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הרכבת

A Quarterly Journal on the Railways of the Middle East
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EDITORIAL.

This issue is being prepared for press on 1st. September 2014. It has been one hell of a summer. Scarcely had issue 105 gone to press when all hell broke out again – following some vicious and tragic murders, Arab rioters in East Jerusalem destroyed sections of the LRV line and three of the stops; then the flow of rockets from Gaza grew yet further and in consequence trains between Ashkelon and Sderot were suspended several times – this line runs very close to the border with the Gaza Strip. After fifty days and several cease-fires, none of which were held long, some relative calm descended – for the time being. In the meantime the effects on Israel's population and economy were enormous, through the major material damage was inflicted on the Gaza side of the border.

What is in a way just as sad is that the general situation in the region is so bad that there is NO real positive railway-related news from Syria, Lebanon, Iraq, Jordan, Egypt..... In every country there are internal conflicts based on personalities, politics or – increasingly – religious fundamentalism. With almost half of the Syrian population in flight, either within the country or to neighbouring countries; with a half of the current population of Lebanon formed of Syrian refugees; with the suddenly-noticed (which is not the same as 'sudden') rise of the ISIS or 'Islamic State'; with murders and massacres within Sinai; with the intensified attempt of the Kurds to achieve some form of autonomy or independence within what used to be northern Iraq; with the fate of various minorities such as Assyrian Christians or Yezide; with increased concern with and sanctions against Iran..... and the list could go on. The days when railway enthusiasts could organise nostalgic steam tours to Dera'a and Damascus or travel along the Turkish border seem long gone and from many areas it appears that the only reports in the future will be historical ones. Ironically it seems to be only in Israel and along the Gulf Coast that actual construction as opposed to destruction is taking place – but even here, the financial costs of the conflict will almost certainly mean that not all plans can be pushed forward as desired.

'Harakevet' tries on the whole to be objective and (relatively) neutral. There is indeed nothing new under the sun. The Middle East has undergone many cataclysms through its history as various armies, be they Hittite or Egyptian or Babylonian or Assyrian or Persian or Moslem or Ottoman or British or whatever have surged through, occupying, imprisoning, massacring, changing.... the only difference is that, for us, this history is being made NOW, and within a few months or years it is clear that many of the borders and many of the current States will have changed beyond recognition from the situation ten or twenty or forty or a hundred years ago. Plans for constructing new east-west links between Europe and Asia will of necessity be affected by the discussion

of which countries are considered 'safe' to traverse – Afghanistan, Iran, Turkey, Russia.....

Behind all these news items lie human pain, fear and suffering. We should not forget that. But we will try to focus on the developments as they affect rail transport, past, present and future, and place them in print and digital form in the public domain. That and that alone is the mission of this magazine. I normally end with the word 'Enjoy!'; this quarter that is a little more difficult than usual. But read, and absorb.

The Editor.

106:04.

NEWS FROM THE LINE.

[As usual the sequence is a mixture of chronological, as items came in, and thematic, as situations developed. Ed.]

(a). SECRET REPORTS ON SERVICE QUALITY!

From a Press release of 25.06.2014 by the Transport Ministry: "The Israeli company Systems won the ministry's tender for providing control services regarding the quality of service for the passengers on trains; As part of the control services, unobserved controllers will travel on trains to report on the service quality, according to the ministry's requirements."

(b). NEW FOUR-YEAR CONTRACT.

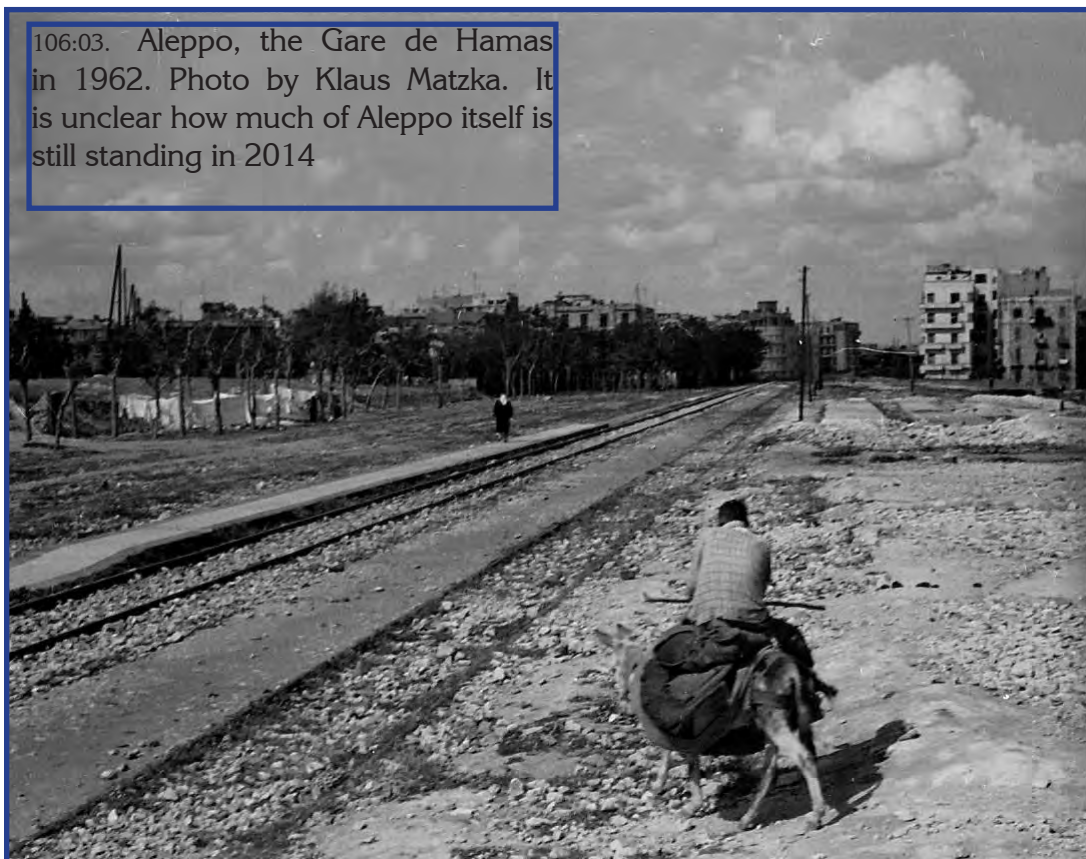
The Ministry and the railways signed in June a framework agreement for four years - with an optional extension for an additional four years - for increasing the co-operation between the two bodies, the arrangement of subsidies, and improving passenger and freight services.

(c). NEW PUBLIC TRANSPORT CARD.

On 01.06.2014, the Ministry introduced a new monthly free-use smart card called "Triple" enabling travel freely during a certain month, on both trains and buses of all companies operating at the cities of destinations at a 20% reduced fare.

In the first stage, the inhabitants of the Greater Tel-Aviv Area, Haifa, Beer-Sheva, Modi'in and Beit-Shemesh will enjoy the card's benefits; if this

106:03. Aleppo, the Gare de Hamas in 1962. Photo by Klaus Matzka. It is unclear how much of Aleppo itself is still standing in 2014



is successful, it will be extended to other areas.

And: From a press release of 03.08.2014 by the Transport Ministry: "Minister Katz has announced today - 03.08.2014 - that he has decided to include all the cities of Israel in the "Monthly Free" 'Hofshi Hodshi' ticket valid for all modes of public transport, including rail, to enjoy the reduction of 30% to 50% fare reductions; This includes - for the first time - also Arab cities!"

(d). THE NEW MODI'IN – JERUSALEM LINK.

The mayor of Modi'in Mr. Hayim Bivas recently announced that works on the long-awaited 5 km rail link between Modi'in Outskirts station and the A1 fast rail link to Jerusalem will start at the beginning of 2016.

Known by its nickname as the "Modi'in Curve", the \$114 Million project will provide a 17 minute journey time between Modi'in and Jerusalem, compared with at least 60 minutes by bus and 30 minutes by private car - in case of no traffic jams (and these are often very heavy); works will include also enlarging and upgrading Modi'in Outskirts station due to a significant increase in passenger traffic; also included in the works is an underground pedestrian passage between the station and the adjacent shopping centre called 'Yishparo' or the 'Einav Centre'.

Works started in 2008 at the linking point on the A1 route but shortly afterwards were stopped due to appeals to the Supreme Court regarding the A1 alignment, which left both projects stuck; now that the A1 line is progressing at full tempo the link is to become - at last - a reality. Connected to this is a further report:

(e). MAJOR RAIL PLANS FOR THE MODI'IN AREA.

From Aharon Gazit: "Here is a summary of an interview which took place in mid-August, between reporter Yehuda Golan of the Modi'in local magazine 'Modi'in News' and Israel Railways Ltd. Spokesman Mr. Israel Tal (with the permission of both involved):

The station Pa'atei-Modi'in (Modi'in Outskirts) is to become within a few years a transportation hub, thanks to its location in the median of the important transverse highway No. 431 (Modi'in - Rishon-Le-Zion West), and the linking curve with the A1 fast link to Jerusalem, works on which are to commence in 2015 and which is to be completed on time together with the completion of the A1 in 2017. The station itself will be increased from two to four tracks; two to Jerusalem, two to Tel-Aviv.

An overhead rain-protected pedestrian bridge is to be built soon, enabling

passenger to reach easily the nearby Yishparo business centre, where a lot of parking areas already exist; additional parking space for 750 cars is to be provided adjacent to existing parking at the station. But the station will become much more important in the near future, when the line between Modi'in Outskirts and Rishonim station at Rishon-Le-Zion will be built in the median of Highway 431 on a reserved strip; the line is to be further extended to Rishon-Le-Zion West, but this section is not yet finally designed.

However, for the people of Rishon-Le-Zion wishing either to go to Jerusalem by rail, or partially by car, all they will have to do is either to take a train from Rishonim to Modi'in Outskirts, and then to change to the train to Jerusalem, or to reach their station by car, park there, and take the train to Jerusalem; in both cases avoiding the endless bottlenecks on both highways 1 and 443 to Jerusalem.

Additionally, the Eastern Line (a revival of the historical section Kfar-Sava - Hadera East of the Haifa - Kantara line) which is soon to be rebuilt is to be linked with the Jerusalem/Modi'in - Tel-Aviv A1 near Ben-Gurion Airport, enabling a much faster link with Haifa and Nahariya, avoiding the need to pass through the congested Greater Tel-Aviv Area."

Attached herewith are a computer generated picture of the pedestrian bridge and a map (thanks God in English!) of the rail network around Modi'in and the airport area; unfortunately, it is not up to date; the dotted line to Beer-Sheva south of Ramla is operational for more than a year replacing the nearby loop; so is the line between Rishon-Le-Zion West and Ashdod; the rest is more or less OK.

Both pictures-by courtesy of Mr. Israel Railways Ltd. Spokesman Mr. Israel Tal, and his assistant Mr. Shahar Wiesman.

(f). A1 LINE SLAB TRACK TENDER.

The railways have announced that the final four candidates for the quick PQ No. 2138 for electro-mechanical systems and slab track for the A1 line are:

1. DCME PLUS consisting of: Danya Sivus, Menolid Heruth Systems Ltd. (both Israeli), CCECC-China Civil Engineering Construction Company, and PEC+S-Planning Engineering Consulting + Services GmbH.
2. Jerusalem Railway Partners consisting of: Shikun-U-Binui-Solel Bone Infrastructures Ltd., Lesico Ltd. (both Israeli), Electra S.A., and Eifhge Rail GmbH.
3. SHFIR-PRS-PA-CSAJV consisting of: Shafir Civil and Marine Engineering Ltd. (Israeli), Power Supply Solutions S.A., and Ingineria Y Construcion Pacsa S.A.
4. Electra-Boegel consisting of: Electra Ltd., Electra Infrastructures Hasharon Excavators Ltd. (both Israeli), Max Boegel Bauunternehmung GmbH, and Signon Schweitz AG.

(g). ELECTRIFICATION TENDER.

The Transport Ministry announced on 29.07.2014, that on 31.07.2014 the Railways would publish an international tender for the manufacture and supply of between 62 and 78 25 KV/50 Hz 160 km/h electrical locomotives with an option for more. This is an integral part of the electrification program now in a progressive phase of detailed design. This tender - No. 51402 - is excerpted below.

(h). JERUSALEM LINE NEWS: INFRA-STRUCTURE WORKS.

Contrary to earlier reports, the section between Beit-Shemesh and Jerusalem, which was planned for reopening on Saturday night, 12.07.2014, was to be opened a week later on Saturday night, 19.07.2014, due to infrastructure works carried out in a greater extent than originally planned.

The recently-appointed spokesman Mr. Israel Tal-Saranga, explained on 17.07.2014 in a short briefing that these had included: strengthening of the rocky walls on both track sides, building fences on both track sides, and nature preserving activities along the creek which is defined as a natural preserved park (called Park Sorek).

The fence built attached to the rocky walls is manufactured in an advanced technology which absorbs energy, thus preventing falling rocks; it includes nets which saved millions of dollars.

(i). JERUSALEM LINE NEWS: SERVICE EXTENSIONS TO HERZLIYYA

The railways have announced that, due to growing demand, starting on Sunday, 03.08.2014, several trains between Tel-Aviv and Jerusalem (the old rebuilt line), would start/terminate at Herzliyya station rather than at Tel-Aviv Savidor Central station, thus stopping also at the intermediate station of Tel Aviv Universita.

In an initial report this referred to the train of 05:44 from Tel-Aviv which will start at the university at about 05:34, and the train departing from Jerusalem at 21:17; both of these services will be operated Sundays to Thursdays. On Fridays it refers to the following: The train currently departing from Tel-Aviv Savidor Central at 05:14 will start at the University at 05:04; The trains from Jerusalem departing at 15:46 (operated until 13.09.2014, and the trains of 14:46 and 13:46 operated during summer time only) will terminate at the University station.

However, in a bizarre twist, a week later it was announced that there had been a mistake and in fact this meant that the trains mentioned were the only ones which were NOT to be extended! No printed timetable has yet been seen to confirm the move.

(j). EXTRA TRAINS TO JERUSALEM.

In early August Sybil wrote that Jerusalem was now getting an hourly service again (i.e. All trains to Beth Shemesh continued, whereas otherwise there are two-hour gaps during the day) and were made up to nine coaches – it appears that these additions were for the period known as 'Beyn HaZmanim' in Hebrew – "Between the Times" – the period between Tisha B'Av (9th. Av) and Rosh Hodesh Elul (the new moon for the Hebrew month Elul) which is when many Yeshivot have their summer break and so there are more travellers – this year 26th. August. The trains were apparently packed with children and Yeshiva students. The trains are also now extended northwards from Tel Aviv on to Herzliya.

On 07.08.2014 Israel Railways issued a press release: "Between 10.08.2014 and 31.08.2014, an additional 32 trains daily - 16 in each direction - will be introduced between Tel-Aviv and Herzliya; thus, the total daily number on this section will be 147. The increased number of trains is aimed at achieving less congestion, and more flexibility of services, and is part of extending services from Jerusalem to Herzliya (instead of to Tel-Aviv only) due to high demand for rail services during this month, particularly to/from Jerusalem Biblical Zoo station. Each train formation will be strengthened by an additional unit."

Our intrepid correspondent notes that the trains use the "spare" platform 3 at Herzliya for arrival and departure, sitting in that platform until it is time for them to go back. However, she had a difficult journey in late August: "coming back from Holon Wolfson on the 16:17 from that station, I arrived at Hagana expecting to get the 16:51 from there, which continues to Jerusalem. Announcement on platform at Hagana: "Passengers for Beit Shemesh and Jerusalem should take the next train and change at Lod." I asked the stationmaster at Lod what was going on, and he said he didn't know. There was an IC-3 waiting in platform 1 when we arrived. I don't know how long it had been there. I asked the train driver what was going on, and HE didn't know! The platform indicator said Beit Shemesh, even though that train is scheduled to continue to Jerusalem. The train should have left Lod at 17:04. A railway employee walked through the train saying that buses would be laid on at Beit Shemesh for passengers going to Jerusalem. I asked her what it was all about. She said it was because of the HEAT!! We waited at Lod for the arrival of the next train (17:11 from Netanya to Rishonim) to pick up passengers. We got to Beit Shemesh and landed on platform 2. Needless to say there were hundreds of people making their way down the stairs and up on the other side, and I couldn't see either Yossi the stationmaster or Moshe his

assistant to ask if they knew any more. And I don't know whether it was only that train or if it was like it all day."

(k). SERVICE SUSPENSIONS TO SDEROT DURING THE CONFLICT IN GAZA:

On 08.07.2014 as rocket attacks from the Gaza Strip flared up once again, train schedules in the south were disrupted. A press release from the Transport Ministry announced that "As a result of the war with the Gaza Strip, trains between Ashkelon and Sderot are not running; trains start and terminate at Ashkelon station; on other lines, traffic is running regularly, however, in case of an alarm, they have to slow down and brake; delays may occur."

Then: From a press release of 06.08.2014 by the Transport Ministry: "Minister Katz announced today, 06.08.2014, that - after consulting with the Hinterland Command (Formerly Civil Defense Command) - train service to/from Sderot will resume; the section between Sderot and Ashkelon was closed since 08.07.2014 due to the war at the Gaza Strip; now that the cease fire is kept - hopefully for a long period - the services are regular; the first train left Sderot for Tel-Aviv at 11:52."

But: Services to Sderot were once more suspended on 18.08.2014 – an IR press release stating "Due to the tensed situation near the Gaza Strip, and the uncertainty regarding the future of the current cease fire, the Ashkelon-Sderot line is closed for passenger services from today and until further notice."

The conflict, lasting over seven weeks, was marked by several proposed but short-lived ceasefires. There have been many articles and e-mails in past weeks that are of some relevance: Here is a translation of an article in German from "israelnetz.com of Friday 15.08.2014, by Elisabeth Hausen:

'TREES SHOULD HINDER SHELLING. SDEROT / ASHKELON (inn) Natural protection walls against rockets: Israel will plant 800 trees along the railway line between Sderot und Ashkelon. The reason: For a length of some two kilometres the trains are visible from the Gaza Strip. The station of the small town of Sderot – which was constructed to be safe against rockets – was opened last December. Until then the railway line ended in Ashkelon, north of the Gaza Strip. But even before the opening there had been concerns regarding possible attacks. For in the vicinity of Kibbutz Erez there is no obstacle to sight between the Palestinian area and the tracks. Three months ago a video film was confiscated from the Gaza Strip; it showed how a train passed on the way towards Sderot, without any protection. Therefore, even before the beginning of 'Operation Protective Edge' it had been decided to plant two rows of tamarisk trees along the line. They grow

eight to ten metres high and should hide the trains from possible attackers. In addition the railway embankment should be widened and strengthened. This was reported in Ma'ariv. Three weeks before the offensive against the Terrorist Infrastructure in the Gaza Strip the works began. Due to the combat activity trains between Sderot and Ashkelon were initially suspended and also the planting works. On the Tuesday they used the cease fire to continue their efforts. Ma'ariv quoted one of the workers as saying "It is a large project costing almost ten million Shekels (two million Euros)." This is however no solution yet for a 450m long section in which the tracks cross a bridge."

Then came on 08.08.2014.: Ashkelon-Sderot train line Re-opens. (Jerusalem Post). By Sharon Udasin. "After a hiatus of two weeks amid intense rocket attacks, the train line from Ashkelon to Sderot and vice versa reopened on Thursday afternoon. The first trains left Ashkelon in the direction of Sderot at 16:52 and Sderot in the direction of Ashkelon at 17:23, the Transportation Ministry said. The ministry made the decision following assessments of the current security situation and consultations with the Home Front Command.

Since the beginning of Operation Protective Edge, the ministry discontinued operations on this segment of the train line several times, and most recently did so on August 17, following massive rocket barrages to Sderot and the surrounding communities.

Residents of Sderot and these towns, as well as students studying at Sapir Academic College, are entitled to use the train free of charge until further notice, the Ministry stressed."

Plus: FREE TICKETS FOR HAIFA MUSEUM.

The railways have decided to enable the children of the south who are badly suffering from the Gaza Strip rockets, to enjoy a free ticket to/from the railway museum at Haifa.

Then on 27.08.24 with the cease-fire trains to Sderot have been reinstated.

(l). BEERSHEBA LINE WORKS.

There was an announcement on the IR website that trains to Beersheva from August 28 22:30 to Saturday night August 30 would take 10 minutes longer for the journey because of infrastructure work to be carried out on the section between Beer-Sheva University station and Lehavim-Rahat station.

(m). HAIFA BAY DEVELOPMENTS.

From a press release of 07.07.2014 by the Transport Ministry: Both the Transport Ministry and Yefe-Nof

Company, published today the \$55 million tender for completion of the Haifa Merkazit Ha-Mifratz (Haifa Bay) transportation center - to be the biggest of its kind in Israel - to occupy 12,000 sq.m., and to be served by urban, interurban buses, BRT-METRONIT, and Israel Railways Ltd., for which the Valley station (Hedjaz) is to be located on the second floor (the first floor will be for buses and BRT), to be opened within approximately two years - more or less together with the completion of the transportation center.

(n). MORE INDUSTRIAL ACTION.

From a press release of 08.07.2014 by Israel Railways Ltd:

"The Labour Tribunal has today accused the Railway Workers' Union of abusing the court's decision after instructing the workers at Haifa depot to come at work before 15:00; the court has decided on a penalty of \$2,800.00 on each of the members for each working day of absence, if they do it again."

(o). WHO WANTS TO BE AN ENGINE DRIVER?

From a press release of 11.08.2014 by the Transport Ministry:

"The ministry has approved a new programme of training loco/train drivers, which includes a direct graduation of passenger train drivers. The programme was initiated by Minister Katz, and approved by Mr. Moshe Amsalem - a senior manager of the Railway Department at the Ministry, and who was formerly the Passenger Service Department Manager at Israel Railways Ltd.

In the first set of the courses, due to start on October 2014, forty students - including for the first time ever twenty women - will be trained and graduated, being exposed to the most advanced railway techniques and innovations.

Hundreds of youngsters have applied as candidates as a response to the railways tender for drivers. Both Minister Katz and the Railways' General Manager Mr. Boaz Zafrir, said that due to the unprecedented expansion of the network and rolling stock, its operators must be up to date with the latest rail technologies and thus must be trained accordingly; the railways are recruiting 250 new employees annually.

(p). ON-BOARD TICKET CHECKS.

From a press release of 18.08.2014 by Israel Railways Ltd.:

The railways have announced that due to the increased passenger traffic, and - at the same time - a growing number of passengers escaping from payment for tickets, special teams of Inspectors, in addition to the regular on-board teams, will enforce payment; they have been authorized to enforce passengers to pay penalties and even to hold them - with powers of arrest - until police arrive.

(q). TUNNELLING PROGRESS ON THE A1 LINE.

From a press release of 26.08.2014 by Israel Railways Ltd.: "The A1 fast rail link to Jerusalem, has moved today - 26.08.2014 - significant step forward, when the first of the twin-bored tunnels (No. 3) each 11.6 km long the longest tunnel ever in Israel of any sort between Yitla Creek and Mevasseret Zion (near Jerusalem), has been completed after 22 months of TBM hard work around the clock! The other tunnel will be completed in November, thus marking the completion of all tunnelling works on the A1.

Originally planned with a ceremony on 28.08.2014, with the participation of Transport Minister Mr. Israel Katz, this was cancelled due to the war at the Gaza Strip - nobody knew then for sure if a cease fire would take place and be kept at all - but the important point is - of course - the completion rather than the ceremony. However, official statements were made. Transport Minister Mr. Israel Katz said: "The A1 is running forward at full speed towards linking Jerusalem with Tel-Aviv within 28 minutes, and while our enemies are digging tunnels for terror and death, we are completing tunnels in favour of the quality of life for Israel's citizens and strengthening the connection with Jerusalem". Israel Railways Ltd. General Manager Mr. Boaz Zafrir said: "The tunnel completion is an exciting event; using the most advanced tunnel boring technologies, we prove again that Israel is investing heavily in building infrastructures in order to change the transportation map; the A1 will entirely change the concept of distance between the two metropolitan areas of Jerusalem and Tel-Aviv, reduce the number of cars on the roads, and consequently, reduce road accidents, bottle necks, and air pollution".

The film of completion can be watched at <http://youtu.be/wXEJFpE8VXw> ; the TBM film can be watched at <http://youtu.be/EVwen-YGvus>."

All the pictures and films have been provided by courtesy of Israel Railways' Spokesman Assistant Mr. Shahar Wiessman.

106:05.

TENDERS.

(i). RFI for Midlife Maintenance Services for ISR's D/D Coaches + tender No. 41401. "Israel Railways Company Ltd. hereby requests information concerning the Midlife Maintenance Services for D/D coaches (the 'Project') from Manufacturers, Railway Companies, Maintenance Companies working for Railway Companies of passenger trains (all together 'Respondents') with regards to safety, quality and availability standards all as generally defined in Appendix A attached hereto (the 'Technical Attachment') and as further described below..... Submission of a Response: Responses are to be submitted in writing in a sealed envelope in 3 copies, no later than 01.10.2014 by 13.00. ...Respondents Site Survey shall be held at the Conference Room in Israel Railways Kishon Site on 15.07.14 at 11.00'

(ii). Tender No. 41404: For the Exterior Vinyl Wrapping of Israel Railways Rolling Stock. Bidder must be certified for a quality control system in accordance with ISO 9001, 2008 or equivalent international standards, and Bidder has provided Exterior Vinyl Wrapping Services to a Railway Company(ies) for an average of thirty (30) vehicles per year, during the years 2010-2014, and Bidder has provided maintenance services in the transportation field. Bids to be submitted by 22.07.2014.

(iii). Tender No. MS/RC/2014/12: Taxi services to/from Beit-Yehoshua railway station & Tender No. MS/RC/2014/13: Taxi services to/from Rehovot railway station. The contract is for 36 months. Latest date for submission of proposals: 10.07.2014 for each of the tenders.

(iv). Tender No. 11401: Providing services for Noxious Weed Control all over the network:

The contract is for 12 months with extension options of up to additional 48 months. Latest date for submission of proposals: 03.08.2014.

(v). Tender No. 61448: Providing services of issuing special tickets for the Railways' employees and their families, their bereaved families, and their senior citizens. Latest date for submission of proposals: 06.08.2014.

(vi). Tender No. MS/RC/2014/14: Operating a stand for selling/renting electrical bicycles/bicycle equipment at Tel-Aviv Savidor Central railway station: The contract is for 24 months with extension option for additional 36 months. Latest date for submission of proposals: 04.08.2014.

(vii). Tender No. 11405: Providing Estimating services for Damages to equipment and structures, including: communication, engineering mechanical, and rolling stock equipment: The contract is for 24 months

with optional extensions of up to additional 36 months. Latest date for submission of proposals: 04.09.2014.

(viii). Tender No. 11413: Providing operational Car Leasing services: The contract is for 48 months with optional extensions of up to additional 24 months. Latest date for submission of proposals: 11.09.2014.

(ix) Tender No. 11407: Providing Hotel services for railway employees studying at the railways' training school at Lod station. Requirements: the hotel must have at least 20 rooms, and located no further than 10 km from Lod station, or, alternatively, adjacent to a railway station the time to travel from it to Lod by train is not exceeding 15 minutes. The contract is for 24 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 25.08.2014.

(x). Tender No. 21409: Building a road bridge on Hebron Road (#60) over railway tracks of the Beer-Sheva depot. Latest date for submission of proposals: 11.08.2014.

(xi). Insurance. The railways have published an appeal (manifesto) towards publishing a tender for various insurances; the current contract will end on 31.12.2014; A meeting of bidders is to take place on 29.07.2014 at Tel-Aviv Savidor Central railway station.

(xii). Tender No.11406: Installation of a Gas Reservoir at the Beer-Sheva railway depot: The contract is for 24 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 11.09.2014.

(xiv) Tender for Electric Locomotives: See Below.

TENDER CANCELLED.

On 13.07.2014 IR issued a letter regarding "Supply of Second hand/Refurbished Diesel Electric Locomotives – informing interested persons that the Supreme Tender Committee had decided to cancel the Process.

TENDERS POSTPONED.

(i). Tender No. MS/RC/2014/4: Operating a stand for hiring bicycles at Tel-Aviv Savidor Central station. Latest date for submission of proposals postponed to 21.08.2014.

(ii). Tender No. 11308: Providing services of installing and maintaining a warning system against earthquakes: Latest date for submission of proposals postponed to 01.09.2014.

(iii). International tender No. 41401: Manufacture and Supply of Screw Lifting Jacks - Latest date for submission of proposals postponed to 04.08.2014.

(iv). International tender No. 41404: Exterior Vinyl Wrapping of Israel Railways Ltd. Rolling Stock - Latest date for submission of proposals postponed to 14.08.2014.

TENDERS ALLOCATED:

(i). The winners of Tender No. HN/SR/02/12: Supply, Installation, Implementation, Integration, and maintenance of a Railway Infrastructure Engineering and Control System,

are Riec Systems Including Perpetual License - Basic Package of EUR 678,250 and Erdmann – Softwaregesellschaft GmbH.

(ii). Tender No. TC/MT/03/13: Providing Consulting Services for statutory planning, licensing, and fees and charges has been awarded to the Israeli companies: To Dov Halevy – Consulting, planning, and Statutory Promoting at a 5% reduction, and Malger - Urban Planning, Transportation Infrastructures and Projects' Management Ltd. at a 8% reduction.

(iii). Tender No. MS/RC/2014/5: Removal and Sale of Scrapped Equipment has been awarded to the Israeli company Shelly Moshe Metals Ltd.

(iv). Tender No. 11306: Providing Services of Rebuilding and/or Repairing rolling stock radiators has been awarded to the Israeli companies: Emrad Radiators Ltd., and Radiators & Spare Parts Ltd.

(v). Tender No. MS/RC/2014/6: A parking area at Kfar-Sava has been awarded to the Israeli company Mesilati Omer & Sons at \$26,000.00 annually.

(vi). Tender No. BN/KB/03/13: An access road and a railway parking track at the railways' Kishon Works worth \$6.6 Million, has been awarded to the Israeli company G.Ra'am Infrastructures and Development Ltd.

(vii). Tender No. BN/KB/04/12: Building the railway station at the city of Ofakim, worth \$14 Million, has been awarded to the Israeli company Makhamid Taufik Company for Construction and Development Ltd.

(viii). Tender No. 21405 for the manufacturing of pre-stressed mono-bloc concrete sleepers was won by The Israeli company Ashtrom Ltd.

(ix). Tender No. 21406 for Fencing works at the railways' Southern Region was won by the Israeli company G. Gidur (Fencing) Shakar Ltd.

(x). Tender No. 21307 for implementing works of upgrading at the Netanya and Hadera West stations was won by the Israeli company Ken-Ha-Tor Engineering and Construction Ltd., for \$3.9 Million.

(xi). Tender No. 21403: Providing services of safekeeping statutory plans and/or providing surveys for immovable properties: to the 2 following Israeli companies: Safekeeping statutory plans - Gauda Management of Information and Immovable Ltd. Immovable properties surveys - Zaid Eltov Ltd.

106:05a.

I.R. ELECTRIFICATION PROJECT.

Tender No. 51402. This is a document of 153 pages (!) - Vol. B contains the "Technical Specifications for the Supply of Electric Locomotives".

Here are a few excerpts from this document.

"Introduction: This technical specification covers the criteria for design, technical demands, manufacture and delivery of new electric locomotives (E-LoCo) for Israel Railways. it describes the ISR's requirements concerning the characteristics and equipment of an E-LoCo with an electric propulsion system running on a new build 25kV, 50Hz catenary system in Israel. This overhead network system is currently under construction.

.... The Contractor shall offer an electric locomotive which is based on a proven design and meets the specified requirements. The realisation how these requirements are fulfilled shall be explained in the offer. The Contractor must fulfil the requirements of the technical specification. Nevertheless, the Contractor may propose alternative solution which provides the same level of performance or better. In any event ISR is not obliged to accept the alternative provision.

General Requirements:

1.1. General Operating Conditions.

The electric locomotive (E-LoCo) shall be designed for universal operation on the electrified tracks of the ISR network. The E-LoCo shall be suitable for operation with ISR's existing coach fleet consisting of single and double deck push-pull coaches – including control cab cars as well as for multiple unit operation with at least three E-Locos of the same type or two push-pull trains in any arrangement.

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

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

The E-LoCo shall be suitable for daily operation of at least 20 hours with a running performance of 250,000km/year with scheduled maintenance according to the manufacturer's instructions. The E-LoCo shall be suitable for operation on the ISR railway network under the environmental conditions in Israel.

The Contractor has the sole responsibility to observe and comply with all relevant functions and parameters which are required for safe and reliable operation with in ISR. Operation and monitoring of the E-LoCo by a single driver shall be warranted. Single and multiple locomotive compositions shall run in push-pull control mode. The signal transmission shall be realised in the train unit by multi-conductor reversible control lines.

The E-LoCo shall be equipped with the obligatory interfaces as used in ISR's rolling stock. These interfaces are the push-pull-interface which is based on AAR standard, the train control line as well the train power supply. Both latter ones are special designs which are not in line with the UIC standard interfaces. Additional design compatibility shall be provided to operate the E-loco with coaches equipped with UIC based standard connector interfaces for train heating, EP-brake and train control.

The electric locomotives shall be capable for operation with all coach-based trains of the ISR fleet including the push-pull control functionality based on the existing interface of ISR.

In the offer, operation in the following kinds of trains is to be considered:

- Up to 8 double-deck push-pull coaches – Bombardier manufacture
- Up to 10 single-deck push-pull coaches (SDPP train) – Siemens manufacture
- Up to 3,600 tons freight trains in multiple traction configuration.”

There are then diagrams of various configurations:-

- E-LoCo with up to 8 D/D coaches including cab unit.
- E-LoCo + D/D coaches + E-LoCo + D/D coaches – i.e. two D/D trains combined.
- E-LoCo and up to 10 Siemens coaches.
- Three E-Locos in multiple traction and heavy freight train.

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

1.1.1. Passenger Service.

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

The E-LoCo shall be able of handling passenger trains with the following configuration: Train weight of a loaded train 600 tons (including E-LoCo); Speed 160km/h; up to 10 coaches; Elevation up to approx. 800 metres.

1.1.2. Freight Trains.

The E-LoCo shall be used in the freight train service after the passenger network has been electrified. The E-LoCo shall be able to handle freight trains with the follow-

ing configuration:

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

1.2. Design Targets.

The vehicles shall be designed according to the current state-of-the-art and fulfil the requested requirements of the Technical Specification for Interoperability for Rolling Stock CR TSI LOC PAS. Design verification shall be effected by stress analysis, engineering calculations, comparative analysis and tests. This section outlines the minimum design criteria and applicable standards. Load assumptions for the design of the vehicles as well as the acceptable safety margins shall be according to EN 12663 “Railway Applications – Structural requirements for railway vehicle bodies” and EN 15227 “Railway applications – Crashworthiness requirements for railway vehicle bodies.” The bogies shall be designed in accordance with EN 13749 “Railway applications – Methods of specifying structural requirements of bogie frames.”

Design and construction of the offered E-LoCo have to fulfil best practice quality standards and corresponding references shall be provided. The following summary of general design topics shall be ensured:-

- The E-LoCo shall be reliable and energy-efficient on the ISR's operational conditions.
- The E-LoCo shall support the interference-free feeding back of brake energy into the public power grid via the catenary system
- the arrangement of equipment and assemblies shall allow easy access in ease of repair and maintenance.
- A sufficient and easy access to all major components and assemblies at the whole E-LoCo (e.g. drivers' cabs, machine room underfloor area) shall be ensured.
- It shall be possible to lift out big assemblies preferably upwards through easily-removable roof hoods and side walls.
- Components or modules foreseen for lateral removal shall be possible by forklifting.
- To avoid electrical hazards in relation to any handling or work at the E-LoCo a safe grounding regime covering all electrical components of the E-LoCo shall be provided.
- Identical components, equipment and assemblies must be interchangeable without restrictions between the E-Locos.
- Standard components and fasteners shall be applied as far as possible.
- The need for special tools shall be minimized.

Considering the requirements of environment protection and the current state-of-the-art, the E-LoCo shall be integrally optimised according to the following design targets (in order of importance):

- Minimum maintenance expense
- Maximum reliability (through use of high redundancy) and high availability
- Maximum total efficiency including energy regeneration
- Optimum running quality and low track stress
- Optimum transmission of tractive effort between wheel and rail in the entire speed range
- Low noise emission according to the applicable standards
- Ergonomically well-designed driver's cab.

1.3. Climatic Conditions.

For the functionalities of the E-LoCo and its components and parts, the climate conditions which are listed below have to be respected:

- Range of ambient temperatures: -5°C to +45°C (with temperature changes of up to 20°C per hour)
- Altitude of operations: - 400m to + 800m above Mean Sea Level.
- Cross winds: 5 m/s with gusts of wind of 50m/s in duration of 1s per gust of wind.
- Snowfall – no particular requirements.
- Rainfall: 400 – 800mm/years.
- Relative humidity 10% to 90%
- UV radiation: 360-600 MJ/sq.m. per year.
- Sunny hours per year: 3300h.
- Contamination of atmosphere, & Sea Salt concentration in atmosphere -: Refer to Appendix D.

It is specifically emphasised that no performance degradation shall result from any 'worst case' combination of the environmental conditions defined in this specification.

Special attention shall be paid to the local sunlight intensity and resulting heat transfer by radiation.”

[There is of course much more but this is interesting information on the climatic and other demands and the mention of distances of “300km” and the altitude as including “-400m” indicates some lines and locations which are not yet in existence! Ed.]

In ‘Railway Gazette International’ for 01. August is further information – “Israel Railways has called tenders for the supply of between 62 and 78 electric locomotives, with options for more. These are required as part of ISR's 25 kV 50 Hz electrification programme. ISR is seeking mixed traffic locomotives with three-phase synchronous traction equipment. These should be suitable for regenerative braking, have a maximum axle load of 22.5 tonnes, and be capable of operating up to 20 h/day and 250,000km/year. VHF radios will be fitted, with provision for the installation of GSM-R. The locomotives should be suitable for
Cont'd at foot of page 8

LIGHT RAIL.

A. JERUSALEM.

(i). RIOT DAMAGE.

Of course nobody could even imagine the riots in Eastern Jerusalem after the terror events on both sides in July; the LRV suffered particularly; stations have been entirely burned and destroyed as were traffic lights and rails in the Arab neighbourhood of Shuafat (northern Jerusalem).

As a result, trains operated on only part of the alignment – to Givat Hamivtar (where there is a crossover, and also the line into the depot). Extra buses were laid on to take people to and from Pisgat Ze'ev, terminating at Ammunition Hill (where there is a road circling the station to enable easy transfers between tram and bus).up to Ammunition Hill; there is damage in millions of Dollars, not including the reduction in passenger traffic.

On 13.07 the concessionaire CityPass has announced that the LRV services had resumed - after a week of riots - to the full length of the Red Line, namely that both the French Hill and Pisgat Ze'ev (northern neighborhoods) are again linked thanks to the hard work of the teams which included also rebuilding of the track and traffic lights at Shuafat!

Trains will call also at the two entirely burnt stations of the Arabian neighborhood Shuafat, where teams of stewardesses will replace the vending machines; the rebuilding of the two stations will take several months.

From Sybil: "Just idly looking on the CityPass website, I see two items on 27.7.14: A big one sending appreciation to people who have been called up for reserve duty, and that those who had bought a Hofshi Hodshi (monthly pass) for July are entitled to a refund, and how to claim it. And a small one saying that tickets are not being sold on A-Sahel and Shuafat stations, but they can be bought at nearby shops (one shop for each station, with the name and address of the shop).

use on 160km/h passenger trains, including push-pull operation with up to eight double-deck or ten single-deck coaches. The continuous power effort must be sufficient to give a Tel Aviv – Jerusalem journey time of 27 min. or less. They are also required to be capable of hauling freight trains up to 3,6000 tons at up to 120km/h, with the ability for three locomotives to work in multiple. Proposals are to be submitted by December 15."

On 1st. April 2014 'RGI' had also reported on the first delivery of stock – "the first six of 72 double-deck coaches which Bombardier Transportation is supplying pre-equipped to operate with electric locomotives on routes which are to be electrified at 25kV 50Hz. ISR placed a 122M order for the coaches in September 2012 under an October 2010 framework contract, and the first batch was handed over at Lod depot March 27. Changes include a higher maximum speed of 160km/h rather than 140km/h, more advanced braking, control and energy management systems, and compliance with the latest European fire safety standards for operation in long tunnels on the A1 fast line under construction between Tel Aviv and Jerusalem. ISR has also awarded Bombardier a contract to modify its existing double-deck fleet for electric operation by 2020."

The CityPass website showed the following: "Trains Operation during the 'Tzuk Eitan' Operation. 28/07/14: "Dear customers, Due to the security situation and in accordance with the changing of the po-



lice Instructions, there may be unexpected changes in rail service. In case of alarm, the train will continue on the road to the nearest station and open the doors alongside the decline. Passengers are asked to stay on the train and duck under the win-

dow line."

(ii). TWO EXTENSIONS.

From a press release of 12.08.2014 by the Transport Ministry, Jerusalem Municipality, and Jerusalem Transportation Master Plan Team:

Works on extending the Red Line alignment southwards to the neighbourhoods of Kiryat Ha-Yovel, Ir-Ganim, Kiryat-Menakhem, and Hadassa Ein-Karem Medical Centre, as well as on the lines to the twin campuses of the Hebrew University, at Givat Ram and to the Mount Scopus, are soon to commence. Works will include: preparing the road/street alignment in favour of the LRV; new traffic arrangements; upgrading the public space; removal of infrastructures from road centres in favour of new locations. Works will be undertaken by the Moriya company.

Data about the extension of the Red Line: Length of 21 km (currently 13.8 km) between Neve Ya'akov and Hadassa Ein-Karem Medical Centre.

31 stations (currently 22).

Improved infrastructures:

10 km of new water, sewage, electricity, and drainage lines.

2000 new trees to be planted.

Specially designed street seats.

500 modern new street lamps.

Forecast of 230,000 passengers daily (currently 140,000).

Data about the new campuses line:

10 km of the new line between Mount Scopus and Ram Hill – 6.5 km shared with the Red Line.

Improved infrastructures:

Service temporarily suspended: A wrecked stop of the Jerusalem LRV following riots in July 2014.

(Photo courtesy of Oilicia Fitoussi of City Pass and Aharon Gazit)



Damage caused to the Jerusalem tram stop at Shua-fat: The graffiti reads 'Death to the Jews'. (Photo by Olivia Fitoussi of CityPass, via Aahron Gazit.)

4 km of new water, sewage, electricity, and drainage lines.
 1000 new trees to be planted.
 Specially designed street seats.
 100 modern new street lamps.
 Special stone coverage integrated with fences and sidewalks.
 Forecast of 50,000 passengers daily on the new line.
 Additional 54 new LRV cars will be needed.
 The Manager of the National Authority for Public Transport at the Transport Ministry Mr. Meir Khen, and the Jerusalem Transportation Master Plan General Manager Mr. Nadav Maroz, both said that extending the LRV network will contribute to an increased quality of life for the citizens, including those of the Arab neighborhood Sheik Jarakh, who until now did not enjoy these services.

'Stop Press: Due to continuing riots in Eastern Jerusalem it has been decided not to rebuild the three tram stops that were destroyed for now and trams run through. More details in next issue.'



B. TEL AVIV.

(i). Tel-Aviv LRV/METRO project:

On Thursday, 26.06.2014, Aahron Gazit was one of the participants in the Israeli Convention for Transportation, in which the representatives of both Siemens Transportation and Bombardier Transportation, each announced that the two consortiums have withdrawn from their participants in the NTA PQ tender for rolling stock due to disagreements on payment terms.

(ii). ROLLING STOCK TENDERS

On Monday, 30.06.2014, NTA has announced the following press release:

"NTA made today a significant step forwards towards implementation of the LRV project at the Greater Tel-Aviv Area, after the following five bidders have presented their documents to NTA: Stadler of Switzerland, CNR of China, CAF of Spain, Alstom of France, and Vossloh of Germany.

Transport Minister Mr. Yisrael Katz said: "The list of the five candidates demonstrates a huge trust in the LRV project; the progress on the rolling stock tender is a significant step towards the aim of operating the system which will bring a real relief to the area's population".

NTA Chairman Eng. Mr. Alex Wisnitzer said: "Today we've laid one of the foundations to select the most im-

portant winner for the LRV; only a cooperative teamwork of all the bodies involved can bring the project to reality".

NTA General Manager Mr. Yehuda Bar-On said: "NTA continues progressing the LRV Red Line, and the progress in the rolling stock tender proves it; additionally, Solel Boneh Company has been recently awarded the contracts for the depot and the depot portal as well as the Petakh-Tikva Em-Hamoshavot station box; also in progress are final designs for additional lines towards statutory approvals in coordination with all the bodies involved."

The winner of the rolling stock contract for supply of 90 LRV cars with an option for a further 30 cars, is to be selected by the end of 2014; the first cars are expected in Israel towards the end of 2017; thereafter work will commence on acceptance testing.

(iii). NTA Tender No. 0165/2013: Providing Electrification Consulting Services and engineering coordination with the Israeli Electrical Company. Latest date for submission of proposals: 04.08.2014.

(iv). PRE-METRO BUS SERVICES.

From a press release of 01.08.2014 by the Transport Ministry:

"Today – 01.08.2014 - the Tel Aviv "Pre-Metro" of the Red Line started operation; it is not a rail vehicle, but a BRT (called here 'Metronit') – a high-capacity articulated bus which runs along the alignment of the LRV/METRO Red Line under construction, through Petakh-Tikva, B'nei-Brak, Ramat-Gan, Tel-Aviv-Jaffa, and Bat-Yam along 21 km on a public transport lane marked in red (as in Haifa), at 6-minute intervals in both directions.

The idea is that of to Transport Minister Mr. Israel Katz, who wants to make the life for commuters who use the alignment daily much easier until the LRV/METRO will be in operation.

Attached herewith is a picture of 2 BRT – METRONIT buses, marked with the number 1 on a red background (Red Line), one destined to Bnei-Brak (on the left); the other one on the right is destined to Tel-Aviv; the picture has been provided by Sharon David from the Transport Ministry at the bus terminal adjacent to Tel-Aviv Savidor Central station on 01.08.2014 at the service introduction.

A joke running in various media networks suggests that, if and when any cease-fire agreement will take place between Israel and the HAMAS of the Gaza strip, it has to include tunnel builders, who - according to their proven skills - may drastically cut the Tel-Aviv LRV/METRO tunnelling schedule, and at a much lower price....!

Plans for the system's expansion, prepared by Tzakhi Wazana Architects as well as a computer generated picture (see previous page) of the LRV running on the median of the road southwards. By courtesy of Mr. Samuel Elgrabli-Spokesman of the Jerusalem Transportation Master Plan.



(v). 'SKY TRAIN'

Yet again (there have been several such proposals, starting with Theodor Herzl's vision in 'Altneuland'!) - there is a scheme to build an overhead 'Train Track' in or near Tel Aviv. Although it technically does not involve wheels on rails we shall mention it here. The 'Times of Israel' of 03.07.214 included the following:-

"The Israel Aerospace Industries campus near Tel Aviv will soon host an experimental new method of urban travel, developed by a company that wants to change how people get around large cities. The Sky Train uses high-speed two-person 'pods' that levitate on a magnetic field to keep them floating above a track. On Tuesday IAI's Lahav Division director Yosef Melamed and Sky Train CEO Jerry Sanders signed an agreement to enter into the joint project. Sky Train, based at NASA's Ames Research Center in California, hopes one day to build a full working system in Tel Aviv. 'The support offered by IAI is a breakthrough for Sky Train,' Sanders said. 'IAI is a world-class designer of aircraft and avionics, and is the perfect partner to take Sky Train from concept to construct.' Engineers will use the project to test and fine-tune the system in preparation for installation in the city. The demonstration track, which will be several hundred metres long, is two years away from completion; there is as yet no schedule for beginning construction on the Tel Aviv system.

According to the planners, the Sky Train system will provide a cheaper, faster, more environmentally friendly and comfortable alternative to cars and buses, reducing congestion and pollution in Israel's largest metropolitan area."

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NOTES AND COMMENTS.**(a). ISRAEL IN A DAY – A CORRECTION.**

On 105:07:(j): Raymond Batkin wrote to say that the record for the London Underground trip was 16 hours and not 6 hours!

(b). LEBANON QUERY.

(i). A DHP/Lebanon test question: From Nick Lera comes this query: - "Was the last batch of SLM rack locos for the Beirut – Damascus line delivered to the Vichy regime or the Free French? One would need not to know just the month in 1941 but the exact day! Luckily they weren't caught up in any Brit/Vichy fights at the time. Presumably they were sent by rail on transporter wagons to Rayak. I don't think the neutral Swiss had a merchant fleet in the Med!"

(ii). How to get into places. A Brief Lesson.

Nick Lera was in Rayak in Lebanon with a friend, Peter, in 2007. Of course the guard on duty didn't really want to let them into the former railway workshops – until the previous year the site had been a Syrian Army base. He would need a permit. So Nick asked if he could get one? The answer was "Yes, but only in Beirut!" So Nick asked if he could get in touch with the head office in Beirut – the answer was negative but in the little guard's booth were some bits of paper including one with a telephone number so Nick simply telephoned, found it was indeed the correct number, and explained he was a technical journalist and would love to write about how wonderful they were looking after their patrimony etc. the soldier was dumbfounded but effectively said "I am going for my lunch break now, you have a quarter of an hour." Naturally they needed much more than this for decent still and video shots, but did what they could before they heard the soldier returning through the bushes.

Next day they were back in the area and Nick hoped to be able to try again for some more shots. This time the cover story was that he had lost a very important lens cap in the grass somewhere – Peter stayed outside in the car with this cover story at the ready in case they should be disturbed by a guard again! And so they were enabled to get another twenty minutes or so.

Shades of Burckhardt and his first visit to and through Petra.....

(c). THE I.R. 'V60' 0-6-0 DIESEL SHUNTERS.

In 'Eisenbahn Journal' Sonderausgabe 2/2014 on the theme 'V60' – the 0-6-0 diesel shunting locomotives of the Deutsche Bundesbahn – on p.74 is an account of those locomotives that went to Israel. Esslingen in its catalogue described this as 'Type PERU' – 550hp "Locomotives for a Railway in the Near East" – but behind this anonymity was of course Israel. This sale was given the code name ORMEIS (standing for "Interessengemeinschaft Orenstein Maschinenfabrik Esslingen und Israel Mission.") In 1956 the first batch ISR 211 – 215 (Esslingen works nos. 5143 – 5147) was despatched, then a second batch the same year, IR 216 – 220 (Esslingen works 5200-5204) and in 1957 IR 221 – 228 (Esslingen 5230-5237) – a total of 18. The first and possibly the second batches were originally fitted with MD 325 motors, which were later replaced with GTO6 type, the third batch had the Maybach GTO6 from the start. Later on all were re-fitted with MTU8V 396 engines. Two survive, 221 in the Haifa Railway Museum and 227 plinthed at Kfar Saba.

What is fascinating is that there are photos of two of these locos, still in undercoat, on trial with ancient German stock on the Hohenzollerische Landesbahn! Information came from Werner Willhaus of the 'Arbeitskreis Eisenbahngeschichte Stuttgart.'

(d). TURKISH LOCOS

the same publication (p. 75) describes how in 1959-1960 Esslingen and Krupp built thirteen locos for the TCDD which became their class DH 6500, fitted with Maybach GTO motors. and Voith L37zUlb transmission. These were stationed at Ankara and Haydarpara. In 1987-88 DB then sold twenty-seven more of these locos, second-hand, and they became TCDD DH6 Nos. 514 – 540.

(e). FROM THE HAIFA RAILWAY MUSEUM: THE FORMER E.S.R. COACHES.

Chen Melling wrote: "I am now conducting research into the history of several of our preserved vehicles in preparation for their planned restoration.

My current focus is the two 6-wheel former ESR coaches, IR numbers 4717 and 4720, which were used in Israel as the crew vans for the Haifa and Lod breakdown trains, respectively. I have now ascertained that they were among the five such vehicles captured in 1956, which carried the following Egyptian numbers:

Inspector Vans – 2375, 2390 (renumbered 4720 and 4717, resp.)

Dormitory Vans – 2479, 2309

One vehicle marked "For Diesel Workers" – 2634

I hope someone could shed some light on the previous history of these coaches, obviously renumbered into a departmental series from their original 3-digit numbers."

To this Alan Clothier replied:

"2227 - 2487 were built at Bulaq as II class carriages in 1891 - 1904. 2375 and 2390 were converted at Bulaq to III class in 1937. Later they were converted to Inspector vans but I can find no date for this, although it seems likely to have been post 1939. The numbers 2375 and 2390 puzzle me as in every case I can find of vehicles of this type being converted to other purposes they are renumbered into a higher series, often 29xx. I have just found a list of six-wheeled passenger vehicles said to be in stock at 01.06.1981 and surprisingly

2nds. Could it be the case that some 3rds were reclassified as 2nds and then reclassified again back to 3rds? I really would like to know the build date for 2375. IR's lists note 2390 as being built 1904, but there are inconclusive indications that 2375's build date is 1894. In the meantime, I also discovered another ex-Egyptian 6wh coach in Israel, which appears in none of the lists I have - see attached photo from 1968 by Hans Kohut, with Arabic number 2956 and non-IR livery. These plus the date suggesting this was captured in 1967."

"World War One British Railway Vehicles to be restored in Israel.

Some 30 years after its establishment in a depot once used to house British military steam engines in the Mediterranean port city of Haifa, the Israel Railway Museum has started to restore its dozens of rolling stock exhibits. So far, they have either been patched up (often in a historically inaccurate manner), or just left in the sometimes sorry condition in which they arrived. A programme of goals and priorities has now been created, and funding has been allocated by the Museum's parent body, Israel Railways Ltd., for the first four items, which are all connected to the First World War.

Curator Chen Melling says: "The most challenging and expensive item would be Israel Railways (IR) bogie carriage no. 314, previously Palestine Railways (PR) 3rd. Class No. 314. Before that it was part of a WW1 ambulance train and originally it was a London & South Western Railway 'American Eagle' saloon, used on the express services between London and Southampton for the American liners. Twelve of these arrived in Egypt as two 6-car ambulance trains and were gradually converted back to civilian use by the newly-formed Palestine Railways in the 1920s, also acquiring locally-built match-board body-sides in the process. Two survive today, the other being the former PR Brake/3rd No. 316, which is missing everything beneath its underframes and is on permanent loan to the Municipality of Be'er Sheva, where it is on public display near former British Second World War 'Stanier 8F' class 2-8-0 steam engine, number 45166 of its last owner, Turkish State Railways (TCDD)."

The condition of No. 314's bodywork has deteriorated badly in the two decades

See back page for how these vehicle looks now!



(f). HAIFA MUSEUM STOCK RESTORATION PLANS.

Chen Melling is being extraordinarily active and thanks to Chris Bates a very professional press

release has been placed in several British railway magazines, thus giving their readers a slightly more positive impression of Israel than the rest of the media is (unfortunately) providing. Here is the original press release, though obviously it was altered when published in 'Steam Railway' 431 p.14 or 'Heritage Railway' for August. Still, it puts the Museum very much 'on the map'.

release has been placed in several British railway magazines, thus giving their readers a slightly more positive impression of Israel than the rest of the media is (unfortunately) providing. Here is the original press release, though obviously it was altered when published in 'Steam Railway' 431 p.14 or 'Heritage Railway' for August. Still, it puts the Museum very much 'on the map'.

it includes all the numbers you gave except 2634. The other numbers are all followed by a question mark and of course we know why!! On 27.12.1981 the ENR CM&EE requested me to arrange for my team to examine a large number of vehicles with a view to their withdrawal and the list was annotated that it might contain the numbers of some vehicles already withdrawn - the list included all the numbers above with the exception of 2634. 2309, 2375, 2479 & 2390 were all listed as II class passenger vehicles!

Regarding 2634 - this vehicle was built at Bulaq in 1894 and was later converted to a Disinfector Van at Bulaq in 1940, when it was renumbered from 2228."

Chen responded: "It is a complete surprise to me that BOTH our ex-3rd class vehicles were actually converted from 2nds, and so could not have been 3rds-converted-to-ambulance cars in WW1, which is what I intend to restore it to. However, according to your information, there should have been some 240 2nd class coaches built between 1891-1904, whereas both Wiener (writing in 1932 about 1904) and the WW1 diagrams you scanned speak of 105-110 2nd class coaches, and Wiener writes that no more 6-wheelers were built after ca. 1905. Plus, our coaches have the exact external appearance of ESR 3rds, which is quite different (window and roof lamps-wise) from the ESR

3rd Class no. 314 originally LSWR American Eagle



הרכבת

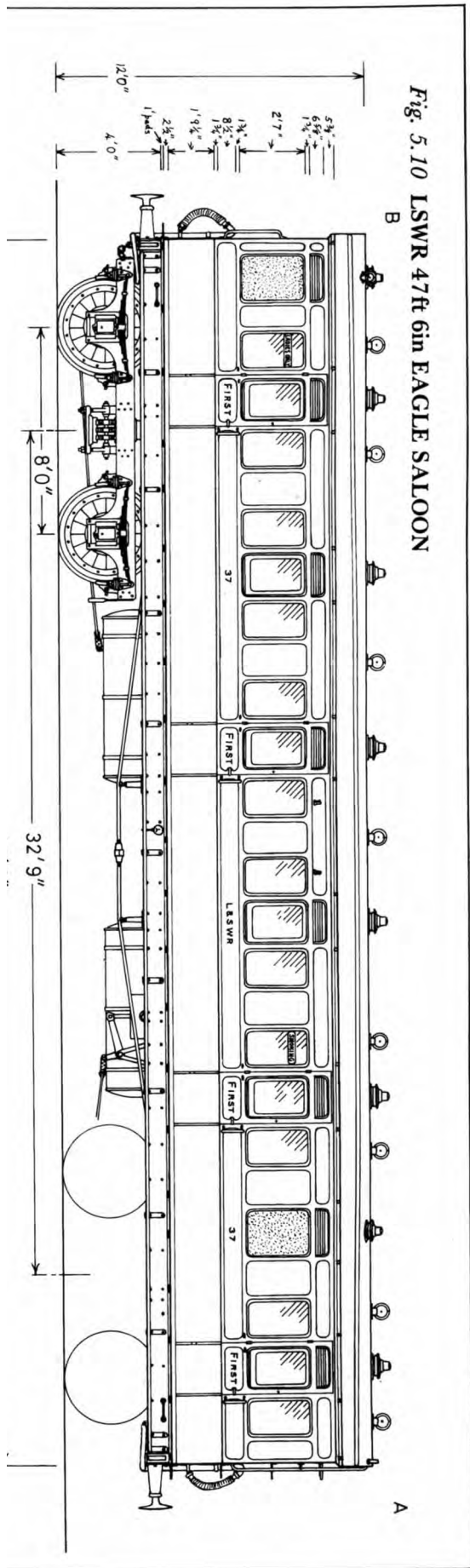


Fig. 5.10 LSWR 47ft 6in EAGLE SALOON

Drawing of original layout of ESR Coach

that passed since its discovery and rescue, and has reached a point where practically all the woodwork will have to be replaced. In addition, almost all of the brass-work is missing, as are the buffers. Chen Melling added: "These last two items should be easily replaceable, as we have most of the relevant drawings for them, as well as for standard PR 3rd. Class seating benches, but the biggest challenge perhaps is the lack of general arrangement drawings, as well as any historical interior photos.

Following research of the coach's history and evaluation of its state and importance, it was decided to restore it to its condition in the 1930's and 1940's as a Palestine Railways 3rd. Class carriage, or at least as close to this as the information available allows. It has not yet been decided whether it will be painted in dark brown or in the cream livery it carried from the early 1940's."

Second in line is a former Egyptian State Railways 6-wheel carriage, originally built in 1893/4 as a 3rd. Class car with a Belgian-built steel underframe and running gear and a locally-made wooden body with metal strapping. It was of a type constructed in hundreds, of which several dozens were converted for use in British ambulance trains during the Great War.

"Our specific coach was captured by Israel in the Sinai peninsula during the 1956 war with Egypt. By then, it was already in use as a service coach, a role which it kept with Israel Railways for another quarter of a century as our No. 4720, until being taken to the newly opened museum to represent WW1 ambulance trains", he explained.

While it cannot be ascertained whether No. 4720 was used as an ambulance coach or not, the Museum has decided to restore it as such, to act as the centre-piece of the museum's WW1 display. This is felt to be acceptable as:-

- a). It is one of two vehicles of the same type in the collection;
- b). Its 'real' history is not important enough in the context of the museum to warrant the required investment;
- c). It would also be the most convenient way to demonstrate the important subject of ambulance trains, also adding wheel-

chair accessibility in the process.

This will entail the addition of two sliding doors and the creation of the stretcher hanging system, plus repairs to the woodwork and windows and the relevant repaint. As with the LSWR carriage project, the main challenge is the lack of relevant drawings. However, there are plenty of exterior shots which should enable the sliding doors to be recreated, and one good interior shot.

The other two vehicles included in this project are goods wagons brought over by the British Army during WW1 – a former Great Western Railway 5-plank open truck built to diagram O.11 and a War Department 10-ton van of a type closely based on LNWR diagram 88.

The GWR truck was built by Birmingham Railway Carriage and Wagon Company in 1912 and purchased second-hand by the WD. There were more than 200 of the type brought over during the war, with some surviving in service for a very long time indeed, such as the Museum's own example. It was converted to a flat wagon at some point and later still to a crane runner, with a supporting frame for the jib of an Engineering Department crane, which was only scrapped in the late 1990s. The current intention is to restore the wagon to 1920s condition, which requires the re-creation of its entire bodywork, as well as the removal of through brake piping and buffer extensions. A few wagons of this type have been preserved in the UK, and the Israel Museum hopes to be able to learn from these projects.

The LNWR-like van is of a type built in thousands during the war, with some 120 being sent to the region. The main visible difference between the WD version and the original is the elimination of the full-length diagonal metal braces on the bodysides. Several of the type were converted locally to insulated meat vans with ice boxes, and several of those survive today, including the one at the Museum. It appears most of the external woodwork will have to be replaced and some repairs made to the wooden underframe, plus the bottom parts of the side doors have been fixed in place, and so are missing their locking mechanisms. The Museum intends to restore it to WW1 condition, at least externally.

Chen Melling said: "We are preparing the plan for the work, and hoping that the tendering process for the project will not take so long as to make the promised budget disappear. We would be grateful for some assistance from those with experience and knowledge in such matters. This revolves mostly around specification of materials and working methods to be used, but also, in the case of the British standard types, in regards to detailed drawings and possible sources for purchasing items for replacement."

Offers of help with drawings, and sources of replacement items should be made to Mr. Melling at: museum@rail.co.il."

Further information from Chen - This year the Museum's plan is to start the restoration of four historic vehicles dating to WW1 and earlier - ex-LSWR coach 314, ex-ESR 6-wheel coach 4720 (to be restored as a WW1 ambulance coach), ex-GWR truck Kuf 007 (previously Shin 10 007 and originally a 10 ton 5-plank open to GWR diagram O.11) and a 10 ton WD van based on LNWR diagram 88. Some funds have been allocated for these in Israel Railways' yearly budget, at least in theory, but making use of these depends on my ability to spend them before the year is over, preferably even earlier.

At the moment I'm in the very early stage of trying to compile the specifications which will enable the railway to put the work out to tender. For this, I need to do a lot of research. I am hoping to be able to push the GWR open project through earlier, without a tender, but this depends on my ability to specify my requirements quickly. As it stands, the vehicle misses its entire body, and has un-authentic floor panels. Therefore, I need drawings of the original wagon. Greg has sent me scans of a general arrangement plan which matches the GA drawing used by Palestine Railways.

I had emailed the GWS at Didcot and two owners of such restored vehicles (the Bluebell Railway and the 813 Fund), but the GWS say I should look for drawings at the National Archives. Any contacts with the HMRS will be very helpful. I am also looking for good drawings of the LNWR D.88 vehicles (or better - the WD version, which is slightly different). Also on my 'shopping list' are 4 LSWR buffer and casing sets for coach 314 (or 8, if we include No. 316) - these can be original ones or modern recreations."

(g). A JUBILEE.

(Well, Eighty Years since the Loco was built.)

In view of recent events it may be worth noting that the London Midland and Scottish Railway built 191 'Jubilee' class 3-cylinder 4-6-0's between 1934 and 1936. Designed by Sir William Stanier they were originally classified '5XP', later in BR days becoming '6P'.

Since this was still a period of national and imperial pride, several were named after British colonies, dependencies and other related territories. A look at the complete list shows (after the initial No. 5552 'Silver Jubilee' which gave this designation 'Jubilee' to the entire class) first

Ex-WD10t Van, later converted to 7t Meat Van.



5553 'Canada' and then nine constituent States (e.g. 'Alberta' or 'Manitoba'), then 5563 'Australia' and seven constituent or related names (e.g. 'Tasmania', 'New Zealand'), then 'South Africa', and then 5572 'Irish Free State' and 5573 'Newfoundland', which should really have belonged to the Canadian series; then 5574 'India' followed by twenty constituent states; then 'Southern Rhodesia', and eventually onwards alphabetically from 5596 'Bahamas' to 5638 'Windward Islands'; then come series named after Admirals, naval battles, classical names and a miscellany. The last four, Nos. 5739-5742 were named after parts of Ireland - 'Ulster', 'Leinster', 'Munster' and 'Connaught'.

Of course politics could become embarrassing and so 5572 'Irish Free State' was eventually renamed 'Eire'; 45610 'Gold Coast' was renamed 'Ghana'. Intriguingly 5633 'Trans-Jordan' built in November 1934 was renamed 'Aden' at some point. 5616 'Malta' became 'Malta GC' but this was to do with bestowing a post-war honour on the island. After nationalisation in 1948 all were renumbered by adding a '4' to the number.

Interestingly no name change was ever made to No. 5623 'Palestine' which was completed at Crewe in October 1934 and withdrawn as 45623 in July 1964 from Newton Heath shed, Manchester; it was scrapped at Central Wagon Co., Ince, near Wigan in September 1965.

The last survivor in BR service, 'Alberta' was withdrawn in November 1967. Four of the locos have been preserved, two named after places ('Bahamas' and 'Kolhapur') and two Classical ('Leander' and 'Galatea'); perhaps it is fortunate for the sake of political harmony that 'Palestine'

was not one of them. Still, 45623 ran from May 1948 to July 1964 bearing the name of a 'Mandated Territory' that no longer existed under this name. It would be interesting to find out why, especially in view of the fate of 'Trans-Jordan!' [Ed.]

(h). THE ROD/WD BALDWIN 0-4-0ST'S IN THE MIDDLE EAST.

The Industrial Railway Society has published as its 'Bulletin No. 944' a booklet "ROD Baldwin Locomotives" by Keith Clingan, (2014), in which he endeavours to trace as best as possible the careers and fates of the 0-4-0 saddle tanks, 0-6-0 pannier or side tanks, and 2-6-2 saddle tanks.

p.3: "In the first few weeks of the First World War the German army occupied the Douai - Lens . Lille - Valenciennes area of Northern France which contained a large part of the country's mining, steelmaking and heavy metal industries including the locomotive manufacturers Cail, Fives-Lille, Blanc Misseron and Franco-Belge. Consequently, there was a shortage of railway equipment available to Britain and its Allies to assist their efforts to push the German army back; made worse, no doubt, as the Germans retreated, by their taking usable equipment with them and damaging beyond use that which could not be moved, but which could be of assistance to the Allies.

In order to fill this gap, locomotives were ordered from the United States for use by the Railway Operating Division of the War Department. There was a substantial contribution from the American Locomotive Co., with smaller contributions from other firms, but by far the largest number of deliveries came from the

Baldwin Locomotive Co., Philadelphia.”

On p. 4 is a list of seventy of the 0-4-0ST's and then these are individually listed with whatever information is available on them. These include:-

p.6. Baldwin 43120, built 3/1916. ROD 29. To F.N. Pickett & Son by 2/21. Became Etat Belge 4769? and sold in the 1920's to Focquet, who hired it to 'De Westroos' over the period 1928 to 1930. To Chemin de Fer Industriel du Port de Vilvoorde, Haren, Belgium, named HAREN at a date unknown. Bore Brabant registration number 1834. Sold to Etablissements Francki (dealers?), Haren, 1936 and sent for contract work to Egypt. Became WD (Middle East) 36 HAREN; later WD 244, used as shops shunter by 169 Railway Workshops Company, RE. Renumbered WD 70244, 1944 and moved to Melbourne depot, Great Britain in 2/1948. Sold to T.W. Ward, Sheffield, and cut up for scrap 4/1949. (See IRR 147,p.261.)

p.12. Baldwin 45337, built 3/1917. ROD 86. To Etat Belge 4794. Acquired by Focquet 3/1931 and sold to the Chemin de Fer Industriel du Port du Vilvoorde, Haren, Belgium, named MACHELEN. Acquired by Etablissements Francki, Dealers, Haren about 1935 and sold to a contractor in Egypt. In 1940 became WD Middle East (Ataqa), 37, later 245. Transferred to Palestine 11/1942 and renumbered 70245 in 1944. By 10/1944 stored at 199 Railway Workshops Company, RE, Jaffa, awaiting spares and rebuilt there in June 1945. Was back in service later that year and by 1952 was stored at Haifa East where it was scrapped circa 1955-56. This locomotive clearly had a long and involved history and the above summary may need some clarification or amendment.”

(N.B. There were fifty of the 0-6-0T's, of which some later came to work in Britain, and seventy-five 2-6-2ST's.)

(i). U.S.A.T.C. LOCOS GO TO HONG KONG.

In 'Railway Magazine' January 1984 p. 39 is a Reader's Letter by Horace A. Gamble:

"... The 2-8-0 locomotives acquired by the Kowloon-Canton Railway British Section after the war... were in fact twelve WD 'Austerity' 2-8-0's sent out from Britain, six in 1946 and a further six in 1947. There were but three of the Kitson tanks left at the end of the war, two Baltics and one 2-6-4, the others having gone much earlier to the Middle East.

After the war various KCR Chinese Section locomotives handled the passenger and freight services, including a Skoda 4-6-2 of 1937, two North British Locomotive Company 0-8-0s of 1938 and several 1930's USA-built 2-8-2 and 2-8-0

types. Early in 1946, under the auspices of UNRRA, six oil-burning 2-8-2 'S200' class locomotives were shipped in from Iran (one Alco, two Baldwin, and three Lima build) and were put into working order at Hung Hom sheds for the Chinese Section.”

(A photo shows one on a freight in April 1946, before the WD 2-8-0's arrived - WD 1133 - Lima 7950 of 1942 - had been Iranian State Railway No. 42-487, then later Kowloon - Canton railway 705. There is at least one USATC-type 35-ton bogie box van in the consist.)

(j). A VIEW OF THE SUEZ CRISIS OF 1956.

In the National Railway Museum Newsletter No. 148 (Summer 2014) p.31 is part 2 of a memoir by Gordon Reed about life as a National Serviceman at Marchwood Military Port near Southampton in 1955. It gives not a deep (or even factually correct) political analysis but some interesting personal perspective, bearing in mind the role played by military railwaymen in Egypt at this time.

“In the Autumn of 1955 Egypt was again in a political dilemma involving the Suez Canal. The new ruler, President Nasser, proposed to nationalise the canal which was run jointly by the British and French. There was much political activity and some increase in the delivery of fuel and shells by BR. I spent Christmas in the camp (the Geordies and Jocks always went home for New Year!). In mid-February our shunter, Sapper Stanley 'Wagner', arrived in the shed at NAAFI time quite excited to tell us there is a big 'flap' on and we could be going to Egypt.

Marchwood became the major centre for mobilisation of our expeditionary force ships. The port has seen this scenario many times: Mulberry Harbour, D-Day, Falklands and Iraq.

My de-mob day was in abeyance. In late March the Railway Section had to report to the Medical Officer for jabs (inoculations) in preparation for embarkation to Alexandria. I have never fainted in my life but on two occasions I have been well on the way! One was in an engine firebox at West Auckland sheds where, in one clean swipe, I took my thumb nail and these jabs were the other.

The following week it got worse as we were summoned for a one-day review of the developing crisis! Our Shedmaster, Corporal Spencer, had heard it all before but I listened with some degree of apprehension - it was all new to me! “Arab towns are out of bounds, you will be beaten up and robbed!” “All Arab brothels are out of bounds, they are filthy with dirty women and full of horrible diseases.”

The railway became very busy with up to three trains a day loaded with

tanks, shells, etc. We had both engines in steam (Austerity 0-6-0ST's WD 152 'Rennes' and 106 'Spyck') and 8 Railway Squadron (permanent way) arrived from Longmoor and camped under canvas.

I never did go to Suez and my de-mob date of late Spring was confirmed.

To complete the story, Colonel Nasser did nationalise the canal and our ships left Marchwood on 1 November with the British Army (and French) going ashore on the 5 November at Alexandria. The first two days went well with the Egyptian forces being well and truly trounced. The action was not to have universal support and America and Russia used their United Nations veto to stop the fighting and the whole expedition turned into a fiasco and humiliation forcing a British and French withdrawal. Some ships returned to Marchwood without being unloaded!”

(h). JEZREEL VALLEY SLIDE SHOW.

The link to: 41388954225[www.slides.co.il].pps : leads to a continuing slide show (with hebrew captions) of the 'Rakevet HaEmek, the Jezreel Valley Line, as it was and is, with views of various museum sites along the route. (Thanks to Jeremy for this tip.)

“HOME VIA SUEZ.”

In 'Railway World Annual 1976' edited by Alan Williams pp.24ff. is an article with this title by Henry Stanton, describing a journey from Bombay in India to Liverpool in Britain in autumn 1914 when he was aged only six!

"I had seen a good deal, at the age of six, of the idiosyncracies of locomotive, carriage and wagon design on the Indian railways, to say nothing of the liveries and workings, for there had been long and entrancing train journeys between the railway centre where we lived and the railheads for summer 'hill stations'. There were in 1914 some 16 Class 1 Indian railways, which between them worked a total of 22 broad (5ft. 6in) and metre gauge main-line systems. Besides there there were several minor lines in princely States (known as Rajahs' Railways) and many small narrow-gauge and light railways. All these had their own fleets of locomotives, carriages and wagons. but that, as Kipling would say, 'is another story.'

In those days all British children in India could read by the time they were six, because avoidance of the midday sun favoured reading lessons and reading. Friends and relatives in Britain kept one well supplied with railway books and periodicals – including one that happily flourishes still today – and even if they did not, copies could usually be found at major railway bookstalls throughout India and included plates that were masterpieces of colour printing.

Children's books were very well produced and great care was taken to ensure factual accuracy..... other sources of pleasure and information on railways in many countries were coloured postcards (notably Raphael Tuck's) and cigarette cards, plus the travel literature issued by the various railways....

My last day in India included my only trip in that sub-continent in a non-corridor compartment of British type, in a Bombay suburban train hauled by a 4-4-2T of the broad-gauge Bombay, Baroda & Central India Railway. This reminded me, after the exotic appointments of Indian main-line coaches, of local travel in England dimly remembered from two years earlier, when I was only four.

The white-painted matchboard-bodied sleeping cars of the 3ft. 6in. gauge Sudan Government Railway were the first vehicles we saw when a few days later we went ashore for half an hour in the intense heat and glare of Port Sudan. This was a return to the exotic; one was still 'east of Suez' railway-wise! Waiting patiently near the sleepers stood a graceful outside-cylindrical Atlantic built by Robert Stephenson. I cannot remember its colour, but it had presumably arrived from Khartoum with an express, perhaps a boat train. Nearby, an 0-6-0 of unquestionably British design was shunting wagons.

..... In Egypt, well on the way west, the railways, I was told, were more European, if not quite British in character. From the ship anchored off Suez a British-looking 0-6-0 in Indian-red livery with a brass dome could be seen leaving the little station near the mouth of the Canal for Suez Town with a string of six-wheel coaches that looked vaguely Continental, with prominent fittings in their roofs for oil, or perhaps gas lamps; they dated, as I afterwards discovered, from the Anglo-French joint influence, before British industry and British management prevailed on the Egyptian State Railways in the 1880s. Beyond Ismailia, where the railway follows the canal bank to Port Said, we were overtaken by a Cairo - Port Said express, headed by a rather small-boilered 4-4-0 with outside frames and a weatherboard and canopy for a cab; it too had a burnished brass dome and was in the ESR red livery. Behind the tender came a French-looking van and then half-a-dozen maroon first and second class side-corridor bogie coaches with American-style clerestory roofs on either side of a white restaurant car of the Cie. Internationale des Wagon-Lits. rattling along behind the upper-class part of the train were arc-roofed third-class bogies with end platforms literally bursting with passengers. At Kantara there was no sign

as yet of the big railway installation that was to grow up at Kantara East, across the Canal, as a base for the Palestine campaign and later the western terminus of the Palestine Railways line to Tel Aviv, Haifa and Jerusalem and for a short period during and after World War II to the Lebanon, Syria and Turkey via the now-closed coastal link which was built by British and Commonwealth railway troops.

Next day at Port Said the kindly ship's passenger who had volunteered as my bear-leader took me to see the station. The motive power on view consisted of passenger 4-4-0's and 0-6-0s of the type seen from the ship, all built, I seem to remember, by Robert Stephenson. I looked in vain for the ornate yellow-painted combined engine and saloon supplied by the same builders to the Khedive Ismail, but was told that it was preserved at Cairo. (Is it there today?) No railway picture book was complete without featuring it – and sometimes also Dugald Drummond's somewhat similar inspection unit with which he used to prowl around the London & South Western. Vestibuled side-corridor vehicles were rare in India in 1913 and the handsome, well-appointed first and second-class coaches of the Cairo express were intriguing, as was the use of the French language in ESR timetables and notices.

Two days later I was called on deck to see a Straits of Messina train ferry laden with green Italian State (FS) passenger vehicles and covered goods wagons crossing ahead of us from Villa San Giovanni (to starboard) to Messina.... [The journey continues via Marseilles and Gibraltar.....].

On a raw Sunday morning [over a] week later we dropped anchor in the Mersey and were soon being ferried by tender to Liverpool landing Stage. Passengers had been told that a boat train would run to Euston from the adjacent Riverside station, but an official of the London & North Western, clad in a frock coat and top hat, announced in a mournful voice that because of war exigencies the LNWR was unable to provide a boat train... but had instead provided buses and taxis to take us to Lime Street, where there would be reserved compartments in the midday express....."

106:09.

P. Ransome-Wallis in EGYPT IN 1941.

P. Ransome-Wallis was (in addition to his profession as a medical Doctor) a well-known railway writer and photographer both in Britain and (as one of the pioneers) also in that strange place known to Englishmen as 'Abroad'. I recently picked up at Emsbay station a battered copy of "On Railways - at Home and Abroad", published by Spring Books, London, no date but the Foreword by Cecil J. Allen is dated February 1951 and the author's "Preface to the Second (Cheap) Edition" refers to five years having passed since original publication!

On pp.148-152 is an article entitled simply 'EGYPT' which explains quite a lot of general background as well to the railway photographs we have of this place and period from other servicemen.... and also the inaccuracies and gaps in the lists of Egyptian rolling stock!

"We were in the Mediterranean in 1941, based on Alexandria, and soon after we arrived were engaged in some of the bloodiest air-sea battles of the whole war.

There was comparatively little shore leave but I was not the Wardroom wine-caterer for nothing; the Mess could always do with a few more bottles of this or that, and once ashore, there was usually time to slip off to the railway station or to visit of the running sheds. I had, on previous voyages in more peaceful times, already made several railway contacts on the Egyptian Railways, and these were to stand me in good stead in these later days. The Egyptians were

very apt to be swayed by the successes of one side or the other, and during the campaign in Greece and Crete, British stock was undoubtedly at a low ebb. While I was never shown open hostility on my railway excursions at this time, one was very apt to be taken for a spy if seen taking too much interest in engines or trains, and a camera on the railway was almost certain to lead to arrest. This was, perhaps, all the more strange to us, as sightseers were always

sailing round the harbour, photographing our ships and the grievous damage which the Mediterranean Fleet sustained at that time. When at sea we used to pick up signals from the German radio along the coast, giving details and disposition of our ships with almost hourly accuracy. Truly, 'Alex' must have been a hot-bed of enemy spies.

I learned my lesson in a very practical way one sunny afternoon at the main station. My enthusiasm got the better of my caution when a small suburban 2-6-2 tank was starting away – a lovely picture of an engine I wanted – clouds of black smoke, the sun right, the background right, everything. I hurriedly produced the camera from a pocket and made my exposure. Then the fun began. Inspectors, police, and even an Egyptian Army officer bore down on me from all sides, all talking volubly, and I was escorted rapidly to an office to do some explaining. My camera was taken away, nobody spoke English, my French seemed to be getting me nowhere, when in came the stationmaster. By a stroke of luck I had met him a week previously. The affair was soon ironed out, my camera was returned, I was told never to do it again – and then we all had cups of coffee! My best friend of all in Alexandria was the District Locomotive Superintendent. I had known him for several years; he had trained on the L.N.E.R. in England and was, I am sure, a most capable engineer. I was always welcome at the running sheds and would be frequently asked back to his home – a cool and delightful villa – to take coffee and eat *éclairs* in the company of his lady-wife.

There are two large running sheds at Alexandria, El Hadra, which is mainly for passenger engines, and El Qabbari, which stables most of the freight engines and where there is a large water-softening plant – the first of its kind in the country. British influence is very strong in the locomotive practice of the country, and most designs have a very English look about them. Of the older types, 4-4-0's and 0-6-0's of many different classes are much in evidence. Both types have some representatives with double frames and show an unmistakable Great Western ancestry, with a blend of the features of the Armstrong and Dean periods. Others, with single frames, are reminiscent of the large-boilered engines of the erstwhile Midland and Great Northern Joint Railway.

The bulk of the main-line passenger work was then being carried out by the extraordinarily handsome Atlantics. There are several series of these machines, some having been built in England, but others are of French and German manufacture. I had several short footplate runs on these engines. I saw enough to realize that they could run fast, and that they steam freely

and well. Painted apple-green, lined out and kept spotlessly clean, they are a lovely sight steaming along with a big train of white-painted coaches.

Several Atlantics were converted before the war to the 4-6-0 wheel arrangement, in an effort to give them more adhesion. I managed to get a picture of one of them at El Hadra. The men always liked to have photographs taken of their engines and appeared to be very proud of them, and I had to wait quite a while for them to clean up the bi-lingual plate of Seti I until it was considered bright enough. The rebuilt 4-6-0's were never very popular with the men and it was said to me that the rigid wheelbase was too long. However, the post-war machines of the Egyptian Railways are of the 4-6-0 type – handsome machines with 8-wheeled tenders. I have not seen one 'in the flesh', but the design appears to be based upon that of the largest type of 2-6-0. The 2-6-0 is used extensively in Egypt for fast freight and passenger duties and there are several classes of them. Generally they are not unlike the Brighton 'K' Class in appearance.

One of the greatest troubles in Egypt, from the railway operating point of view, is sand. Sand gets in everywhere and plays havoc with bearings and reciprocating parts alike. In an effort to overcome the very heavy maintenance involved, roller bearings running in an oil-sealed casing have been used, while Caprotti rotary-cam poppet valves have been applied, particularly to many of the 2-6-0 engines. The advantage of this type of gear is that it is totally enclosed, and therefore less susceptible to sand penetration than the more common piston valves. The fact that steam distribution may be improved by its use appears in Egypt to be of secondary importance.

With the closing of the Mediterranean the supply of many essential European imports to the Near East became ever more difficult and the railways were, of course, very badly hit, for the whole of Egypt's coal is imported. When stocks ran low, oil was used on an increasingly large scale as locomotive fuel. This very low grade mazout, as it is called, was stored in the tender in a large rectangular tank. The engines steamed well on it, and by the end of the war about half the locomotive stock of the railway was oil-fired.

The long desert runs made on the North Coast line to Tobruk require supplementary water tanks to be attached to the engines. These vehicles are coupled up behind the tender and add considerably to the weight of the train. In 1941, however, the line only operated as far as Mersa Matruh, 194 miles from Alexandria.

The locomotive men are keen but not always as careful as they might be, though the standard of training is high.

They were particularly intrigued with the L.M.S. Stanier 2-8-0's which had arrived shortly before. I was told that eight had arrived, and eight had been sunk by U-boats while on the way out from England. Ultimately, many of the class were in service in Egypt, as well as some of the Robinson 2-8-0's of World War 1. It gave me considerable pleasure to hear the L.M.S. (née Caledonian) hooter echoing above the street noises of Cairo or Alexandria. There is something very distinctive about British locomotive whistles – in pre-grouping days every company had its characteristic note – and to hear them abroad takes one back to Crewe or Euston in a quite disturbing manner.

I never found anything peculiarly vicious or wicked about Port Said. No doubt it had been thoroughly cleaned up some years before, but it certainly had a collection of some of the oldest engines on the Egyptian Railways housed in its rather tumble-down shed. No two engines seemed to be the same, and most were of the double-framed variety of 4-4-0's or 0-6-0's. They were, however, in lovely condition, and I never heard any discordant clanking or wheezing which might have been expected from such antiques. The shedmaster here was very co-operative and took a great delight in showing me the official engine register of the railway. I had made a considerable study of this in Alexandria and had copied much of it down for my own information. It was thus, with considerable dismay, that I found the Port Said list differed very greatly from the Alexandria version. In fact, I was later to see the official lists at both Suez and Cairo and all were different in many details. It was quite evident that the locomotive stock of the Egyptian Railways was in something of a muddle, and they really did not know quite what they had got. Several years later this theory was confirmed by several British enthusiasts, who while serving in Egypt did manage to get out something like a reliable stock-list. I gather their efforts were much appreciated by the management of the railway, but how the Stores Department ever got the right spares for the right engine is still beyond my comprehension – maybe the Egyptians have a flair for improvisation in these matters, and if so, it may be due to the fact that so many of their railwaymen are British-trained.

Some day I should like to return to Egypt to explore the railways of Upper Egypt and the narrow-gauge lines of the Delta."

UNFORTUNATE INCIDENTS WITH THE ROYAL SALOON IN PERSIA IN 1930.

Often a 'strand' of e-mail correspondence takes place and I feel, as Editor, it is worth sharing at least a part, for the historical record and because it is amazing what specialised knowledge some of our correspondents have!

One such began when an old photo appeared on the internet and there was speculation about the identity and origin of some carriages marshalled behind a British-built 8F loco in Iran. Paul Scheller (who seems to know every obscure wagon ever built worldwide) soon responded: "The four-axle coach in the foreground is the Nohab-built Pullman car (ordered in 1935 by Kampsax for the Trans-Iranian Railway – the Salon car for the Shah delivered in 1934 had other window arrangements)....." Other two-axle vehicles remained harder to identify. Paul added: "We know all passenger coaches ordered by Kampsax and built by Nohab for the Transiranian Railway and also the German deliveries from 1935 onwards. But we have no information about the passenger coaches for the test sections built before 1930. I assume the few passenger cars for the Northern section (built by German enterprises) were all of German construction like the goods wagons, but I have no idea about the passenger cars for the Southern section built by Ulen & Co (vans for Ulen & Co. built by Metropolitan CW&F Co. look very German!) Yet there is a nice story about a 'Royal Train excursion' of the Shah on the Southern section and the fatal result – this is taken from 'American Interests and Policies in the Middle East, 1900-1939' by John A. DeNovo, pub. Minneapolis 1963, pp.300f."

"Construction progressed rapidly despite floods and natural incidents, ill-informed official interference, and dilatory payment of advances by the government. The survey was completed in October of 1929, the syndicate giving the government an estimate of \$173 million for the entire line, including the trial sections. The Shah inspected the northern section, which was close enough to completion for him to ride from Bandar Gaz to Sari – one hundred and seven kilometers - in December of 1929. The Shah then demanded a comparable excursion on the southern segment of his railroad.

At this time (December 1929)

the southern section was far along toward completion of 250 kilometers from Bandar Shahpur to Dizful except for a few culverts and the Ahwaz Bridge. The down trip from Dizful to Bandar Shahpur took place without mishap, the Shah expressing delight and announcing that the rest of the construction work should be given to Ulen. Then on January 10, 1930, began the fateful return trip of the special train after the worst torrential rains in years had undermined the fresh roadbed. Special precautions were taken, but about twenty miles north of Bandar Shahpur the Shah's coach, in which he was riding alone, went off the sagging tracks. By the time the train could be brought to a standstill his Majesty was considerably jostled, but he was transferred to another car and the royal train proceeded with the utmost caution. The emergency locomotive following the train soon returned toward Bandar Shahpur, and in a short time the Shah's coach was back on the track and overtaking the special train. To the dismay of Ulen engineers, a few hundred yards from the main train and in full view of the Shah, the unfortunate royal coach again left the rails.

The dejected party finally reached Ahwaz in a deluge of rain only to learn that floods had carried away a kilometer of track north of the city, and that the whole surrounding country was a sea of mud, impassable to autos, so that the Shah had to descend to Ahwaz, where he was marooned for days. The enforced idleness only added to the towering rage of his Majesty, who finally insisted on leaving the city on January 25. Arrangements were made for him to proceed up the railroad track by handcar and, where necessary, on foot. The entire unhappy experience erased any good impressions the Shah might have received on the down trip; he was now furious with the Americans and was said to be not at all disposed to give them further construction work. There was hope, however, that once he returned to Teheran his hostility to Ulen might be allayed.

The debacle of the Shah's return trip contributed to making the railroad project a football in the tangled game of Persian politics. The required governmental monetary advances were slower than ever in

arriving, and led the company to issue an ultimatum on April 17, 1930, announcing that if advances were not paid by April 28, work would stop on May 1 and the railway would be turned over to the government as it stood on May 15. Payments were not made; work was stopped on May 1 on both sections at a time when some ninety per cent of the original contract had been completed; and on May 15 the government forcibly took over the railroad under conditions which did not allow the foreign companies to make proper inventories.

The original syndicate was soon canceled in view of the Persian government's rescission. Ulen representatives left Teheran on May 17 to meet representatives of the cooperating German firms at Bad Kissingen, where the original syndicate was abandoned. Ulen officials then proceeded to Paris to meet with their colleagues who had been participating in the construction of the southern segment. La Société des Batignolles, assisted by an English firm (Stewart and McDonnell), took over the former Ulen position. Ulen maintained only a material interest in the new arrangement.

Although the State Department had extended routine help and advice to the Ulen Company, it had refrained from intervention in the international intrigue which the company thought partly responsible for its debacle. After hearing the company's version, Wallace Murray wrote that 'postmortems are never very cheerful affairs, but this one was illuminating in some respects.' According to the company's vice-president, M.D. Carrel, the Soviet embassy had intervened with Persian authorities on behalf of the German consortium..."

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 Koln 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] and 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.

106:12

Egyptian State Railways 6-wheel service coach, originally 3rd class, to be restored as ambulance coach



Blue skies still over Jerusalem as a tram heads into the unknown. Photo: Adrian Gunzburg

106:13

