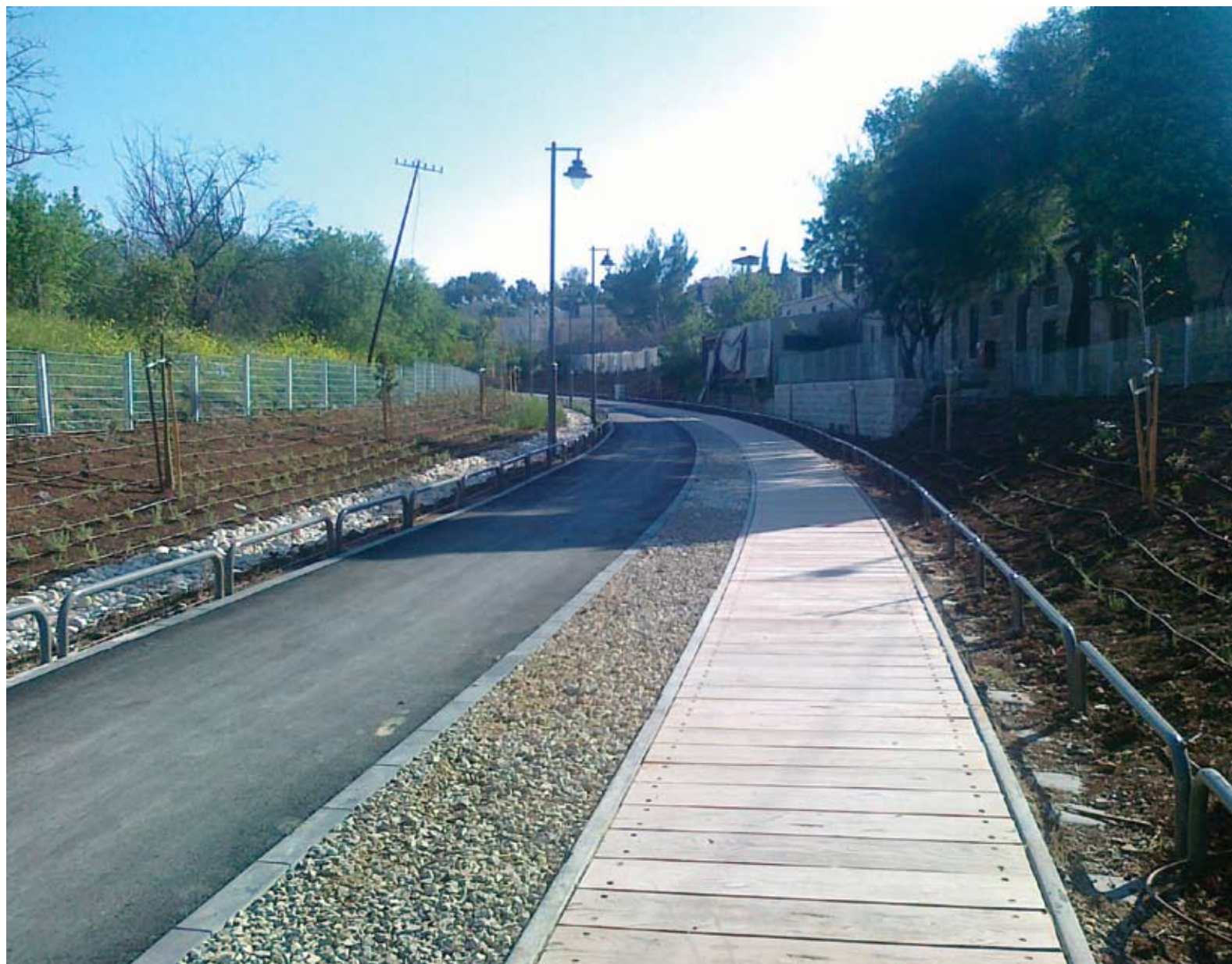


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A Quarterly Journal on the Railways of the Middle East  
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**99:01**

In German the game "Musical Chairs" is called for some reason "The Way to Jerusalem". This shows the current state of the section from Derech Bethlehem into the former station area in Jerusalem - the last yards of heavy climbing for a generation of steam and a generation of diesel locos. Soon the level and the destination will be reached (Photo: Aharon Gazit).

# EDITORIAL.

## PART 1.

There are times when one does not know whether to laugh or cry. The situation itself is a grim, unpleasant one: – all over the Moslem world violent riots broke out in September because of – or ostensibly because of - a video that had been placed on YouTube and which apparently (for I don't know anyone who has actually seen it fully) portrayed the Prophet Mohammed in an unflattering light. Innocent people were butchered in the name of Love whilst Moslems in Europe demanded 'Tolerance' and 'Respect'. Be that as it may – and no-one has yet burned down British embassies because of the film 'Life of Brian' - the Railway Minister of Pakistan, Ghulaim Ahmad Bilour, was quoted in the media on 24.09.2012 as saying words to the effect: „Neither Saudi Arabia nor Afghanistan have railways, so why should Pakistan have any railways?“ The report (in 'Berliner Zeitung' of 24.09) adds that Bilour is actually a major supporter of road transport and represents the road lobby, doing all he can to hinder any modernisation or expansion of the railways in Pakistan.

Well, Pakistan is not really in the area covered by 'Harakevet' but Saudia Arabia most certainly is and any reader of 'Harakevet' would certainly have learned also of major expansion plans in both countries cited.

So maybe someone should present the Minister with a Gift subscription? And in the meantime, „Always look on the bright side of life...“

The other news from railways in the Middle East is of course also affected by the conflicts in the region or - as in the case of Libya – aftermath and reaction.

## PART 2.

In mid-November the rockets, which have been crashing into southern Israel for years, began reaching central Israel. Israel's reaction got the usual tedious and stupid responses from some quarters – though also some positive and supportive ones from others. At the time of writing all one knows is that rockets keep falling and people keep being scared, wounded, or killed.

'Harakevet' covers many countries and in almost all of them – Lebanon, Syria, Iraq, Turkey, Egypt, Libya etc. - there have been conflicts and deaths in recent years.



99:03

So, you are sitting somewhere in the Judean Hills enjoying a picnic and suddenly a big monster with rotating teeth comes roaring out of the hillside! Truly the stuff of nightmares. But in fact this shows the first of the Tunnel Boring Machines reaching its target in November 2012 as a part of the Jerusalem A1 line construction project. (Photo: Aharon Gazit.)



## PART 3.

A personal whinge: The Editor, having suffered a computer crash and the consequent need to replace and – whether he wants to or not – 'upgrade', yet again, wishes publicly to express his annoyance at bright-spark IT types who, over a cup of coffee, whether Java or Botz, decide to create wonderful new systems which promise to do everything three times as fast but end up being unable to open existing files.... There have been editorials and correspondence in 'Backtrack' about the way in which digitalised information becomes inaccessible or corrupted or faded after a relatively short period, meaning that we will soon know more about 1910 than 2010, and this is one reason why 'Harakevet' will also appear as a hard copy for as long as we can manage this..... Just as with the Qumran scrolls, there remains a faint eschatalogical hope that Something may survive the next technological 'blip'. The Israelites followed the 'cloud' for forty years through the deseert, but look where it got them? Without a hard copy of ink on parchment even Moses would have been forgotten by now, not to mention what got eventually written down as the Mishnah....

### The Editor

**STOP PRESS - Stanier 8F 2-8-0 formerly WD 341 and repatriated from Turkey to Britain has been sold to Beersheba Municipality to form an exhibit in the city. More, much more, in next issue!"**



99:04.

## **NEWS FROM THE LINE.**

### **(i). NEGEV AREA ROVER TICKET.**

From a press release of 04.09.2012 both by the Transport, National Infrastructures, and Roads' Safety Ministry & Isra-Rail Company Ltd.:

"The Ministry and the railways have together introduced the combined bus/rail monthly free rover ticket on the urban lines of METRO-DAN bus operator at Beer-Sheva as well as on selective rail services to/from Beer-Sheva and Tel-Aviv, Hertzliya, Lod, Ramla, Kiryat-Gat, Lehavim, and Dimona.

The ticket, intended to promote integration between various modes of public transport, provides a reduction of up to 20% on the fares of these lines. Such tickets are already used on lines of the Greater Tel-Aviv Area and Haifa, and will be soon introduced at Kiryat-Gat, Ashkelon, Ashdod and Netanya.

The Railways' General Manager Mr. Boaz Zafrir, said: "I hope to extend the system to each town and city which has a railway station." The Ministry is working hard on improving bus feeder links to railway stations.

### **(ii). JERUSALEM LINE CONSTRUCTION.**

From a press release of 06.09.2012 both

by the Transport, National Infrastructures, and Roads' Safety Ministry & Isra-Rail Company Ltd.:

Unless there were a last-minute change, the big TBM was to be started on Sunday, 06.09.2012 in a ceremony at the work site near Sha'ar-Hagay with the participation of Minister Katz.

### **And: TBM STARTS. (TUNNEL BORING MACHINE)**

From a press release of 09.09.2012 by Infrastructure Ministry and IR.

"Transport, National Infrastructure and Roads Safety Minister Yisrael Katz IR GM Boaz Zafrir and the TBM project manager from Shafir Engineering Ltd., Yaniv Zohar, participated today in a ceremony to start operation of the big TBM at the Nahal Yitla work site near Sha'ar Hagay. The 3 TBM are 150m long, 10m diameter and weigh 2,500 tons each and working 24 hours a day can bore 900m a month; each costs \$50M including accessories. The machines will bore the 11.6km. twin tunnels between Nahal Yitla and Mevasseret Zion (near Jerusalem) at a cost of \$475M. Completion is estimated for mid-2014. Meanwhile, the first twin-bored tunnel totalling 1.25km. between Sha'ar Hagay and Nahal Yitla is completed. This has been achieved using a variety of systems, so far unknown in Israel and rarely used worldwide.

Mr. Zafrir said that the A1 line is one of the most complex and important projects that the railways have ever implemented, and works are under way intensively all along the alignment. Yaniv Zohar said the TBM project is unique, the first of

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its type in Israel, and is to the most advanced international standards. Should all go well the \$1.75Bn. A1 project should be ready for opening towards the end of 2017."

### **(iii). WINTER TIMETABLE.**

IR announced in mid-September that the winter timetable would start on Sunday 23.09.2012. During the Sukkot holidays of 29.09 - 08.10.2012, there would again be different schedules and the reservation of seats would be suspended.

The services on the Beer-Sheva - Dimona line will be restored to their former frequency and routing in accordance with public demand.

### **(iv). FURTHER ORDER FOR DOUBLE-DECK COACHES.**

From a press release of Isra-Rail Co. of 27.09.2012: IR and Bombardier Transportation have agreed on a third batch of the double-deck push-pull coaches. The present batch, from a contract for 150 coaches signed in 2010, is for twelve six-car train sets comprising one driving trailer/power car and five trailers, including one fitted for disabled passengers, and seating 750 each. The total is therefore 72 coaches. The new deal is worth \$150M; the coaches will be delivered from the 2<sup>nd</sup>. Quarter of 2014 to the 1<sup>st</sup>. Quarter of 2015. Since IR still hopes to commence electric operations in 2016, the new coaches will be modified to be suitable for use with both modes of traction.

During the negotiations with Bombardier IR managed to gain an overall reduction of \$25M, both regarding the current purchase and an option for upgrading the existing double-deck fleet – part of which dates back to 2000 – and converting it to be compatible with electric traction, as well as raising safety and quality standards to the current level.

IR General Manager Boaz Zafrir announced. „The railways are currently undergoing unprecedented expansion and a technological revolution aimed at linking as many inhabited areas as possible; This is particularly important in an age of rising fuel prices and clogged highways.“ Bombardier Israel General Manager Yossi Daskal added. „We applaud the Railways for this purchase, which demonstrates their trust in Bombardier; we are proud to be part of the railway developments and will continue to assist them to achieve their aims of providing a good, modern and ad-

vanced passenger service."

#### **(v). PLANS FOR 2015.**

The delivery of the new locomotives and double-deck stock is intended to enable a large increase in services on the existing lines; the daily total should jump from 397 trains to 727. In peak hours the rise in hourly services will be as follows:

Acre – Haifa:	from 2 to 4.
Haifa – Tel Aviv:	from 3 to 4.
Netanya – Tel Aviv:	from 3 to 7.
Rishon leZion West – Tel Aviv:	from 3 to 4.
Ashkelon – Tel Aviv:	from 2 to 4.
Hod HaSharon – Tel Aviv:	from 3 to 4.
Ben Gurion Airport – Tel Aviv:	from 2 to 5.

In connection with this it is worth reproducing an 'Overview' answer Chen Melling gave an English enquirer who was planning to use IR services:-

„IR currently operates four types of passenger trains – three types of Push-Pull coaching rakes (single-deck by GEC-Alsthom and Siemens, double-deck by Bombardier) and the IC3 DMUs by ABB-Scandia/ADTranz/Bombardier. The Push-Pull types do not get mixed, i.e. each type only operates with itself, though the locomotives used are the same – mostly JT42BW (note no hyphen) from Valencia (GEC-Alsthom/Alstom/Vossloh) and recently the fourteen units of type Euro4000 from the same source, plus the occasional appearance of some of the eight Co'Co' freight version JT42CWs. Around the new year, the first of the Euro3200 from the same stable are due to arrive. Single-deck push-pull trains usually have their locos at the northern end, and vice versa for the double-deck ones. This is so in order to make sure that the northern-most coach is always the reserved-seating one, with more-or-less the same number of seats available.

The services to Jerusalem (and most/all of those ending in Bet Shemesh), numbered in the 5XX range, are always operated by IC3s, though this has more to do with curve radii than with gradients (all the other coaches being just too long). Another service which is the exclusive haunt of the IC3s is the very sparse one from Be'er Sheva to Dimona (8XX range). On other hand, the Binyamina - Ashkelon suburban-service (6XX range) is usually all double-deck. On the rest of the lines, anything might appear, and even if you get today's diagrams there's a good chance they'll change by the time of your visit, even without taking into account daily changes due to circumstances. Also, there's a completely new timetable planned to be introduced around the new year (no final date yet)."

#### **(vi). POSSIBLE ARIEL LINK.**

In late September Minister Katz announced that the Railways are seriously considering a feasibility study of a rail link between Rosh HaAyin and the city of Ariel, some 20km. to the east.

#### **(vii). POSSIBLE NEW DEPOT.**

Due to the significant growth of the rolling stock and motive power fleet, the railways are searching for a site for an additional depot. One of the options being considered is the industrial zone of Ramla, near the Neshet cement factory, which used to have a rail connection, which is now disused and is located close to the Ramla – Na'an section.

#### **(viii). CHILI PEPPERS.**

Following a Red Hot Chili Peppers concert in the Tel Aviv Hayarkon Park on 10.09.2012 IR provided extra trains from Universita station, one northbound at 23.45, and trains to Modiin and Ashkelon both departing 23.54, on a 'fill up and go' system.

#### **(ix). IDEAS FOR THE OLD JERUSALEM LINE:**

Though nothing is yet official, IR is considering ideas for better utilizing the existing 'old' Jerusalem line. The catalyst for this is that works on adding an additional lane in each direction to Highway 1 will last for several years and create many obstructions and delays for road users, creating more bottlenecks on what is already the most congested road in Israel; even diversion of traffic to parallel road No. 443 (which passes near Modi'in and enters Jerusalem from the north) will not help much, as this is also congested, mainly with heavy lorries. In good times, travel time between Tel Aviv and Jerusalem by Highway 1 was about 45 minutes centre to centre, while by rail it took 85 mins. to reach Malkha station which is quite remote from the centre. However, recently road traffic has been taking 90 mins. and when there is traffic disruption even more! By rail it now takes 77 mins., and the intention is to introduce at least twice a day direct non-stop services in each direction, saving at least ten minutes and bringing the travel time down to about 67 mins., thus competitive with road. Due to requests from Jerusalem inhabitants IR is also seriously considering diverting some trains to run via Ben Gurion International Airport, as there are few direct public transport links between Jerusalem and the airport, particularly at night.

#### **(x). ACADEMIC TRAINING.**

From a press release of 17.10.2012 by Isra-Rail Company Ltd.:

Academic studies in railway profession for the first time ever in Israel!

The programme called "Futuristic Practical Engineers", a result of co-operation between the Ministry of developing the Negev (south) and the Galilee (north), the Transport, National Infrastructures & Roads' Safety Ministry, the Commerce & Industry Ministry, the railways, and the lobby for Futuristic Practical Engineers, is underway at a cost of \$0.5 Million.

The aim is to create study programmes for railway professions as customary in developed rail networks, while strengthening and encouraging people from both the south and the north; the institutions chosen a pioneers for this purpose are the ORT Brauda college of Carmiel in the Lower Galilee and the technological college of Beer-Sheva.

Among the railway projects created with the intention of strengthening and encouraging both the south and the north people and their settlements, are: upgrading the line to Beer-Sheva-recently completed, the line between Ashkelon, Ofakim, Shderot, Netivot, and Beer-Sheva-currently in a progressive stage of construction, and the lines between Haifa and Afula (the Yizrael Valley or ex-Hedjaz line), and Acre to Carmiel lines – both in construction.

The ceremony of opening the first study programme took place on 16.10.2012 at Carmiel with the participation of Transport, National Infrastructures & Roads' Safety Minister Mr. Yisrael Katz, and the railways' General Manager Mr. Boaz Zafir.

The programme has been developed thanks to a close cooperation between the railways' various departments and the assistance of the 'Railway Studies' faculty of Birmingham University. Out of 300 candidates, 49 "survived" the final strict selection; 22 will study at Carmiel and 27 at Beer-Sheva; it will start on 21.10.2012 and last 17 months, or 400 hours.

The students will enjoy a monthly scholarship of around \$375.00 and additional benefits, with personal treatment in small classes. They are committed to work at least three years at the railways' depots and workshops, while receiving assistance in finding apartments in the nearby areas.

#### **(xi). ELECTRIFICATION SCHEMES.**

From a press release of Sunday 14.10.2012 by the Transport, National Infrastructure & Road Safety Ministry:-

"Isra-Rail Co. and the National Roads Company have today signed an agreement of co-operation regarding the implementation of the Rail Network Electrification.

Instructed by Minister Yisrael Katz, discussions were held in the past week between the two companies in order to clarify ways for co-operation, to enable utilisation of their advantages and managerial abilities in promoting the electrification project. The agreement was signed at Min-

ister Katz's office. After the two companies had reached agreement on how to share the responsibility. The guiding principle is that in those areas in which the National Roads Co. is carrying out work on national infrastructure, it will also be responsible for the electrification. Minister Katz congratulated both sides, adding that "Conversion to electric power will significantly cut journey times, increase capacity and service frequencies of the trains, as well as reducing noise and air pollution caused by diesel traction." [These are standard claims - Ed.]

According to the agreement, the National Roads Company will be responsible for carrying out the electrification works on two new main projects: the Hasharon Railway (in the median strip of Highway 531 linking Kfar Sava with the Tel Aviv - Haifa coast line) and the Acre - Carmiel line in the Lower Galilee; and IR will carry out the conversion of the existing network to electric traction. The agreement further states that the National Roads Co. will hand over the completed sections of these two projects which will include completion of the main permanent way structure, comprising bridges and tunnels, also signalling and communications systems and the infrastructure for electric train operation.

The Hasharon Railway project includes a double-track section between Kfar Saba and the Tel Aviv - Haifa coast line, building two new stations within the city of Ra'anana, rebuilding and upgrading Herzliyya station, and quadrupling the line Tel Aviv - Herzliyya.

The Acre - Carmiel project includes a 23km. double-track line starting from the coastal line to Nahariyya, with two stations, at Amihud and Carmiel respectively, tunnels, bridges and the re-routing of some creeks.

The Isra-Rail Company Ltd. will be responsible for linking both new lines to the national network, as well as carrying out the work on structures to be co-ordinated between the two companies.

In order to accelerate the projects a special Steering Committee has been created headed by the Ministry's General Manager, Mr. Uri Yitzhaki, including representatives of both companies and the Ministry.

The Pre-Qualifying Tender published on 15.10.2012 refers to electrifying 420km. of the network, including a control system as well as 14 sub-stations.

N.R.C. architect Shay Baras praised the agreement, saying "The company is ready to undertake any mission necessary for the roads and railways development, and is proud to lead, together with the railways, the electrification revolution."

I.R. General Manager Boaz Zarir said, "At last, after many years of planning and design, the Railways' most important

project, the electrification, is under way. This will form the basis for a significant improvement to services in terms of increased speed, capacity and frequencies, this bringing the railways to the forefront of technology and enabling better service for the growing number of passengers, as well as more freight traffic."

**Tender EL/PQ/01/12 is for "the Electrification of the Israel Railways network, including without limitation detailed Design, Construction, Erection, Commissioning and Maintenance of the Project."**

"After approval by ISR of the eligible participants, fulfilling all financial and technical pre-qualification requisites detailed in the Invitation to Pre-Qualify ('IPQ'), ISR intends to publish a request for proposals ('RFP') and select, among the bids submitted by the eligible participants, one winning bid. Participants "may only be a single company or consortium; a member in a consortium may only be a company..." each of which has to demonstrate its financial strength" and which have to demonstrate experience in at least one railway electrification project. The contractor shall provide maintenance for a period of ten years, and ISR will have the option to order maintenance for additional periods of up to 15 years. Proposals must be submitted by 30.12.2012.

**(xii). TUNNEL VISION.**

From a press release of 23.10.2012 by Isra-Rail: As an integral part of the Jerusalem Event "Inside View" in which hundreds of houses, apartments, public buildings etc. are opened to the public, IR will enable the public to see Tunnel 3A on the A1 fast line. These visits will be possible on Friday 26.10.2012 from 14.00 - 16.00. Some 820m of the tunnel, which is the last-but-one before entering Jerusalem, have been completed so far.

**(xii.a.) BREAKTHROUGH!**

From a press release of 28.11.2012 by Isra-Rail Ltd.:

On Monday, 26.11.2012 there was a ceremony in which the Russian company Metrostroy - through its Israeli partner the Minrav construction company - completed the construction of the 3.5 km twin-bored tunnel No. 1 on the A1 fast rail link to Jerusalem, between the Latrun Monastery and Sha'ar-Hagay (creek gate). This was the first time ever in Israel that this was done by a TBM. The \$25 Million machine is capable of boring up to 20 m/day and also lays concrete arches on walls immediately after boring.

Participants in the ceremony were - among the others-Isra-Rail Company Ltd. General Manager Mr. Boaz Zafrir, the Chairman of Minrav Engineering & Construction Company Ltd. Mr. Abraham Kuznitzky, and the Israeli representative of Metrostroy Mr.

Genady Stern.

Mr. Zafrir said that "When completed, the \$1.8 Billion A1 will have a direct effect on the life quality and economy of more than 800,000 inhabitants of Jerusalem by bringing Tel-Aviv within 30 minutes; it will additionally save 4.94 Million driving hours for the people".

Meanwhile, the vast investments in upgrading the existing lines and building new lines are paying off. During 2012, traffic on the newly-opened Tel-Aviv - Rishon-Le-Zion West - Yavne West line grew by 85%!

Tel-Aviv - Beer-Sheva rose by 48%; The most surprising being the old Tel-Aviv - Jerusalem line with 64%, not so long ago this line was considered

**(xiii). INFRASTRUCTURE WORKS**

During the night Thursday - Friday 25-26.10.2012 there were to be no services between Haifa and Nahariyya due to infrastructure works. The 00.51 and 01.51 services northbound from Beer Sheva would terminate at Tel Aviv Savidor at 02.06 and 03.06; the 00.53 train from Ben Gurion terminates at Tel Aviv Savidor at 01.06. The normal 00.07 from Acre and 00.58 and 01.58 from Nahariyya would start instead from Tel Aviv Savidor at 01.41, 02.41, and 03.41 respectively.

**(xiv). PUNCTUALITY.**

IR punctuality has improved from 80% to 95%. Then during the war situation in southern Israel with numerous rocket attacks around the Gaza Strip, there were delays to trains; average punctuality went down to around 75%. However, it soon returned to the higher figure once the direct conflict was ended.

**(xv). MARINE WATER PARK AT JERUSALEM ZOO.**

The announcement of 05.08.2012 by the Jerusalem Municipality concerning building two huge aquariums, one containing sea animals from the Mediterranean Sea and the other of the Red Sea, adjacent to the Biblical Zoo, which has a railway stop, may give a real refresher - particularly on holidays and vacations - to the sleepy old rebuilt line to Jerusalem. The planned \$20 Million "Marine Water Park" is mainly financed by a donation of the Gottesman family from the USA.

It should be mentioned that due to the introduction of the new summer timetable, journey time between Tel-Aviv and Jerusalem is now shorter by 20 minutes - thanks mainly to the shared rebuilt and upgraded line section Ramla - Na'an (used mainly to/from Beer-Sheva) - and although the main benefit is to the people of Beit-Shemesh, the whole line enjoys the result; travel time to the Zoo is now no longer than by using two buses; Furthermore, if going by car, the parking area is relatively limited.

**(xvi). BARRIER CONTROLS TAKING EFFECT.**

From a press release of 31.10.2012 by the Transport, National Infrastructures & Roads' Safety Ministry: „Data introduced by Minister Yisrael Katz shows that there is a drastic reduction in cases of breaking level crossing barriers' arms! The number of cases went down from 353 in 2009, to 217 in 2010, to 130 in 2011; during the first 10 months of 2012 there were only 56 cases! Minister Katz claims that the significant improvement is mainly due to the massive campaign made both by the ministry and the railways and the tendency is very positive and encouraging!“ [Surely the elimination of many busy crossings by bridges has also been relevant! See below. Ed.]

1.

**(xvii). GRADE SEPARATION NEAR ACRE.**

Transport, National Infrastructures & Roads' Safety Minister Mr. Yisrael Katz, the Mayor of Acre Mr. Lankry, and the Chairman of Yefe-Nof (a Haifa located company responsible on local transportation infrastructures) Mr. Jacky Wakim, inaugurated in October a new grade separation built just south of Acre station hand in hand with realignment of the Kiryat-Motzkin - Acre line; it will significantly reduce the bottle necks from which car drivers often suffer daily.

**(xviii). TRANSPORT INTEGRATION.**

From a press release of 25.10.2012 by Isra-Rail Company Ltd.: The Transport, National Infrastructures & Roads' Safety Ministry, together with Isra-Rail Company Ltd, are currently active within the project "Shiluvim" (integrations), to improve the existing integration between public transport services and the railways (funny; are the railways not a public service?...), in order to encourage using the various mentioned modes of transport, and as making trains as the best alternative for those using kiss and ride services.

1. Improving combined smart cards (rail-public transport).
2. Improving feeding/distribution services to/from railway stations; timing coordination.
3. Improving the transportation infrastructures at stations' nearby, serving passengers; better access of buses to railway stations, canopies for bus halts, parking arrangements, pedestrian lanes, etc.
4. Improving the information provided to the public displayed near railway stations, regarding public transport services.

As an integral part of the improvements regarding the combined smart cards, a combined smart card of Isra-Rail Company Ltd.- Egged Ta'avura (transportation) bus operator, will be introduced on 01.11.2012, which will provide users with fare reduction of up to 20% in addition to the reduction already existing in the monthly free ticket; Furthermore, in addition to the citizens of Haifa and the north, and the Greater Tel-Aviv Area, those of Netanya, Kiryat-Gat, Ashkelon, and Ashdod will also enjoy the reductions.

**(xix). YAGUR INTERCHANGE BRIDGE.**

From a press release of 14.11.2012 by the National Roads' Company:

On Thursday, 15.11.2012, phase 1 of Yagur Interchange, east of Haifa, will be opened for traffic; as far as railways are concerned, the bridge there is the first to be built on the newly-aligned Yzrael/Jezreel Valley (once Hedjaz) railway line; More bridges are to be built along the route.

**(xx). LOD STOPS SUSPENDED.**

From 18.11.2012, trains from Jerusalem to Tel-Aviv will not call any more at Lod station; bus shuttle services will be provided between Lod and Ramla; trains will call 2 minutes earlier at Lod Ganei-Aviv.

**(xxi). ACQUISITION OF MORE CONTAINER WAGONS.**

IR issued in November a Tender for the supply of Second-hand or refurbished Flat Bogie Wagons for Containerized Freight Transport. The document states they should be supplied „in the shortest possible time and shall meet IR's technical and operational needs“ - this clearly refers to compatible braking and coupling systems. The intention is to acquire sufficient to convey 480 20ft. Containers, if possible as:

160 (bogie) wagons suitable for the maximum loading arrangement of three 20ft. or one 40- and one 20-ft. Containers; or 240 wagons suitable for two 20ft. or one 40ft. Container (These would presumably be four-wheel flats) or any combination of these. Last date for submission: 03.12.2012.

99:05. TENDERS.

A.

**(i). Tender No. MS/RC/2012/8: Permission to provide taxi services to/from Beer-Sheva University station.** The contract is for 36 months, and proposals were to be submitted by 22.10.2012.

**(ii). Tender No. MC/SR/25/12: Provision of Rebuilding, Overhauling and Repair services for EMD locomotives and Deutz d.m.u. Motors.** The contract is for 24 months with optional extensions of up to additional 12 months after a 3-month trial period. Submissions by 24.10.2012.

**(iii). Tender No. TK/KB/01/12: For carrying out Communications Works by Sub-Contractors.** Contract is for 12

months with optional extensions of up to additional 48 months. Proposals by 12.11.2012.

**(iv). Tender No. LG/SR/24/12: Providing translation services of technical, legal, commercial, and economical literature:** The contract is for 24 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 20.11.2012.

**(v). Request For Information (RFI)-ERTMS system including ETCS L2 & GSMR.** Latest date for submission of proposals: 22.11.2012.

**(vi). Tender No. HN/KB/02/12: Carrying out development and maintenance works at level crossings and roads which are under the Railways' responsibility.** The contract is for 24 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 06.12.2012.

**(vii). Tender No. BT/MT/03/12: Providing consulting - including characterization - services, preparing tenders, and follow-up of Data Protection.** The contract is for 12 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 29.11.2012.

**(viii). Tender No. BN/KB/03/12: Carrying out completion works (construction and civil engineering) at the railways new operational site - depot DP3 - at Beer-Sheva (old railway station):** Implementation time: 22 months. Latest date for submission of proposals: 10.01.2013.

**B. TENDERS ALLOCATED.**

**(i).** The Israeli company Altrans Infrastructure, Engineering, and Development Ltd. won tender No. BN/KB/01/12 for building a control centre at the railways' depot of Beer-Sheva near the university. Worth of the tender: \$4.3 Billion.

**(ii).** Tender TM/KB/04/12 for maintenance of tracks, under-track structures and the rebuilding of drainage channels - to Israeli company Olnik, Company for Transportation, Earthworks and Roads Ltd.

**(iii).** Tender No. TM/KB/01/12 for rebuilding and maintenance of bridges and engineering structures: To the Israeli company Linom Ltd.

**(iv).** Tender No. MS/RC/2012/5 for operating a Coffee and Pastry stand at Tel Aviv Savidor-Central station - to Strauss Café B.V. The value of the tender is about \$0.5M plus 12% of the income.

**(v).** The Israeli advertising company Reuveni Pridan Ltd. won Tender No. SO/SR/01/12 for providing advertising, planning, and media purchasing services.

**(vi).** The Israeli company Martens Hofmann Management Consultants Ltd. won Tender No. CA/MT/04/12 for provid-

*Cont'd foot of next page*

## LIGHT RAIL.

### A. JERUSALEM.

#### (i). PEDESTRIAN TRAFFIC ENCOURAGED AND GROWING:

From a press release of 13.09.2012 by the Transport, National Infrastructure, and Road Safety Ministry, together with the Jerusalem Municipality and the Jerusalem Transportation Master Plan team:

A survey prepared by the Transportation Master Plan Dept. has revealed that since the LRV commenced operations in August 2011 the number of pedestrians using the city centre rose by an average of 10%, even though the city's transportation system has not yet been completed. The survey has been assisted by cameras installed at eighteen points over three main areas, thus monitoring pedestrian movements. At the eastern end of Jaffa Street the rise reached 16%; at the 'triangle' (of Jaffa, Ben-Yehudah and King George V Streets) it reached 25%, at the entrance to the famous Machaneh Yehuda market it rose by 29% while at the market itself there was a slight rise of 3%. This certainly refutes those sceptics who claimed the LRV would cause the end of pedestrians in the city!

#### (ii). FREQUENCY DUE TO INCREASE: (By Melanie Lidman, 23.09.2012)

„Due to increased pressure on the light rail, trains will come with increasing frequency starting this week. The Transportation Ministry has renegotiated the contract with CityPass so that trains will come every 5.5 minutes during rush hour, instead of every 7 minutes. During non-peak hours until 4:30 p.m., the train will come every 7.5 minutes, instead of the current

ing bonuses calculation services.

(vii). The Israeli company Shavit & Sons Metal Works Ltd. won Tender No. MC/SR/12/21 for calibration of fuel gages and thermometers at the railways' refueling points.

(viii). The Israeli company Max Keren Transportation Company Ltd. won Tender No. LG/SR/06/12 for providing transportation and transition services for the railways.

(ix). The Israeli company Ashkenazi Zalzman Ltd. won Tender No. RC/SR/03/12 for purchasing announcements for the railways in the printed media.

(x). The Israeli company Alcatel Lucent Israel Ltd. won Tender No. TK/SR/07/11 for supply and installation of a low level multiplex transmitting system.

(xi). Isotope Ltd. Won Tender No. MC/

10 minutes. From 3:00 to 4:30 p.m., the light rail will run every 6.5 minutes. The light rail serves approximately 100,000 passengers per day. Last week, the municipality released figures that pedestrian traffic has increased by 41% in the downtown as a result of greater accessibility from the light rail.”

#### (iii). SUKKOT SUCCESS.

From a press release of 09.10.2012 by CityPass: “More than half a million passengers used the LRV services during the Sukkot holidays; the record number of 140,000 was on Wednesday 03.10, when tens of thousands went to the Western Wall; the LRV worked efficiently and was the only mode of transport not affected by traffic bottlenecks, thus the public preferred it. The company reinforced maintenance teams as well as teams quickly recruited to explain to the public the use of the various types of tickets. Nevertheless, due to frequent failures of the vending machines, it is being considered whether Alstom should be asked to improve or if necessary even replace the machines.

Since the Sukkot holidays are characterized by the construction of temporary huts, 'Tabernacles', in which the pious sit during the week, the company built three such at the stops at Mt. Herzl, Egged Central Bus Station and Ammunition Hill.

#### (iv). MAGAZINE ARTICLE ON JERUSALEM TRAMS.

In 'Strassenbahn Magazin' 10/2012 Okt. 2012 pp. 38-41 is an article by Martin Pabst entitled "A New Star over Palestine". He covers a great deal of the distant and recent past and the current situation in a very readable style. (Translation by the Editor.)

“For some it is a dreadful waste of money, and a security risk; for others it is a source of immorality; for yet others it is an instrument for the illegal Israeli occupation policy in Palestine. Jerusalem's new tram is controversial, but gradually it is convincing even the earlier sceptics. After major delays the tram began trial running on 19th. August 2011 and from 1st. December 2011 it has been running to timetable. The 'Jerusalem Light Rail' is the first modern tramway in the Middle East.

The Lebanese engineer George Franjeh worked in 1892 on a project for a cross-country tramway from Jerusalem to Ein Kerem and Bethlehem. But nothing came of this. In 1910 the Ottoman city administration issued a call for tenders for the construction of a tramway network, and in 1914 the Greek citizen Mavrommatis obtained a concession for the construction of a tramway as well as the laying of water and electricity systems.

However, the works were delayed due to the First World War. Following the collapse of the Ottoman Empire the new Mandate Power of Great Britain wished to give the concession instead to a British contractor, but it was prevented from doing this by a decision of the International Court at den Haag on 30th. August 1924. In the end the tramway project was just left to moulder in a drawer.

Theodor Herzl, the founder of Zionism, had also devoted some thought to the solution of urban traffic problems in the Jewish state of Palestine he envisaged; In his utopian novel 'Alteneuland' of 1902 he conceived of an electric suspended monorail ('Schwebebahn') for Jerusalem and other cities modelled on the pioneer such line in Barmen-Elberfeld.

Between May and September 1918 the British Army built a 30km. steam narrow gauge line from the southern Jerusalem suburb of German Colony via Giv'at Ram, the Valley of the Cross, Giv'at Ha-Mivtar, French Hill, Shu'afat to Al-Bireh near Ramallah. Already by the end of 1918 it was no longer required and was soon thereafter dismantled. A part of its route later became relevant to the current tramway.

In the 1990's the tramway idea became relevant again. The number of cars had risen enormously in the meantime; in 1980 76% of the inhabitants had used the city buses, but 20 years later it was only 40%. The roads were accordingly congested, and the quality of the air was becoming constantly worse. In 1995 the city decided upon the construction of a Light-Rail-System. At that point the intention was for it to open in 2006.

The tramway is a part of the 1995 'Jerusalem Transportation Master Plan' intended to cover the period until 2020. Partly due to the increased attacks on buses during the Second Intifada (2000-2005) the usage figures for public transport went down even further, thus calling into question the economics of the project. During the period in office of Ehud Olmert as Mayor (the later Prime Minister) in 2005 the Israeli-French consortium CityPass was awarded the right to build the first Light-Rail line from Mt. Herzl through the city centre to Pisgat Ze'ev. Construction began in 2006, and opening was projected for 2009. The idea was to use the 'Build - Operate- Transfer' concept (BOT): the constructing consortium would have the concession to operate the line for thirty years after completion, following which it would be handed over to the State.

It didn't last long before this transportation project also became drawn into the Middle East conflict. A Palestinian worker engaged in preparing the alignment went amok on 2nd. July 2008 in the Jaffa Road and, crying 'Allahu Akhbar!', used his digger to attack cars and a bus. He man-

aged to kill three people and injure at least thirty more before a soldier on the scene was able to shoot him.

Nevertheless the tramway became increasingly a political issue. Jewish residents were concerned lest such a mass transit system would attract attacks to it to a higher degree; Ultra-Orthodox Jews (Haredim), whose district of Me'a She'arim would be connected to the rail system, demanded the physical separation of men and women in the tramcars, as already practiced in some Jerusalem bus lines. The Chairman of CityPass appeared amenable to this demand and offered that every third or fourth tram could be 'kosher' - i.e. men would travel in one of the twin cars and women in the other. But the city administration opposed this suggestion. Finally the Supreme Court of Israel declared on 6th. January 2011 that separation of the sexes in public transport was illegal.

The Palestinians were also anything but happy about the new mode of transport. For the line runs from West Jerusalem into East Jerusalem. Twelve of the twenty-three stops are either on the 'Green Line', the ceasefire line of 1949, or in the Eastern part of the town unilaterally annexed by Israel in 1980. Here the tram line links the Arab quarters of Shu'afat and Beit Hanina, and the Jewish settlements of Ramat Eshkol, Giv'at Shapira (French Hill) and Pisgat Ze'ev. At the terminus there is also a Park-&-Ride installation which enables those who live in various Jewish settlements in the West Bank to change into the tramway.

In the eyes of many Palestinians the transport project existed merely to strengthen Israel's annexation and settlement policies, and was therefore 'against international law.' For the UN Security Council had decided in Resolution 465 on 1st. March 1980 that no steps might be taken that could lead to an alteration of the population in the occupied areas.

The PLO, the government of the Palestinian Autonomous Area, the Arab League and international NGO's all placed the participating foreign firms and their governments under great pressure, and legal steps were also taken. The campaign centred on the accusation that Israel was building a 'Tramway of Apartheid'. Gradually the campaign began to achieve effects. A Netherlands bank pulled out of the financing of the project, and in 2007 a Solidarity Committee in Ireland managed to prevent Israeli technicians from being trained on the Dublin tramway operated by Veolia. Eventually in 2009 the French Veolia management even decided to sell its share in the concern.

Further annoyance was caused by the lengthy delays in the construction and the problems this made for residents. The first tracks were not laid correctly and

had to be rebuilt. The works were held up repeatedly when archaeological finds were made. At one point the remains of a Jewish cemetery were uncovered - the line now makes a short curve round this. Management failures led to delays in completion and again and again there were disputes between the consortium and the city administration regarding costs and dates. In the election campaign of 2008 the candidate for Mayor, Nir Barkat of the secular party 'Yerushalayim Tazlia'ah' ('Jerusalem will Win') promised an immediate stop to the project, but on his election he nevertheless continued to respect the contracts that had been signed.

After extensive test runs without passengers, on 19th. August 2011 passenger carrying commenced, albeit initially on a 21-minute interval and without any influence on the traffic signals. Instead of the estimated 42 minutes the trains still required 70 to 80 minutes to traverse the entire line. Journalists complained about the 'new crawling train.'

The 'Red Line' begins in the far western part of Jerusalem on Mount Herzl, where the Holocaust Museum of Yad Vashem is also situated. It continues along the Herzl Boulevard through Beit HaKerem to the Central Bus Station. Shortly before reaching this it crosses a 360m long suspension bridge 'David's Harp' that crosses a major traffic junction. The pylon is 118m high and carries 66 steel cables. The structure, designed by the Spanish architect Santiago Calatrava, cost around 50M Euros. Supporters praise the spectacular bridge as a new symbol for Jerusalem; critics see instead an unnecessarily luxurious solution.

On leaving the busy Central Station the line runs for some kilometres along the middle of the traffic-calmed Jaffa Road with its historic buildings. Today the noisy and stinking rows of cars and buses have vanished, and pedestrians wander casually past the many businesses and cafés.

However, neighbouring streets now have to cope with the diverted traffic. At the Machaneh Yehudah, Ha-Davidka and Jaffa Center ultra-Orthodox Jews with peyot, their wives with long skirts and wigs, meet their young secular fellow citizens who frequent the numerous bars and café around the Jaffa Road.

At the City Hall stop the line reaches the Old City of Jerusalem. Here it turns to the North-East and runs for a short stretch parallel to the historic City Walls. On this short section the line runs on grass, whereas the rest of the route is mostly laid on concrete. At the busy central stop at Damascus Gate the line then curves to the north in the direction of the terminus at Heil HaAvir (Air Force Street) in the Jewish quarter of Pisgat Ze'ev. On this section Arabs mix amongst the pas-

sengers, since the line serves the Palestinian quarters of Shu'afat and Beit 'Hanina. The operating company is using posters in Arabic to convince the residents of the advantages of the new means of transport, for since the opening youths have been throwing stones at the silver vehicles. Relatively little concern was initially shown for Palestinian sensibilities; all the stops were to have Jewish names. Only after massive Palestinian protests was this measure dropped.

The city administration and the operators are convinced that the line will bring advantages to the Arab population of East Jerusalem.

90,000 Palestinians live less than 500m from the tram line, as compared to 55,000 Jews. Palestinians should be able to get to their places of work and to go shopping in the city centre faster and more comfortably as with the current private bus lines. In addition Palestinians from the West Bank can use the Park-&-Ride stations (assuming of course that they are able to pass Israeli control posts, which is frequently not the case.) In addition the depot, situated in the East of Jerusalem, will create jobs for Palestinians. A majority of the Arab inhabitants has then spoken out in favour of the tram line in surveys.

A line for both Jews and Arabs is something new - until now the Palestinians in East Jerusalem have used a largely separate bus system. Supporters of the new transit mode argue that the tram can even provide a place for encountering the other. Many of the Jewish residents along the line see things differently; they are demanding that the stops in Arab areas be closed or that for security reasons separate trams for Jews and Arabs be run.

The line is also used by the many tourists who can thereby reach the central attractions such as the Old City, the busy Jewish market at Machaneh Yehudah or the Holocaust Museum at Yad Vashem.

Over 3,500 trees have been planted along the line. Destination signs and stop information is in three languages (Ivrit, Arabic, English). Park-&-Ride places should make it easier for car drivers to change. During the provisional operation travel was free, specially since the computer-operated ticketing equipment wasn't working. Since 1st. December 2011 6.60 Shekels (≈1.30) is demanded for unlimited travel for 90 minutes including the right to change to bus routes.

On 13th. January 2012 the bus network was reorganised. Many lines were changed to feed into the tram. By this means the rows of buses in the streets parallel to Jaffa Road that had been caused by their diversion there were reduced.

Operating days are Sunday to Thursday from 05.30 to 23.30, and Fridays from 05.30 to 15.00. Following this



the system rests until 22.00 on Saturdays.

The 2+2 seating doesn't allow for a large central aisle, so the crowding at stops is substantial. Maybe a 2+1 seating and a higher proportion of lengthwise seating would have been better suited to local conditions. A lack of discipline amongst the passengers on embarking and disembarking also has an effect on extending waits at tram stops.

Extension plans include initially to the Jewish settlement of Neve Ya'akov in the North-East and Ein Kerem in the South-West as well as a branch to Kiryat Menachem in the South and to Hebrew University on Mount Scopus in the North-East. In addition 'Bus Rapid-Transit' lanes are to be laid to feed into the tram routes. Eventually there should be a network with eight lines. In addition there is discussion concerning the construction of a 1,300m long aerial cableway from the Dung Gate not far from the Wailing Wall at the Old City and across the Kidron Valley towards the Government Printing Office in the East."

"The line will be operated by 5-section low-floor Alstom Citadis 302 trams, that were delivered from September 2007. The bi-directional trams carry the numbers 001 to 046 and are 100% low-floor. All axles are driven, in order to cope with the gradients of up to 9%. Top operational speed is 60km/h; power is delivered at 750V DC. Due to risks of attack, bullet-proof glass is fitted. Eight cameras are installed in the interior of each car, and there are also cameras at the halts. In addition many uniformed security personnel are constantly under way.

Normally trains are formed of two coupled trams, which can provide 500 places. The trams are maintained and stabled at the 40,000 sq. m. depot area that is on a spur laid between Giv'at Ha-Mivtar and Es-Sahl on the line to Pisgat Ze'ev."

"The line is standard gauge, 13.8km. long, with 23 stops. Currently services run every 8 minutes, every 4.5 mins. at peak hours, 10-12 mins. in off-peak periods. Reversing sidings are situated at the end termini and at Denia Square, at Central Bus Station, Damascus Gate, shortly before Ammunition Hill and at Beit Chani-na."

#### (v). JERUSALEM PUBLIC TRANSPORT.

From a press release of 06.11.2012 by the Transport, National Infrastructures & Roads' Safety Ministry, the Jerusalem Municipality, and the Jerusalem Transportation Master Plan Team:

„An additional stage of new deployment of bus lines will take place on 23.11.2012; it will include nine bus lines of which two are new and the balance of seven improved lines, of which three will be feeders to the LRV.“

## **B. TEL-AVIV.**

### **(i). TENDERS MAKING PROGRESS.**

From a press release of 24.09.2012 by NTA: "The tenders for TBM and underground stations (boxes) are now reaching the top gear stage. Two and a half months after dozens of companies from twelve countries participated in the RFQ conference, seven international leading companies from Europe and the Far East today submitted their proposals, part of which will involve joint ventures with Israeli companies. The seven proposals will be thoroughly checked and within three months a decision will be made on who shall reach the next stage, following which there can be open competition on the tender. The winner is to commence work in the third quarter of 2013."

### **(ii). ALSTOM BIDS. From 'Globes'. Thurs. 11.10.2012.**

Alstom to bid in Tel Aviv light rail tenders. The French company is pleased with its role in the Jerusalem light rail, but is anxious about progress in Tel Aviv. (by Amiram Barkat)

"No transportation project in Israel has been eulogized as much as the Tel Aviv light rail project. Like a phoenix, the project has been repeatedly buried, only to revive as the congestion in the first Hebrew city worsens. The latest version of December 2010 is wholly financed by the state budget. The initial estimate is NIS 10.7 billion and the deadline is 2017.

Almost two years have passed, and the project is still in doubt, not just among greater Tel Aviv's residents, but also among the foreign contractors which are supposed to build the first line. At the InnoTrans, International Trade Fair for Transport Technology, in Berlin in September, an executive of the contractors laughed out loud when asked their opinion if the light rail would leave the station by the government deadline of 2017.

France's Alstom SA (Euronext: ALO) built the Jerusalem light rail and plans to bid in tenders for building the Tel Aviv line. Alstom executive Jean-Pierre Gollot was the only person will to talk openly with "Globes" on the matter. "When I came to Israel for the first time 20 years ago, I was told that there were two major LRT (light rail train) projects: Jerusalem and Tel Aviv," he said. "When I asked which of the projects would get underway soon, I was told, 'Look, Jerusalem is a very sensitive project. Tel Aviv is a relatively simple project, and the government is very serious about it.'"

"Globes": Where is the problem, in your opinion?

Jean-Pierre: "The problem on putting dates on the projects is with you. We see in Israel a lot of advantages and professionalism, but we're a bit worried about everything to do with planning. The problem

is the timing of decisions." Alstom, one of the West's leading light rail rolling stock manufacturers, was a partner in Metrorail, which in 2006 bid in the tender to build the Tel-Aviv light rail's Red Line, but lost to the MTS consortium (led by Africa-Israel Investments Ltd. (TASE:AFIL)). Since the decision to nationalize the project in 2010, Alstom has prepared to bid in the tenders for the project's rolling stock and signals, electrical, and control systems.

"Regrettably, we're again seeing delays," Alstom Transport South Europe VP Gian-Luca Erbacci told "Globes". "The systems tender is far advanced, but the rolling stock tender was supposed to be published last April, but there is no new date."

Since the launch of the Red Line project in its current format under NTA Metropolitan Mass Transit System Ltd., it has been battling the Ministry of Finance's Accountant-General Department, which believes that the nationalization of the project was a huge mistake. An Account General official embarrassed NTA CEO Michael Ratzon, by freezing the rolling stock tender a few days after Ratzon announced at an infrastructures conference that the tender would be published "next week". In September, NTA chalked up a victory, when Deputy-Accountant-General Gil Shabtai unexpectedly announced his resignation. But this has not ended the battle. NTA has professional problems as well. Two persons it approached to oversee the Red Line project turned the offer down, and it has been unable to find a candidate with a world-class reputation. "Since 1998, we've been busy in writing proposals for tenders for this project," the Israeli representative of a foreign rolling stock manufacturer told "Globes". "If the political infighting doesn't stop, we won't see any tenders this year either."

Erbacci does not mention the behind-the-scenes battles and is careful not to criticize NTA or the government. "The customer is king for us, and decides which systems best suit him," he says. He warns, however, that the light rail that the specifications the government wants to build for greater Tel Aviv differ from the norm in the competitive global light rail market. "This is a rather unacceptable mix of light rail and metro," he says, adding, "It is liable to raise the project's cost and affect its profitability."

Please explain.

"The line planned for Tel Aviv is partly underground and partly aboveground. The aboveground section does not have a separate route, but runs through a pedestrian road. The system therefore has to operate at two speeds: high speed below ground, and low speed above-ground. Such systems exist in Germany and France, but they require special adaptations."

Alstom insists that it believes in the

Red Line, and that the tenders will attract strong interest among international vendors. "This is one of the top five projects of its kind in the world, and everyone is talking about it," says an Alstom officer. "Israel is a stable and functioning country with a strong payments ethic compared with other countries where Alstom operates."

Nonetheless, Alstom believes that in view of the Red Line's complexity, there is greater logic in choosing one of the world's largest and most experienced light rail manufacturers, such as Alstom, Siemens AG (DAX: SIE; NYSE: SI), or Bombardier Inc. (TSX: BBD), to supply the rolling stock and other systems. This message is mainly directed at NTA, which wants to include Chinese companies in the project, even though they have negligible experience in projects outside China. The large number of companies that bid in the prequalification stage in the rolling stock tender - 16 altogether - also worries the big companies.

"The most complicated part that is most liable to breakdowns in megaprojects like the Tel Aviv light rail is integrating the contractors carrying out different parts of the project, the tunnels, stations, systems, rolling stock, and so on," a foreign trains expert told "Globes". "The integrator has to make sure that all the systems meet the line's complex specifications. For example, the volume of traffic in Tel Aviv, 12,000 passengers per hour each way, is right at the upper capacity limit of light rail networks. NTA has already assumed the great responsibility of the project's integration, and for that reason it is especially important to work with companies with experience in such complex projects."

Jerusalem light rail is a success

Alstom built the Jerusalem light rail line together with Ashtram Properties Ltd. (TASE:ASPR) as part of the CityPass consortium. Alstom still owns 20% of the consortium, because the government has not approved the sale of the stake to Israel Infrastructure Fund (IIF) for NIS 24 million, which the companies agreed to in late 2010. The Jerusalem light rail has been operational for a year, even as the government and CityPass continue to clash at the arbitrator.

Nonetheless, Erbacci believes that the Jerusalem light rail is a success. "It's true that there were problems with the traffic lights and the drivers, as well as technical glitches, but this was the first experiment in operating such a system in Israel. We also encountered new problems, such as security issues, which require stopping traffic at an intersection every time there is a suspicious plasti bag. But, bottom line, we see that the trains are almost full and the line has become a symbol of the city. Jerusalem can be proud of its light rail."

The government is preparing to

sue CityPass for more compensation.

"We're ready for it."

Published by Globes [online], Israel business news - www.globes-online.com - on October 11, 2012 © Copyright of Globes Publisher Itonut (1983) Ltd. 2012"

**(iii). From a press release of 29.10.2012 by NTA (Tel-Aviv METRO/LRV project management):**

Seven international companies have forwarded today their proposals regarding participation in the tenders for boring tunnels on the Red Line in the conventional NATM system along 3.5 km in each direction between Petakh-Tikva and B'nei-Brak, including three halls and linking tunnels.

It is the first ever tunnel project to be carried out not by a TBM through a soft soil, deep water, roads, and other infrastructures at a depth of 15 m to 20 m under street surface. All the participants are well experienced companies from Europe and the Far East.

The winners are supposed to be selected at the 3rd quarter of 2013, after which works are to commence at 14 sites. Next month, NTA is expected to receive the proposals from bidders of the systems, to be followed by publishing of the rolling stock tender.

**(iv). SKYTRAN - YET ANOTHER FANCY SCHEME.**

From Steve Waldenberg came this link on 22.10.2012: "There's still no subway or light rail system in Tel Aviv, but the transportation of the future is on its way. It's the skytran, developed by NASA. The first pilot of this newfangled pod will be in Tel Aviv.

Developers say the cars drive on magnetic strips. The cities electric power lines will be converted to support the lines. Every pod will carry two people, and will travel at high speeds. Each ride will cost a dollar fifty. It will be like getting on an elevator. All you have to do is press an icon and the car will take you wherever you want to go in Tel Aviv.



Artists impression

Sounds like science fiction? Tel Aviv will be the first place in the world that the project will be implemented. Tel Aviv Mayor Ron Huldai congratulated the initiative, saying Tel Aviv has always been a hub of innovation.

Whereas the light rail in Jerusalem cost 180 Million dollars per kilometre,

הרכבת

Skytran will cost, according to developers, 6 Million dollars per kilometre. The company is promising that the trains will be up and running within a year and a half."

A quick look on the Skytrans website revealed indeed a fancy futuristic (i.e. derived from science fiction) system in California, seeking investors, and one of the founders was in discussions in Tel Aviv....

**(iv). NTA Tender 021/2012:**

A Consultant for managing, designing and implementing Furniture on the Red Line Stations. Proposals by 30.11.2012.

**(v). ROLLING STOCK PROCUREMENT AT LAST.**

From a press release of 08.11.2012 by NTA (project management):

The project has made today a significant step forward by publishing the invitation for participation in bids for international tender No. 019/2012 for the procurement and maintenance of 90 LRV vehicles for the Red Line, with an option for a further 30.

The tender was approved yesterday by the Higher Steering Committee which includes members of the Transport, National Infrastructures, & Roads' Safety Ministry's General Manager, Finance Ministry's Accountant General, mayors of the cities through which the Red Line runs (Tel-Aviv, Bat-Yam, Ramat-Gan, Bnei-Brak, and Petakh-Tikva), and NTA General Manager.

Both Minister Katz and NTA General Manager Mr. Yitzhak Zuchman said that this is the biggest tender ever published by NTA, and that the project had already passed its non-return point. The winner is to be selected by the 3rd quarter of 2013.

**(vi). PETACH TIKVA WORKS.**

From an announcement in NTA newsletter of 26.11.2012:

NTA has completed recently all the infrastructure works on the last section at Orlov street of Petakh-Tikva (the most eastern point of the planned Red Line). The \$13 Million works included renewal and re-location of infrastructures now embedded under the street, as well as a new underground pedestrian passage to/from the local Central Bus Station, to be used later also by the LRV passengers.

**(vi). JAFFA WORKS.**

From an announcement in NTA newsletter of 28.11.2012:

NTA will complete next week the re-locating of all the high voltage masts along 4 km of Jerusalem Boulevard of Jaffa and embedding the cables underground in order to create a free space for works on the Red Line to run there. All works are being carried out between midnight and 05:00 to minimize disruption for the neighbourhood.

## NOTES AND COMMENTS.

### (i). BALDWIN LOCOMOTIVES.

Chen Melling has been doing some research – here are some comments and also a response from Ray Ellis:-

“Recently it was pointed out to me that the DeGolyer Library has scanned and published on-line the microfilmed collection of Baldwin engine specification cards -

[http://digitalcollections.smu.edu/all/cul/wy/pdfs/mf79\\_23.html](http://digitalcollections.smu.edu/all/cul/wy/pdfs/mf79_23.html) .

These cards are the detailed instructions upon which Baldwin built its locomotives from the early 1870s, when it standardized its work practice, and thus provide a wealth of information and references about the relevant locomotives, even including painting and decoration details.

My first order of business with these was looking for the Jaffa & Jerusalem 2-6-0s (Nos. 1-5), and indeed both orders were found, finally answering my query regarding their livery (dark olive green as base body colour, gold leaf as base lining colour). With some luck and patience, the references in these cards would also lead me to the lining patterns and perhaps also to some engineering drawings, if these survive. I would also love to find out whether other locos of the same type were produced for other customers.

While on the subject, I started looking up the other Baldwins of the Middle East, starting with the WD 4-6-0s, and indeed both batches were found (Nos. 801-870 and 871-920), but for some reason they appear under a different purchaser – 871-920 are for “British War Mission “ but 801-870 are for “Egyptian State”. I would have thought this should be reversed, as 871-920 actually went to Egypt while 801-870 went to the Western Front. Any thoughts about this?

By the way, all are specified as painted dull black all-over, though the earlier order was originally specified as “khaki colour with neat lining in black”, which conforms with the earlier Baldwin locos supplies to the British Army in the war.”

From Ray: “From my own study of Baldwin matters, it was who *placed* the order that is shown here, and *not* necessarily the buyer, the destination, intended, supposed or proposed. The De Golyer Library is a fascinating place (it is in a Methodist Church-run university), with heaps of valuable and rare stuff (the then-young millionaire De Golyer made his money in oil), ruled over, I believe, by a matronly ‘battleaxe’, with much knowledge and know-how, but making access to their “library / collection” a tad somewhat difficult at times!”

### (ii). FATE OF A TURKISH MEAT / BEER WAGON: BREWERY WAGONS.

In ‘Eisenbahn Kurier’ 10/2012 p.50ff. is an article on the wagons formerly used by a brewery in Herford - either for malt or for the transport of beer, in ‘cooled’ (i.e. not necessarily mechanically ‘refrigerated’, but fitted with ice) wagons. (German ‘Kühlwagen’).

The Felsenkeller Bräuerei in Herford had 20 ‘Cool Vans’, but during the war many private wagon owners found their vehicles requisitioned, and from 21st. Oct.1944 - despite hefty protests, for there was by this no time no fuel and no tyres for road transport - they were all forcibly ‘rented’ to the Wehrmacht for 3 RM per wagon per day. By 2nd. Jan. 1945 only 17 were still listed, the fate of the others is unknown. After the war, by 1949 only ten had been returned. Enquiries in 1950 revealed that three wagons had been located in the Ostzone, one of which had been rented to a Berlin firm, two of which had been very heavily damaged and located at Magdeburg but there had been no response to enquiries about getting these repaired and returned.

Wagon no. Han 565 952 [P] had originally been built by Bothmann in Gotha in 1927 as a cooled meat van for Turkey, but was instead bought by the brewery in 1928. It was one of those that were ‘hired out’ in 1944.

### (iii). THE ‘JEW ENGINE’.

David Notarius sent a link: <http://www.trainlife.com/articles/635/western-maryland-s-class-11-russian-decapod-2-10-0-jew-engine> This leads to a modelling magazine and the following intriguing information:

“The term “Jew Engine” came up several times during the search for information on these engines; it is a term that was commonly used in relation to the WM’s Decapods. Popular theory has it that these engines were ordered in 1914, when it was thought people of the Jewish faith controlled the economy of Czarist Russia, hence the nickname.

A total of 1,230 of these engines were ordered from Baldwin and Alco. The Decapod was popular in Europe because of its light axle loading. At the time of the Russian revolution in 1918 there were about 200 of these engines still undelivered. All of them ended up on various American roads. All of the Western Maryland Decapods were built by Baldwin; engine Nos. 1103-1109 around February, 1918, and, because of gaps in their builders numbers, it is believed that 1101 and 1102 were built shortly before and 1110 somewhat later (see Table I for builder number information). It follows that the Western Maryland engines would be Baldwins because about three-quarters of all Western Maryland steamers were built by them. Most sources put WM acquisition in 1920. Superheaters were installed by the road sometime after their purchase.

Baldwin built some similar Decapods in 1924, Strasburg’s No. 90 is one of these. None of the WM engines are left. There are, however, a few of the originals left, Baldwin’s 48522 at Ottawa, Kansas, 48420 at Kirkwood, Missouri, UNK No. at Atlanta, Georgia, and 47953 at the Illinois Railway Museum, last run by Eagle-Pitcher in 1958, test fired by the Museum on October 30, 1972, and currently being restored to full operating condition by the Museum at Union, Illinois, about 50 miles west of Chicago.”

### (iv). ANOTHER HOLOCAUST MEMORIAL GOODS VAN.

In the ‘Daily Tribune’ of Oakland County, Minnesota, on 23.09.2012 ([www.dailytribune.com](http://www.dailytribune.com)) was an article by Gina Joseph: [I have retained the American orthography. Ed.]

“Construction of the Holocaust Memorial Center’s Henrietta and Alvin Weisberg Gallery - a permanent structure that will house an authentic World War II-era boxcar - is on track for its official opening in late Fall 2012.

“...’All of us at the Holocaust Memorial Center are very grateful to the Weisbergs’ said Stephen Goldman, executive director of the Farmington Hills center. ‘This gallery will allow us to display an object of great significance and will help fulfil our primary mission to remember those who perished and survived the Holocaust. The boxcar is a reminder that the Holocaust was genocide organized as an industrial enterprise.’

The boxcar was acquired last September with the cooperation of the German National Railroad and the Technical (Railroad) Museum in Berlin and the Weisbergs’ donation. Since its arrival, carpenters have replaced some of the rotted wood in the floor and roof. On Sept. 24, a crane will move the historical artifact from the grounds of the museum to its permanent display indoors.

‘I feel good about this’, Henrietta Weisberg said of her efforts in bringing the boxcar to Detroit. ‘Time passes and people forget. This way they will be reminded of the Holocaust and what one human being is capable of doing to another. I’m a survivor. I’m 83 years old. I was in Warsaw, Poland. I lived in the ghetto and then I was sent to a concentration camp with my mother and my sister (leaving her father and two brothers behind.) Only she and her sister survived and while it’s not 100 per cent certain this boxcar transported Jews bound for concentration camps, Weisberg said it’s just like the one she was in.

‘I was nauseated when I saw it’ said Ted Nickel of Oak Park, 70, one of the carpenters working on its renovation. Nickel knows why the boxcar is considered a symbol of evil. He believes the talent that has enabled him to reconstruct the wood floor and roof (despite having no background in train engineering) is a blessing - not to mention an obligation to the many souls it carried.

The Henrietta and Alvin Weisberg Gallery will include the boxcar placed on rails in a bed of wood and concrete, reminiscent of the station platform where Jews and other victims of the Holocaust were gathered - often thousands or more at a time - and then pushed and shoved into similar cars. Visitors will be able to approach it from all sides, and be close enough to touch or allow for the Jewish custom of placing stones. The backdrop of this unique exhibit will be a mural showing the ghostly figures of men, women and children awaiting their unknown and unimaginable fate.

‘Every survivor who sees the boxcar will be reminded of the fear and atrocities they lived through,’ Henrietta said. ‘I want the world to know what happened during the Holocaust so that such inhumanity will never happen again.’ ‘I don’t have the language to describe what

I felt when I saw the boxcar,' Henrietta added.

The Holocaust Memorial Center is at 28123 Orchard Lake Road, Farmington Mills, MI 48334-3738. Or: [www.holocaustcenter.org](http://www.holocaustcenter.org).

The museum's website indicates that the van was located standing at Cottbus.

#### (v). AMBULANCE TRAINS IN LIBYA.

The website

<http://history.amedd.army.mil/booksdocs/wii/medsvcsinmedtrnmnrthtrts/chapter2.htm> )

leads to the following relevant information.

U.S. Army Medical Department, Office of Medical History, Chapter 2.

From pp.57f. The U.S. Military North African Mission

The expanding needs of the British forces in the Middle East were met by the creation in September 1941 of the United States Military North African Mission, with Brig. Gen. Russell L. Maxwell as its chief. The mission surgeon, Maj. (later Col.) Crawford F. Sams, joined the group in October and prepared a medical plan based on information available in Washington before personnel of the mission went overseas. The group traveled by air across the Pacific, arriving in Cairo on 22 November. Major Sams was joined there on the 27th by his assistant surgeon, 1st Lt. (later Maj.) Dan Crozier.

Projects to be carried out under control of the U.S. Military North African Mission included construction of port facilities and establishment of shops for the repair and maintenance of aircraft, tanks, locomotives, and signal equipment. Because the United States was not a belligerent, the work was to be done under lend-lease by civilian contractors, but the mission surgeon was responsible for the medical care of all civilians employed, as well as for the health of American military personnel in the area.

(N.B.: Military personnel, although not yet engaged in actual combat, were not immune to combat wounds. The first U.S. battle casualty in the Middle East occurred less than a week after Major Sams's arrival. S. Sgt. Delmar E. Park, a Signal Corps observer and instructor with a British combat unit, was killed by German machine-gun fire near Sidi Omar, Libya, on 27 November 1941, ten days before the United States entered the war. The Signal Corps has erected a plaque to Sergeant Parks memory at Fort Monmouth, N.J.)

Within a few weeks, Major Sams had completed sanitary surveys of Egypt, Eritrea, Anglo-Egyptian Sudan, and Palestine, using local civilian, British, and captured Italian records as well as personal reconnaissance. The information so developed was used to locate bases for medical operations and to modify preliminary plans in terms of actual conditions. Port Sudan was eliminated as a hospital location, and plans to establish a 100-bed unit at Port Elizabeth, near Capetown on the long Cape of Good Hope route to India and the Far East, were indefinitely deferred. For the time being the British supplied hospitalization of all U.S. personnel, both civilian and military, although 2,150 U.S. beds were

scheduled for the area. Medical supplies from the United States reached the area through three different channels: the various contractors were responsible for procuring supplies needed by civilians employed by them; medical supplies for American civilian and military personnel under military control were requisitioned by the mission surgeon; British forces in the area were supplied under the Lend-Lease Act. Entry of the United States into the war resulted in some interruption to deliveries until the future status of the various construction projects about to get under way could be determined, but no immediate change of medical plans was required.

In Egypt, a headquarters dispensary was set up in Cairo in mid-December 1941 with Lieutenant Crozier as attending physician. Another dispensary in Heliopolis, a Cairo suburb where repair and maintenance shops were under construction, was established in February 1942. Hospitalization for all U.S. personnel continued to be provided in British hospitals, while native workers were cared for in Egyptian hospitals.

In Eritrea, where a naval base at Massaua, an air depot at Gura, and an arsenal and signal installations at Asmara were the principal projects, medical service began early in February 1942 with the arrival of Capt. (later Maj.) Thomas C. Brandon. With a male nurse, an X-ray technician, and six hospital attendants - all civilians - Captain Brandon established dispensaries at Asmara and Gura in February and, the following month, at Massaua and at Ghinda, where a large housing project for Massaua personnel was under development. Until additional medical officers arrived late in April, Brandon made the rounds of all four stations himself, covering a circuit of about 120 miles of mountainous country. American personnel were hospitalized in British hospitals, while Italian hospitals cared for Italian and native workers under insurance carried by the contractors.

The War Department, meanwhile, had directed on 18 February that all projects sponsored by the U.S. Military North African Mission be converted from civilian to military status within six months. Two months proved sufficient. The mission was completely militarized by 10 April. By special arrangement, some 2,500 civilian employees of the Douglas Aircraft Corporation were to continue operating the Gura depot for another six months, and about 2,000 employees of engineer contractors were to remain on civilian status, but all projects were brought under military control.

Following militarization, three area commands were organized to supervise construction work in the three main centers of activity. These were the Heliopolis Area; the Eritrea Area, with headquarters at Asmara; and the Palestine Area, with headquarters at Tel Aviv. Medical plans under the new organization called for military hospitals in these areas with an aggregate capacity of 2,450 beds. Since work had not yet been started in Palestine and medical personnel was at a premium, surgeons were named only for Eritrea and Heliopolis.

p.60-62. The Middle East as an Active Theater of Operations, 1942-43

Both the North African and the

Iranian missions passed out of existence late in June 1942. They were replaced by the United States Army Forces in the Middle East (USAFIME), organized as a theater of operations under command of General Maxwell. Headquarters was in Cairo. Under USAFIME, the North African Service Command took over operations in Egypt and Palestine, while the Iran-Iraq Service Command supplanted the existing organization in the Persian Gulf area, now commanded by Col. Don G. Shingler, without change of functions. At the same time, a newly organized U.S. Army Middle East Air Force, commanded by Maj. Gen. Lewis H. Brereton, former commander of the Tenth Air Force in India, was brought under theater control.

Coincident with activation of USAFIME, Generalfeldmarschall Erwin Rommel's Afrika Korps broke through British positions in Libya and drove to within 70 miles of Alexandria. Work was hastily suspended on all U.S. Army projects in Egypt and Palestine. Civilian construction workers and many military personnel were moved to relative safety in Eritrea. The North African Service Command shifted its headquarters to Gura early in July, and the theater headquarters staff began burning its files in preparation for the evacuation of Egypt. By August, however, Rommel had been contained at El Alamein and work was resumed in the Cairo and Palestine Areas.

After the resumption of activities in Egypt, the theater was reorganized to simplify the command structure. The North African Service Command was abolished, and the three existing areas formerly under its jurisdiction became service commands responsible directly to the theater headquarters. The Heliopolis Area became the Delta Service Command, including all of Egypt. The Palestine Area, with boundaries enlarged to include the Levant States, Transjordan, and a wedge-shaped segment of western Arabia, became the Levant Service Command. Boundaries of the Eritrea Service Command were drawn to include Anglo-Egyptian Sudan, Eritrea, French Somaliland, Aden, and all of Arabia south of the Persian Gulf. The Iran-Iraq Service Command was renamed the Persian Gulf Service Command, with jurisdiction over Iran, Iraq, Kuwait, and that portion of Arabia not included in other command areas. A short-lived and never important Army Ground Forces Command was also added to the theater organization in August to provide administrative supervision over U.S. tank crews operating with the British Eighth Army. Plans to move an American armored corps into the theater were dropped when invasion of Morocco and Algeria received priority, and the Army Ground Forces Command was eventually inactivated. That portion of Libya reconquered from the Axis forces was set up as the Libyan Service Command in December 1942.

Organization at the theater level was completed early in November with the creation of a Services of Supply headquarters, to which the service commands were thereafter responsible. General Maxwell became commanding general of the theater Services of Supply (SOS), being replaced briefly as USAFIME commander by Lt. Gen. Frank M. Andrews. In January 1943 Andrews was succeeded by General Brereton, who also retained his

command of the Ninth U.S. Air Force into which the Middle East Air Force had been merged. As in the European theater at this time, the air mission was the primary combat function of USAFIME between May 1942 and September 1943.

p.64. Libyan Service Command, established in early December 1942, did not have a medical staff section until March 1943. The surgeons office was composed of a surgeon, a medical inspector, a veterinary officer, a Medical Administrative Corps officer, and a medical officer in charge of the headquarters general dispensary. This command functioned only until the end of active operations against the Axis in North Africa. In late May it was divided into Tripoli Base Command and Benghazi Base Command. The new commands were disbanded in the fall of 1943, and their areas and installations were absorbed by Delta Service Command.

(In the Middle East theater a base command was normally one step below a service command. Since Libyan Service Command no longer existed, Tripoli and Benghazi Base Commands dealt directly with their next highest echelon, SOS USAFIME.)"

#### (vi). FILM FESTIVAL.

Programme note for an event at the Jerusalem Cinémathèque on 22.10.2010.

"Jaffa-Jerusalem Railway Line – 120th Anniversary.

The Jaffa-Jerusalem Railway Line was inaugurated in 1892. Though the historic line is still in service on the Tel Aviv-Jerusalem route, the old Jerusalem railway station has been left vacant and neglected, waiting to be restored. Marking the 120th anniversary of the first railway line in Israel, we will hold an evening of stories and archival films. Films courtesy of the Israel Film Archive. Edited by Yaacov Gross. In cooperation with the Society for Preservation of Israel Heritage Sites and ICOMOS Israel."

#### (vii). STEAM TRAINS TO EILAT?

No - don't get too excited. This is an idea which arose in discussion with Dirk Forschner, a teacher of Traction Systems at the HIJ and an engineer in Berlin, and an enthusiast for steam power, former owner of a narrow-gauge 'Slask' 0-6-0T and currently owner of a Burrell 2-cyl. road engine. His idea is to create solar-powered power stations that will produce high-pressure steam, that can then be fed into reservoirs of relatively-simple locomotives - they do not need their own boiler, though perhaps a 'hybrid' system with a small diesel motor for use when necessary may be an idea.

He states: "The idea is by no means new. Roman Gilli, a student of Loeffler at BMAG, did much of the necessary research. They discovered that it was pointless to place a high-pressure boiler onto a locomotive chassis, yet the principle of using high-pressure steam to power the mechanical part is realistic and can be very economical - especially in a period when, as now, diesel fuel oil is rising in price and will run out in the foreseeable future.

Since IR intends to electrify much of the system anyhow, some power stations will be necessary. Steam can be

generated effectively for nothing (once capital costs are paid off) as a by-product for generating electricity using solar panels (the Negev has plenty of sun, albeit little water) to heat a generator boiler filled with water and driving turbines; it can then be stored at 120-140 atmospheres. This means a steam or water temperature of ca. 350° in the reservoir, though one can install superheaters within the cylinders to economise further. Until now fireless locos have been restricted in distance and therefore used only for shunting in installations where steam was already available, but Hans Wendler, famous for his work on coal-dust as a fuel, calculated that a range of 150-200km or so should be easily possible. There is no pollution, of course, and no dependency on external fuel sources.

Henschel did some design studies for 2-10-2's in the 1950's, and the Gilli system was used in Austria, but in the 1950's diesel oil was so cheap that no-one pursued this line. However, the situation has now changed substantially. SLM bought the rights and ÖMV used Gilli 0-6-0F's. One can also collect used steam in a condenser and use the accumulated power as a form of booster when starting a train." [Ed. Adds: The Gilli system is also referred to in designs for the proposed 3-metre gauge 'Breitfernbahn' network plan by the Nazis. Such fireless locos would have been used in stations and yards.]

#### (viii). ANOTHER MEMORIAL VAN.

From Dr. Reinhard Dietrich came information on yet another Holocaust Memorial wagon:- at the 'Illinois Holocaust Museum & Education Center' in Skokie, near Chicago. He notes: "The van is unfortunately built into the exhibition itself so that it is hard to see it from all sides. The inscriptions that I could decipher were merely 'Bahnhofswagen' and 'Lokschuppen' - i.e. referring to its later use as a departmental vehicle, used for storage. In the accompanying information panel it is stated it came from Ruhr Chemie (i.e. it also belonged to the infamous 'IG Farben') and was of type G10."

The museum's leaflet states merely: "A German rail car of the type used in Nazi deportation programs sits in the center of the building. Visitors have the option to step inside or walk around the car."

#### (ix). MORE OLD PHOTOS.

David Notarius sent the following links; Chen has already commented on each picture.

<http://www.flickr.com/photos/seadipper/3041820822/in/photostream/>  
<http://www.flickr.com/photos/seadipper/3041821996/in/photostream/>  
<http://www.flickr.com/photos/seadipper/3041816244/in/photostream/>  
<http://www.flickr.com/photos/seadipper/3040970855/in/photostream/>

#### (x). THE END OF THE EMD PLANT IN LONDON, ONTARIO.

This factory, where several IR locos were constructed, has been mentioned before, as workers undertook industrial action to protest a major wages cut. According to 'C.R.J.' No. 171 p.31 EMD SD80ACc locos numbered 101 -107 were delivered in early January 2012 to a mining company in Brazil and were the last locomotives to be completed before

the enforced and permanent closure of the plant on 1st. Jan. 2012.

#### (xi). SCHÖMA LOCOS IN THE MIDDLE EAST.

Thanks to Greg Martin for the excerpts from the Schöma (the Christoph Schöttler Maschinenfabrik GmbH of Diepholz, Germany) works list indicating locos exported to specific countries:-

1. For Hedjaz Jordan Railways, Jordan: In 1968, Four Type Klv 53 Works No. 3131-3134.
2. For Heitkamp, Saudi Arabia: In 1977, Two Type Kla 03 and two Type Kla 03 V, Works 4220-4221, and 4222-4223.
3. For Egypt Railways: In 1974, Five Type CS 423, Nos. 3940-3944.  
In 1976: Two Type Klv 53 Works Nos. 4086-4087.  
In 1983: Twelve Type CS 300 Nos. 4680-4691.  
In 1983: Two Type CS 300 without Crane. Nos. 4692-4693.  
In 1983: Sixteen Type CS 299 Nos. 4694-4709.  
In 1984: Two Type CS 299 with Ramp. Nos. 4710-4711.  
In 1984: One Type CS 300, No. 4720.

#### (xii). 8F LOCOS FROM TURKEY IN BRITAIN.

In 'Railway Magazine' Nov. 2012 p. 81 is a news item. One of the pair of 8F's repatriated from Turkey to Britain at the end of 2010, No. 45170, was taken to the Weybourne workshops of the North Norfolk Railway on Sept. 5th.

In January 2011 this loco had been moved to the Locomotion Museum at Shildon, and at the time it as reportedly planned that after six months it would move on to Ian Storey Engineering's premises at Hepscott near Morpeth, to be restored by the team that has been working to restore BR Standard 4MT 2-6-0 No. 76084, but the plans have now changed.

The 8F will remain stored at Weybourne through the winter, with stripping-down to start in Spring 2013, enabling an assessment of what will be required to return it to steam. A decision on whether to proceed will then be made. If the decision is for work to go ahead, the NNR will undertake the restoration, then have the use of the locomotive on the Sheringham-Holt 'Poppy Line' for five years.

The second 8F imported from Turkey at the same time, No. 45166, went to temporary accommodation at Barry Rail Centre (in Wales).

#### (xiii). MORE FILMS ON INTERNET.

From David Notarius come these links. The last one is to the famous 1956 film by Haim Hefer on '70414'.  
<http://www.erez.com/NEW/train101.shtml>

<http://www.youtube.com/watch?v=xS753aNBdoQ>

<http://www.youtube.com/watch?v=pxqPYMAoBeo&feature=related>

<http://www.youtube.com/watch?v=jnCCskPcbnY&feature=related>

#### (xiv). MIDDLE EAST RAILWAY CLUB IN LONDON.

For all London-based readers – David Notarius has formed “The Hackney and East London Synagogue Middle East Railway Club” - the idea being to create a forum for bi-weekly meetings for talks, discussions, information exchange and also some modelling. It is located at 2A, Triangle Road, London E8 3RP. Nearest station ‘London Fields’. Your Editor has been awarded Membership No. 0001!” Contact is: [press.hackneyshul@gmail.com](mailto:press.hackneyshul@gmail.com)

99:08.

## OTHER MIDDLE EAST RAILWAYS.

### A. IRAN.

(i) From Internet: IRAN: President Ahmadinejad officially inaugurated a locomotive assembly plant on July 17, saying the new facility operated by industrial group MAPNA would support national self-sufficiency and produce high-quality locomotives at lower prices than imported equipment. The factory has the capacity to produce up to 150 locomotives a year, in addition to coaches and wagons. It is initially producing IranRunner diesel locomotives under a 2008 technology transfer agreement with Siemens which covered 150 locomotives, the first 30 of which were supplied from Germany.

According to MAPNA, the single-cab 160 km/h locomotives are 25% more fuel efficient than RAI's existing fleet of mostly US designs.

In January 2010 Siemens announced its withdrawal from the Iranian market once it had completed existing contracts.“

(ii).And on 25 September 2012

IRAN: Industrial group MAPNA is developing plans for a domestically designed and manufactured diesel locomotive.

At InnoTrans, Dr Reza Javaheri of MAPNA's Railway Transportation Division told [Railway Gazette International](#) that production could begin once the company completes 150 locomotives to a Siemens design which are being assembled under licence.

As well as encouraging self-sufficiency in the domestic rail industry, MAPNA hopes to win export orders for its future locomotives; Africa is seen as a potential market.“

### (iii). Traffic and Developments.

In ‘Fahrplancenter News’ Nr. 48 (Dec. 2011-Sept. 2012) p.18.

#### “Freight Traffic.

The experimental container train

service introduced in 2009 between Iran and Pakistan became a regular working during 2011. Nevertheless, the big problems of the railways in Pakistan (e.g. shortage of locos; poor maintenance on the Quetta - Zahedan line) mean that no more than two train pairs per month (!) are possible. Normally the container train works combined with the twice-monthly passenger train along this route.

#### Passenger Traffic.

In 2011 the Iranian railways also introduced through passenger services to Zahedan. An express works daily from Tehran via Kerman and Bam to Zahedan taking just over 24 hours: Train 720 dep. Tehran 16.55, arr. Zahedan 17.45 next day; Train 721 dep. Zahedan 06.55, arr. Tehran 07.25 next day.

At the beginning of 2012 passenger trains also began on the newly-built line from Esfahan to Shiraz. A train works between the capital and Shiraz twice per week, Sundays and Tuesdays from Tehran and Saturdays and Mondays back, with a travel time of some 16 hours. [*sic. - this actually looks like out-and-back workings from the Shiraz end! Ed.*] The limited service is claimed to be due to a shortage of passenger rolling stock.”

### B. SAUDI ARABIA

#### (i). A KING'S RANSOM.....(AND HOW DEALS ARE DONE)

In the ‘International Herald Tribune’ of 29-30.9.2012 p.1 is an article on the troubled monarchy in Spain, where taxpayers are bearing the brunt of drastic economic measures and King Juan Carlos has come under criticism for his luxurious lifestyle. But apparently this has been largely financed by private income made from business deals on behalf of Spanish business. From this article:-

“The king’s peripatetic role as a business diplomat - and how deals are forged - were brought under a spotlight after the safari (in Botswana), which was subsidized and organized by a Syrian-born businessman in Spain.

The two men, longtime friends, were linked by a \$9.9 billion bullet train contract that the monarch helped broker last autumn for a Spanish consortium in Saudi Arabia, where he used diplomatic savvy to triumph in what some local newspapers called the ‘contract of the century.’ Leveraging his friendship with the Saudi king and other royals, he outmaneuvered a French bid.

The style was typical of the connections the king has parlayed not only on behalf of private Spanish companies and the state but also, apparently, himself, as he built a vast personal fortune over decades. The Spanish royal family’s wealth has been variously estimated up to \$1.79 billion, a sum that supporters contend was

inflated by the inclusion of government properties. Supporters and advisers to the king insist that the king does not receive commissions on the deals he mediates or promotes. He does not release tax returns, which he does file. But the king’s accumulated wealth appears to outstrip the annual royal budget....”

“....Now as the monarch concentrates on promoting ‘Brand Spain’, some allies consider him a source of economic salvation. The Saudi high-speed train is their case in point. ‘Without the king, this contract would not have gone ahead’, said a former Spanish foreign minister, Miguel Angel Moratinos. ‘This kind of contract comes down to a personal decision by King Abdullah of Saudi Arabia.’ The Botswana trip was subsidized by Mohamed Eyad Kayali, a key adviser in Spain to Prince Salman, the crown prince who played a critical role in awarding the Saudi train contract. Mr. Kayali declined to comment...”

[Maybe the system should be renamed ‘Saudi Rialways’ instead of ‘Railways’? Ed.]

#### (ii). NEW METRO SYSTEM FOR JEDDAH.

‘Fahrplancenter News’ No. 48 p.27. “Following Mecca and Riyadh, it is now planned to build an underground railway in Jeddah. The network will be 108km. long and have 39 stations, and the bus network will be re-planned to feed the underground. By this means some 96% of the city’s population should have easy access to public transport.”

### C. LIBYA

In ‘Fahrplancenter News’ Nr. 48 (Dec. 2011-Sept. 2012) p.15f.:

“The war against the dictator Ghaddafi has left many traces in the whole of Libya. Many people fled the country and it is mostly only Libyans who have returned. The damage to the infrastructure has been enormous. The transitional government has had to make decisions as to how to get the country moving again. The first priority was to get air traffic working again, for the airports, the air traffic control installations and the aeroplanes had to be repaired for large sums. In the same way the extensive road network swallowed up enormous sums.

In March 2012 the state then carried out a survey of the railway installations. Here also there was extensive damage to be recorded. The foreign partners were however first consulted as to whether they were interested in a continuation of the railway construction projects - but the responses were extremely negative. The railway construction firm from China had no interest any further, and was not even prepared to send a representative to Tripoli to survey the actual situation on the

ground. The Russian Railways SZD estimated their losses from the 'Libya Adventure' at \$US 610M, and does not see itself in a position to return to the construction sites. Ansaldo from Italy had been responsible for the delivery and construction of the telecommunications networks and the signalling centres, with a contract worth a total of \$90M, but this firm also sees no possibility of continuing from where it left off. Vossloh in Germany could only write off its 2011 contract for delivery of point-work and rail fastenings worth \$93.9M. The situation is no better for the American locomotive builders, who had begun with the construction of 244 locomotives.

3,500 Russian and Libyan workers, who had been working on the 554km. long section from Sirte to Benghazi, had lost their places of employment, as did 'many thousands' of Chinese - the exact number is unknown - who had been working on the 172km. section Tripoli - Ras Ejder and 352km. line Al Khums - Sirte, as well as the 800km. line Wadi Shati - Misrata. Construction of most of the sections was already well advanced. of the 95 stations, over 50 were ready in terms of basic structure, and 22 were apparently already complete. In Ras Lanuf an entire 'railway village' had been built, and when the war began was ready for inhabitants to move in. It is now 70% destroyed.

The new government sharply criticised Ghaddafi's very generous, even extravagant project, for in many places it was so planned as not to meet the real needs of the country. For example, the station for Tripoli was built 10km. from the city. It is true that early plans from the 1980's had envisaged a tramway from the city centre to the station to provide access, but the planning for this line was never completed and also no call for tenders for it was ever issued. The stations of Misratah and Benghazi are no better situated. On the line Ajdabiya - Tobruk, in the north-east of the country, earthworks had been commenced for three different route alignments, for only the inland line could really be built with a reasonable amount of effort, yet this did not meet the wish of the dictator. It would have required almost a half of the total of 554 bridges envisaged for the network. It was also revealed that of the total of 240km. of access roads for the various stations, only 50km. were already under construction. The concrete sleeper factory in Misratah had not yet been completed by the beginning of the war, and so every sleeper, and 6.8M of these will be needed, would have to be imported.

Since the entire railway project was still very much associated with "The Wishes of the Dictator", and since the country had so many other important and urgent projects to deal with, the railway construction was suspended 'indefinitely'. The government will only continue to re-

serve the land that has been already acquired for the project. It is not yet clear what will happen to the rails that have already been laid, the existing completed and semi-completed buildings and even to the existing items of rolling stock (of which there is no report concerning their condition)."

## **D. TURKEY.**

In 'Fahrplancenter News' Nr. 48 (Dec. 2011-Sept. 2012) p.17f.

### **(i). ISTANBUL DEVELOPMENTS.**

"Since the tunnel under the Bosphorus is being constructed, rail traffic in and around Istanbul is being severely affected, for the approach routes at both sides are being completely renewed and widened to three tracks. At the same time other modernisation measures are being undertaken throughout the country. All this means that Istanbul has been very hard to reach by train since 01.02.2012.

On the European side the international trains from Bucharest and Sofia end in Kapikule, the Turkish border station. Replacement buses operate at roughly the train times. A local train is run on those days when building works allow it. Depending on the rate of construction works the intermediate stations on the section Sirkeci - Halkali are however not served.

On the Asian side some trains work between Haydarpasa, Gebze and Adapazari in the main rush hours, although even here it is possible for services to be disrupted from time to time between Haydarpasa and Gebze due to construction activities. The long-distance trains from Haydarpasa to Ankara and further are replaced by buses between Haydarpasa and Eskisehir, with connections at Eskisehir to conventional trains and to the high-speed trains; the connections are maintained. All these restrictions will, according to TCDD, continue at least until Spring 2014.

### **(ii). YHT - THE HIGH SPEED TRAINS.**

The abbreviation YHT stands for 'Yüksek Hızlı Trenler' - and these High Speed Trains have become the modern face of TCDD. Traffic is developing well. Between Ankara and Eskisehir there are now ten daily train pairs, some of which halt also at Sincan and Polatli. Seven trains have bus connections from and to Bursa, others have connections to conventional trains to Afyon, Kütahya and Tavşanlı.

The YHT line from Ankara to Konya is now served by eight daily train pairs. Four of these have guaranteed connections into or from trains to Karaman, which are worked with modern Diesel multiple unit sets.

All YHT trains offer Business and Economy Class and have a Cafeteria coach.

### **(iii). REGIONAL SERVICES.**

The TCDD is also investing in local trains. The number of trains in the Izmir region has been raised with the introduction of new Diesel railcars in August 2012. The number of trains from Izmir to Catal, Tire, Ödemiş, Aydın and Denizli has been increased and all trains halt at the Adnan Menderes Airport in Izmir.

In spite of the war situation in Syria the mixed freight and passenger train between Gaziantep and Nusaybin operates as before, three times a week. Over lengthy stretches the railway line itself forms the national boundary between Turkey and Syria, but since the TCDD is the sole user of the line the actual border control installations are situated just on the Syrian side of the tracks. During the occasional armed attacks against Turkish territory the railway line has until now fortunately remained undamaged. Many times Syrian refugees have managed to get over the dangerous (it is presumed to be mined) border strip to climb onto this train.

### **(iv). INTERNATIONAL TRAFFIC IN THE NEAR EAST.**

The 'Transasya Express' runs at the moment between Ankara and Tehran, and there is no connecting bus to Haydarpasa. The train from Tehran to Damascus has been suspended by the Iraqi authorities. In the meantime the local train between Van in Turkey and Tabriz in Iran still runs. Also suspended for some unspecified period is the link between Gaziantep and Aleppo in Syria via Karkamis. The conflict in Syria also prevents any railway traffic between Turkey and Iraq, since the only link traverses the eastern tip of Syria.

### **(v). THE MARMARAY.**

This is another term which is gaining international recognition. The word 'Marmaray' is a combination and comes from 'Marmara', the name of the sea around Istanbul, and the Turkish word 'Ray' for Rail. The term is used to cover the entire rail project in and around Istanbul, the central section of which is the Bosphorus Tunnel. The underground railway section is 13.6km. long, of which 1.4km. is passing under the water. The tunnel tubes are 60m under the sea level, and about 4.5m below the sea bed. The underwater section is formed from 11 pre-fabricated tube segments, of 98.5, 110 and 135m length, which are laid into the sea bed - and due to the high risk of earthquakes Japanese technology is used for this. The tunnel section begins in Kazlıcesme on the Asiatic side, and along the tunnel section are stations at Yenikapi, Sirkeci and Üsküdar - this latter in the Asiatic part of the city.

In total 76.3km of railway line between Halkali and Gebze is being modernised and widened to three tracks. Two

of these will be used for a high-capacity 'S-Bahn'-type urban service, the third track is reserved then for the long-distance and the high-speed train services from Ankara. In Yenikapi there will be a direct link to the Underground railway and the trams. The signalling system on the line is being installed so as to allow 2-minute headways for passenger trains. The freight trains will be run outside the main busy periods and will normally be sent through the tunnel during the night. 37 stations outside the tunnel section are being fully rebuilt and modernised to the latest standards. For the 'S-Bahn' Hyundai-Rotem is delivering, in co-operation with the Turkish builder Tüvasas, 440 new carriages with a value of \$580M. With these, 5- and 10-coach trains will be formed.

The planned timetable envisages a timing of 104 mins. for the 76.3km. long route, with a halt at each station, and it should be possible to transport 75,000 passengers per hour in each direction. The whole line will be electrified at 25kV.

For the YHT long-distance trains a service at two-hourly intervals is planned, with eventual extension of trains through to Konya. It is planned that the Night Trains from the East of Turkey will also in future work to Istanbul. The TCDD hopes to be able to attract so much international freight traffic to the rails that the number of freight trains through the tunnel will be around 30-35 pairs per day at the outset; the capacity will however be sufficient for almost double that number. This link is a significant segment in the envisaged railway link from India to Europe, although still missing is also the line around Lake Van in eastern Turkey, albeit the alignment for this has now been established and decided upon. The line is to go for 250km. around the northern side of Lake Van. Nevertheless, no date has yet been set for commencement of construction, let alone the line's inauguration. For the coming years improvements in the ferry capacity on the Lake Van are planned, so that Turkey can fulfil her commitments to the TAR (Trans-Asia Railway).

Following several delays the inauguration of the Marmaray is now planned for 16th. June 2015, some 20 months later than originally intended."

#### **(vi). TURKEY.**

#### **MORE ON THE HIGH-SPEED PLANS.**

From 'Eisenbahn Kurier' 12/2012 p. 32:-

"On 13th. March 2009 the TCDD (Türkiye Cumhuriyeti Devlet Demiryolları) opened their first high-speed line to traffic, the section Ankara - Eskisehir of the Ankara - Istanbul line. On 17th. December 2010 followed the 306km. link from Ankara to Konya, on which commercial traffic actually began from 24th. August 2011. This is a totally new line, for before this there was no direct railway line between Ankara and

Konya.

With multiple units of type HT 65000 built by the Spanish firm CAF the TCDD currently offers 10 trains each way daily between Ankara and Eskisehir and 8 between Ankara and Konya.

Public reaction to the new services exceeded all expectations, so that the initially-modest order for only twelve such units is already proving to be a problem.

Both the lines in use form however only the initial stage of the extensive plans for a Turkish high-speed railway network. At present the most important construction project is the completion of the link from Ankara to Istanbul and the linking of the Asiatic section of the network with the European section through the new Bosphorus Tunnel. As a consequence of this project the metropolis on the Bosphorus is currently almost completely cut off from rail facilities!

From Ankara eastwards construction works began on 13th. March 2009 on a new section towards Sivas. This will be, similarly to the Konya link, totally separate from any previous alignment and will reduce the length of the route from the current 603km. via Kayseri to 467km. The line when complete will have six viaducts, eleven tunnels and sixty-seven bridges.

This year will also see the commencement of works on the 75km. long section from Bielik to Bursa, which should be brought into operation in 2015.

Further sections are already at the stage of advanced planning, and these include especially the line from Ankara to Izmir. Eventually there should be a high-capacity East-West high-speed rail corridor from Istanbul via Ankara, Sivas, Erzurum through to Tiflis in Georgia.

In this connection the direct link between the railway systems of Turkey and Georgia, which should theoretically be already under construction, is a hotly-discussed topic. In terms of operation it is questionable if this line is necessary as the topography is more difficult than over the existing line via Armenia (which is currently not in use, due to political tensions). In total a gap of 105km. would need to be filled between the Georgian and the Turkish systems, of which 76km. would be on Turkish territory. Originally opening was envisaged for 2010 but various difficulties have constantly delayed continuation of the construction works.

For operation on the new lines, in addition to further multiple units by Hyundai-Rotem a further 80 electric locomotives have been ordered. This is the first export success for the Korean firm in this area."

### **E. IRAQ.**

#### **STATISTICS AND CURRENT EVENTS.**

Also from 'Fahrplancenter News' No. 48:

"Normality is slowly returning to the IRR, Iraq Republic Railways.

In January 2012 fairly extensive and detailed statistics were issued for the year 2011. From 01.01.2011 to 31.12.2011 the IRR had transported 669,000 tons of freight. The most important commodities are oil products, phosphates, liquid gas, stone and grain. 310,000 tons was transported between Baghdad, Basra and the harbour at Umm Qasr, 70,000 tons on the line Baghdad - Mosul - Rabia, of which about a half was import- or export traffic with Syria transferred to the CFS. The remaining freight was mostly conveyed on the north-west line on the route Baghdad - Akashat. In total 2,055 freight trains operated in 2011.

The 932 passenger trains transported 273,000 passengers. The entire railway operation brought costs of 10,674M IQD (Iraqi Dinars = ca. 7.4M Euros), and the revenues totalled 15,977M IQD (roughly 11.12M). That means the railway actually made an operating profit. Nevertheless this can not be laid aside for the future; Instead, substantial State help is still very much needed, for the maintenance and reconstruction works cost large sums. The rail network is now some 1,900km. and in 2011 work began on refurbishing the external areas of the Baghdad Main Station. The platforms had to be newly asphalted, whilst under the tracks new drainage had to be laid so that the whole area of the tracks does not become transformed into a lake during the (infrequent) rainfalls.

In the first half of 2012 six large contracts were advertised for international tenders. These include: glass fibre cable for the reconstruction of the telecommunications between the stations; the provision of fastenings for rails; spare parts; bogies and couplings for freight wagons and passenger carriages; The ordering of 400 new goods wagons, as well as various departmental track maintenance vehicles, including a breakdown train and rerailling equipment. In addition 15,000 rails of 60kg./m. weight were ordered.

In January 2012 the IRR modified the timetable for the trains between Baghdad and Basra, to take account of the frequent delays:

Train 20: Dep. Baghdad 17.00, arr. Basra 05.20.

Train 21: Dep. Basra 18.00, arr. Baghdad 06.15.

Both trains are for the present the only ones which run daily. The single fare for the 553km. line is ca. \$US20.00. This tariff was introduced on 7th. Sept. 2011, being reduced on this date from \$25, in order to allow also the socially-weak segment of the population an opportunity to travel. A free drink is included in the fare.

Once a week passenger trains run from Baghdad to Al Haqlaniya, Baghdad to Samarra and between Basra and



Umm Qasr. The link Baghdad - Mosul is served by a night train when required, and this occurs for especially important festivals.

Although the station in Kirkuk has been completely renovated, no passenger trains at all run at present in the Kurdish province and also the freight traffic on the Baiji - Kirkuk line is very sparse.

On 27th. July 2012 the Railways in Iraq celebrated their centenary.

Since the reconstruction of existing lines and of the rolling stock is costing large sums, projects for new lines are being held back:-

- Basra - Khorramshar (Iran): The Iranian part of the line is ready, whereas in Iraq earthworks are still being prepared.

- Husabiah - Deir-ez-Zor (Syria): The Syrian section is ready; on the Iraqi section the rails are laid, but there is still a major bridge over the Euphrates necessary and due to the political situation in Syria the completion of this line is probably still in the distant future.

- Ar Ramadi - Aqaba (Jordan). This line, which will enable Iraq to have a direct link to the Red Sea, has been under construction since August 2011, albeit so far only on the Iraqi territory, and even here it is mainly land acquisition and earthworks that have been undertaken. As to when rails will be laid, the authorities in Baghdad say that this is dependent on the progress made by the Jordanians, but there no work has really begun at all."

## **F. SYRIA.**

### **SUSPENSION OF SERVICES.**

'Fahrplancenter News' p.19.

"The substantial civil war in Syria has gradually brought rail traffic to a standstill. Since July 2012 it appears that no trains at all run, after a period in which at least some minimal service had been maintained between Deir-ez-Zor and Al-Qamishli. Even at the end of June some trains reached Aleppo from the north-east. Passenger traffic has been suspended for a lengthy period already on the coastal line between Al-Ladiqiyah and Tartous, after the Syrian Army had suppressed the 'Resistance' at Banyas with tanks and air attacks. According to television pictures the railway tracks were also destroyed.

Whether and to what extent the Hedjaz Railway line in the Damascus area has been damaged was at press date (August 2012) still unknown. According to Lebanese sources Syrian tanks used the railway from the Lebanese border along the section Umm Qameh - Tall Kalakh near the border in order to prevent the flight of Syrian citizens over the border to Lebanon in this region between Hims and the coast.

It is clear that this conflict has thrown the Syrian railways many years backwards in their development."

## **G. OMAN:**

'Fahrplancenter News' No. 48 p.27:

Nine firms or consortia have applied to tender for the planned new 1,000km. railway network.

## **H. ETHIOPIA.**

(i). Not really fully in Harakevet's region of interest, but included here partly because of the Turkish link... In 'Continental Railway Journal' No. 171, Autumn 2012 p. 17 is an entry:-

"The Ethiopian Railway Corporation has awarded a \$US1.7 Billion contract to Yapi Merkezi, Turkey, for the construction of the first phase of a 447km. north-south line, the contract being signed in Addis Ababa on 27th. June 2012. A new single-track electrified line will run from Awash, on the Addis Ababa - Djibouti line currently under construction, via Kombolcha to Hara Gebeya. Construction will take 42 months and Yapi Merkezi will be responsible for constructing the line, a depot and yards, and an operating control centre, and for procuring equipment including signalling and telecommunications. Clarification is required as regards Addis Ababa - Djibouti, between which points there is already a long-existing railway. Should the reference to 'currently under construction' perhaps refer to 'reconstruction'? At an earlier date, ERC had awarded a \$US1.5 Billion contract to a Chinese civil engineering firm for the construction of the northern section of the line from Wolfiya / Hara Gebeya to Makelle. A final phase involves constructing a line from Wodiya east via Semera and Elidar to the Djibouti port of Tadjourah to carry export potash."

### **(ii). SLM DIESELS.**

In the Swiss magazine 'Semaphore' issue 'Herbst 2012' is an article by Daniel Ammann on the diesel locomotives built for the metre-gauge 'Compagnie du Chemin de fer Franco-Ethiopien' (CFE) by SLM in Winterthur.

"The initial order was in December 1946, for six double locos; by 15th. July 1948 detailed specifications were for five express locos to be numbered 1V to 5V ('V' stands for 'Voyageurs') and seven for mixed traffic 6M to 12M ('M' here standing for 'Marchandises.') Later the planned top speed of 90km/h for the 'V' version seemed to be rather optimistic ('M' had a top speed of 65 km/h) and following the last alterations on 14th. July 1949 in the end in 1950-51 only one loco was delivered as an express engine - and only as No. '1' (no letter) and the remaining eleven as '2M'- '12M'. A spare pair of bogies geared for 'M' was also delivered and, following a derailment during trials, No. 1 was given these bogies and so the whole series became 1M to 12M.

As a protection against collisions

with wild animals the cabs were especially reinforced, with the pointed form classed at this point as very modern, and heavy chromed strips and a skirting. The locos had cabs only at one end and could be worked in multiple coupled back-to-back or operated singly and turned at the end of each trip.

The three-axle bogies were so constructed that they could have the centre axle removed at some point to increase adhesion; this was done in 1963-64, when the CGE tracks allowed higher axle loads. [This implies the locos were originally A1A-A1A and became Bo-Bo. Ed.] The twelve locos were considered reliable and robust, and were heavily used. From 1972 onwards they began to look rather 'tired' and initial withdrawals began. 3M, 6M and 10M lasted until the 1990's on lighter duties. A re-engining proposed in 1990 was not carried out due to poor financial situation. Now in 2012 the empty shell of 3M still remains in Diré Daoua as 'State Property' for a planned national museum.

Following collapse of a bridge in 2009 traffic on the 450km. section Dire Daoua - Addis Abbeba was suspended. Sporadic trips were run between Djibouti and Dire Daoua in Spring 2010 insofar as the condition of the line and the stock permitted. A full overhaul and reconstruction was due to follow, but for various reasons work was suspended soon after it had commenced and has not been resumed. In the meantime there is talk of a new line to standard gauge and following a different alignment.

On 10th. Nov. 1953 SLM also sketched out a proposal for a 950mm gauge Bo-Bo version of these locos for Eritrea but the order was never placed."

The article also carries links to other items about Ethiopia in 'Semaphore' Spring 2008 pp. 32-42 and Autumn 2008 pp. 23-24. The 'Compagnie Impériale du Chemin de fer Ethiopien' (CIE) was formed in 1897. It went bankrupt in 1907 and a year later the 'Chemin de fer Franco-Ethiopien de Djibouti à Addis Abeba' was formed in Paris. In 1981 the CDE 'Chemin de fer Djibouti - Ethiopien' was formed with involvement by both states Ethiopia and Djibouti. From 1899 to 1951 SLM Winterthur delivered a total of 24 steam and 12 Diesel locos to Ethiopia (a 1951 advertising brochure refers still to 'Abyssinia'.)

### **(iii). HENSCHEL MALLET LOCO.**

On p.44f. of the same issue another article by the same author casts light on a shaded part of narrow gauge history.

"In 1917 Henschel delivered twenty metre-gauge 0-6-6-0T 4cyl. superheated compound Mallet locos to the Militär-Eisenbahn-Direktion (MED) Brüssel. They were numbered H.K. (Heere-

sprüfkommission') Nos. 11 - 30. Almost all were put into operation in the Verdun region, and following the end of the war most remained stored in Montmédy in France. One of these, however, H.K. No. 23 was put to use as No. 6.001 of the Société d'Exploitation des Chemins de fer Secondaires (S.E.), réseau de la Woivre. The machine turned out to be too large for here and was seldom used. In 1928 it was sold to the Yverdon - Ste. Croix (YSteC) railway in Switzerland and renumbered G 2x3/3 No. 5.

Here also it was considered to be a coal-eater and after 1930 mostly stood unused. From 1941 to 1945 it was at Montbovon as a wartime reserve loco for the MOB/GFM for use should the electric overhead fail, and in 1946 it was sold to Ethiopia. It is no longer possible to find out who arranged this. In view of the experience the CFE had had with other second-hand Swiss locos, Appenzeller Bahn G4/5 No. 7 and 8, which had been rebuilt to tender locos, the CFE workshops also rebuilt the Mallet in their workshops and provided it with a tender. The coal bunker and the cab rear had to be modified to enable access to the tender. It was numbered 61 but also turned out to be hard to operate, with a heavy appetite for fuel and expensive to maintain, and the long way from the cab to the tender was also a factor that led to excessive labour. In consequence, and in

contrast to the opinion on the AB G 4/5, the loco was considered as 'almost un-useable'. It was therefore withdrawn in the same year, 1946, following delivery of six MacArthur 2-8-2's No.s 421-426. For many years it has been considered that this loco never turned a wheel under steam in Africa but recently-discovered photographs reveal that it did actually work, but only for a very short time."

### I. LEBANON

The same issue of C.R.J. p. 3 refers to Elias Maalouf, who is connected with a proposed railway museum at Rayak, Lebanon, is making a film about Lebanese railways, particularly the Beirut to Rayak rack line. If anyone has any material please contact him on info@trainlebanon.com or eliasbmaalouf@gmail.com

### J. AFGHANISTAN / PAKISTAN.

In 'C.R.J.' No. 171 p.26 is noted that "Worried that Pakistan Railways are becoming increasingly inefficient, with an increasingly poor locomotive availability, the National Logistics Cell (NLC) of the Pakistan Army has signed a deal with Pakistan Railways (PR) to refurbish its fleet of 30 locomotives. The poor availability of PR locos has put in jeopardy freight movements within Pakistan and, in particular, is delaying equipment in transit to Afghani-

stan. Additionally the NLC is strengthening its position by signing an agreement with Korean Railways (Korail) to supply ten refurbished and regauged GMU-30 locos at a cost of \$11.1 M. with a two-year warranty and spares back-up. An option to purchase a further 36 locomotives in two years' time has also been signed. Korail is providing a maintenance and supervisory consultancy team of five engineers for the first two years of the locos' service with the NLC at an additional cost of \$1.4M. During this period it is planned that the NLC will establish a workshop facility to maintain its fleet in conjunction with PR." So at least Someone in Pakistan thinks that railways are important and necessary!

### K. EGYPT.

In a level-crossing smash on Saturday morning 17.11.2012 at Manfalut some distance south of Cairo some 47 young children in a school bus were killed. The Transport Minister resigned promptly and the Prime Minister also became involved. A TV clip showed a Henschel loco involved. German TV immediately drew attention to the poor state of the Egyptian rail network and referred to the 2002 fire catastrophe when several hundred passengers were burned because coach windows were barred. What this has to do with the total idiocy of a bus driver was unclear.

99:09



*The Sukkot festival being celebrated on the new Jerusalem Tramway. Unlike Blackpool, the system does not (yet?) have any open-top tramcars onto which such a booth could be built... Photos: Aharon Gazit*



99:10 **THE FRANCO-CROSTI  
PREHEATER SYSTEM &  
ISRAEL RAILWAYS: A  
SHORT STORY.**

**By Paul Cotterell.**

In May 1950 the Italian company Locomotive a Vapore Franco was evidently touting around for business. A letter from its Sole Representatives, The International Agency of Frankfurt/Main in Germany, landed on a highly polished desk at the Ministry of Transport in Jerusalem, from where it was passed along to the IR General Manager Paikovitch. He courteously acknowledged receipt and asked The International Agency to send him pamphlets with technical details about the Franco-Crosti Preheater. Two pamphlets arrived in July. Paikovitch again acknowledged receipt. And with that little flurry of correspondence File Peh/82/42 was closed with the pamphlets nowhere to be found.

The Franco-Crosti Preheater was a form of feedwater heater, designed to heat up the cold water from the loco tender before it entered the boiler. Other types of feedwater heaters had been successful in, for example, North America and were widely applied there. The Franco-Crosti system had quite notable success (as much as 20% reduction in coal consumption) in Italy where steam loco development came to an end at an early date, the locos were relatively inefficient, and the preheater therefore showed a marked economic gain. No such economies were to be had with it in countries where the steam engines were more efficient to begin with. Nevertheless, British Railways tried out the Franco-Crosti Preheater on some of their nice new, and distinctly capable, Class 9F 2-10-0s in the mid-1950s, and quickly came to rue the day they agreed to give the nasty foreign thing a trial. The Franco-Crosti 9Fs on BR were loathed by their crews, and mostly spent an awful amount of time dumped out of use before being rebuilt as conventional 2-10-0s which, even then, could not quite match up to their sisters. Among its other offences, the Franco-Crosti Preheater on BR produced large quantities of sulphuric acid that rapidly caused corrosion.

There is nothing in File Peh/82/42 to hint at the reason for its early closure. Paikovitch might have been mildly curious or simply polite in asking for pamphlets, but I wouldn't be surprised if he had made a phone call or two and found out that Israel Railways were **really** not in need of something very expensive that would only complicate life and, anyway, would be obsolete in the very near future.

99:11

## SOME NOTES ON 'ABDUL NASSER'.

By Paul Cotterell.

Practically nothing is known about the ESR Jung 0-6-0 diesel No.4239, captured in 1956, during its service on Israel Railways. 'Abdul Nasser', as it was nicknamed on IR, was used, apparently intermittently, for shunting in and around Haifa, but seems to have kept a very low profile indeed. I have the feeling that it was probably looked upon as more trouble than it was worth, and the following extracts from two documents in the IRM Archives hint at recurring problems which would have exasperated those who had to maintain the loco.

1). On 21.2.57 the loco's "oil radiator" [*sic* - see Note a)] was leaking and sent to the "Michael" garage for repair and was returned on 25.2.57.

Between 5.3.57 and 5.5.57 the radiator had to be stripped on six [!] separate occasions for repairs to leaks "by us" (ie. at the Haifa diesel depot).

On 27.5.57 the radiator, leaking once more, was sent to Qishon Workshops for repairs and returned on 18.6.57. On the same day, and immediately after the loco was started up, it began leaking again!

On 3.7.57 the radiator was received from Qishon again and fitted.

On 10.7.57 it was leaking again, was stripped and sent to Qishon.

"In light of the above details", it was wearily remarked by the diesel depot to the CME, "I suggest that a new radiator be fabricated with a period of warranty [guarantee]".

2). There were more troubles with the "oil cooler" [*sic* - presumably radiator]. In September 1957 it was reported by the Economic Department Manager that "The Shilumim Corporation in its letter of 27.8.57 informed us that it had contacted the delegation in Köln with a request for an urgent estimate for the purchase of the above oil cooler. On 4.9.57 we received an estimate from the firm of Langerer [?spelling] und Reich for the supply of a cooler at the price of DM859 FOB. Delivery time 4-5 weeks. The estimate was forwarded for checking by the Chief Mechanical Engineer. After receiving his verbal approval I sent a telegram on 9.9.57 to the delegation to place an urgent order for the cooler as per the above estimate".

### Notes:

a) Confusingly two Hebrew terms are used in both items 1 and 2. I'm fairly certain they both refer to the radiator.

b) Shilumim is Hebrew for reparations. These were the reparations paid to Israel by Germany for the genocide of Jews in World War Two.

c) Despite any dislike by the maintenance people it is obvious that 'Abdul Nasser' was very much needed at this period, otherwise all this time, energy, cash and frustration would not have been expended on it. I imagine that completion of delivery of the Esslingen 0-6-0D shunters the following year would have considerably lessened the need for it.

99:11a "Copies of 'Harakevet' being unloaded in the Sinai? British soldiers at work on a Decauville line during World War I." (Photo via Chen Melling).





Permanent Way Kliv 53 trolleys by Robel on the Hedjaz Railway in Amman Permanent Way Kliv 53 trolleys by Robel on the Hedjaz Railway in Amman



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