not become 'Pentridge Hill' until 1936, and then only for about three years until 1939, when she was requisitioned for war service and renamed RFA 'Lambridge'. She was first used as a decoy / 'Q' ship with the name HMS 'Botlea'; these ships usually had dual identities, adopting their

decoy name when at sea and reverting to their cover name, in this case 'Lambridge'. when in port or when the occasion required it at sea, so as to disguise what they really were. She was not really a Royal Fleet Auxiliary ship at all!

[Note: A 'Q' ship was a vessel that was camouflaged as an innocent unarmed merchant ship but which, when under attack, could swiftly uncover powerful defensive armament and make life very hot for the attacker. A Royal Fleet Auxiliary was a naval supply as opposed to combat vessel - for carrying coal, oil, stores etc.]

In February 1941 she became an Armed Merchant Cruiser retaining the name HMS 'Botlea', probably carrying no deck cargo as she was ostensibly a fighting unit. She survived the war and met her end scuttled in December 1945 with a cargo of poison gas shells, about 200 miles west of the north of Northern Ireland. For some reason her name reverted to 'Lambridge' just for the sinking.

Regarding 'Pentridge Hall' - I have checked convoy lists, specially those in the WS series (Winston Specials) at the relevant time, and also Fleet lists, in particular Hall Line (part of the Ellerman group) which ran several ships with names suffixed '.. Hall', but I could not find any names even resembling 'Pentridge Hall'. (In Tourret's book on 'Allied Military Locomotives of the Second World War' the name is given as 'Pembroke Hall'.)

The National Maritime Museum then gave a fuller response:

'There were two British tramp steamers named 'Pentridge Hill' requisitioned by the Admiralty. One was renamed 'Botlea', but one retained its name and did war service throughout the war, for the Ministry of War Transport, before being returned in March 1946.

This second vessel had a tonnage of 7,579, and was built in 1941 by Bartram and Sons of Sunderland, and was owned by the Dorset Steamship Company, and was registered in London. It was 421 ft. long, 60 ft. wide and 45ft. deep. This seems more likely to have been the vessel that jettisoned the locomotives.' It is known that several of the Dorset Steamship Company's ships were named after places in Dorset. This would then not be the ship whose photo appears on the website.

(B). (iv). THE CAMEL COLLISION - INCIDENT WITH IRAN 41.109 (LATER BR 48773).

This (taken from p. 44) is itself taken from '190 Railway Operating Company RE: Re-

port on the Activities of the Company in Persia 1941-1943, dealing particularly with Locomotive Aspects', ' by Capt. (Later Lieut. Col.) C.F. Ryan, RE. and is just one of sixteen Accidents in the period 12th. Jan. 1942 - 4th. Feb. 1943.

KHAVAR 4th. August 1942. An engine and three wagons left AHWAZ as an Engineering Special for work in the section AHWAZ - NIZAMIEH and to pick up some materials at DEZ. On departure from DEZ on return to AHWAZ, there was an empty lowside wagon leading, followed by the engine and several more wagons. It was known that one which had been left in the last section was to be picked up and propelled into AHWAZ, and the station staff did NOT, therefore, trouble to re-arrange the train so that the engine should be leading. Before reaching the gang-house half way between KHAVAR and NIZAMIEH, the British engine crew noticed three camels wandering unattended towards the line. They applied the brake and the camels crossed about 30 yards ahead of the train. Immediately the brake was released, one of the stupid animals turned round and walked back between the rails. It was struck by the empty wagon, which was de-railed and plunged down the embankment, followed by the engine and tender. The empty wagon came to rest upside down and the front of the engine rested on it, the engine and tender leaning over at an angle of approximately 30 degrees. It was not difficult to clear the main line of the obstruction, and after this had been done it was decided to leave the engine and tender until the weather grew cooler, and also in the hope that the 45-ton Breakdown Crane, rumoured to be on its way from England, was available.

By the middle of September, however, it appeared that the breakdown crane was no nearer and it was, therefore, decided to start operations with jacks. The ground beneath the left hand wheels was dug out and a level cradle of sleepers was laid underneath the wheels. A rail was then laid on the top of the cradle, this touching the rear pair of coupled wheels and being about a foot below the leading pair of coupled wheels (to compensate for the slight tilt of the engine). By jacking up on the right hand side, the left hand side was caused to drop onto this rail, thereby decreasing the angle considerably. The boiler was emptied and the engine and tender right hand side were steadily jacked up, extreme care being taken to fill up under all wheels with timber packing. Eight separate visits were made to the site, work being carried out during the cooler hours of the morning. Between each visit the engine was shored up.... It was necessary to burn through the front coupling which was holding down the front end of the engine and on which there was a considerable strain. However, no se-

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rious movement of the engine took place when this coupling parted.

When the engine and tender had been more or less squared-up, girders were placed beneath the wheels and the drawbar burnt through. A special track was then laid and the engine and tender drawn out separately. The engine and tender, 41/109, arrived at AHWAZ on 24th. and 26th. October respectively without having sustained much damage. Experience gained in the early stages of re-railing 41/109 proved very valuable during operations at KARUN on October 1st. and 2nd.'

The View From the Footplate:

Albert Crowder was driver at the time and wrote:-

'It was suffocatingly hot and we were feeling fairly miserable in the heat of the coal-burner's cab. We left Khavar pushing a US WD flat wagon, with several tank flats containing rails and Persian permanent way men behind us. Half way to Nizamieh, with the railway running on an embankment above the desert, we saw three camels wandering near the line. My fireman, Don Speight of Wakefield, was driving and I was standing behind him getting a much needed breath of air. Don shut off and applied the brake as the camels crossed about 30 yards in front of us. As Don blew off the brake one of the animals wandered back onto the track and was struck by the flat wagon. The wagon plunged down the embankment, taking the engine with it. As the engine heeled over I was thrown out of the cab and landed choking in the sand in a cloud of dust. I think the locomotive came to rest with the rear tender wheels still on the track, and fortunately a Persian permanent way inspector who was riding with us and my fireman were unhurt. The gangers who were riding behind the tender were not so lucky, as the train piled up and one of them was killed by a rail which broke loose and flew forward.'

(C). REPATRIATION OF 8F's FROM TURKEY: THE WARTIME 8F's RETURNED TO BRITAIN.

(a). In the magazine 'Heritage Railway' No. 146, 20th. January 2011 p.12f. is an item: 'Repatriated Turkish 8F to run on Moorsline.' "One of the two Turkish Stanier 8F's which arrived back in Britain over Christmas is to be restored for potential use on the North Yorkshire Moors Railway, it has been revealed. No. 45166 and No. 45170, repatriated after four years of negotiations by members of the Churchill 8F Locomotive Society, arrived on the roll-on roll-off cargo ship 'Grande Scandinavia' at Bristol's Royal Portbury Dock on 27th. December, although they could not be unloaded until 4th. January. Haulier Moveright International was set to

take them from the dockside in the second week of January.

No. 45170, which was shipped to the Middle East in 1943, and was a replacement for an 8F that had been lost at sea after the ship carrying it was torpedoed, has been bought privately and at first will be displayed in its current state at Locomotion: the National Railway Museum at Shildon, subject to a satisfactory inspection for asbestos.

Once the long-running overhaul of ex-Barry wreck BR Standard 4MT 2-6-0 No. 76084 is completed by engineer Ian Storey's team at Hepscott near Morpeth in Northumberland, hopefully by the end of 2012, that locomotive's owning group, the 76084 Locomotive Company Limited will tackle the restoration of the 8F.

Group spokesman Eric Bond said it was intended that No. 76084 would run on the NYMR, and now it was hoped that No. 45170 would eventually join it there, perhaps as early as 2013.

(b). In 'Heritage Railway' No. 140 of Aug./Sept. 2010 p.9. was an earlier mention:-

"Just having seen a former 'Turkish' 8F return to steam, the Gloucestershire Warwickshire Railway may be set to tackle the overhaul of another.

Haulier Andrew Goodman has been preparing a plan to repatriate two other 8F's from Turkey, which were shipped there between 1941-42. It is understood that Churchill 8F Locomotive Company chairman Mike Hoskin may draw up a plan to restore one of them at Toddington, following in the wake of the recent return to steam of No. 8274. Six of twenty 8F's built by North British and shipped to Turkey are understood to survive. It is hoped to have the 8F's back in Britain by the September.

At one stage Cambrian Transport, operator of the Barry Island Railway, had been intending to take one of them to donate the boiler to Barry 10' hulk No. 48151, the current boiler of which is to be used for the Great Western Society's new-build GWR 4-6-0 1014 'County of Glamorgan' project. However, John Buxton of Cambrian Transport said that, following the acquisition of GWR 0-6-2T which it is planned to restore in its own right, the 8F plan would be shelved for now.

No. 48518 is the sole surviving Doncaster-built 8F and the remainder of the locomotive is to be saved until someone comes forward to restore it, and provide a replacement boiler."

(c). [Note: For those not informed of the British preservation movement, Barry scrapyard in South Wales was a place where many withdrawn locomotives stood and rusted for years before being eventually purchased for restoration. Hence the term 'a Barry wreck'. The numbers 45170

etc. are the TCDD ones, not WD and not British - although they look remarkably similar to numbers for similar locomotives, the 5MT 4-6-0's on British Railways. 45XXX in the Turkish TCDD system means four axles driven out of a total of five - hence here a 2-8-0 in the Whyte system, or a 1-D in the German one.]

(d). An article by Alan Castle was published in a supplementary newsletter attached to 'Black Eight'. From this is excerpted and slightly modified:-

"Following an 830-mile week-long cross-country journey from Sivas, which was not entirely without incident, the pair of locos [45166 & 45170] arrived at a siding adjacent to the Halkapinar container terminal at Izmir at 4.20am on Wednesday 27th. October 2010. According to an employee of the shipping agents in Izmir.... the lengthy journey to this port of embarkation had arisen entirely as a consequence of their being no direct shipping lines to the UK from either of the much closer docks at Samsun or Mersin, without need for transshipment en route.

The shipping line involved is the Italian giant 'Grimaldi Lines', which operates a regular service via several other Mediterranean ports to/from Portbury Docks in Bristol. Although the cargo was supposed to have been loaded onto one of their 'Ro-Ro' vessels during the first week of November, it was understood that a delay (allegedly caused by issues over labour resources or onward transport arrangements in the UK) had caused this to be put back until an alternative sailing date of around Nov. 22nd-25th. 2010.

Meanwhile, early on Nov. 3rd. Nos. 45166/70 were tripped by rail from Halkapinar and placed in secure storage within a restricted part of the port area, until such time as they were ready to depart Turkish soil for the very last time. The pair were then to be craned into four 'Mafis' (multi-wheeled trailers) - two for the locos and two for the tenders, thus being capable of being driven straight onto the cargo deck of the ship and then to be transported by road directly to their ultimate destination in the UK. (Details of which have still to be revealed.)"

(e). On 31st. October 2010 Mr. Chris Brookes, spokesman for the purchasing consortium, issued a statement (here slightly edited):-

"These two locomotives were purchased by our group on 11th. October 2010. Both locomotives are essentially complete. They were located at Sivas Depot in mid-Anatolia. We visited Ankara and Sivas during the period 14th-19th. June 2010 where we concluded the terms of purchase and we started the preparation of the two 8F's.

We returned to Turkey on 22nd. August, to conclude the shipping arrangements in Izmir and to carry out preparation of the 8F's for the 830 mile journey from Sivas to Izmir. We removed, cleaned and, where necessary, repaired the axle-box keeps and replaced all the oiler pads on both locomotives. We also carried out repairs to both locomotives which meant the 8F's were deemed fit to travel. Coupling and connecting rods were removed from both 8F's. We turned 45170 on the Sivas depot turntable in readiness for the journey. We returned home on 2nd. September 2010.

Following the purchase of the locomotives, our group, consisting of Mike Hoskin, Andrew Goodman, Chris Brooks and Kevin Hoiskin, travelled to Turkey on the 11th. and 14th. October, to make final preparations and to accompany the 8F's to Izmir. We were accompanied by Fahri Polat of TCDD Sivas Depot, whose help and assistance throughout the journey was invaluable. The 8F's were included in a series of regular freight trains between the major locations mentioned below, on the route. We travelled on the two locomotives for the entire journey, apart from 10kms., when the train left Konya 40 minutes early and left Andrew, Fahri and Chris behind. We were lucky enough to catch the train up 10 kms. outside Konya in a loop.

The journey to Izmir started at 4.45pm on 19th. October. Our earlier start of 5.30am that day had to be cancelled due to leaks in the air pipes of 45170, which had not appeared on testing. The route of the journey was Kayseri, Ulukisla, Konya, Afyon, Usak and Izmir. The journey took eight days and involved three overnight journeys, which were a challenge.

On the first leg on the 19th. October, at 2.00am the diesel pulling the train failed on a climb ca. 15 kms. from Kayseri, which resulted in the traction motors catching fire. Eventually a diesel from Kayseri depot arrived to recover the train and the stricken diesel and to take it to Kayseri. We arrived in Kayseri at 8.30am., where work was required on 45170 before we could proceed.

The next leg of the journey involved the steep climb to Ulukisla. The 8F's were both turned at Ulukisla shed for the journey to Konya. In a strange coincidence, while we were waiting for our train for Konya to depart, a working 'Kriegslok' 2-10-0 (No. 56548) arrived on a filming contract. Konya was reached in the early hours of Saturday 23rd. October. After some rest, we spent the afternoon preparing the 8Fs on Konya shed (a half roundhouse) for the next leg of the journey to Usak. Usak was reached on 25th. October. The three road shed is home to 5 working steam locomotives in addition to many dumped locomotives.

We arrived at Alsancak Port, Izmir, at 4.20am on Wednesday 27th. October 2010. The 8F's are to be securely located within Izmir port in readiness for the loading and the sea journey to the UK. We had hoped to load the 8F's onto the mafi trailers, however this was not possible before we left for the UK on 29th. October. We are proposing to return to Izmir on 21st. November to load the 8F's and hope that they will arrive in the UK in mid-December. Our group proposes to retain 451256. Details of the future of 45170 will be released in due course.

The return of 45156 and 45170 to the UK will see the successful conclusion of a project that started some four years ago. We would like to record our gratitude for the huge assistance that we have received from our friend Ilhan Yildiziel, a former TCDD employee, throughout this project. We also thank Brian Simpson MEP and Martin Salter, former MP for Reading West, who have also assisted us over the past years."

(f). In a later communication in early January Chris Brooks wrote:-

"Mike, Andrew, Kevin and myself travelled to Izmir on 5th. December to load the two 8F's. We were met with the usual Turkish bureaucracy that makes you wonder how we got the locos released or from Sivas to Izmir. Initially we were not allowed into the Port. The Eights were tantalisingly just on the other side of the perimeter fence. We had a major battle to gain permission to enter the port notwithstanding that we had already been in the port to spec the loading job back in August and we had asked up front and sent certified copies of our passports. Whilst we fought that battle we struggled to get our container released with the ramp which had arrived in Izmir on the 14th. October. We also had problems fetting the winch we had sent out from the UK that had arrived on 3rd. December. In short we were faced with real problems which took a lot of sorting out. To add a little more pressure we were booked to return to the UK on the evening of 8th. December as open tickets were prohibitively expensive and this was a visit to Turkey we had not budgeted for.

We had managed to get the Eights moved to the loading area the night of the 6th. Dec, and we were afforded entry circa 9am on the 7th. Dec. The container and winch were released to us circa 3pm on the 7th. Dec, We had effectively just over 24 hours to load the two locos onto the four 'Grimaldi Group' Mafi trailers. We then discovered that the diesel had been stolen from the winch as had half the hydraulic oil. We managed to buy some in Izmir but we could have done without that.

We built the ramp and fitted the track to the first Mafi,. We got 45166

half loaded when the winch started to fail. Eventually it stopped. Luckily we managed to get an engineer from the port who came and sorted the winch out. We got 45166 loaded by 1am 8th. Dec, We got a few hours sleep and continued the loading, We got the two tenders and 45170 loaded by 3.30pm. We had been obliged to do the lashing of the Eights to the mafis. We finished the lashing by 6pm just in time for the mafis to be loaded onto the 'Grande Scandinavia' which left port at 6am 9th. Dec,. By this time we were in Istanbul.

The GS arrived Portbury at 9.30pm on the 26th. Dec, and the Eights were unloaded on the morning of the 27th. Dec. We had hoped to move 45170 on the 5th. Jan. but the delay in the bill of lading coming through from Izmir meant it was not able to happen. The current plan is for 45170 to go the National Railway Museum at Shildon. Andrew is hoping to move the loco and tender starting on Thursday 13th. Jan, and arriving and unloading Friday 14th. Jan. 45166 will be moved to Barry either Monday or Tuesday 17th/18th. Jan. We are grateful to John Buxton for giving 45166 a safe and secure temporary home."

(g). From other internet submissions:- The locos had stood rusting at Sivas for some twenty years, and looked like 'Barry' condition, even with the painted message 'kesilme yecek', i.e. 'Do Not Cut Up.' A TV crew from 'Discovery Channel' filmed the repatriation moves.

Malcolm Peakman wrote on the 'Turk-Rail' chatline on 28.02: „Back in 1994 I tried to purchase an 8F and got HQ to put a stay of execution on them all; I inspected all of them - and they were certainly all worn-out things; TCDD wanted 50,000 Pounds at that time - perhaps wiser counsels prevailed this time. (We bought a Polish loco in much better shape for 5,000 Pounds in that year.) But I guess they never rescinded the ‚Don't Scrap' order? I pursued several Turkish industrial locos but every time they were declared ‚heritage'

or needed (despite having been declared scrap and others being cut up.)"

In a later contribution he added:- „The interesting thing is that one of the locos brought back (I think 45170) was in reality not an NBL built loco; When the orders were first placed by the WD they approached three builders: NBL, Vucan Foundry and Beyer Peacock; then when France collapsed they cut the orders back and VF were cancelled, but they had already built some parts like boilers and cylinders. Then a ship carrying some requisitioned engines was in a storm and the locos were lost overseas, while the tenders (buily by VF) were saved, and used for some new NBL locos. So what does this have to do with 45170? Well when I examined it it still had the VF test plates on the cylinders, and the boiler, while the tender was one of the recovered ones - it was still „plated" for a water scoop, and had the standard information plate regarding the steam brake."

There followed some discussion: „Everybody is quoting the J.W.P Rowledge book regarding the WD 8F, hence the generally admitted wisdom that 45170 is NBL-24755 / WD 554. The same Rowledge mentions that the tenders of the VF engines lost at sea by SS ‚Pentridge Hall' were attached to WD 553-556. The repatriation team brought photographic evidence that 45170 might have been left hand drive which adds to the mystery surrounding 45170. So not only 45170 could be a VF a loco, but it could also not be WD 554, but another one? Perhaps one the requisitioned LMS loco bound to Persia?"

„Perhaps I should have made it clear that I don't doubt that 45170 bore a NBL plate and was „officially" their creation - just that it wasn't - a matter of convenience - and not the first time. I think that 45170 ran in the UK and was recalled so it would have been converted from LH drive - the last 3 were replacements for those lost at sea, so were not planned to be TCDD locos."



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OTHER MIDDLE EAST RAILWAYS.

A. SAUDI ARABIA.

MECCA METRO.

In 'DB Welt' January 2011 p.5 is an article on the new Metro line in Mecca:- (Translation by the Editor):-

„Jeddah. For more than a billion Moslems Mecca is the religious centre of the world. During the Haj, the traditional pilgrimage, around three million people come each year to the Saudi city. The one-million population of the city is trebled at one blow. Thousands of buses filled with pilgrims block the streets.

But this year everything is different. On 15th. November the pilgrims had for the first time opportunity to follow the important stations of the pilgrimage by train. The holy places are linked by an 18km. long line on viaduct - built in record time. At times up to 25,000 men were working on one of the largest construction sites in the world. Planning and checking as well as supervision of the construction was carried out by a ten-man team from DB International headed by Daniel Leckel. „The Deadline was set in stone, the Metro had to be up and working by 15th. November at the latest“ said Leckel. On this day millions of people would be on their way to pray at Arafat east of Mecca. Security is the highest priority when dealing with such numbers. Sliding doors separate the platforms from the tracks. At peak times on this day the Metro was able to transport up to 45,000 pilgrims per hour.

Leckel is proud about the way operations have begun without problems. „The Saudi Arabian Government representative thanked the entire team that same evening.“

Everyday working conditions in Saudi Arabia include „great heat - up to 50° Celsius - and sandstorms“, says Leckel. In addition there are religious regulations. „Around 80% of the line runs through sections of Mecca that are reserved for Moslems only. We in DB International had therefore to find colleagues and people within the concern as a whole who are Moslems and who had the appropriate qualifications. In the meantime the pilgrimage time has passed and the DB Team is able to concentrate on the second phase: The Metro should now be extended and form a link to the new Haramain high-speed line, which will in the future link Mecca to Jeddah and Medina.“

[Editor adds: Intriguing is that Non-Moslems can be there at all!]

An accompanying sketch map shows the line as running effectively west - east; there is a foot-way from the Kaaba to the first station of the viaduct line at Jamarat; following stations are then Mina 2, Mina 1, Muzdalifah 3, Muzdalifah 2, Muzdalifah 1 (these are in the tent city erected for pilgrims), then a stretch without stations, then Arafat 3, Arafat 2 and Arafat 1 at the south side of the Mount Arafat, and the line continues to a depot a little further on.

B. LIBYA.

From 'Fern Express' IV/2010 p.51, but taken from unnamed internet sources: (Translation by Editor). The traditional [actually colonial] link between Italy and Libya is being revived to some extent as Ansaldo has won a contract for €541M to construct signalling, telecommunications and energy infrastructure on the new railway network being built here. China already has contracts worth €1.9 Billion which covers construction of the 650km. western section of the main east-west line from the Tunisian border at Ras Jdeir to Sirte - plus the 810km. north-south line from Al Hisha to Sabha. Russia has been working for the past two years on its €2.2 Billion contract to build the 554km. eastern section from Sirte to Benghazi.

To mark the 40th. anniversary of the Glorious Revolution, Italian Prime Minister (and notorious *bon viveur*) Silvio Berlusconi has apparently presented Muammar Gadhafi with a 'State Gift' of a private train, which includes a saloon coach fitted with sofas, a jogging band and an Italian espresso coffee machine! (Not a tent....) [The Editor adds: At Kaiserebersdorf near Vienna I saw on 13.02.11 an Italian grain hopper wagon bearing the graffito 'Silvio Merda!', clearly a comment based more on opinions on the man's politics or private life than on his generosity in railway matters.]

Editor adds: Clearly the events of February and March 2011 make much of the above largely out-of-date; at the time of putting this issue together, no-one can really predict what is going to happen in Libya, foreign workers have fled, much - apart from armed conflict - is at a standstill. It is worth recalling that the country is a mixture of tribal interests. From one (SPME) academic forum came: „I think the tribal elders would have to meet from different tribes and agree on some kind of structure,“ Salzman said. The problem... may lie in divisions between East and West that sprouted in Roman

times with the carving of Libya into three states: Tripolitania in the west, Cyrenaica in the east and Fezzan in the south. The states and the tribes that lived in each remained independent until 1931 when Italian colonizers put down a rebellion with brute force and unified Libya again. But the nation was split again when Italy was defeated in World War II -- Tripolitania and Cyrenaica were controlled by the British and Fezza by the French. A unified and independent Libya emerged in 1951 but the east-west tribal divisions remained deep because the king, a scholar of religion from the east, showed little interest in running his country. „King Idris was a poor monarch,“ St. John said. „He was disinterested in government. He was a religious scholar interested in tribal affairs. The eastern tribes benefited from Idris more so than the western tribes.“ Gadhafi always saw the tribes in eastern Libya as natural opponents, St. John said.“

In such circumstances a railway line linking parts of the country together can be seen to have social and political as well as economic importance.

C. TAURUS RAILTOUR.

The DGE is advertising (‘Eisenbahn Geschichte’ No. 44 p.73) a tour 'Taurus Express Damascus - Istanbul' with a special train along the 'legendary Bagdadbahn' - 30th. September to 9th. October 2011. „The pure Orient in Damascus, the Oasis city of Palmyra, the Crusader castle of Krak de Chevalier, a special train on the Hedjaz railway and over the Syrian standard gauge lines, rail trip over the Bagdadbahn to Istanbul. Visits to cultural highlights along the lines traversed. Fly to Damascus and from Istanbul.“ No price is given.

D. TURKEY.

From the website of the World Diesel Locomotives Group 02.03.2011: „A ceremony was held in Eskisehir yesterday to celebrate the completion of the first GE PowerHaul locomotive to be assembled in Turkey. The attraction locomotive was built by Tülomsaş using components manufactured by GE's plant in Erie, (United States. (see picture opposite)

GE signed a memorandum of understanding with Tülomsaş in 2008 to form a strategic partnership to assemble PowerHauls in Turkey for customers in Europe, the Middle East, and North Africa. The two companies signed a license agreement in December 2009 and last July GE placed an order with Tülomsaş to build locomotives for the European market from next year.

The PowerHaul design made its debut in Britain in 2009 with Freightliner, which now has 11 class 70 locomotives in service with a further 19 on order.“

Another writer on the TurkRail site referred to these engines as having „a face only a mother could love.“

Old British Turntable discovered

A railway turntable manufactured in the Black Country has been dug up in Israel, where it is set to become a centrepiece at a museum.

The turntable was made by Metropolitan Carriage, Wagon & Finance Company at the Old Park Works in Wednesbury, which later became part of Metro-Cammell.

It was found in the grounds of the Israel Defence Forces History Museum in Jaffa. It dates back to the period of the British Mandate of Palestine, which was in force from 1923 until 1948.

Bosses at the Israel Railway Museum are now hoping people in the Black Country can help it with information to restore it to its original condition.

Chen Melling, who is deputy manager of the railway museum at Haifa, said the turntable was dug up in part of Jaffa Railway Station, now used for the Israel Defence Forces History Museum.

He said: *"The turntable's survival was a complete surprise to railway enthusiasts in Israel, as previously no turntable was believed to have survived in the country. However, further investigation revealed that it was actually the IDF that buried it in the first place, probably in the 1960s."*

It was discovered when the site was being built on and the museum started a historic survey of the surviving buildings in its lot. This research was done by the Israel Antiquity Authority, who also managed the actual digging and uncovering of the turntable.

The museum has already allocated funds for the repair work and plans to turn it into the visual centrepiece of the compound.

However, other than the maker's photo and a few other less clear images, there are no other clues to help in the restoration, and it seems that no appropriate technical drawings survived in Israel.

The Historical Model Railway Society, which holds at least part of the Metro-Cammell drawing collection, informed the Israel Railway Museum that the cataloguing is still only partial, and so far it has not found any turntable drawings.

Anyone who has information can email museum@rail.co.il



Extracts from THE HANDBOOK OF PALESTINE (1922)

(with some comments by Sybil Ehrlich)

§ 3. Inland Communications .

(a) RAILWAYS

The Sinai Military Railway (Standard Gauge – 4' 8½") runs from Kantara East on the Suez Canal across the desert of Sinai to Rafa, the boundary between Egypt and Palestine. Under arrangements with the British Army Authorities this line is operated by the Palestine Government Railways. The Palestine Government Railways are :

(a) Standard Gauge. Rafa to Ludd – Ludd to Haifa – Rafa to Beersheba – Jaffa to Ludd – Ludd to Jerusalem, and all branch lines connecting.

{b) Narrow Gauge (105 cms.). Haifa to Semakh. – Haifa to Acre – Afule to Nablus – Mesudieh to Tulkeram – Nasib to Ma'an (Trans-jordania), and all branch lines connecting.

The Junctions and Branch Lines are as follows :

(c) Standard Gauge :

- Junctions for Beersheba and joint station with the Sinai Military Railways.
- Junctions for Sarafend Army Cantonments.
- Junction for Beit Nabala Quarries.
- Junction for Jaffa and Jerusalem.
- Junction for Petach Tikvah.
- Junction for Nablus and Afule (Narrow Gauge).

(b) Narrow Gauge :

- Kilo 4 . 1 (from Haifa) - Junction for Acre.
- Afule: Junction for Nablus and Tulkeram (Broad Gauge).
- Kilo 12 (from Afule) Junction for Jenin Army Cantonments.

The stations on the lines are :

(a) From Kantara East to Haifa : Romani, al-Abd, Mazar, al-Arish, Gaber Amir, Rafa, Khan Yunis, Deir al-Belah, Gaza, Deir Seneid, Mejdal, Esdud, Yebnah, Rehoboth, Bir Salem, Ludd, Kafr Jinnis, Ras al-Ain, Kalkilieh, Tulkeram, Khedera, [Binyamina, supposedly opened 1921?] Zicron Jacob, Athlit, Kafr al-Semir, Haifa.

(b) From Rafa to Jerusalem : Rafa, Imara, Beersheba,

(c) From Jaffa to Jerusalem : Jaffa, Tel Aviv, Ludd, Ramleh, [So Na'an is presumably later than 1922] Wadi Surar, Artuf, Deir al-Sheikh, Bittir, Jerusalem.

(d) From Haifa to Acre : Haifa, Acre Junction, Acre.

(e) From Haifa to Nablus : Haifa, Acre Junction, Tel al-Shemmam, Afule, Jenin, Arabeh, Sileh, Mesudieh, Nablus.

(f) From Haifa to Semakh : Haifa, Acre Junction, Tel al-Shemmam, Afule, Shutta, Beisan, Jisr al-Mejammie, Semakh.

There is an excellent service of trains from Egypt to Palestine daily, connexion with the Egyptian State Railways being made at Kantara by means of a floating footbridge across the Suez Canal from Kantara East to Kantara West Station.

Through coaches from Jerusalem connect at Ludd with the Haifa-Kantara train, but passengers from Jaffa have to change carriage at Ludd.

Berths can be booked at the offices of the International Sleeping Car Company at Haifa and Cairo, and at the offices of Messrs. Thos. Cook & Sons, Jerusalem. Berths are allotted in strict order of application. Passengers may only take small hand baggage in carriages.

The Customs examination of passengers' hand baggage inwards is carried out between Rafa and Gaza on board the train, but outward-bound passengers on reaching Kantara West station are subject to examination by the Egyptian Customs Administration, who undertake this duty for the Egyptian and Palestine Governments.

There are no dining or sleeping cars on the Narrow Gauge, but a Railway Buffet has been opened at Semakh.

(b) MOTOR-CAR SERVICE

There are regular services for passengers with a very limited supply of baggage daily, connecting Jerusalem-Jaffa and Jerusalem-Hebron. There are also motor-bus services, two or three times daily, connecting Jerusalem-Bethlehem and Jerusalem-Ramallah. In addition there are large numbers of cars for hire from Jerusalem to Northern Palestine at varying rates according to the type of car.

(c) ROADS

Classification of Roads. –During the war the Turks, and later the British Military Authorities, greatly improved the existing system of roads, and Palestine now possesses roads of high order over which motoring is easy.

(d) TRANSPORT

The usual means of transport when motor-cars are not available is by diligences or victorias drawn by two or three horses, and, in the absence of carriage roads, by donkeys and camels.

Arab horses are used to some extent, but donkeys are used largely for conveying tourists to outlying places. Camels are almost entirely used for the transport of goods.

Inland Waterways. – The inland waterways consist of Lake Huleh and Lake Tiberias in the north, and the Dead Sea in the south, all connected by the River Jordan.

There are 6 fishing boats on Lake Huleh, and 3 motor-boats and 37 sailing craft on Lake Tiberias. The motor-boats operate between Tiberias, Semakh and Tabgha. One steamer, 3 motor-boats and 14 sailing boats at present ply on the Dead Sea.

§ II. Palestine Railways.

Lines in operation. – In July, 1920, the Palestine Railway system was divided into three groups:

(i) the standard gauge (4' 8½") lines laid by the British Army and extending from Kan-

tara on the Suez Canal across the Sinai Peninsula to the Palestine frontier at Rafa, and on to Haifa via Ludd;

(2) the Jerusalem-Jaffa Railway, belonging originally to a French Company (Chemin de fer de la Palestine), formerly of 3' 6" gauge, and converted to standard gauge by the British Army, with the exception of the line between Ludd and Jaffa, which had been torn up by the Turks and was relaid (by the Army) with 60 centimetre track;

(3) the captured enemy lines consisting of those portions of the Hejaz Railway (3' 6") lying within Palestine.

On the 1st October, 1920, the railways within Palestine were transferred to the Civil Administration. The section Kantara-Rafa remained the property of the British Army, but an agreement was made whereby the Palestine Railways should act as agents for the War Office and control the line, sharing profits and losses equally. This Railway is called the Sinai Military Railway.

The sections of line at present (1922) in operation by the Palestine Railways are :

(i) Standard gauge (4' 8½")
Kantara-Ludd-Haifa – 415 Kilometres.
Rafa-Beersheba – 60 Kilometres.
Jaffa-Jerusalem – 88 Kilometres.
Ras al-Ain-Petach Tikvah – 6 Kilometres.

(ii) Narrow gauge (3' 6")
Haifa-Semakh – 87 Kilometres.
Haifa-Acre – 22 Kilometres.
Afule-Nablus – 78 Kilometres.
Mesudieh-Tulkeram – 20 Kilometres.
Nasib-Ma'an (Hejaz Railway) – 323 Kilometres.

Total – 1,100 Kilometres.

The section of the Hejaz Railway between Nasib and Ma'an in Transjordan was reopened by the Palestine Railways on the 15th June, 1921, since when two trains have run weekly between Haifa and Amman. The opening of this service entailed an agreement with the French authorities in respect of the section of the Hejaz Railway under trench control, viz. between al-Hammeh (beyond Semakh) and Nasib.

* During August and September, 1921, the section between Ludd and Jaffa was relaid with standard gauge by the Military Authorities at the request of the Civil Administration.

Construction work. – During the period of military control little expenditure had been incurred on upkeep, except that which was absolutely necessary to keep the line open and moderately safe for traffic.

Station buildings and staff accommodation at outlying stations were scanty and improvised. Much new work, therefore, has been carried out since the transfer. This includes 38 new bridges, constructed of steel girders with masonry abutments and piers ; 160 kilometres of track between Rafa and Haifa have been ballasted with about 250,000 cubic metres of ballast, and drains have been cleaned, cuts widened, and banks and ditches repaired; eight new stations have been opened and a new platform and station building have been erected at Ludd.

The approximate number of bridges of over 2 metres span is 129; of 2 metres span and under, 120; culverts, 140.

The standard gauge line is equipped throughout with the electric staff instruments, and 36 instruments are being installed on the narrow gauge lines.

The locomotive shops at Kantara are being dismantled for removal to Haifa, and the stores are being moved there also.

Experiments have been made on the Rehoboth road with loco-tractors, and new branch lines laid to Beit Nabala quarry and Sarafend cantonments.

Rolling stock. – A great deal of reconstruction was necessary for the rolling stock handed over by the Military authorities, and now, together with new purchases, the stock of standard gauge consists of six new 2-8-4 locomotives of special type, capable of hauling 250 tons on the steep Ludd-Jerusalem line; 50 American and 36 old English locomotives; 58 passenger coaches and 1,880 wagons, together with 200 steel box-covered wagons, vacuum fitted. On the narrow gauge lines there are 31 locomotives, 24 passenger vehicles and 135 wagons.

Passenger Traffic. – The number of passengers carried in 1921 was 553,832 below the figure for 1920. This can be attributed, among other causes, to the large decrease in military traffic, the raising of the fares in November, 1920, and the large number of motors plying for hire.

Below are given the figures for the two years : Passengers.

1920.	1921
1st class – 37,918	35,571
2nd class – 147,518	42,313
3rd class – 1,077,828	631,548
Total – 1,263,264	709,432

The passenger fares in force at present are approximately 100% over pre-war rates and are calculated throughout the system on the following basis :

1st class - 12 millièmes per passenger per kilo.
2nd class - 8 „
3rd class - 5
The 3rd class fare is approximately two-pence per mile.
Goods Traffic. – The comparative figures for goods traffic are :

1920.	1921.
Merchandise 551,372 tons	502,453 tons
Livestock 64,447 head	39,211 head

The rates are approximately 150% over pre-war rates, but are subject to tariff minima, and are classified under seven heads, as on English railways. It may be noted, however, that cereals, which form the bulk of the traffic, and oranges are carried at pre-war rates.

There are special rates for wine, returned empties, animals by goods train, perishables by passenger train, melons and grapes.

With two exceptions best Welsh steam coal has been used, the consumption per mile being 52-33 lbs. on the narrow gauge, and 63-33 lbs. on the standard gauge.

During 1921 the approximate coal consumption was :

Narrow gauge – 7,048 tons
Standard gauge – 22,454
Prices fluctuated considerably during 1921, reaching the highest point of £E 7,429 per ton in January, 1921, and the lowest, £E 4,088, in December, 1921. Coal is off-loaded at Haifa.

Organization. – The Palestine Railways maintain their own ghaffir force, and a higher standard of security against thefts is now being maintained. Schools for apprentices in all mechanical trades and traffic staff have been opened in Haifa. The Traffic Station staff wear uniform.

A Provisioning Department supplies, by means of travelling vans, food for the staffs working on all sections of the railway, and buffets for the travelling public have been opened at Semakh, Jerusalem, and Ludd under the same management. Railway headquarters are at Haifa.

PAUL COTTERELL.

Since the German version of Paul's last book is almost ready for publication, here are further memories of 'the Master' who passed away 2nd. May 2007 and remains much missed.

One is a passport photo, taken before October 1988. (Courtesy of Chen Melling). The other is an example of the way the world somehow works and provides a flashback to Paul's time in Canada - those who knew his flat will recall the vast wall-size poster of the CPR system, a relic of this period in his life.



Greetings from Canada,

It was by sheer coincidence and great sadness that I came across your magazines' appreciation of Paul Cotterell recently. His name quite literally came up at the deathbed of my good friends' father, who was for a brief time both landlord and employer to both Paul and myself in the mid 1980's in the small town of Uxbridge Ontario, in Canada.

The last we'd heard from him was when a copy of his book arrived in the post and I'd often wondered where he'd ended up. And thanks to the two-edged sword that is the internet, I now know. I enjoyed his understated company greatly and it was certainly to his credit that he tolerated mine; a disenfranchised and antisocial 17 year old. I was also fortunate enough to get to see glimpses of how deep his passion for the railways ran when he showed me samples of the sketches, maps and photos; many of which I'm sure either eventually made it into his book or the archives of the Haifa Railway Museum.

When the trains still came as far as Uxbridge he would make the pilgrimage to the old station with a satchel of sketching implements and our landlords' geriatric bouvier Elizabeth in tow.

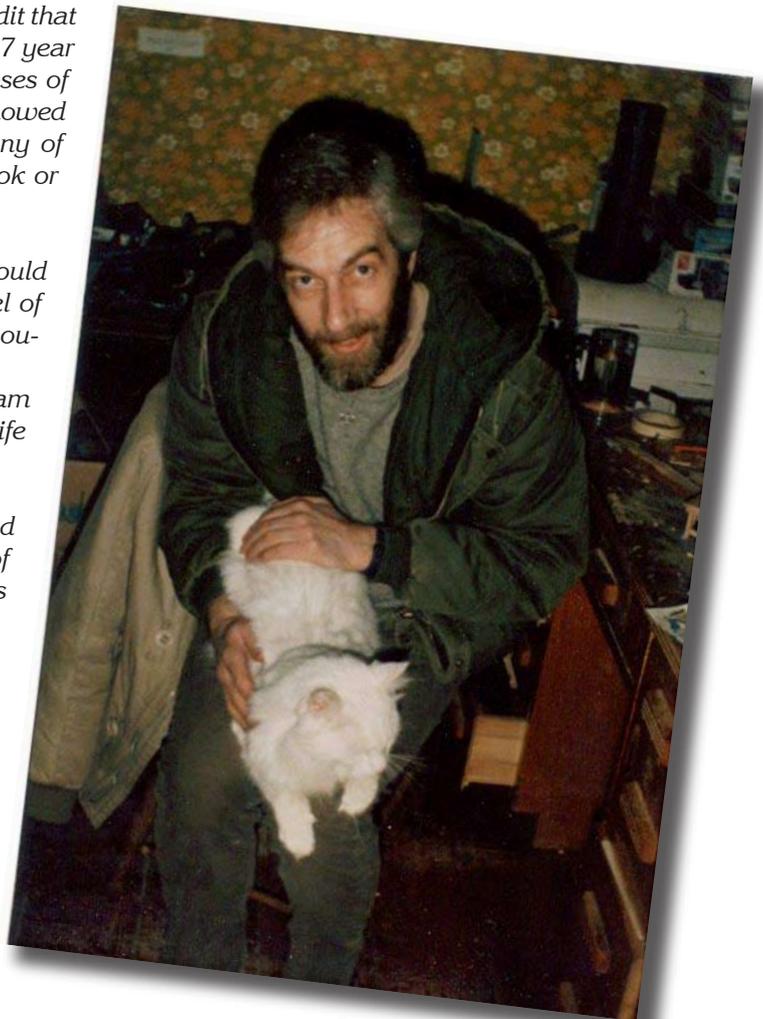
I'm very sorry to hear that he has passed on but am also very happy to read that he'd spent the rest of his life with his passion.

I'm attaching a scan of an old photo that I found of Paul. It would be sometime in the latter half of the 1980's and we were probably talking about cats (that's Richard with Paul) and/or trains.

My regards,

Scott McKenzie

Kitchener, Ontario





"92:10:
The ceremony and the stone for George Sykes, Carmel Cemetery, Haifa." (Photos: Michael Gottschalk.)



The wording reads:

In memory of
George Robert
Hughenden Sykes
(Palestine Railways)
Born in England 19 April 1897
Killed in Haifa, 26 August 1929

"That thou mayst remember"
(Ezekial 15,63)

Erected by Palestine Police Old Comrades
Association and Friends from Israel and
England