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הרכבת

A Quarterly Journal on the Railways of the Middle East
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109:01: Two diesel shunters and a Ganz railcar trailer form a tourist train in Damascus, April 2015. (Photo from 'Daily Mail' online)"



EDITORIAL

Every quarter news flows in from a variety of sources and every time there are surprises. In May 2015 the news was filled with bloody conflicts in Syria, with hundreds of thousands of helpless refugees fleeing from anywhere to nowhere, with threats to World Heritage Sites such as Palmyra, an empty city formed of ruins (though no-one seems to ask why the city is ruined and empty or who made it that way or why history keeps repeating itself); and then I received out of the blue a news item on a little train running for recreational and morale purposes in Damascus! This is so bizarre it just calls out to be highlighted on our cover. Though not as a political statement.

Elsewhere – we have a lot of material on railway, metro and tramway schemes in Saudia Arabia and the Gulf Cooperation Council states. From Israel comes a steady stream of pictures of continuing construction works on new lines and stations – to some extent they have a certain ‘sameness’ and yet in a region of the world where there is so much destruction, every sign of positive construction is to be welcomed. Politics and Finance cannot be ignored and in this issue we include a few items that focus on these matters. There are new schemes for ‘overland’ tram lines from Haifa to Akko and Nazareth! And once again, once one has put all this ‘current’ material together, there remains little room for more historical material, translations of ancient articles etc. But there is much held ‘in reserve’.

One wonders what the next quarter will bring!

Enjoy!

The Editor.

NEWS FROM THE LINE.

(i). THE G.M.'s SALARY.

“Modi’in News”, a local weekly magazine published in Modi’in (where Israel Railways General Manager Mr. Boaz Zafrir lives) recently revealed that his annual salary is about \$212,000; this includes social security, car maintenance, and other supplements that do not reflect the size and activities of the railways as such.

The magazine further notes that on analyzing the railways’ business results, the fact of \$374 Million revenues during the 3 quarters of 2014 proves that the General Manager’s salary is modest and that many other companies who pay much more to their managers can only dream of such profits!



109:03. Trackworks at Rehovot
01.05.2015 (photo courtesy IR PRO)

(ii). CREDIT RATING SET FOR ISRAEL RAILWAYS LTD.

Israel Railways has completed - with a high degree of success - the institutional stage of its Negotiable Bonds issue to an overall value of some NIS 860 Million, comprising two series:

NIS 509 Million at a 1.24% fixed interest rate with an average duration of 3.6 years, placed at 0.64 above Government Bonds. NIS 349 Million at an index-linked interest rate of 0.6% with an average duration of 3.7 years, placed at about 0.64 above Government Bonds.

Some of the largest institutional bodies in the local capital market subscribed to the issue, heavy demand totalling about NIS 4 Billion being experienced—some NIS 2 Billion for each series.

Israel Railways noted that the issue was composed of two series and both were fully subscribed. The specifications for the bond issue show that in addition to the institutional investors, such as Harel Insurance Investments and Financial Services Ltd. and The Phoenix Holdings Ltd.; investment houses Poalim IBI Underwriting and Investments Ltd. and Excellence Investments Ltd.; there were several other interesting names in the preliminary tender: Citibank, Cellcom Israel Ltd, Osem Investments Ltd. (controlled by Nestlé SA chairman Dan Propper, advertiser and technology entrepreneur Ilan Shiloach, the Tel Aviv and Central Region Chamber of Commerce, Kibbutz Sasa, the Jewish National Fund, and others.

Israel Railways is seeking to raise a total of NIS 1 Billion, with the public stage of the bond issue slated for the coming days. Israel Railways CEO Boaz Zafirir said the money “would be channelled towards expanding the railway infrastructure, including the Negev railway line (Ashkelon - Beersheva), the high-speed train to Jerusalem, and the electrification project. Israel Railways will also invest in expanding its customer service.”

On Wed. 26th. Feb 2015 Israel Railways Ltd. received the credit rating for the company, due to launch a NIS 1 Billion bonds issue in the course of 2015. Israel Railways leads, blazing a trail for stock issues by government corporations, a pioneer among them in the infrastructures and transport field. Pursuant to a government resolution, bonds of a value totalling NIS 2 Billion will be issued to finance investment in rail infrastructure development—as part of a development budget of about NIS 42 Billion planned up to 2020.

The railway company has been granted a high rating reflecting its ability to meet its commitments, and such as to categorise the railway bonds as a safe investment. Midroog Ltd. rating—Aa1 Stable Standard & Poor's Maalot rating—iAA+/Stable Apart from raising money to finance Is-

rael Railways development plans and the construction of new lines and stations, this move is expected to increase the independence and flexibility of the railway company and reduce its dependence on State budgets.

At the same time, the bond issue entails a commitment to meet high management standards, as laid down in the Securities Law, to be manifested in maximum transparency, immediate reporting, corporate responsibility and the like.

The bonds issue was led by the CFO Ms. Keren Aslan, in collaboration with the Israel Railways Legal Department headed by Adv. Yaron Zaft; the Companies Authority—Senior Deputy to the Director of the Authority, Yodfat Afek; Israel Railways representative to the Authority, Yoni Cohen; The process was conducted jointly with the Ministries of Transport and Finance. Israel Railways is represented by Adv. Esther Koren and Adv. Yifat Sheftel of the law firm Gross, Kleinhendler, Hodak, Halevy, Greenberg & Co.; in the financial process Israel Railways was supported by Giza Ltd.

(iii). BOND ISSUE CELEBRATION.

From a press release of 22.03.2015 by Israel Railways Ltd.:

“After a successful bond issuing of almost \$1 Billion at the end of last week, the railways management has completed the procedure, and celebrated the event of bonds' trading start at an unusual place - Tel-Aviv Savidor-Central station on platform 6, on the busiest weekday (Sunday) and in the rush hour.

The senior participants were: Israel Railways Ltd. General Manager Mr. Boaz Zafirir; Israel Railways Ltd. Deputy General Manager for Finance and Economy Mrs. Keren Azlan; Stock Exchange Market Directorate Chairman Mr. Amnon Neubach; and Stock Exchange Market Senior Deputy General Manager and Economy Department Manager Mrs. Hanni Shitrit-Bach.

The money issued will be used for expanding infrastructures (including the Ashkelon - Beer-Sheva line currently under construction), the A1 fast rail link to Jerusalem, electrification, and expanding customer services.

Israel Railways Ltd. General Manager Mr. Boaz Zafirir said: “The issuing of bonds is a significant event in the history of Israel Railways Ltd., thus creating another layer in building the change in our cultural and managerial concept; an essential stage for us becoming a social economical company working in full transparency with our customers and investors and with the ambition for a constant improvement.”

Stock Exchange Market Directorate Chairman Mr. Amnon Neubach said: “I hope that the “locomotive” which left the station this morning will convince additional governmental companies to issue bonds, in favour of the investors, the

companies and their employees, increase trade, and bring prosperity for the whole economy.”

Stock Exchange Market Senior Deputy General Manager and Economy Department Manager Mrs. Hanni Shitrit-Bach said: “We hope that the bonds issue is just the promo for the railways and that the welcome they got from the government and the public has convinced them that their place is in the stock exchange market, in favour of the railways, the employees, and the investors.”

(iv). IN THE SUMMERTIME.....

The railways announced that due to summer time, to be introduced on Friday night 27.03.2015 at 02:00, last trains on Friday will terminate later by an hour - and there will be more trains during the summer on Fridays; on Saturday nights, however, as traffic resumes one hour later, and even later during the summer, there will be fewer trains.

(v). MODI'IN WORKS.

On the night between Wednesday, 11.03 and Thursday, 12.03.2015, train 134, the last one from Nahariya to Modi'in, was to terminate at Modi'in Outskirts station at 00:20 instead of Modi'in Central at 00:28; bus services to be provided between the stations.

(vi). EXTRA TRAIN TO NETIVOT.

On 18.03.2015 it was announced that the railways have added an additional train daily in each direction between Hod-HaSharon-Sokolov, Tel-Aviv, Ashkelon, Sderot, and Netivot. The train from Hod-HaSharon-Sokolov leaves this station at 08:00, calls at all intermediate stations, and arrives at Sderot at 09:38 and at Netivot at 09:49. The train on the opposite direction leaves Netivot at 08:39, calls at 08:48, and terminates at Hod-HaSharon-Sokolov at 10:27. Both trains meet at Ashdod-Ad-Halom.

(vii). ELECTIONS.

Once the Knesset elections are over, (and weeks of wheeling and dealing) there was a hope that Mr. Israel Katz would continue on his job as Transport Minister (although he himself apparently wants to be Minister of Finance) and thus rail development will continue at full tempo. However, as this issue was being prepared in late May the political situation regarding a new coalition with Netanyahu's Likud party and a variety of right-wing (religious, nationalist) parties was creating some furore and whether the current (new) coalition will stick together for long following our publication remains an open question.

(viii). FOOTBALL EXTRAS.

“The railways will provide additional trains to/from Jerusalem on Tuesday, 31.05.2015 for the public wishing to watch the football

game between the teams of Belgium and Israel at the Jerusalem Teddy stadium adjacent to the Jerusalem Malkha railway station. The additional trains will leave Tel-Aviv Savidor-Central station at 18:04 and 19:04, call at Tel-Aviv Hashalom, Tel-Aviv Hahagana, Lod, and Beit-Shemesh, and arrive at Jerusalem Malkha railway station at 19:41 and 20:49 respectively. In between there will be an additional train leaving Beit-Shemesh at 19:35 and arriving at 20:14 at Jerusalem Malkha railway station. At the end of the game, all additional trains will operate on the "fill up and go" system."

(ix). THE TRAIN TO THE HAIRCUT: CHARTERS FOR CUTTERS.

A Sad and cautionary tale, beginning thus: From Sybil: "How about this, then: a REAL special train on Lag Ba'Omer, from Beit Shemesh to Akko and shuttle buses from there to Meron. No, not my scene by any stretch of the imagination. The train is a private initiative by someone by the name of Meir, in conjunction with IR. <http://www.shemesh.co.il/meron.html>

I spoke to Meir last night. He told me Israel Railways gave him a window of opportunity between 13:00 and 14:30 from Beit Shemesh (I told him it obviously can't be until 13:10, when the 13:00 departure reaches Nahal Sorek and is out of the section!). I tried calling the IR spokesman today but there was no answer; probably closed for Pesach, but there's a whole month until it actually happens."

And then later more information: "ITINERARY

Express train leaving Bet Shemesh promptly at 12:40pm and 2:30pm. At Akko station there will be shuttles to take you to Meron.

Return journey: leaving Meron at 10pm and 12 midnight.

Travellers must be there 1/4 to 1/2 an hour IN ADVANCE.

Those coming from Beitar will have a bus waiting until 3am at the Beit Shemesh train station (optional and not included in the return ticket price).

COLOR CODE

We will be issuing YELLOW tickets. All directional signs will be YELLOW. Our staff members will be wearing YELLOW shirts. DISCOUNTS

Price of each pre-paid ticket per person is 110 NIS inclusive.

Keep your ticket on you at all times. If you still have it next year, you will be entitled to a 10% discount (99 NIS instead of 110 NIS)

Buying a minimum of 20 tickets in advance entitles you to 10% discount.

A child coming for a chalaka [its first haircut!] will be given a free seat!

Reservations for the return trip can be



Track laying on the Acre-Carmiel line.

made by phone/email, payment in cash or by credit card.

BOOK NOW to reserve your place, space is limited, but seating is guaranteed."

Sybil noted, somewhat sadly on 7th. May (Lag ba'Omer) – "A later version of the flyer showed standard IR tickets but coloured yellow; However – it appeared that not enough had been sold and so in the end the train did not run!"

(x). MEMORIAL DAY FOR THE FALLEN, AND INDEPENDENCE DAY.

From a press release of 16.04.2015:

"On Wednesday, 22.04.2015, the Memorial Day for IDF soldiers and terror victims, the railways will operate under a special timetable; their families will enjoy 50% reduction on tariffs. Additionally, there will be bus services between all railway stations and nearby cemeteries free of charge, between 09:00 and 11:00, and to the stations between 11:30 and 13:00 (end of ceremonies) every half an hour coordinated with the timetable.

On Thursday, 23.04.2015, Independence Day, trains will operate under a reduced timetable; there will be no reserved seats. On both dates traffic will be back to regular at 21:00."

(xi). PLATFORM EXTENSIONS AT REHOVOT

After completion of track works and platform extension at Rehovot station, during which the Rehovot - Yavne East - Ashdod line was closed between 30.04.2015 and 01.05.2015, traffic resumed on Saturday night, 02.05.2015, and passengers can now use the new, much longer platform.

(xii). ELECTRIFICATION BIDDING PROGRESS.

From a press release of 27.04.2015 by Israel Railways Ltd.:

"As an integral part of the national project

of the railway electrification, the railways are holding a three-day conference for the participants, including visits to the A1 fast rail link to Jerusalem, the Acre - Carmiel line, the Sharon line (Kfar-Sava/Hod-Ha-Sharon - Ra'anana - Herzliya - Tel-Aviv - Haifa line in the median of highway No. 531 both in construction), and depots.

The latest date for submission of proposals is 23.07.2015, after which, the order for starting works is on February 2016, with the first electric train due to run on the A1 on March 2018."

The Pre-Qualification Stage took place on June 2013; Seven groups presented their offers; the final list approved on October 2014 is on the following table: Bidders are:-

- Siemens AG & Siemens Israel Ltd. (Together: 'Siemens')
- Elecnor
- Sociedad Espanola De Montajes Industriales S.A. (SEMI).
- China Railways Constructions Electrification Bureau Group Co. Ltd. (CRCC) (CPRM)
- Pan-Mediterranean Engineering Ltd., with Alstom Transport SA (France) and Citadis Israel Ltd. - together 'Alstom'
- AFCON Holdings Ltd. (Israel)

The tender includes creating a system of "design and implement" of overhead electrification (Overhead Current System), fourteen substations, central and secondary control systems on thirteen operational lines from Nahariya in the north to Beer-Sheva in the south, totalling 420 km of double-track

The winner will be committed to providing maintenance services for 10 years with an option to extend it by an additional 15 years. The railways reserve to themselves the rights for an option to ex-

Another picture of track laying on the Valley Line.



tend the electrification to additional lines like: the Eastern Line between Kfar-Sava and Hadera-East (in advanced design), the Haifa – Afula - Beit-Shean (the Valley Line (ex-Hedjaz) under construction), a 4th track on the Ayalon line at Tel-Aviv (not yet laid), the Ashkelon - Beer-Sheva line (completed between Ashkelon and Netivot; the Netivot – Ofakim - Beer-Sheva section under construction), and the Lod - Beit-Shemesh section (part of the old line to Jerusalem); this one is currently single track. Parallel to the electrification tender, the railways are currently checking the offers for the electric locomotives tender for 62 locomotives (with an option for additional 32); later in 2015 the railways will publish the tender for 60 double-deck emu's. Both Transport Minister Mr. Israel Katz and the railways' General Manager Mr. Boaz Zafir, said the electrification will significantly change the railways' image and ability in terms of cleaner, faster, more punctual and comfortable service provision, as well as a higher transport volume provider. Meanwhile, Bombardier Israel invited a correspondent of an internet news channel (YNET) to their Kassel plant, where they said that their offer is for the TRAXX AC3 loco; they also mentioned that since the rolling stock fleet mainstay is Bombardier double-deck cars, and the fact that they already assist the railways in converting the older types to electric traction, it will be much simpler if they win the loco order; let alone the spare parts issue. The correspondent was probably too fast in his computer image regarding the visit, in which he showed a Siemens Vectron loco rather than the Bombardier TRAXX AC3; to my question he answered that he did not suspect anybody would see the difference.... (!)

(xiii). ELECTRIFICATION ENGINEERS SOUGHT

DB International GmbH is advertising for a Chief Technical Officer (male or female) Rail Systems – Job ID No. 2556 – who would be responsible for the electrification

infrastructure project, based in Tel Aviv; the successful candidate should have a university degree (B.Sc. / M.Sc.) in Electrical or Electro-Mechanical Engineering with emphasis on Power Supply, at least 15 years' experience as Railway Engineer, minimum 10 years' experience in Overhead Catenary system Engineering as well as Design Review experiences, knowledge of OCL Systems, Traction Powers Supply (Substations), SCADA, excellent English and adequate IT skills, and willingness to re-locate to Israel for at least 2 years.

(xiv). RAKEVET HA'EMEK LINK.

No trains were to run from Haifa to Nahariya from Tuesday May 26 to Sunday May 31 at 4 a.m. because of work to link up the new Rakevet Ha'emek line. From a press release of 12.05.2015 by Israel Railways Ltd.:

"As an integral part of linking the Valley Line (Hejaz) with the coast line at Haifa Lev Hamifratz station, there will be no traffic between Haifa and Nahariya between Thursday, 26.05.2015 and Sunday, 31.05.2015. The link involves intensive track works not only at Haifa Lev Hamifratz station, but mainly westwards near Zevulun Junction (under Paz bridge where the line to Nahariya starts) and therefore, in order to maintain a convenient service, a bypass track is to be laid between these two dates to enable traffic to run afterwards.

It should be mentioned that that the revived services on the old Valley Line (Hejaz) in 2016 will mean a renaissance of the line after 65 years; traffic ceased in 1951.

The changes on the days of closure are: On Monday, 25.05.2015, trains 134 & 136 departing from Modi'in Central to Nahariya at 22:17 and 23:00 respectively will terminate at Haifa Central the 8 at 00:00 and 01:13 instead.

Between Thursday 26.05.2015 and Saturday night 30.05.2015, there will be no traffic between Haifa and Nahariya; all trains will start/terminate at Haifa Central the 8. There will be bus replacements and strengthening of buses and BRT.

On Sunday morning, 31.05.2015 traffic will re-sume; the first trains will be No. 2 at 02:53 from Ben-Gurion airport to Nahariya; No. 101 at 04:33 from Nahariya to Modi'in Central.

Since the works are to last about six months, a new special timetable is to be introduced on Saturday night, 30.05.2015, which will cause the following changes to traffic between Haifa and Nahariya:

The suburban trains serving between Haifa Hof Ha-Carmel and Nahariya between Sundays and Thursdays will be cancelled and replaced by intercity trains from Beer-Sheva and Modi'in on the same weekdays, thus calling at the intermediate stations of Haifa Hutzot Hamifratz and Kiryat-Haim not served regularly by intercity trains.

Journey times will be extended by several minutes between Haifa Lev Hamifratz and Nahariya; additionally, trains from Nahariya to Modi'in will depart 9 to 10 minutes earlier between Sundays and Thursdays; 3 minutes earlier on Friday.

There are, however, additional trains on Sundays to Beer-Sheva: The 08:20 train from Tel-Aviv HaHagana, will call at Ben-Gurion airport, Lod, Kiryat-Gat, Lehavim-Rahat, Beer-Sheva University, and reach Beer-Sheva Central at 09:40.

The 08:55 train from Hod-Ha-Sharon-Sokolov, will call at Kfar-Sava-Nordau, Rosh-Ha-Ayin North, Kiryat-Gat, Lehavim-Rahat, Beer-Sheva University, and reach Beer-Sheva Central at 10:18; this new service is worth special mentioning since it provides a direct service between Hod-Ha-Sharon-Sokolov, Kfar-Sava-Nordau, and Beer-Sheva bypassing the greater Tel-Aviv Area and saving 30 minutes!

The 09:13 train from Tel-Aviv Savidor-Central, will call at Tel-Aviv Hashalom, Tel-Aviv Hahagana, Ben-Gurion airport, Lod, Kiryat-Gat, Lehavim-Rahat, Beer-Sheva University, and reach Beer-Sheva Central at 10:40.

The train from Atlit (19 km south of Haifa) regularly departing at 06:49 to Nahariya between Sundays and Thursdays, will instead depart at 06:44.

(xv). BEIT SHEMESH EXPANSION.

Sybil writes: "Beit Shemesh station is undergoing expansion; a new exit is being constructed. (The station is very well patronised; when a train arrives from Tel Aviv it looks like Waterloo in the rush hour! I remember its old incarnation, when I was sometimes the only passenger waiting there for the train to Jerusalem." [The Editor recalls also the one-and-a-half platforms, simple loop, tiny hut here not so long ago...]

(xvi). SECURITY CONFERENCE.

From a press release of 11.05.2015 by the Transport & Roads' Safety Ministry:

"An international conference for security on public transport - trains and buses - started 11.05.2015 in Jerusalem. Participants included dozens of representatives and international organizations from all over the world.

The IWGLTS organization, which organized the conference, had invited Mr. Danny Shinar, a Senior Manager for Emergency, Security, Information, and Cyber in the Transport & Roads Safety Ministry, to host the conference and to be its Chairman.

In the conference - to take place for the first time ever in Israel - the participants will share information regarding ways, systems, and technologies to prevent terror on public transport; trains buses, and ships. During the four-day conference, the participants will visit at several Israeli security sites and various ways to cope with terror events will be presented.

An international working party for security on public transport participated in the conference; it was created by the G8 transport ministers and includes, among the others: Canada, Singapore, the Netherlands, USA, UK, Australia, Germany, Russia, Italy, Japan, the Philippines, Nigeria, and international leading organizations including the EU, UIC, UNECE, and additional organizations dealing with security on public transport worldwide.

In the discussions there will be a special emphasis on dealing and coping with cyber war on land transportation systems particularly trains.

From the Israeli side, the participants include senior personalities in the security field.

Mr. Shinar called at the opening for deepening the international cooperation in fighting against terror. *(Of course, this cannot necessarily stop attacks on bus and tram stops...Ed.)*

(xvii). FOOTBALL SPECIALS.

For some time the railways have been providing regular and special services to/from football games where stadia are near stations; the game of Wednesday, 20.05.2015 to take place at Sami Ofer stadium of Haifa, was no exception; thus the following services were to be provided:

Departures from Modi'in at 15:47, 16:17, 16:47, 17:17, 17:47, 18:17 and 18:47. These trains halted at Tel Aviv Savidor-Central at 16:29, 16:59 and every half hour; arr. At Hof HaCarmel 17:24, 17:49 and following at XX.24 / XX.49.

Additional trains from Tel Aviv: Train 1: Hahaganah 17:49, Hashalom 17:53, Savidor 17:56, Universita 18:05, Haifa Hof HaCarmel 18:54. Train 2 exactly one hour later, The trains from Beer-Sheva Central and Modi'in Central would call at

all intermediate stations.

At the end of the game and the victory cup ceremony, there would be additional trains from Haifa Hof Ha-Carmel on the "fill up and go" system:

The trains to Beer-Sheva University station will be direct, not calling at any intermediate station;

One train to Rehovot will call at Binyamina, Hadera West, Netanya, Herzliya, Tel-Aviv Savidor-Central, Lod, and Rehovot;

One train to Modi'in will call at Binyamina, Hadera West, Netanya, Herzliya, Tel-Aviv Savidor-Central, Ben-Gurion Airport, Modi'in Outskirts, and Modi'in Central;

One train to Ashkelon will call at Binyamina, Hadera West, Netanya, Herzliya, Tel-Aviv Savidor-Central, Bat-Yam Yoseftal, Rishon-Le-Zion West (Moshe Dayan), Yavne West, Ashdod-Ad-Halom, and Ashkelon.

(xviii). FREIGHT TRAFFIC IMPROVEMENTS.

From a press release of 17.05.2015 by Israel Railways Ltd.:

"The railways management is active in making freight haulage more efficient, in order to increase significantly the traffic volume, improve service quality for customers, reduce the number of trucks, reduce the number of car accidents, and save public money.

In recent years the railways' share in freight traffic was just 5%; much less than in Europe. In order to get closer to the European railways' share, the railways have been active in several ways to improve the service, increase punctuality, and increase traffic volumes. Additionally, the company's target is to double traffic volume by 2017 and to triple it by the end of the decade.

As an integral part of the improvements, the company purchased 110 flat cars for container haulage; additionally, a detailed survey has been carried out regarding service destinations, operation, reliability, punctuality, and creating transshipment contracts with major companies in the Israeli economy.

On Sunday 10.05.2015 the General Managers of shipping companies active in Israel were invited to a conference regarding the achievements of the Freight department, at the central control unit at Haifa Hof-Ha-Carmel station. Seventeen general managers, representing ten local and foreign shipping companies, participated, led by Dr. Yoram Zaba - the President of the Shippers' Association. They were impressed from the new abilities of the freight department, as well as the high reliability of freight haulage by rail. Here are some freight department achievements in the first quarter of 2015:

1. In 2014 70,000 TEU were hauled between the ports of Haifa and Ashdod.
2. The department forecast for 2015 is for 100,000 TEU between the ports - up by 42%!

3. In the first quarter of 2015 the number of containers hauled between the ports will be 44% higher than in the same quarter of 2014.

4. Average punctuality of freight trains rose from 44% in 2014 to 80-81% in 2015.

5. There was a significant rise in the volume of moving waste materials by rail.

The activities to improve services and increase traffic volumes include:

1. A focused management on the Haifa - Ashdod line.

2. Keeping a close and direct contact with the shipping companies and the shipping chamber.

3. Flexibility: management, custom tailored service, customer management; Availability: creating control and ordering units, track time management, immediate treatment of failures.

4. Additional trains as per customer needs.

5. Better cooperation work with terminals at Ashdod and Haifa.

6. On busy days at the port, reduced transport fees for the company which hauls the containers by trucks from the port to a rear terminal at Haifa.

IR CONTAINER FREIGHT STATISTICS.

Haifa - Ashdod rose from 11816 TEU (1st. Q. 2014) to 17605 TEU (1st. Q. 2015); Rise of 48.9%

Ashdod - Haifa rose from 3418 TEU to 4399 TEU, i.e. 28.7%.

Total growth therefore from 15,234 to 22,004, i.e. 44%.

(xix). NEW CHAIRMAN.

From a press release of 20.05.2015 by Israel Railways Ltd.:

The Directorate of Israel Railways Ltd., has appointed today Auditor Husam Bashara as its chairman. Mr. Bashara, 45, married with three children, a resident of Haifa and a partner in an auditors' office at Haifa, carries the title C.P.A. in Accounting, and B.A. from the Jerusalem Hebrew University in Accounting and Economics. He has been a director in the railways since 2012 and acted as consultant for many consortia for years.

(xx). BUS SHUTTLES AT B'NEI BRAK.

From a press release of 26.05.2015 by Israel Railways Ltd. & Tel-Aviv-Jaffa municipality:

"Israel Railways Ltd. & the Tel-Aviv-Jaffa municipality have recently introduced a joint project to encourage the use of public transport: a special free shuttle minibus is waiting for those arriving at B'nei-Brak railway station, which is very near to a high-tech area called Ramat-Ha-Khayal (in the neighbouring city of Tel-Aviv); this service picks them up and distributes them at four bus stops along the area - which is highly congested.

This is an initiative of Mrs. Meital Le-

havi – the Tel-Aviv-Jaffa deputy mayor for transportation, who made a survey prior to the service introduction, from which it was found that 40% of those arriving at Ramat-Ha-Khayal in their own car stated that from the introduction of the service they would leave their car at home in favour of the new service.

Mrs. Lehavi said: “The new service turns B’nei-Brak railway station into a much more attractive one for all those working at Ramat-Ha-Khayal; I hope that the improved service will convince many to prefer public transport, save time and money, and reduce traffic congestion; the initiative is an integral part of an overall plan to reduce traffic congestion in Tel-Aviv”.

Israel Railways Ltd. General Manager Mr. Boaz Zafir said: “Rail service is a comfortable, fast, and efficient transport mode, particularly when combined with public transport service to residential and employment areas; the cooperation between Israel Railways Ltd. & the Tel-Aviv-Jaffa municipality, has brought an excellent service to its users; I’m sure it serves the passengers.”

The facts speak for themselves: During the first two weeks of operation, more than 3,000 passengers used the service with very positive responses; the bodies involved are awaiting feedback from passengers in order to improve services as per passengers’ needs.

The shuttles, which work on the Board & Go system, provide a circular line between the station and the area; their departures are timed according to trains arrivals and departures with 11 circuits in the morning (every 20 minutes) between 06:48 and 10:08 (from B’nei-Brak railway station, and 12 circuits in the afternoon between 14:55 and 18:30 (every 20 minutes) (to B’nei-Brak railway station). It is estimated that the daily passengers’ potential may reach 18,000.

Strangely, an advertising flyer shows a drawing of a steam locomotive (!) hauling two carriages shaped like challot (loaves for the sabbath) and Sabbath candles!

(xxi). AN INTERESTING STRATEGIC OVERVIEW.....

Chinese Financial Prowess in the Service of Political Ambitions.

From: ‘INSS Insight No. 694, May 5, 2015’ by Oded Eran

<http://www.inss.org.il/index.aspx?id=4538&articleid=9405>

“A long period of consistent economic growth has enabled China to amass colossal financial resources, making it a veritable financial powerhouse.

These enormous financial sources have been harnessed by the political leadership for establishing China’s economic and political regional supremacy. For Israel the Chinese massive effort to assert itself in

Asia and beyond represents both opportunities and concerns. The increased Chinese interest in Israel has already ignited a debate as to what degree Israel is willing to allow Chinese procurement of key Israeli companies or grant Chinese infrastructure firms contracts to build railways and ports. In addition, the transparent irritation in Washington resulting from China’s economic-political ambitions should not be ignored. On the other hand, it is clear that the Chinese economic initiatives – in which it invites all relevant states, including Israel, to participate – are of great political significance to Israel, especially in view of the current efforts by the Palestinians and some states and organizations to isolate it.

A long period of consistent economic growth has enabled China to amass colossal financial resources, making it a veritable financial powerhouse. China’s foreign currency reserves swelled to \$3.9 Trillion – the largest in the world. The China Investment Corporation, which is the country’s sovereign wealth fund, currently manages assets worth more than \$650 Billion. These enormous financial sources have been harnessed by the political leadership for establishing China’s economic and political regional supremacy.

In recent months, China has pursued the establishment of two different international banks. One is the New Development Bank (NDB), also known as the BRICS Bank, which was announced in the July 2014 meeting of Brazil, Russia, India, China, and South Africa, states dismayed by the lack of reform of the Bretton-Woods institutions, namely, the World Bank and the International Monetary Fund. Such reform would have given these five states voting power commensurate with their territorial and demographic size. Instead, the founding states decided to establish the NDB, with the authorized \$100 Billion capital and a subscribed \$50 Billion capital divided equally between them. Yet while the shares of the five founding partners are equal, it will be difficult to prevent China from underscoring that its economy is bigger than the combined economies of the other four.

The second bank, the Asian Infrastructure Investment Bank, is solely China’s initiative, and is an impressive political achievement for China. AIIB too is a result of China’s displeasure over the fact that the post-World War II institutions and the Asian Development Bank were not reformed and continue to be dominated by the US, some European countries, and Japan. The AIIB idea was raised by China in 2013 and was launched in Beijing in October 2014. It is expected to start functioning in late 2015, once all the legal, financial, and technical details are agreed upon.

A vigorous campaign mounted by the US against AIIB failed and efforts to dis-

suade states from joining were futile, as major Asian allies and Australia ultimately joined. However, noticeable in its absence from the ranks of those who joined the bank is Japan. The US continues to express reservations about the proposed AIIB, particularly its governance-related standards and its environmental and social safeguards. Hence the US position, namely, “The international community has a stake in seeing the AIIB complement the existing architecture, and to work effectively alongside the World Bank and Asian Development Bank.”

The most ambitious financial project, however, is what is now officially called the “Belt and Road Initiative.” It was first announced by President Xi in September 2013 and referred to building the Silk Road Economic Belt; one month later the maritime element was added. The strategic concept evolved further and was announced officially on March 28, 2015 as “Vision and Actions on Jointly Building Silk Road Economic Belt and 21st Century Maritime Silk Road.” As stated, “The Belt and Road Initiative is a systematic project, which should be jointly built through consultation to meet the interests of all, and efforts should be made to integrate the development strategies of the countries along the Belt and Road. The Chinese government has drafted and published the Vision and Actions...to promote the implementation of the Initiative, instill vigour and vitality into the ancient Silk Road, connect Asian, European and African countries more closely and promote mutually beneficial cooperation to a new high and in new forms.”

The geographical scope of this ambitious project is described clearly as covering “China, Central Asia, Russia and Europe (the Baltic); linking China with the Persian Gulf and the Mediterranean Sea through Central Asia and West Asia; and connecting China with Southeast Asia, South Asia and the Indian Ocean. The 21st-Century Maritime Silk Road is designed to go from China’s coast to Europe through the South China Sea and the Indian Ocean in one route, and from China’s coast through the South China Sea to the South Pacific in the other.”

Cooperation priorities include infrastructure projects aimed at increasing connectivity in general transportation and land and maritime energy transportation, linking electricity grids, and constructing cross-border and transcontinental optical cables. Trade is of course a major part and the initiative aims at removing investment and trade barriers and establishing trade and mutual investment zones. Other proposals include deeper cooperation in ag-

Continues on page 8

TENDERS.

A.

- (i). Tender No. 21506: Constructing a track workers' building at Beer-Sheva depot: This replaces a previous tender which was cancelled. Latest date for submission of proposals: 18.03.2015.
- (ii). Tender No. 21505: Building a Parking Area and an Access road at Ramla station: This tender replaces a previous tender which was cancelled. Latest date for submission of proposals: 12.03.2015.
- (iii). Tender No. 11417: Providing Medical Checking Services for track equipment Drivers and for all recruited candidates: The contract is for 24 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 17.03.2015.
- (iv). Tender No. 21432: Providing Design and Implementation Management services for building and upgrading of tracks, stations, and other railway facilities: The contract is for 12 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 28.04.2015.
- (v). Tender No. 11326: A consultants' pool regarding Business Licensing: The contract is for 24 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 26.03.2015.
- (vi). Tender No. 11421: Providing services of Security, security checks, security scanning at railway stations, on trains, and at the Lod depot, and operating Patrol Cars for securing tracks on the northern and southern railway regions: The contract is for 24 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 19.03.2015.
- (vii). Tender No. 11421: Providing Security, security check services, scanning at stations on trains, and at the railways' Lod site, as well as operating Patrol Cars along tracks all over the network- Phase I - Latest date for submission of proposals: 19.03.2015.
- Tender No. 21501: Providing consulting services for the GSMR project: Latest date for submission of proposals: 19.03.2015.
- (viii). Tender No. 21502: Adding a building for Passenger Exit from Tel-Aviv Savidor-Central station to the nearby Modai Street: Latest date for submission of proposals: 14.04.2015.
- (ix). Tender No. 11513: Supply and installation of office furniture at all railway sites

Continued from page 7

including the new management building at Lod site: The contract is for 24 months with optional extensions of up to additional 24 months. Latest date for submission of proposals: 29.04.2015.

including agricultural machinery, farm food production, seawater desalination, and the development of renewable energy sources.

In November 2014, President Xi declared that his country will contribute \$40 Billion to a Silk Road infrastructure fund, which aims to break the "the connectivity bottleneck" in Asia and will be open to other investors.

For Israel the Chinese massive effort to assert itself in Asia and beyond represents both opportunities and concerns. For example, Israel can be a major contributor to the projects included under the Belt and Road Initiative. Taking part in Chinese initiatives can be expected to open doors for Israel in Asia that are at present closed to Israeli economic entities and firms. The recently established task force for the promotion of the economic relations with China, led by Prof. Eugene Kandel, head of the National Economic Council, is evidence of the recognition by Israel's government of the significance of these relations. However, this should not replace serious strategic study of all the long term political, economic, and strategic implications of the Israeli involvement

including the new management building at Lod site: The contract is for 24 months with optional extensions of up to additional 24 months. Latest date for submission of proposals: 29.04.2015.

(x). Tender No. 31504: An annual framework contract for supply of Detergents and Cleaning Accessories for rail use: The contract is for 12 months with optional extensions of up to additional 24 months. Latest date for submission of proposals: 29.04.2015.

(xi). Tender No. MS/RC/2014/16: Permission for installing and operating cash machines at railway stations: The contract is for 60 months. Latest date for submission of proposals: 13.04.2015. (This tender replaces a former one which was cancelled.)

(xii). Tender No. 11412: Providing maintenance services for water-based firefighting systems at railway stations and sites. The contract is for 36 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 02.04.2015.

(xiii). Tender No. 11408: Installation and Maintenance of Fire Sensors and Firefighting Systems in diesel generator rooms of Alstom (PP) (single-deck) power cars/driving trailers and in diesel generator rooms of Bombardier (DD)-first series-double-deck power cars/driving trailers and in diesel generator rooms. The contract for installing fire sensors and firefighting sys-

tems in diesel generators rooms of Alstom (PP) (single-deck) power cars/driving trailers and on diesel generators rooms of Bombardier (DD)-first series-double-deck power cars/driving trailers and on diesel generators rooms: is for 24 months with optional extensions of up to additional 12 months. The contract for carrying out heavy maintenance fire sensors and firefighting systems in diesel generator rooms of Alstom (PP) (single-deck) power cars/driving trailers and on diesel generators rooms of Bombardier (DD)-first series-double-deck power cars/driving trailers and on diesel generators rooms is 36 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 28.04.2015.

(xiv). A call for proposals for cargo transport of aggregates, stones, gravel, steel, etc. The idea is for long term contracts, and the bidder has to provide all details including the potential customers. Latest date for submission of proposals: 16.04.2015.

(xv). Tender No. 41405: For Manufacture and Supply of Break [sic] testing with automatic testing procedure. Bidder must have supplied at least five 'break testing devices' with automatic testing procedure suitable for various types of rolling stock: passenger coaches, freight wagons and railway maintenance machines. Bids by 01.06.2015. [Interesting here is that the term 'break' was used in the earlier days of railways before being replaced by 'brake'.] (Later extended to 16.06.2015).

(xvi). Tender No. 11415: RFP for providing inspection and mechanical engineering services for the railways' rolling stock department: The contract is for 36 months with optional extensions of up to additional 24 months. Latest date for submission of proposals: 30.04.2015.

(xvii). Tender No. 21504: Construction of a control and monitoring building and an access road at Haifa Kishon workshops: Latest date for submission of proposals: 27.05.2015.

(xviii). Tender No. 11504 : RFP for building and maintaining an internet sites well as digital channels + providing professional services to the railways' internet and digital networks: The contract is for 32 months + optional extensions of up to additional 72 months. Latest date for submission of proposals: 14.05.2015.

(xix). Tender No. 31501: Annual frame agreement for supply of various tools: The agreement is for 12 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 28.05.2015.

(xx). Tender No. 31501: Annual framework agreement for supply of various machining tools: The agreement is for 12 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 28.05.2015.

Track laying by Lesico Ltd. on the Valley Line (Hedjaz)



profiling of wheels and the break [sic] discs of Rolling Stock. A 2,000NIS participation fee is also required from each bidder, non-refundable. Any requests for clarification to be in by 19.03 and any bids by 19.04.2015.

A letter dated 25.03.2015, as 'Note #1 to Participants' announces that these two latter dates are extended to 02.04.2015 and 05.05.2015 respectively.

Latest date for submission of proposals postponed from 26.05.2015 to 09.06.2015.

(xxi). Tender No. 11518: RFQ for providing consulting and follow-up procedures in Israel Railways Ltd.: The agreement is for 12 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 20.05.2015.

(xxii). An interesting tender: No. 125/13/15: Israel Ports Company Ltd. RFP for allowance for operating a public Rail Cargo Terminal for containers and other items, as well as using an adjacent logistic area at the rear area of Ashdod Port: Latest date for submission of proposals: 15.07.2015.

(xxiii). Tender No. 11420: RFQ for providing operation, maintenance, cleaning, pest control, Gardening and other services to structures, facilities, systems, yards, and infrastructures of the railways' depot and logistic centre of Beer-Sheva: The contract is for 36 months with optional extensions of up to additional 84 months. Latest date for submission of proposals: 18.06.2015.

(xxiv). Tender No. 31501: A frame agreement for supply of different sorts of work Tools: The contract is for 12 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 28.05.2015.

(xxv) Tender No. 21502: Adding a building for passenger exit from Tel-Aviv Savidor-Central station to the nearby Modai bridge: Latest date for submission of proposals: 14.04.2015.

(xxvi). Tender No. 21511: Upgrading the Kiryat-Motzkin station: Latest date for submission of proposals: 11.06.2015.

B. Postponements:

(i). Tender No. 21247: Keeping emissions low at Tel-Aviv Hashalom station: latest date for submission of proposals postponed from 26.02.2015 to 13.04.2015.

(ii). Tender No. 11416: Providing rebuilding services for electric motors, alternators, and coils: latest date for submission of proposals postponed from 05.02.2015 to 10.03.2015.

(iii). Tender 41405. For Manufacture and Supply of Underfloor Wheel Lathe. The bidders must be the actual manufacturers (i.e. not dealers), must submit a bank guarantee for ₪150,000, must have supplied at least 5 such machines since 2010 suitable for the re-109:06:

(iv). Tender No. 21247: Keeping emissions standard at Tel-Aviv Hashalom station: Latest date for submission of proposals: postponed from 13.04.2015 to 27.04.2015.

(v). Tender No. 11514: Building and maintaining the railways' internet site and digital channels, as well as providing professional services to the railways' internet and digital network- Latest date for submission of proposals postponed from 03.05.2015 to 28.05.2015.

C. Tenders Awarded:

(i). The Israeli firm Ambar Forum Ltd. won the \$318,000 three years tender No. 11409 for purchasing and maintaining of lifting devices for disabled passengers at railway stations.

(ii). The winners of tender No. 11325 – BTL services are: Platform Communicational Marketing Ltd.- a 27% reduction on price; Sara Heine – 23% reduction on price.

(iii). Tender No. MS/RC/2014/16: Installing cash machines at railway stations; the local company Nice Watching Ltd.; value: \$510,000 annually.

(iv). Tender No. MS/RC/2015/1: A taxi station at Herzliya railway station; Seven Stars Taxis Ltd.; value: \$37,000 annually.

LIGHT RAIL.

A. TEL AVIV.

From a press release of 19.04.2015 by NTA (project management:

"On the night of Thursday, 16-17.04.2015, floor concrete casting works took place to complete the shaft of Galei-Gil, located east of Tel-Aviv Savidor-Central station and at the base of the Sheraton City Tower hotel.

The shaft will enable bringing the TBM here to start boring the Red Line tunnels both westwards to Jaffa and Bat-Yam, and eastwards to Petakh-Tikva. After completion of boring, the upper part will be covered and will return to being a parking area. The works consumed 2200 sq.m. of concrete, provided by by 275 trucks.

MTA General Manager Mr. Yehuda Bar-On presented to the Tel-Aviv district police Super Intendant Yoram Okhayon the arrangements to take place as a result of traffic changes that will be caused by works to take place at the other two shafts: Allenby and Carlebach; works were to commence on September 2015, but due to accelerated organisation by NTA may start as early as July 2015.

NTA has recently moved its offices from the prestigious Azrieli Tower (adjacent to Hashalom railway station) to the city of Holon; 160 employees are working there and this saves NTA \$10 Million; In July 2015, some of the professionals will move to caravans deployed along construction sites of the Red Line in order to create a more direct and personal contact with people there.

B. JERUSALEM.

From 'The Times of Israel' 04.05.3025: GUARDS SHOOT ALLEGED ATTACKER IN JERUSALEM. A Palestinian man who allegedly tried to attack a security guard at a light rail train stop in Jerusalem on Monday (i.e. 4th. May) was shot by security personnel. The alleged attacker, whom police identified as a 35-year old Palestinian from the Shuafat refugee camp in East Jerusalem, was lightly wounded, Israel Police spokeswoman Luba Samri said in a statement.

A security guard told police that the man had 'attacked him from behind' before running toward people waiting at the station, Samri said. Several other guards then

opened fire at his legs before overpowering him. Although the guards who shot the alleged attacker claimed they saw him reach for what they thought was a knife in one of his pockets, a knife was not found at the scene, Ynet reported.

He was evacuated to Hadassah Hospital in the Ein Kerem neighbourhood. There were no injuries to any of the passengers or the guards, and light rail services resumed shortly afterwards. The area, near Jerusalem's northeastern French Hill neighbourhood, has seen numerous deadly attacks on Israelis in recent months. On April 16th a man was killed and a woman critically injured when a Palestinian resident of the West Bank village of Anata, just outside Jerusalem, rammed his car into a bus stop by French Hill. Last October a Palestinian man slammed his car into a train platform in that part of the city, killing a baby girl and a young woman from Ecuador. Two weeks later, a Palestinian man rammed his car into a crowded train platform in East Jerusalem and then attacked people with an iron bar, killing one person and injuring 13."

C. HAIFA.

(i). CARMELIT UPGRADE.

The Haifa Municipality announced on 29.03.2015 that after many over fifty years of operation the cable which pulls Israel's only metro train, the Carmelit funicular (named after Mount Carmel upon which it climbs in a tunnel) along its 1.8 km alignment is to be replaced.

The need for replacement arose after daily test runs being carried out for safety reasons, during which the team suspected defects. Immediately specialists from the Technion (Israeli High Technical Institute) Metals department and a specialist from the Swiss cable manufacturer were called and decided on an immediate replacement.

Due to the cable's size; 2000 m long, 57 mm diameter, and an overall weight of 28 tons, it will be shipped by sea; Therefore, the Carmelit will be out of service for several months.

It should be mentioned that after many years of stagnation, it has become popular in recent years, both for residents and visitors; the Mayor of Haifa Mr. Yona Yahav, has apologized to all those who may miss the experience, particularly during the Passover holidays.

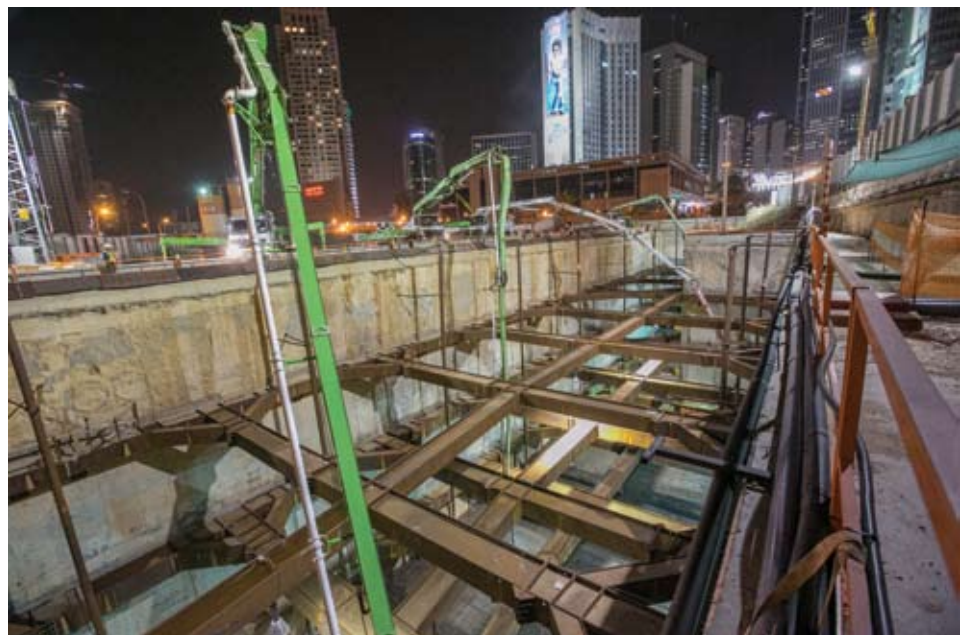
(ii). PUBLIC TRANSPORT PLANS.

From a press release of 19.05.2015 by Yefe-Nof (Greater Haifa Metropolitan Public Transport Master Plan Team):

"In order to improve the public transport service and its efficiency throughout the Greater Haifa Metropolitan Area, Yefe-Nof held a conference for mayors and city ar-



Excavation and concreting works for the Tel Aviv Red Line Metro. Entrance Shaft for TBM at Galei-Gil (east of Tel Aviv Savidor-Central station, at base of Sheraton City Tower Hotel. 16-17.04.2015. (Photos by Asaf Shilo, Israel Sun, via Eithan Tapiru of NTA Public Relations Office)."



chitects in the north, at which the future plans were presented. They include: improved BRT services; priority at traffic lights; new BRT lines; an interchange centre at Lev Ha-Mifratz railway station to include the bus terminal and the link with the Valley Railway; a new LRV tram/train line to Nazareth; and a cable car to the Technion (Technical Institute) and the Haifa University, both on the nearby Mount Carmel.

Yefe-Nof General Manager Mr. Avishay Cohen spoke about the Lev-Ha-Mifratz interchange, which will be the most modern one in Israel.

Mr. Dror Ganon, the Transport Ministry's Public Transport Department Manager, described the METRONIT (BRT) as the world's most advanced system of its sort in terms of technologies, improvements, and built-in high-tech.

Eng. Mrs. Irit Shperber, Director of the Transportation Planning Division in the Transport Ministry, presented the tram/train LRV project between Haifa Lev-Ha-Mifratz, Kiryat-Ata, Shefaram, additional settlements, and Nazareth, along 50 km. There will be 17 stations (8 urban and 9 interurban) and an end-to-end journey time of 50 minutes; the train will have an overall capacity of 300 passengers, and with a daily forecast of 100,000 passengers, it seems to be the best solution for these areas.

Data on the METRONIT show that average daily ridership is about 85,000 and its

The Carmelit looking busy. (Photo via Zvi Roger, Haifa Municipality.)



109:07.

NOTES AND COMMENTS.

(i). PHOTOGRAPHY ON ISRAEL RAILWAYS PROPERTY.

This is an issue which comes up fairly frequently, so it seems appropriate to print here the official information letter – this can also be downloaded – which reads:-

“Want to take photos on Israel Railways? Here is information regarding photographing stills and video on Israel Railways property.

STILL PHOTOS.

You may take still photos that are not for commercial use without the need for a permit in advance.

VIDEO PHOTOGRAPHY

Video photography that is not for commercial use must be coordinated with the Israel Railways spokesman's office. To receive the permit you must fill in the form requesting permission to film video photos on Israel Railways and send it by fax to the Spokesman's Office at least 72 hours before you want to film. The fax number is (03) 607 6657.

(There is then a link to the request form – one should give particulars of exact planned date, time and place. No photography is allowed during rush hours on Sundays and Thursdays, and the Permit should be shown to security guards before filming commences.)

A Photo Permit does not give you the right to free train travel, and you must buy a ticket if you want to travel.

PHOTOGRAPHY FOR COMMERCIAL PURPOSES.

This requires payment to the appropriate department of Israel Railways. Application must be made : currently to Mr. Yossi Dar. (phone number and e-mail available online.)”

(ii). ‘CAIRO STATION’ – AN EGYPTIAN FILM.

Forgotten Films: I was sent a link to a site headed ‘Forgotten Classics of Yesteryear’ and this included (amongst others): ‘Bab-el-Hadid (Cairo Station)’.

Directed by Youssef Chahine, 1958, Egypt. The site is accompanied by an image of the poster which shows, of all things, an LNER A1 Pacific bearing down upon a

average speed is 20-23 km/h; this is higher than the 17 km/h of the Jerusalem LRV or the 16 km/h of the Tel-Aviv METRONIT. It has been also found that 83% of the METRONIT users are satisfied with its service, and that 8% were car owners.

A map presented at the conference showed all transportation lines (the LRV and cable car still planned) in the Haifa Greater Metropolitan Area, including Israel Railways Ltd. existing lines; the planned tram/train LRV line to Nazareth; a planned LRV line to Acre; a planned cable car to the Technion and to Haifa University, and the Carmelit, which has been in service since the late 1950's.

man standing nonchalantly, watching another man with a long curved knife busily engaged in murdering a terrified-looking woman..... . The accompanying text – I think by one Nathanael Hood - reads:-

“After an original screening of ‘Cairo Station’ in 1958 it is reported that a man spat in the face of its director, Youssef Chahine, saying, ‘You have given Egypt a bleak image.’ A film about a degenerate who kills women as a result of fits of rage brought on by sexual frustration, it was unlike anything the country of Egypt had ever seen before. Until then, Egyptian cinema had been defined by feel good movies that presented mindless escapism for the masses. But here was a film that dared to explore the darker side of human nature and carnal desire. By today’s standard, it is very tame. There is no explicit sex and there is only one on-screen murder. But it was still provocative enough to enrage Egyptian society. The country’s critics condemned it as a blight on Egyptian cinema. The film was then banned for twenty years. It was only when it was shown in foreign film festivals two decades later that the world began to realize the film’s sheer genius. Now, the film that was originally hated and banned in its home country is recognized as one of its finest.

The film centres around a simple-minded newspaper seller named Kanaoui (played by the director Chahine) who works at a Cairo train station. By all standards, he is a degenerate, a sexual deviant who obsesses over sex, but cannot get it. Indeed, when we first meet him we find him being asked for a telephone token by a pretty girl. A point of view shot informs us that he barely heard her. All he can do is stare longingly at her beautiful legs. But he does more than just ogle women on the platform. Back home in his beaten down shack out on the tracks, he cuts out scantily clad women from the newspapers that he is supposed to be selling. He creates a kind of disturbing museum exhibition of cut-out women on his walls which he hungrily stares at all day.

His desire is fuelled by Hanuma, a beautiful woman that he wishes to marry. She makes her living illegally selling drinks to passengers on trains. In his shack, he draws drink baskets on the pictures of women so they will resemble her. In his mind, they are the perfect couple. But in reality, she is engaged to Abu Serib, a porter who is desperately trying to set up a union. Despite her engagement to Abu Serib, she takes great pleasure in leading Kenaoui on. Played by Hind Rostom, one of the great Egyptian sex symbols of the 1950s, she is a whirlwind of ravishing cruelty. Consider the scene by a giant fountain where Kenaoui confesses his love for her. He gives her his mother’s solid gold

necklace, a priceless heirloom, as a wedding present. Her reaction is to flippantly say that it is fake. Unfazed, Kenaoui tells her of the life that they could share and how hard he would work to provide for her. With a sinister smile she listens until she cannot restrain herself any more and rebukes him.

As he is teased by Hanuma, his behaviour becomes more and more erratic. He begins to fantasize that they live together and attacks a cat that he believes is mocking him. Reports start to come in that different women have been brutally murdered and decapitated all over the city. These rumours seem like mere gossip, at least until Kenaoui begins to cut up the women on his walls. It is revealed that he is the killer who murders when his sexual frustration gets to a boiling point. In one of the film’s best scenes, he attacks a female worker at the station with a gigantic knife. The film utilizes dramatic and swift editing during the murder scene as the camera shifts back and forth between killer, victim, knife, and a barking dog that happened to be nearby. This kind of furious editing predated the infamous shower scene in Alfred Hitchcock’s ‘Psycho’ by two years. To say that it influenced Hitchcock is nonsense, as he would have had no way of seeing it after it was banned in Egypt. But the similarities are unbelievably uncanny.

In fact, the similarities with Hitchcock are abundant. Take one scene where Kanoui watches a crate with the body of his victim being carried by porters onto a train. Several times, the workers almost open it up to reveal the body. They struggle with it, commenting how unusually heavy it is. It is reminiscent of the famous scene in the cellar from ‘Notorious’ (1946) where Ingrid Bergman knocks over a bottle containing uranium. Both scenes play with the audience, taunting them with dangers that get closer and closer until we cannot take it any more.

Another similarity is the character of Kenaoui. He can be interpreted as a mixture between Norman Bates (‘Psycho’) and John Ferguson (‘Vertigo’). He is a madman like Bates, who is driven to kill by his own neurosis. And much like Ferguson tried to possess a dead woman by making another dress up just like her, hair colour and all, Kenaoui tries to possess Hanuma. He becomes so obsessed by her that his rejection leads him to lose his mind.

Cairo Station is an amazingly complex film, but it doesn’t feel like one. It isn’t bogged down by its own plot as many intricate thrillers are. Instead, it moves with a lively energy that gives the film a life of its own. Notice how in the opening scenes the editing cuts only last long enough for the characters to deliver their lines before the camera is whisked away somewhere else. It is as if the film itself is mimicking the hustle and bustle of the train station. The plot

takes time to develop each character, but we never feel like we are watching needless exposition. This is a lightly-crafted, expertly-executed film.

Great films need great directors, ‘Cairo Station’ was blessed with one of Egypt’s greatest directors, Chahine, at its helm. During his career that spanned over four decades, he established himself as one of Egypt’s most active, controversial, and talented directors. While he constantly evolved as a director, one thing remained the same during his career: His love for his country. Born a Christian, Chahine would distance himself from organized religion later in his life. When he was asked if he would identify his religious beliefs, he answered: Egyptian. It was with this mindset that Chahine created ‘Cairo Station’. It examines the difficulties and problems that plague Egypt’s society, such as rampant sexual repression. But at the end, the forces of good manage to stop Kenaoui before he can kill his beloved. It is a desperate cry that Egypt, flawed as it might be, can overcome its own problems and set a course for its own better future. How appropriate for a man who did so much to influence the course of cinematic history.”

Later Chen sent this comment and link :-

“As the name implies, the railway scenes are too numerous to mention. Suffice to say that a close inspection of the whole thing will yield almost anything, from a Henschel Diesel, through various bogie passenger cars and luggage vans, inside and out, and a wonderful scene inside an old 6-wheeler, to various freight cars. See if you can spot the running gear of a German 0-6-0DH!

<https://www.youtube.com/watch?v=nLw-JCQzm9Q>

(iii). CONTEMPORARY REPORTS ON THE HBT.

From ‘The Engineer’ 24th. April 1942, p. 358.

“THE PALESTINE-SYRIA RAILWAY. South African engineers and S.A. native workers have been mainly responsible for the recently completed standard gauge railway which links Palestine and Syria. The line runs from Haifa to Tripoli and provides a connecting link with Turkish railways. In some places the railway was hewn out of the side of a cliff; at another point a bay is bridged, and there are four tunnels, one of them nearly a mile long.”

From ‘The Engineer’ 29th. Jan. 1943 p.100:- “EXTENSION OF THE PALESTINE RAILWAY’: During the 1914-18 war, a railway was built to serve the Palestine coastline from Jerusalem-Jaffa to Haifa, where it stopped. Since then Haifa has been largely rebuilt and the port improved, so that when the Allied Nations occupied Syria in the summer of 1941, the exten-

sion northwards of a standard-gauge line assumed considerable strategic importance and survey work was begun immediately. It was decided to build a railway along the coast from Haifa through Beirut to the standard-gauge railhead at Tripoli. The first section from Haifa to Beirut, a distance of approximately 90 miles, was opened throughout for traffic at the beginning of September. It was completed in nine months by engineers from Africa, Australia, and New Zealand, employing 3000 men working in twenty-four-hour shifts and using materials from India, Burma, the U.S.A. And Turkey. It is a single-line railway with passing places, and is laid in part with British-type bull-head chaired rails and partly with flat-bottom rails spiked to the sleepers. The section between Beirut and Tripoli, some 50 miles, has not yet been announced as available for general traffic, but Australians are on the job and the formation and rails are understood to be complete, on a course passing through Batroun and linking up with the standard-gauge railhead in Tripoli."

(iv). WARTIME REPORT ON IRAN.

Greg Martin found the following item in 'The Engineer' for 21st. Nov. 1941, p.364: 'PERSIA NEEDS LOCOMOTIVES AND RAILS' – Before much improvement in war transport in Persia can be effected, large quantities of rails will be required for construction work and for marshalling and other yards, as well as more locomotives and rolling stock. Unfortunately, India has no standard gauge stock such as is required for Persia. Egypt has locomotives and wagons of the required gauge, but the military demands upon these are already heavy. The British Government proposes to borrow some stock from Egypt and replace it with supplies from America. The standard gauge engines and rolling stock required can be got also from Australia and the United Kingdom."

And further on the 28th. Nov. 1941 p.384 another report which implies more than it says: "Australia has shipped some of its locomotives and rolling stock to Iran, and is building or buying more. The programme of the Victorian Government Railways for 1941-42 includes twenty more 'K' class 2-8-0 engines, ten more 'X' class 2-8-2 engines, and 400 20-ton 'GY' trucks. 'No. 169', a new 'K' class, has now been turned out, as also have twenty new four-wheel 'Z' vans. A further twenty are building. In South Australia the Government programme includes two diesel-electric locomotives. Ten steam locomotives are to be constructed, some of them 'Mikadoes' (2-8-2) and some of a new design of medium-size 'Mountains (4-8-2) type. Other items are twenty-four new passenger cars, fifty open bogie 40-ton trucks, and 100 four-wheel louvre trucks."

As we know, nothing ever came from Australia to Iran, though USATC locos and wagons were ordered for and delivered to Middle East Forces. The New South Wales Railways did, however, send some 4-wheel Refrigerator Vans to Egypt in WW2. Interestingly, eventually some GIPR coaches from India were indeed re-gauged from broad to standard for use on the HBT.

(v). DEDICATION OF MEMORIAL VAN IN NETANYA.

On 27th. Jan. 2015 a dedication ceremony took place at the Yad Lebanim gardens at Netanya, with the participation of the Mayor Miriam Feinberg-Ikar, and including Shoshana Chuchi Silverberg, Tamar Israeli and other municipal heads. The ceremony was attended by many school-children and students as well as other invited guests. The Reform community of Natan-Ya was invited to place a wreath and was well represented by committee members and Rabbi Edgar Nof. The Chief Rabbi of Netanya, Rabbi Kalman Meir Bar, and the Conservative community 'Beit Israel' were also present.

(vi). ANOTHER MEMORIAL VAN: AT KAUFERING.

The station of Kaufering on the line from München to Kempten and on to Lindau is junction for the branch, still open to Landsberg an der Lech. This attractive area was once the scene of dreadful deeds in 1944-1945, and the Editor once spent a day in company with members of a local society visiting and saying prayers at fourteen mass graves of Jewish forced labourers, and also of victims of an air raid on their train in the last days of the war – three mass graves can be seen on the north side of the line (on the right when heading from München) near Km. 47.2) On a recent journey passing through another DR G10 goods van was noted, restored and placed under a shelter on the former goods shed track at the east end of the station. It was placed there in November 2008 as a memorial to the forced labourers who were employed on bunker construction for the 'Ringeltaube' munitions factories in 1944-1945.

(vii). BAGDADBAHN CONSTRUCTION NOTES.

A website of Bill Milhomme (at <http://milhomme.blogspot.co.il>) gives 30 pages of well-illustrated information on the construction of the Bagdadbahn and also of the massacres and other atrocities committed against the Armenian population by the Ottoman Turks (and others). In view of the depressing way in which history in this region tends to repeat itself it is considered worth repeating some of these lesser-known historical events here.

Taken from these texts:-
"The railroad was planned to connect Ber-

lin with the (then) Ottoman Empire city of Bagdad with a 1,600km line (990 miles) through modern-day Turkey, Syria and Iraq.

The railroad became a source of international disputes during the years immediately preceding World War 1. Technical difficulties in the remote Taurus Mountains and diplomatic delays meant that by 1915 the railway was still 480 km. (300 miles) short of completion, Construction resumed in the 1930s and was completed in 1940.

By 1915 the railway ended some 50 miles east of Diyarbakir. Another spur, heading east from Aleppo, ended at Nusaybin. Additionally some rail was laid starting in Bagdad and reaching north to Tikrit and south to Kut. This left a gap of some 300 miles between the railroad lines. Additionally, there were three mountains which the railroad was going to go through, but the tunnels through these three mountains were not complete. So the railroad was, in fact, broken into four different sections at the start of the war. The total time to get from Istanbul to Baghdad during the war was 22 days. The total distance was 1,255 miles (2019km.)

The railway passed through the following towns and places, in the order given, north to south: Konya, Anatolian table lands, Karaman, Eregli, the foothills of Taurus, Gülek Pass, Cukurova plain, Adana, Yenice, Amanus range, Aleppo, Nusaybin, Mosul, Baghdad, and Basra.

German Engineers and German capital were largely responsible for the construction of the railway to Baghdad. The section through the Taurus Mountains was completed during the war of 1914-1918. The original idea was to penetrate the range by one tunnel, but a series of twelve tunnels and bridges had to be built. The concrete bridges have a total length of 361 yards, and the tunnels a total length of 7 miles 580 yards.During the war the Baghdad Railway became of strategic importance, and to speed up construction, narrow-gauge lines were first laid. The alteration of the Taurus line to standard-gauge did not take place until October 1918....After the Armistice with Turkey the line passed temporarily under British control and the work was continued. Tunnel boring had to be carried out mostly through limestone rock. Tunnels were lined only in the sections which required strengthening; but in the majority of places no lining was necessary as the rock was sufficiently hard and solid.

Great difficulties were experienced by the railway engineers in driving a way through the Amanus Mountains; fourteen tunnels had to be bored.... For the task of surveying alone fourteen miles of road had to be laid and several thousand men were employed. The River Euphrates (of historic renown) is crossed by a steel girder

bridge of ten spans, each of 263ft. The bridge rests on masonry piers built on oak piles that were driven down by special steel sheet cofferdams to a depth of over 30ft. below the river bed. The bridge is near the station of Jerablus.

On Nov. 26th. 1894 the first major American protest meeting concerning the fate of the Armenians was held in Boston. The 'United Friends of Armenia' was formed to document and publicise the fate of the Armenians. The website includes portraits of some of those involved and brief excerpts from press reports of the time. e.g.:

"Brigands are Protected; Armenian Declares Consuls never Hear of the Horrible Butcheries. Hartford:- Malcolm Aghamila, an Armenian employed here, is a native of Harpoot, abut 100 miles from Moosh and Bitlis, where the recent butcheries by the bands of Kurds occurred. He left there seven years ago, and before leaving was a witness to butcheries committed by the Kurds. On one occasion they went to Harpoot just after harvest, took all the produce from the Armenian farmers, murdered 15 men and carried off 25 girls to the mountains.

Regarding Sec. Gresham not having heard officially of the outrages, Aghamalia says that the consul at Sivan, 250 miles from Moosh, could not hear of the outrages, as no Armenian could report to him as his home is guarded by Turkish soldiers."

The American Board of Foreign Missions established 1852 a theological seminary in Harput to educate clergymen for the Armenian Evangelical Church, and expanded it 1859 to 'American Harpur Missionary College'. To meet the growing demand for general education in English language, the school's program was extended in 1878, and it was renamed 'Armeina College'. However, after 10 years the Ottoman authorities urged to change the school's name, which became finally 'Euphrates College'. For the building of the college \$140,000 in funds were raised from the US Government and \$40,000 from the local people in 1875. The facilities at the college consisted of a hospital and an orphanage in addition to the theological seminary and high schools for boys and girls. In 1895 Kurds looted and burned the Armenian villages on the Harput plain, and in the same month the town was attacked and eight of the twelve buildings of the campus were burned down. In 1915 several of the leading Armenian members of the faculty were arrested, tortured and executed. The college buildings were then occupied by the Ottoman Military and initially used as a training camp, and later as a military hospital. Euphrates College was officially closed shortly after the founding of the Republic of Turkey and nothing now remains of its buildings."

There is mention elsewhere that it was

the Turkish massacre of Armenian building workers that led to the delays in completing the Taurus and Amanus tunnels – in which case the historical irony is that the racists murdered the very people who would have aided them not to lose the war. In April 2015 – at last – due to the centenary of the genocide - this topic became also a theme in European politics.

(viii). A FULL-SIZE BALDWIN?

Jeremy Topaz wrote: "On the Model Club forum, a message appeared from someone called Gad Mathov, who has a company which, among other things, builds models (for exhibitions etc.). It turns out that someone (I think perhaps it might be IR) has ordered from his firm (hold your breath!!!): a full-size model (not working, of course) of the Baldwin loco with which the Jaffa-Jerusalem line began! I spoke to Mr. Mathov, who said he is looking for workers, not volunteers. He says it will be placed in some public site connected with IR. He invited me to visit his factory in Lod, which I will do."

(ix). AN EARLY (CATHOLIC) SCHEME.

From 'The Engineer' magazine for 27th. October 1876, p. 293 (and with thanks to Greg Martin):-

"We learn from the South of Spain that "the Pope has given his blessing to a project for the construction of a railway in Palestine. The promoters of this undertaking have already obtained the Sultan's authority for proceeding with the work. It is proposed to obtain 100 foundation members to head with the amount of their respective subscriptions a prospectus to be sent out inviting Catholics of all nations to subscribe towards the formation of a port at Jaffa and the construction of a railway 'intended to facilitate pilgrims travelling to Jerusalem, and pilgrimages to the sanctuaries and holy places, and in planting Catholic colonies and agricultural and industrial establishments in Palestine, to which latter aims the profits of the railway and port are to be devoted.' "

(x). EILAT LINE. How History repeats Itself – this is a translation of a news item in 'Eisenbahn Magazin' 10/78 p.9:

"THE EILAT HARBOUR WILL GET A RAIL LINK"

"The Israel State Railways recently received from the Transport Ministry the official instruction to build by 1983 the 240km long single-track standard-gauge line to the port of Eilat on the Red Sea. Estimated construction costs are ca. 275M DM.

The new line is the extension of the existing railway line Tel Aviv – Beer Sheba – Dimona – Har Zin, over which large quantities of raw phosphates and saltpetre are transported to the Mediterranean ports of Ashdod and Haifa. The additional annual traffic to and from Eilat is estimated

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at 3M tons. From Hatzera there shall be in addition a 38km long branch line to Sodom on the Dead Sea, whereby transport and transfer costs for moving the minerals should be saved.

The new line, built with concrete sleepers, will get three crossing stations. For goods traffic a large marshalling yard will be built 12km north of Eilat, from where the harbour and the industrial area will be served by a network of lines totalling some 30km."

(xi). RELIGIOUS SERVICES (AND OTHERS) IN JERUSALEM STATION.

The original Jerusalem station, now restored as 'The First Station' and transformed into a cultural and restaurant centre, is also the venue for some religious services on Friday and Saturday evenings. Now funds are being sought to continue into and beyond a third season these 'Pluralistic Services' aimed at attracting non-affiliated and secular Israelis to sit down and join in.

Ilan Ezrachi, who is married to a rabbi, is head of the Ginot Ha'ir organization which is running these alternative cultural projects at the Old Station and elsewhere in this neighbourhood. Not only Kabbalat Shabbat in summer and Kabbalat Shavua in winter, but also Yom Yerushalayim and so on. A friend says: "They really deserve support because they are changing the religious, cultural and political landmap of Jerusalem. So, if you know a millionaire - the money is well invested there."

Another news item, excruciatingly headed "Awkward coupling at the train station" appeared in 'The Times of Israel' on 15.05.2015. by Jessica Steinberg – "A prominent Haifa rabbi is finding fault with a planned series of public talks about sex and intimacy. Merkaz Yahel – The Center for Jewish Intimacy – is sponsoring 'TED in bed', a series of TED-style talks about sex, intimacy and the body, at Jerusalem's First Station on Monday. The centre gears itself towards the modern Orthodox community which, they say, often lacks knowledge and information about healthy sexual relationships..... Rabbi Eliyahu Zini, the head of Yeshivat Or Vishua, took umbrage at the event... When interviewed... he said that a public forum is not the place the discuss intimate subjects." etc.

The Editor cannot resist adding here that at the news outlet at Hamburg Altona station – and ONLY here, it seems – the railway magazines are stacked on the shelf headed not 'Hobby' but 'Erotik'!

(xii). KINDERTRANSPORT MEMORIAL IN HAMBURG.

On Wed. 6th. May at a ceremony on the pavement at Dag-Hammaskjöld-Platz at Dammtor station in Hamburg, a sculpture entitled 'The Last Farewell' by Frank Meisler was formally dedicated by the Mayor Olaf

OTHER MIDDLE EAST RAILWAYS.

A. SYRIAN RAILWAYS.

(i). Just a look back to the time when this country still functioned in its own manner – (based on and edited from items in Wikipedia):

“The General Establishment of Syrian Railways (in French: Chemins de Fer Syriennes, CFS) is the national railway operator for the state of Syria, subordinate to the Ministry of Transportation. It was established in 1956 and is headquartered in Aleppo. Length (in 2012) is 2,423km. (1,506 miles), gauge is standard. In addition there are or were 327km (203 miles) of 1050mm gauge Chemin de Fer de Hedjaz in Syria.

Post World War 1, the borders were redrawn and the portion of the Bagdad Railway to Nusaybin which had been just south of the Syrian-Turkish border line was now north of it. The DHP railway reinstated the Aleppo-Tripoli branch, which had been lifted by the Turks in 1917 to gain materials, by 1921. From 1922 the Bagdad Railway was worked in succession by two French companies, which were liquidated in 1933 when the border was again redrawn, placing the Bagdad Railway section again in Syrian control, and LSB (Lignes Syriennes de Bagdad), a subsidiary of DHP, took over operations. In 1956 all railways in Syria were nationalised, and reorganised as CFS from 1st. January 1965. The system was expanded with financial and industrial assistance from the USSR, which by treaty became involved in the development of the

country including the ports of Tartus and Latakia, which were connected by rail to Al Akkari and Aleppo in 1968 and 1975 respectively. An irrigation project on the Euphrates resulted in the construction of the Tabqa Dam and this meant to extension of the line from Aleppo to Al-Thawra (1968), Ar-Raqqaqah(1972), Deir ez Zor (1973) and eventually reaching the old Bagdad Railway at Al Qamishli in 1976.

The main routes by 2012 were:

- Damascus – Homs – Hamah – Aleppo – Mayda Ikbis (and on to Turkey)
- Aleppo – Latakia – Tartus – Al Akkari – Homs.
- Homs – Palmyra (freight only, opened for phosphates traffic in 1980 to serve the port of Tartus.)
- Al Qamishli (oilfields) – port of Latakia. (750km.)
- Al Akkari – Lebanese border, CEL. (out of use).
- Aleppo – Deir ez Zor – Al Qamishli (- on to Nusaybin TCDD).
- Homs – Damascus (194km) opened 1983.
- Tartus – Latakia (80km) opened 1992.
- Al Qamishli – El Yarubieh (on to IRR Iraq). (out of use).

Under construction or planned were Damascus – Sheikh Miskin – Dera (to replace the narrow-gauge Hedjaz line) and Sheikh Miskin – Suwayda, and a connection Dayr ez Zawr – Al ‘Qa’im to Iraq.

For operational reasons the CFS is divided into three Regions – Central, Eastern and Northern. By the end of 2004 there were 12,400 employees. All operation is by diesel-electric locomotives.

The railway operates well, but as it is maintained at a low level the top speed is limited. On a 30km section of the Damascus – Aleppo line speeds reach 120km/h (75mph) but most of the track has a limit of 110km/h (68mph). Most CFS tracks are limited to 80km/h (50mph). Operational train speeds are also limited by a lack of interlocked signalling, with most of the system operating on a token-based system. In Damascus services use the suburban Kadem station, the city-centre Hedjaz station being closed.

The result is that most passenger traffic has moved to air-conditioned road coaches, and freight traffic dominates. The introduction in 2005 of South-Korean-built d.m.u.’s on the Damascus – Aleppo route and the Aleppo – Latakia route, where intermediate stations are by-passed, have created a high usage and occupancy levels. The drivers for these units were trained using a simulator.

The only international connection is/was with Turkey. The link with Iraq, severed in the war of 2003, was restored for a time but closed again; it was scheduled to reopen in June 2009. In 2008 it was proposed to open a joint rolling stock factory with the TCDD at Aleppo.

Motive Power: All Diesel-Electric – comprised:

Passenger Vehicles:

Type	Axles	No.	Year in service	Power (kW)	Notes
LDE 650	Bo-Bo	9	1968	478	Shunters. Built in France.
LDE 1200	Co-Co	11	1973	883	100km/h. TEM2 shunters built in Russia
LDE 1500	Co-Co	25	1982	1102	Czech, similar to CD class T669.0
LDE 1800	Co-Co	26	1976	1323	GE U17C export model. orig. 30 in 2 batches.
LDE 2800	Co-Co	77	1982	2058	Russian TE114. orig. 110 built. Partly modernised in 2000 by GE by fitting 12-cyl. GE FDL 3,000hp engine.
LDE 320	Co-Co	30	1999	2400	Alstom DE32CAC, Ruston engines, 3200hp. 120km/h.
DMU-5		10	2006	120/160km/h.	Built Hyundai Rotem, Korea. 222 2nd. cl. & 61 1st. cl. seats.

Scholz and Petra Pau, Vice-President of the Bundestag (German Parliament), together with former eye-witnesses and schoolchildren from the Joseph Carlebach School. The memorial was privately financed and is intended to act as a reminder of the Kindertransport activities whereby Jewish children from northern Germany were enabled to emigrate to England.

At the former Hannoversche Bahnhof (later downgraded to a goods station and now mostly demolished) is the parallel memorial to those who were unable to emigrate but were deported and murdered. Following the events of 9th. November 1938 various individuals and organisations arranged for children aged between 4 months and 17 years to be sent by their parents to places of safety abroad – for many, this was a permanent parting.

The sculptor (from Tel Aviv) was himself one such child, brought by his mother to the station in Danzig – where he said farewell to her for the last time.

Are almost all OSShD-Y types obtained mainly from the former DDR, the newest however from Caille Ferato Romane of Romania and the Polish State Railways. The stock of 483 carriages includes 19 Restaurant, 45 Sleeping Cars and 33 Baggage vans. In 2001 the Iranian company Wagon Pars refurbished some stock which is still in use, while the remainder lies rotting and unused in sidings. There were 358 Type Y coaches built by VEB Bautzen in 1982-83, delivered in the DR ‘Städte-Express’ livery of orange and cream.

Freight Vehicles.

Most freight trains are organised into block workings covering shipments of oil, natural gas, phosphates, grain, cement, containers, construction materials etc. Most of the 4,319 wagons were built between 1960 and 1975, with the most modern stock the grain wagons imported from Iran in the early 1990’s.

Approximate figures:-
 1294 heavy Flat wagons.
 846 Open wagons.
 818 Oil tanks.
 762 Covered vans.
 597 Grain wagons.
 323 Phosphate wagons.
 178 Sliding wall vans.
 146 Self-Unloading wagons.
 53 Flat wagons
 50 Natural Gas tanks.
 45 Cement wagons
 20 Water Tanks.
 19 Tipper wagons.

Modernisation of the Syrian rail network had been identified as a priority by the government. In 2003 it planned to invest €9 Billion in the system, with €12 Bn. to be spent annually in succeeding years. Longer-term development of the network up to 2020 has been the subject of studies undertaken with the help of the Japanese consultancy Jaika. Proposals included construction of new lines for speeds of up to 250km/h to Iraq, Lebanon, Jordan and Turkey. Restructuring of CFS was foreseen, with the state assuming responsibility for infrastructure and railway operations placed in the hands of separate business units.

In 2010 CFS announced plans to set up a joint centre for rail studies with Ferrovie dello Stato, and plans to build a rail link had been revived, subject to funding. On 22nd. April 2005 Syria ratified the Agreement on International Railways in the Arab Mashriq, which provides for the implementation of a variety of north-south and east-west links between the states of the region, including the restoration of direct rail links between Syria, Lebanon and Iraq."

(ii). TOURIST TRAINS??

An item in the 'Daily Mail Online' on 01.05.2015 (thanks to Nick Lera) raises many questions.

"Tourist Train brings puff of hope to Damascus, (By AFP). The Syrian capital's tiny tourist train is returning puffs of hope to a city encircled by war with short trips to the greener suburbs of Damascus.

The train, whose large yellow wagon and leather seats can hold 100 people, had stopped running since the 2011 outbreak of Syria's conflict. But it was relaunched on Friday and will be open to the general public starting Saturday.

Train trips to towns in Damascus province, like Zabadani, had been a favourite weekend pastime for the capital's residents before the war.

Since many of these areas are now controlled by anti-regime rebels, the train will carry travellers on short round trips to nearby neighbourhoods under regime control, like Dummar. For many in Damascus, the train is reminiscent of weekend vacations

and picnics in idyllic surrounding villages – areas now destroyed by heavy fighting and heavy shelling.

"It's the train of my childhood – I want to ride it again to remember those beautiful days," Nour, a high-school student, told AFP. "This is going to make people happy," said Samir Khoury, a 43-year old engineer.

For 50 Syrian Pounds (0.20 US cents) the fuel-run train with a German engine will offer a transportation alternative for residents of the traffic-jammed capital. "We decided to re-start this train to give people hope again and put a smile on people's faces in Damascus," said Zuher Khalil, one of the officials behind the train's relaunch. The train leaves its station at Rabwa, near the Umayyad Mosque in the west of the capital, and runs alongside the Barada river before reaching Dumar to the northwest.

The inaugural run on Friday of the train, regales with Syrian flags, attracted dozens of people, gathered in front of a giant poster of embattled President Bashar al-Assad.

Throughout Syria, transportation methods – especially bus routes – have been cut off by fighting and kidnapping. Syria's conflict has killed more than 220,000 people, displaced roughly half the population and devastated the country's economy."

So much for the article. Two pictures show what looks like a green 0-4-0D at each end of a short train of two Ganz red-and-yellow railcar trailers. (The train can therefore run as a shuttle and reverse without needing a run-round loop). So this is hardly the old SLM locos and DHP and Hedjaz stock of yore. The origin of the locos is unclear, as is how they have enough diesel fuel in the embattled and fractured city. Although Harakevet welcomes the operation of ANY rail services in the region, it seems the train is run as a sign of therapy – or maybe even as propaganda - more than for any real transport or economic purpose.

B. IRAN.

(i). MORE DB COACHES FOR IRAN.

Although there has been much talk of economic sanctions against Iran in recent months and the negotiations over the country's nuclear capacity, the export of railway vehicles continues apace! In 'Eisenbahn Revue International' 4/2015 p.160 is noted:-

"On 17th. February 2015 loco 139 558 of the firm Railadventure hauled numerous former DB carriages from the 'Stillstandsmanagement' (i.e. Storage Dept.) in Hamm towards Hegyeshalom in Hungary. Amongst the 19 carriages were nine type Bimz 259.8; eight ABbd and two Bomz 236. The final destination was again to be Iran; the intermediate dealer was again Helvetic Rolling Stock GmbH (Heros) based in Switzerland. Similar transports had taken

place already in February and July 2014."

A photo shows this former DB loco in Railadventure's grey, white and green livery hauling train No. 92443 Hamm Rbf. - Hegyeshalom over the viaduct at Altenbeken.

(ii). OLD NEWS: INDUSTRIAL LOCOS IN 1992.

From 'Lok Magazin' No. 173, March/April 1992, p. 171:-

"Locomotives for Iran. The first of seven diesel-electric locomotives of the series ME10 for the Iranian steel complex Mobarakeh, some 80 km. South-West of Isfahan, recently left the works of Krauss-Maffei in München. The contract is for a total of fifteen of these locomotives, of which the remaining eight are to be constructed partly by CKD in Czechoslovakia, partially from Wagon Pars in Arak and completed by Krauss-Maffei which will install the control systems. The electrical section together with the DC power transmission for all fifteen locos comes from Asea Brown Boveri (ABB) in Mannheim.

The machines built in München are not only externally similar to those which Krauss-Maffei has already exported to Turkey. For the co-operation with the local industry in the land from which the orders came, the Turkish project was also very significant. With this 'Know-How Transfer' Krauss-Maffei will put the Iranian carriage works Pars into a position also to construct locomotives and even to be able to export them to other countries.

The new diesel locomotives are combined industrial and main-line standard-gauge engines, with a top permitted speed of 100km/h. The twelve-cylinder MTU Diesel motor produces 1,180 Kilowatt (1.600hp); they are therefore some 20 per cent more powerful than their Turkish cousins.

The brand new locos leave München on their own wheels but are then marshalled into goods trains in order to be transported by the Bundesbahn to the Hamburg port, from where they are shipped out to the Gulf region. Thirteen will be used in the Mobarakeh Steel Complex and the remaining two are intended for a steelworks near Bafgh." (R.B.)

C. SAUDI ARABIA.

(i). 300 KM/H SOON THROUGH THE SAUDI DESERT.

in 'Eisenbahn-Revue' 4/2015 p. 176:-
 "The photograph, published in amongst other places in our issue 2/2015 of a Talgo trainset for the 'Haramain' high-speed train in Saudi Arabia, has apparently created an outbreak of rage in the Transport Minister there. Publication of photos of these trains is reserved strictly for the Saudis themselves, said the Minister, according to the Spanish newspaper 'El Pais'. Now the former Spanish King Juan Carlos has to pick up the pieces following this row. The

Spanish consortium, consisting of twelve firms, gained the contract to construct the high-speed link from Medina to Mecca largely thanks to the royal personal links between the two countries and which succeeded against competition from Germany, France, Italy and Japan.

The contract negotiations lasted over three years. An especial challenge is formed by the extreme climatic conditions in Saudi Arabia, with an extreme heat during the daytime of 55°C and cold nights at up to -5°C, combined with frequent sandstorms. The potential designers, builders and operators of the trains did indeed know that a half of the projected line traversed the desert, but during the tendering phase it appears that no exact investigation was made into how such sandy conditions were to be overcome. There was also nothing available in the literature, 'El Pais' quoted some of those involved, who did not wish to be named. The Saudi Transport Minister, who was formerly the Mayor of Riyadh and who during his term of office was responsible for the construction of the Metro there, is in the meantime acting in very undiplomatic manner and is seeking direct contact with the engineers. The Spaniards are scattering ash on their heads and several of those responsible for the project have resigned – whether voluntarily or not.

The challenges which face the constructors of the pilgrim line Medina – Jeddah – Mecca are enormous. In addition to the daily temperature range of some 60 degrees there are the sandstorms which not only cause the line to disappear, but also act as scouring 'wind-sanders' for the trains traversing them at 300km/h. But heavy flooding caused by sudden rainfall is also not uncommon. The operations envisaged are ambitious: in order to convey daily over 160,000 pilgrims, the trains should on occasion work at 10-minute intervals, for 23 hours per day.

In order to be able to blow the sand away more easily, it was decided to use a fixed concrete-base track. This was built by Chinese firms, but not always to the necessary quality standard. A temporary mosque is provided for each construction section of the line, and the Saudi-wide absolute prohibition on alcohol also applies for the foreign personnel. The Spanish workers get home leave every three months and occasionally a weekend when they can get to Dubai to enjoy a film and a beer there. In the trains it is intended that there should be a strict division of the genders – even the stations, built like airports, have separate entrance zones for men and women. Only Moslems can be considered for positions of train driver and conductor, for members of other religions are forbidden to enter the regions of Medina and Mecca.

So far no effective concept for dealing with the sand problem has been found. Should one construct Walls of five metres

on the side facing the wind? Or 'Canals', dug with walls on each side, from which the accumulated sand can be shovelled out each night? Or to build the entire route on an artificial Embankment? Pictures of the sections of line already completed show an alignment raised only slightly, which offers the blowing sand little resistance. Blowers attached to the trains should blow the sand away from the rails. The use of special 'Sandsweeper locomotives' is being explored, which should be more powerful than the well-known sand-ploughing machines of Plasser & Theurer type SRM 500.

The 35 Talgo train sets each consist of two power cars and thirteen carriages. They offer 417 comfortable seats in two classes. A lot of luggage storage space is planned, for the pilgrims usually come with large suitcases and on the return journey take with them containers filled with 'holy water'. The carriages, built in Spain, will only be marshalled together into complete trainsets in Jeddah. Each carriage has two air-conditioning systems, to ensure redundancy cover. The contract includes the maintenance of the trains for a period of at least seven years. A thirty-sixth trainset is also being constructed as a special luxury Royal Train.

In April 2015 the first trial runs are planned, and in December 2016 the gigantic project, following significant delays, should be in full operation, whereby the Saudi Transport Minister has publicly warned the builders to adhere to their fixed responsibilities.

The contract between the Saudi Railways Organisation and the Spanish consortium is worth some 6.7 Billion Euros; of this, some 1.6 Billion is for the construction and the maintenance of the trains. The contract includes however operation of the line for twelve years, a factor which is causing the leading partners RENFE Operadora and ADIF some stomach pains, in view of the conditions just described. Should however the project be a success, there is an option for a further 23 Talgo trains. It appears to be especially the well-known low entrance without steps to the Talgo coaches that especially attracts the Saudis.

With the envisaged ten-minute-interval operation over 23 hours it should be theoretically possible to carry 42 Million passengers per annum. Officially the capacity of the 450km long line is set at a minimum of 50M passengers p.a. As a comparison: On the ca. 3,000km long Spanish AVE network in 2014 just 30 Million persons travelled."

(ii). RIYADH METRO: INVITATION TO PRE-QUALIFY.

From 'R.G.I.'26.05.2015: "Arriyadh development Authority (ADA) is the executive arm of the Riyadh development High

Commission.

It is responsible for all infrastructure, social, urban, architectural development including its largest project to date: The Riyadh Metro. This is the largest construction project of its kind in the world at the moment.

High commission invites World Class operators, specialised in operating and maintaining unattended transit systems, to apply for pre-qualification for the Riyadh Metro Operation and Maintenance Tender.

If you're interested please submit a statement of interest to this email: metro@arriyadh.net. We will provide you with more details of the tender."

A later page link (27.05.5) brings: RIYADH METRO OPERATIONS PREQUALIFICATION.

Arriyadh Development Authority has invited interested parties to prequalify for operation of the metro, with a deadline of June 1.

Work is progressing on the six-line network. The Governor of Riyadh Prince Faisal bin Bandar officially activated the first tunnel boring machine for the Riyadh metro project at Riyadh Air Base on April 30. TBM 'Dhahrah' is one of two TBMs being used to bore the 12.9km north-south Line 5, connecting Riyadh Air Base and King Abdul Aziz Historical Centre. It is expected to cover an average of between 75m and 100m per week. The FAST consortium is using three TBMs to build lines 4, 5 and 6 of the driverless network. A further four TBMs are to be used on lines 1, 2 and 3."

(iii). MECCA METRO.

From 'R.G.I.' 27.05.2015: "PRASARANA TO OPERATE MAKKAH'S PILGRIM METRO.

The Municipal & Rural Affairs Ministry has awarded Kuala Lumpur transport agency Prasarana a three-year contract to operate and maintain the Al Mashaaer - Al Mugaddasah metro line in Makkah, which is only operated during the Haj period. The contract starts from this year.

Announcing the award on May 14, Malaysian Prime Minister Najib Tun Razak said that Prasarana subsidiaries Rapid Rail and Perdana spearheaded the bid. In November Prasarana was selected to provide consultancy services during Phase 1 of the separate two-line Makkah Public Transport Programme. The 9m ringgit, 30-month contract was the first Prasarana had won since deciding to expand into the international market.

According to Najib, Prasarana is interested in several other public transport projects in Saudi Arabia, including in Riyadh, Jeddah, Madinah and Dammam."

D. TURKEY.

(i). According to the 'Rheinische Post', quoted in 'Eisenbahn-Revue' 4/2015 p.180, Siemens can take pleasure in a further order for Velaro high-speed train sets from the TCDD; following another tendering the German firm won the contract. However, signing the contract may be slightly delayed as Alstom, which lost, is challenging it. Six of the Velaro train sets of the first order are currently at Krefeld under construction; a separately-ordered unit, originally a train set intended for the DB, has been in Turkey since autumn 2013.

(ii). On 24.05.2015 word was received that this set has now been filtered into passenger use:

"TCDD has put its sole Siemens Velaro high speed set into normal passenger traffic. It is scheduled to run three round trips per day from Ankara to Konya. Although its maximum speed is 300 kph, rather than 250 kph for the CAF sets, the schedules have not been amended so that a CAF set can substitute if necessary. The diagram it is operating is:

Ankara dep.	08:55,	No.	91203.
Konya	10:38	11:20	91206
Ankara	12:55	13:30	91207
Konya	15:13	15:50	91210
Ankara	17:25	18:20	91211
Konya	20:03	21:15	91214
Ankara	22:50		

E. QATAR.

From the DB Website on 29.04.2015: *(Translation by the Editor)*.

"DB International has acquired a further important contract in Qatar. On 5th. April 2015 the company was granted the role of 'Shadow Operator' for the planned long-distance and freight network. In this way the international engineering and consulting bureau of the Deutsche Bahn will support the Qatar Rail in advising and supporting plans for the start of operations. The aim is to consider and prepare all aspects of the entire project in advance. "We are happy to have gained the contract for this strategically important project" says Niko Warbanoff, CEO of DB International. "Our experts will bring the entire operational competence of Deutsche Bahn to Qatar before the construction of the new railway begins, acting as a 'Shadow Operator'.

The DB International will bring the following competencies into the project: Definition of the demands for Operation and Maintenance; support by preparation of tender documents for Construction, Equipment and Rolling Stock from the perspective of the operator; support by the preparation of contracts for Operation; preparation of the rule books for operation and maintenance as well as planning of Operations. Further elements include

advising on the issues of Safety, Customer Service, Ticketing, Tariffs and advising on the operation of passenger and freight traffic within the Gulf Cooperation Council (GCC) standards.

DB International has been working successfully in Qatar since 2008 and has prepared the concept for the integrated rail network including the Metro in Doha, that will link the airport with the centre and the football stadium for the World Cup in 2012. In addition DB International is responsible for the conception for long-distance and freight routes within the Emirate. The German experts have been working since then on numerous planning tasks for this important infrastructure project. The new contract will lead to a further raising of personnel in addition to the 70 staff members already in Doha."

F. OMAN.

Oman Rail Project. Taken from an internet site:-

"Oman Rail Company SAOC ('Oman Rail') invites 'Applicants' to Tender for the prequalification of Services in accordance with the terms and conditions set down in this prequalification Document. Successful Applicants: you shall be allowed to participate in the 'Engineering, Procurement and Construction' tender for segment 4c."

Only the first document ('T1') is available on line, the others - T2 'Instructions to Applicants', T3 'Summary of work' and T3 (sic) 'Data to be submitted by Applicants' are to "be issued to interested Applicants that pay the fee and submit confirmation of payment...." From this ten-page document ('PQ-016-15') :-

1.2.1: Oman plans the construction of a new transport and logistics infrastructure: a modern railway network, for freight / passenger with future plans for high speed rail. The new railway network will connect the centres of population and growth drivers of Oman and will also be part of the GCC Railway Network. It will provide connectivity with GCC Countries through UAE to Al Buraymi and Khatmat Milahah and in future it will connect Yemen with other GCC Countries.

1.2.2. The new infrastructure offers a unique opportunity for the country by enhancing the local capacity (population, industries) and also contributing substantially to the wealth of the country by an increased 'in Country Value' (ICV), so providing socio-economic benefits.

1.2.3 Oman Rail Company is a government funded company established in 2014 for the development of the new railway network in the Sultanate of Oman.

1.4: "Minimum requirements to Participate in the Prequalification: incl.

A - Experience in final design and construction of a single railway infrastructure project

in the last 5 years with a total construction value of more than 2 billion USD.

B - Experience in final detailed design of railway civil infrastructure for at least one major Railway project in the last five years covering at least 200km of double track (design speed of at least 160km/h.)

C - Experience in the detailed design and construction of tunnels in the last 5 years (at least one railway tunnel or road tunnel of 5 km. Long).

D - The bidders shall have experience of designing and constructing a high structure e.g. Bridge with vertical distance (pillar height) of over 60m.

The absence of any of the above mentioned experiences will disqualify the Applicant."

This gives us an insight into the scope of the planned project! Applicants must also demonstrate no conflict of interest, sign a confidentiality agreement and pay a non-refundable fee of 30,000 RO; the schedule is also very tough, with documents to be submitted by 01.07.2015.

G. EGYPT.

(i). CAIRO METRO.

Alstom will be supplying the Urbalis 200 signalling system to the extension of the Metro Line 3 in Cairo, together with parts of the energy supply system and further infrastructure components - for a total value of 80M Euros. (From 'Eisenbahn-Revue' 4/2015, p.183).

(ii). KHARGA STATION.

A brief video on YouTube shows a modern station with two island platforms at Kharga, stock in the station includes a Henschel diesel, several modern carriages, a goods brake van and a tank wagon. But since 150km of track was stolen by thieves all is stranded here! Now there are plans at least to move the locomotive by road low-loader back to Cairo. The line only opened in 1996 but was closed by sand and vandalism by 2011.....

(iii). CAIRO - LUXOR HIGH-SPEED LINE.

From 'R.G.I.' 29.05.2015: Spanish state-owned engineering consultancy Ineco announced on May 27 that it is to carry out a feasibility study for building a high speed line between Cairo and Luxor. According to Ineco, this 600km route between the country's two principal cities would be a major addition to Egypt's tourist infrastructure. A delegation headed by Ineco President Jesus Silva recently met with Egyptian Transport Minister Hany Dahy and other officials. Transport projects currently under development also include Lines 4, 5 and 6 of the Cairo Metro as well as the Alexandria metro."

G. LEBANON.

From Robert Fisk in the 'Independent' 17.05.2015.

"Lebanon as a rail powerhouse for the rebuilding of post-war Syria, high-speed double-track trains running in tunnels through the Lebanese mountains above Beirut, sidings for the building-blocks of Syria's new cities in the Bekaa Valley – do not think here, dear reader, of the Roman temples of Baalbek – and a link up with the great railways that will run from the Gulf to Europe via the new Iraq and the new Syria. Why, even pipelines may run alongside the tracks.

The Lebanese dream dreams. But in Beirut they suffer some of the Middle East's most titanic traffic jams. Why not an electric rail between the northern city of Tripoli and Tyre in the far south? With Beirut Central Station built, as was once planned by the French after Lebanon's 1975 – 1990 civil war, beneath the Virgin Megastore at one end of Martyr's Square? With its mountains, Roman ruins, crusader castles, snow and beaches but with a hopeless sectarian system of government, Lebanon may be a Rolls-Royce with square wheels but it could at least have trains.

Of course, the first steam trains chugged across the mountains to Damascus 120 years ago. This week the auditorium of the Unesco palace in Beirut echoed to the hoots and wails of French 0-8-0 steamers and Swiss rack-and-pinion trains as they huffed and puffed their way on film to Tripoli, Homs and through the snow-blanketed heights of Dahr el-Baidur to the Bekaa and Syria. Up to 800 young NGO's and civil servants – an extraordinary number for a bleak, rainy weeknight in Beirut – applauded the new putative age of Lebanese rail.

Pity it doesn't exist – yet. But could it? Every photographer, filmmaker and reporter has made their pilgrimage to the rusted tank engines and broken carriages and delicate French cut-stone railway stations that still litter Lebanon. There are coffee-table books about the country's railway heritage, from the Swiss Winterthur locomotives that the Ottomans brought to Lebanon in 1895 to climb its mountains, to the big French Cail engines that still rot in the old railway marshalling yard at Tripoli, their oil bleeding – even to this day – onto the old tracks, onto the bushes and the pink flowers embracing their drivers' cabs.

So there was something rejuvenating about the speakers who introduced Zeina Haddad's painstaking documentary on Lebanon's old railways. A German diplomat extolled the international background of the railways and proudly announced that the big G-8 loco on the poster for the accompanying exhibition was manufactured in Germany. Alas, he diplomatically avoided mentioning that these particular

engines were 1919 war reparations handed over by the Kaiser's Germany to France after the First World War and then shipped by the French victors to their Lebanese mandate.

Eugene Sensenig-Dabbous, an Austrian politics professor at Notre Dame University in Lebanon and engineer by profession, told his Unesco audience that "railways are a regional, international issue because infrastructure development is one of the keys to the future of the Middle East."

Talking later, he was more specific. "The majority of the freight for re-launching Syria after the war will obviously go through Beirut. The Syrian port of Lattakia is too small. The reopening of the old Tripoli – Homs line, which is still relatively intact, could be done quite quickly.

But the Gulf states are now investing tens of millions of dollars on rail lines that are supposed to go through Iraq and Syria. The Lebanese railways can be linked to this – or be separated from the rest of the world. There could be a tunnel from Baabdat (above Beirut) to Chtaura, right through the mountains. We already have proposals from international corporations who would do this at their own expense. If there were lines from the Gulf states to Europe, there could be a tunnel from Beirut to a transit harbour in the Bekaa. Material would go from Beirut to the Bekaa and the line would go on to Syria, the Gulf and Europe."

At least 40 Lebanese NGOs have been working on the environmental impact of the tunnels – a huge amount of ground water would flow down the mountains to Beirut. "The entire network in Lebanon has to be replaced," Mr. Sensenig-Dabbous said, "We could have a 'nostalgic' steam train running from Byblos north to Batroun that could be a huge tourist attraction. But the purpose of our work is to let the Lebanese people know that there were trains here. This is where we are now. People are stealing stuff from the railroad yards and they are destroying the tracks from Beirut to Damascus. We are getting entire schools to 'adopt' a railway station. We must reintegrate railways into the region and ensure the future of sustainable transportation. Natural-gas pipes and rails can run alongside each other. It will be a very 'disciplining' experience. The railways of Europe 'disciplined' the people."

The head of NGO Train-Train is a dogged Ecuador-born Lebanese filmmaker called Elias Maalouf – yes, he is a distant relative of that brilliant Lebanese-French novelist Amin Maalouf – who has lived, breathed and talked trains since the Syria Army stopped him filming their destruction of railway archives at Rayak in 2005. He lives with a sad-eyed Labrador named Elvis and a parrot called Kiwi and his home above Byblos is festooned with oil paintings depicting stations and locomotives. His busi-

ness card, of course, sports a photograph of a veteran Lebanese steam locomotive hauling trucks out of Beirut.

But "corruption" is the most common word in his vocabulary, and it is not difficult to see why. During and after the Lebanese civil war houses were built on top of the permanent way, trains were sold off for scrap and kilometres of track looted and sold. Where did the money go? Since the railways in Lebanon are government-owned and their invaluable property belongs to the state, just who made the profits? Would government archives reveal this? It's not surprising, then, that the Lebanese authorities have shown no great love for Train-Train NGO or for Elias Maalouf, who has been officially forbidden from entering the wrecked old central station of Beirut.

So Mr. Maalouf is partially relying on the sheer frustration of the automobile-intoxicated Lebanese to bring back the trains. "We need the political will and everyone is stuck in the traffic, he said. "The president cannot drive without being stuck in the traffic. Nor can the prime minister. Forty-two per cent of all pollutants in Beirut come from cars. I am not interested at all this political thing. I don't believe in borders. I believe in trains."

According to Mr. Maalouf, less than five per cent of railway land has been 'encroached', "illegally or legally", but "if you don't preserve it, it will go". He believes that the current tracks should be turned into UN heritage sites in order to protect them. He even has an ingenious plan to take over the front pages of the Lebanese press when the country celebrates the 120th. Anniversary of its first steam train this August.

"We're building big replicas of the first locomotive and its carriages and we're going to have the old steam-train drivers and crews push the train on wheels from outside what was the central station all the way to the parliament building," he said. "And there the engine will become a permanent exhibit."

In a country without a president and a functioning government, small gestures become revolutionary acts. Barring bureaucracy. And corruption. And the continuation of the Syrian war."

H. DUBAI.

"METRO; MONORAIL AND TRAM IN THE DESERT".

Marc Stegemann has sent a lengthy article by Maurits van den Toorn from the Dutch magazine 'Op de Rails' 5-2015 pp.250-254. (Translation from Dutch by the Editor.)

(a) "Increasingly, developments in the field of urban rail transport are played out outside Europe. Dubai on the Persian

Gulf is a good example of this; in only a few years there have appeared in this fast-growing city a Metro network, a Monorail and a Tram line. And there are many more projects planned.

Dubai is one of the seven United Arab Emirates, a federation of seven states in the north-east of the Arabian peninsula. Abu Dhabi is the largest of these, Dubai is the second largest in area. But the area is modest, being about the same size as North Brabant. Almost all the two million inhabitants live in Dubai City (the largest city in the Emirates), which forms a long and fairly narrow strip along the coast. In many places the desert begins only a few hundred metres in from the coast.

The country has concentrated for some decades on trade, transport and tourism as an alternative to the income from oil and gas, which is in fact limited and clearly coming to an end. Many millions have been invested in numerous impressive projects; great complexes with tall office and residential buildings, luxurious shopping centres, the world's largest covered ski slope and the Palm Jumeirah Island, of which more later. There are two international airports and Emirates is one of the fastest-growing airline companies. A symbol of the country's ambitions is the 'Burj Khalifa' (the 'Khalif's Tower'), at 828 metres the tallest building in the world. A lot in Dubai is "the biggest", "the highest", or "the most expensive". Whether it is also "the prettiest" is a matter for personal taste.

(b) METRO LINES.

The fast growth of the city and the increasing number of cars made it necessary to improve public transport urgently. In 2005 a consortium of several Japanese and Turkish companies, headed by a French/American project management team, gained the contract for the construction of a Metro network. The network consists initially of two lines, the Red Line and the Green Line. Construction costs, originally estimated at 4.2 Billion Dollars, came out at 7.8 Billion. Even in Dubai, where it seems money often plays only a minor role, a budget overshoot by 80% was something special. According to the government this was caused not by excessive or poor work but by major changes in the design as work was already under way. In this manner face could be saved. On 9th. September 2009, at nine minutes and nine seconds after nine a.m. the Red Line was officially opened by Sheikh Mohammed bin Rashid al Maktoum, the ruler. Public services began a day later.

The line forms a loop from Al Rashidiya near the old town at the east to Jebel Ali in the west. The depot is also here. The western section currently runs mainly through an area that is not yet built up,

but considering the tempo of construction it is certain this will change within a few years. The line runs for almost five kilometres underground beneath the old city, but the main section is on an almost dead-straight viaduct parallel to Sheikh Zayed Road, the main axis of the city and of the country, and where the road traffic comes most frequently to a standstill through congestion. The line is now, following some extensions, 52km long and has twenty-nine stations. There will be more eventually, for some of the future additional stations are already standing as shells and are simply waiting until more housing is built in their areas.

On 9th. September 2011 the Green Line was opened, with as termini Etisalat (with the depot) and Creek. This line forms a half circle through and round the old city; at two stations interchange with the Red Line is possible. The Green Line is 22.5km long, of which 8km is underground, and it has eighteen stations.

(c). STOCK.

The rolling stock is formed of 87 five-car train sets from the Japanese firm Kinki Sharyo (series 5001-5087). The Metro is operated automatically, the platforms have sliding doors and can therefore (as the trains themselves) be equipped with air conditioning. With summer temperatures of around 40° this is no unnecessary luxury. The first section of one of the two leading cars is First class, here called Gold Class, and the second half of the vehicle is intended only for women and children.

All public transport in Dubai bears the logo of the Dubai Roads and Transport Authority (RTA), but in fact operations are in the hands of the British firm Serco. (This firm is known in the Netherlands due to its cooperation with NS in the Merseyrail franchise around Liverpool.)

The Metro is well used. In 2013 the two lines conveyed between them almost 138 Million passengers. Certainly, if you don't possess a Gold Pass, the chances are high that you will end up standing during your journey. On Friday mornings, the Moslem Day for Prayer, the trains do not run. This is an annoyance to many people who nevertheless have to get to their workplaces; in many cases international firms work to the western Weekend principle.

(d). THE FUTURE.

There are plans for extending both these Metro lines and these plans are – how could it be otherwise in Dubai? - rather grandiose. In April the Sheikh gave his permission for the extension of the Red Line at each end, especially to the area marked for the International Exhibition and World Fair in 2020, and to the second international airport of Al Maktoum;

the line will thereby become some 18km. longer.

In addition the plan is that there should be four further Metro lines – named Purple, Blue, Pink and Gold. The Purple Line shall run further inland but largely parallel to the Red Line and will link the two international airports with each other. This will be an Express line with only eight stations. The Blue Line will run roughly parallel and even further inland, whereas the Pink and Gold lines will form transverse links between the Red, Purple and Blue Lines. All these lines should be completed by 2030 and, as and when this is completed, the Metro network will have a length of some 420 kilometres and have almost two hundred stations.

By this time the city will have almost doubled in size and will have over four million inhabitants. The Expo 2020 should form a significant stimulus for the construction of all these plans, but whether it will really all work out – and also whether all will be carried out to schedule – remains an open question. The crisis of 2008 left a deep scar; the economy is growing again, but the growth factor of the pre-crisis period has not yet been re-attained.

(e). MONORAIL.

The second form of rail transport in Dubai (chronologically actually the first) is the monorail to Palm Jumeirah Island, an artificial island in the sea in the form of a palm tree. The 'branches' are formed of streets with villas; at the far end is the Hotel Atlantis, a luxury hotel with 1,500 rooms, swimming and beach facilities and – how can it be otherwise? - a shopping centre.

The monorail, opened in April 2009, is of the Alweg system. This was first introduced in Germany in the 1950's by the Swede Axel Lennart Wenner-Gren who, with limited modesty, used his own initials to give his system a name. In 1960 the Japanese firm Hitachi acquired the license rights, The line is almost five and a half kilometres long and follows the 'trunk' of the palm tree from Gateway Towers to Atlantis Aquaventure. There are four stations, but as long as the island has not been fully completed the two intermediate stations - of which one will serve a shopping centre which at present consists only of the foundations – are not yet in use.

The Gateway Towers station can be reached by tram, but the interchange is hardly a great wonder of town planning! One has to walk some distance though a parking garage. There are indeed plans to extend the monorail to the mainland to the Red Line of the Metro. There should be four three-car sets in use, all from Hitachi, but it seems that at present only two

are located on the line. For a great deal of the day the service consists of one train working every twenty minutes, at rush hours a second set is added. As with the Metro, there is no driver.

(f). THE TRAM LINE.

The most recent arrival in the field of transport is the tram line in the western part of the city, named Dubai Marina. In this new urban district, which is still largely under construction, an artificial lake has been made with yachting harbours and footpaths. The lake is encircled by high blocks of flats and the usual shopping malls.

In this new district a ring line has been laid, with attached to it a double-track line that heads eastwards via the Al Sufouh Road, a very busy route along the coast. At the moment the line ends near the stop of Al Sufouh in a district with low and well-spaced buildings, not a location where there is a great deal of life and activity. The tracks run from here for a further one or two kilometres to one of the two depots; there is another depot at the other end.

(g). FIRST PHASE.

The line was opened by the Sheikh on 11th. November 2014, two and a half years later than originally planned. As a result of the crisis track laying was suspended for a while. The current section of line, some ten kilometres long, is viewed now as the first phase. According to the plans, the line will be extended along the section past the depot in an eastward direction to the Mall of the Emirates (a shopping centre, already of gigantic proportions but due to be doubled in size in coming years) along the Red Line of the Metro. Following this extension the tram line will be fifteen kilometres long. In a later, third phase there should be a further extension along the coast towards the Old City, but the final decision for this has not yet been made. Here also the Expo 2020 is mentioned as an important incentive for the eventual extensions.

The line has been laid by an American / Belgian / French consortium, with Alstom as the French participant. This means of course that the stock consists of Citadis type trams; in the first case eleven seven-section trams. The whole line is equipped with an underground current APS rail and there is therefore no catenary; however the trams do have a roof-mounted pantograph as there is indeed catenary used in the depot areas. The depot is built for expansion, there is capacity for stabling and maintaining fifty trams. The tram is also operated by Serco.

Just as with the Metro the trams are divided into two classes and a section for

women and children. Because one end of the current route is formed of a reverse loop, this section can be either at the front or the rear. At the stops – just as with the Metro these are equipped with enclosed rooms fitted with platform doors and air conditioning – it is announced in advance where the Gold Class section will halt. The trams are equipped with ‘Supervised Vehicle Operation’ as on the Metro, which ensures that the vehicles always stop correctly positioned in relation to the platform sliding doors. As is normal with new tramways, driving is still very cautious, especially in curves.

The whole operation acts as a bit of a testbed for Alstom; so great attention is devoted to the effects of the high temperatures and the dust in the air. In addition there are real sandstorms to deal with from time to time. The equipment on the roof is shielded and covered against the sun and motors and gearing are also especially protected. After the experience of a few months it appears that the dust really does have an impact on things such as the door mechanisms; the dust remains attached to the rubber seals, whereby these remain not fully closed and the doors rattle.

The experience gained in Dubai will be useful for other systems that are to be built in similar climatic conditions; examples of this are cities inland in Algeria and the tram system that Alstom is currently building in the city of Lusail in nearby Qatar.

(h). ANOTHER TRAM LINE.

As though this is all not enough, work is under way on yet another tram line of a totally different character. Close to Burj Khalifa and the Dubai Mall another line – privately financed – is being built and will initially be slightly over one kilometre long. On the single track line without catenary a double-deck tram of antique appearance with an open upper deck. Builder of this vehicle, which will be powered by batteries, is the American firm Transportation Innovation Group, which also built the trams for the line on Aruba. It appears for the present that this tram will have only a recreational role, but nevertheless there are plans to extend it to form a loop of some four and a half kilometres, at which point it could also be seen as a ‘serious’ form of public transport.”

The article ends here but there is a further note on other developments in the Arabian peninsula:-

“In the neighbouring Abu Dhabi there have been plans for some time for laying over a hundred kilometres of Metro lines, but the project remains in the planning stage. The severely-reduced oil prices will

probably lead to further delays in realising this project.

In Qatar, further to the west, (and not a member of the United Arab Emirates) there is more pressure on the planning process due to the Football World Cup series which is planned for 2022. In the capital Doha a Metro network with four lines is planned; for this 75 automatic train sets have been ordered from a consortium of Mitsubishi, Hitachi and Kinki Sharyo. The first section should, according to current planning, begin operations in 2019, and the network should eventually extend to ca. 240km and 106 stations. A tram line is also being laid, on which three-section Avenios from Siemens should run; the first of these has just been presented at Vienna. The line will be fitted only with short sections of overhead power supply at the stops, to allow the batteries on the trams to be recharged.

In the new city of Lusail, some twenty kilometres to the north of Doha, a tram network of four lines will be laid. In 2022 the opening matches and the final of the World Cup are to be played here. The contract for the construction of this tram network has been awarded to a consortium in which Alstom is a partner; the stock will therefore be formed of a variant of the Citadis family.

In the holy city of Mecca in Saudi Arabia an eighteen-kilometre above-ground railway or Metro line has been running since 2010 for the transport of pilgrims between the holy sites of Mina, Arafat and Muzdalifah. The stock is Chinese and comprises seventeen twelve-section sets. In 2012 the government decided in addition to build a network of four Metro lines in Mecca of some some 180 kilometres.

In the capital, Riyadh, a Metro network has been under construction since 2014 and this will comprise six automatically-operated lines; the first section of this network, that will eventually be 176km long, should open in 2019.”

HaRakevet is edited by Rabbi Dr. Walter Rothschild in Berlin and typeset and digitally printed in England by Steve Waldenberg, CPS-Airedale + Thistle Print Ltd Leeds

BRITISH RAIL MARK II's IN ISRAEL.

This article by Paul Cotterell appeared in 'Railway Magazine' September 1977, p.35, illustrated with a shot of coach 5593 and another on a trial run at Akko on 14th. April 1977, with G12 No. 120 running round for the return trip to Haifa.

"Travellers on Israel Railways have been largely unaware, until recently, of the comforts of modern rail transport. The coach in which they usually ride probably has been built in West Germany or Yugoslavia, to a design which is best described as functional – an admirable, indeed essential quality in a public service vehicle, I hasten to add, but a quality which cannot stand on its own nowadays. This position has been somewhat relieved in Israel by the arrival of eight second-hand MkIIc coaches from British Railways, at a price I have seen quoted as GBP 500,000, which should go quite some way towards covering BR's deficit. For those willing to fork out a supplementary fare of 5 Lira (about 30 Pence) there is a standard of comfort, silence and smoothness which the few remaining Britons who travel by train take for granted.

The MkIIc coaches in Israel are all Open Seconds with seating for 62, fitted with 'B4' bogies, and weighing 33 tons apiece. They were built at Derby in 1970 to BR Lot 30795. For those interested in the details of such transactions their old and new numbers are as follows:-

M5567 = IR 685
 M5570 = IR 688
 M5575 = IR 681
 M5580 = IR 682
 M5588 = IR 687
 M5593 = IR 686
 M5606 = IR 684
 M5612 = IR 683

Mr. H.C. Hughes, to whom I am indebted for much of this information, tells me that these coaches were outshopped at Wolverton around January 1977 in the colours of Israel Railways passenger stock: red oxide roof, light blue upper panels, white central band and dark blue lower panels. This rather handsome colour scheme is, incidentally, of recent vintage, being introduced some three years ago, and examples of the previous all-over blue livery with white roofs can still be seen.

Following this overhaul at Wolverton the eight coaches were sent to Swansea, of all places, for shipping on February 10, arriving at Haifa at the end of the same month. From here they travelled the few kilometres to Qishon Shops for certain minor alterations before entering traffic. These adjustments included the fitting of steps to facilitate the entrance and exit where the station platforms are at track level, as is the case at secondary and minor stations on Israel Railways. After shopping at Qishon a couple of Mk.IIs were sent out for a trial run from Haifa to Akko (Acre) on April 14. The weather was nicely calculated to make these British exiles feel at home. It was a day of wind and heavy thunderstorms, with two inches of rain falling during the twenty-four hours – most unusual for April in sunny Israel. The next day was even worse though, with massive hailstorms.

On April 28 a set of six Mk.IIs made two return journeys on the main line between Haifa and Tel Aviv, as a prelude to entering revenue-earning service. The invited patrons included the Minister of Transport, and they appeared most favourably im-

pressed by the riding qualities – as well they ought.

The eight coaches are not being used as a complete set, but individually in trains otherwise made of the vehicles which introduced this article. The lower, shorter profile of the British Mk.II makes it very readily identifiable from the ordinary carriage which was built to the Continental loading gauge: rather like putting a Hornby Dublo coach in among a set of Märklins!

It remains to be seen how the Israeli public will take to these Mk.IIs. Certainly, they introduce a new standard of comfort to Israel Railways, but it will be re-

remembered that when the Midland introduced its sumptuous new Pullman day coaches to the British public, just over a hundred years ago, the public would have none of them."

(Note: As with so many such transactions there remain many mysteries. If they were overhauled and repainted in January 1977,

this implies the deal was finalised in 1976. For those who are interested, British Railways (formed in 1948) initially designed a range of new 'standard' coaches, steel panelling on wooden frames and steel underframes – these became known as the 'Mark I' type. Then came in the 1960's the 'Mark II' which was integral, i.e. a tube with the body stiff enough to eliminate the need for a separate underframe, thus saving weight. These were 64ft. 6in. long and came in several sub-forms, from Mk. IId onwards with darkened windows and air conditioning. Then the HST trailer cars and their loco-hauled sisters from 1969 onwards, 75 ft. (23m) long, are 'Mk. 3' and the trailer coaches built from 1989-1992 and used with Class 91 electrics on the East Coast Main Line are the



Mark 4s. The 'M' prefix means the coaches were allocated to the London Midland Region. But why these modern coaches, only six years old, were being sold for export in 1976 whereas Mark 1's remained in use for two further decades is another mystery. 'Second Open' means second class and with two large open saloons rather than compartments and a side corridor.

I recall them as being always marshalled at the north end of the sets used on the TA – Haifa trains of the 1980's and not coming to Jerusalem; a separate ticket was required and they were fitted with small fans on the side walls above the seats. *(No further batch was ever acquired. Ed.)*

On request, and raising some of these issues, Chen had the following observations:

"I cannot say much about the BR side of things, except that New Zealand operators were also good customers for second-hand BR Mk. 2 stock, though much later and of later sub-types (D through F) with much more conversion work done to them, besides the obvious different bogies. See here:

http://en.m.wikipedia.org/wiki/New_Zealand_British_Rail_Mark_2_carriage

I have yet to come across relevant documents to the IR purchase in our archive, but have heard stories from IR veterans suspecting some sort of corruption or at the very least gross mis-management surrounding the 1977 purchase. It was mentioned that a hard-to-resist offer was handed down to IR from the government. Alas, there are few people, if any, still alive today who were involved and whom we can ask.

It should be kept in mind that these eight coaches were purchased in the middle of IR's leanest years. In fact, during the two decades between 1972 and 1992, these were the only(!) passenger vehicles added to the fleet, and even these were not really additions, as



shortly after their arrival, a larger number of vehicles, each with a larger number of seats (the former Esslingen DMU cars) were withdrawn from service.

In hindsight, it is quite obvious that these were not exactly what IR needed.

As Paul Cotterell mentioned in his first book, they had wonderful bogie suspensions, but were not suited to the Israeli climate, until fitted with air-conditioning starting in 1989. They had far superior seating to the then-current IR standard, and thus were used for 'reserved seating' IR's equivalent of 1st class back then, but were narrow and cramped because of the restricted BR loading gauge. But most importantly, their semi-integral bodywork began deteriorating in the 1990s, leading to their withdrawal when opportunity arose, after a service life of less than 30 years, compared with 40-55 years for IR's regular types of carriages."





**Works on the new Valley Line. (Photos courtesy of Lesico).
Straight as a die - almost 150 years following
the first plans of the Syria Ottoman Railway Co.,
a standard-gauge line finally takes shape
in the Jezreel Valley ('Rakevet HaEmek').**

