

122:01.



***- The First Test Train - from Latrun to Jerusalem - crosses the Cedars Viaduct ('Ha'Arazim), the highest bridge in Israel, to enter Jerusalem. (Photo courtesy of IR Spokesman.) Note: At this time only one of the tracks had been electrified)***

## EDITORIAL.

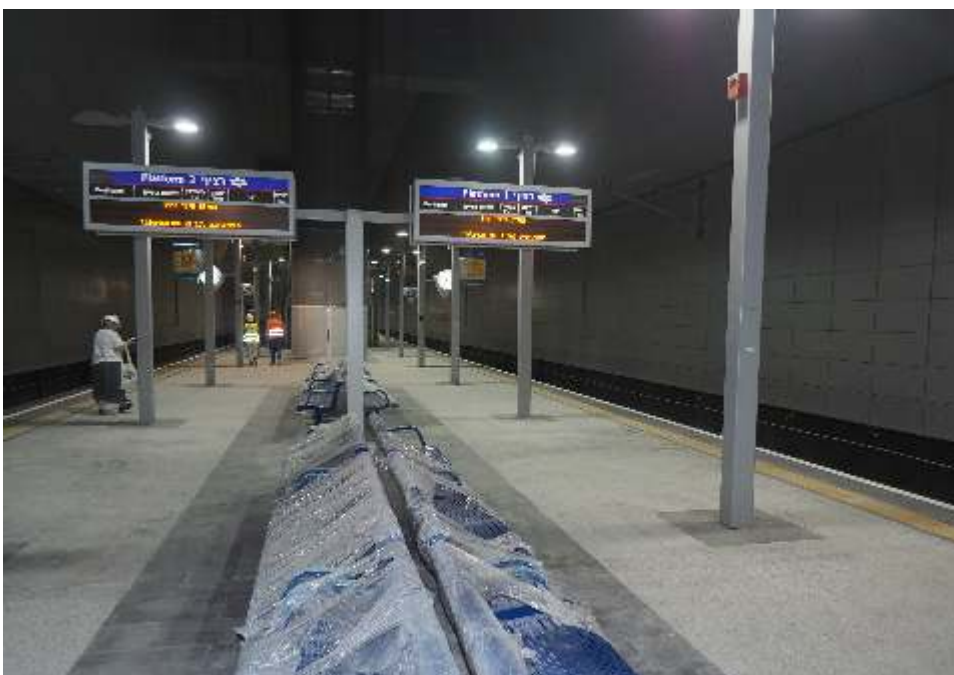
This issue appears at a complex time and we had to take an editorial decision. The new electrified double-track express railway from Tel Aviv to Jerusalem was due to open at some point but – should we wait so as to open with this momentous news? Or should we just publish in early September and cover this significant but steadily-delayed event in the next issue? In the end we decided to delay slightly. Despite the wishes of image-hungry politicians (see the sequence of press releases below) the technicians and the railway operators put their foot down and declared that a grand opening of the whole route from Jerusalem to Tel Aviv and beyond in October was simply not feasible. However, in late September the politicians did indeed secure a partial opening – what can best be described as an anti-climax; with great fanfare and speeches electric shuttle services were introduced only as far as the airport and back and it is impossible in the first months to buy normal tickets for travel, merely vouchers that enable one to enjoy a sort of fairground ride on a specific train.

Truly this new line – when complete - will in time be even more of a 'game changer' than the recent new railways to Beit Shean or to Carmiel, partly because it will be electrified from the first and therefore acts as the catalyst for further electrification up the main 'spinal' line to the north and the suburban and regional branches that diverge from it. But – what with the High Holy Days eating up into editorial time (not to mention the time of others involved in the production of Harakevet) we will publish in late-September with whatever is News up to that time and continue as appropriate with this long-running story in the future. There is, after all, plenty of activity to report in other areas! Concentration upon the AI line can lead us to overlook the very important extension of the 'suburban loop' to Ra'aana, leaving just the connections at Herzliyya to the main line to be completed – a main line that is itself being transformed, or opening of new and enlarged stations.....

So although we normally try to keep roughly to chronological order of entries, in 'News from the Line' the first six items refer to the Sharon opening, then some on the Haifa area developments and then several items will be bundled together to cover the works disruptions, the argumentative prelude to the Jerusalem line opening (which included timetable reshuffles to free stock), then various reports of the opening(s) and early impressions. In the nature of things one cannot exclude all repetition while remaining faithful to the reports. There are now several 'iconic' pictures of 'First Trains to Jerusalem' – in 1892, in 1918, in 1949 and now 22<sup>nd</sup>. July 2018... We shall include quite a lot of pictures of the new station and line so this will be in some respects a 'bumper' issue and some topics will unfortunately have to be held over till next time.

Enjoy! The Editor.

- 122:03.
- *In the ghostly moments before the dust sheets are taken off - Jerusalem Navon station slumbers and awaits the moment it will be brought to life.... (Photo Martin Frey).*



## NEWS FROM THE LINE.

### (i) RA'ANANA STATION EMERGENCY EXERCISES.

From a press release of 06.06.2018 by Israel Railways Ltd.:

"As part of preparations towards opening the station at the end of this month, the combined rescue forces of Israeli Police, Israel Railways Ltd. Security Department, Israel Roads Ltd., Magen David Adom ('Red Star of David', Israeli equivalent to the Red Cross), Fire Brigades, Home Front Command and the Ra'anana Municipality performed this morning at Ra'anana South station a wide-scale emergency exercise which included gaining control over a terrorism event on a train in motion, a fire, and rescue of injured passengers. The exercise took place in the station tunnel running 14m under entrance level.

Prior to the opening of this station and of Ra'anana West station (both in the median of Highway 531) the railways have recruited teams for the stations as well as creating a Tunnel Department and Tunnels Command, and in cooperation with security forces are training the teams according to the new operating doctrine for stations in tunnels, which is entirely new in Israel. [What about Modi'in Central? Ed.]

Israel Roads Ltd. Projects Department Manager Mrs. Tal Shalom Rosen said: "We're now at a non-reversible point with the mega-project 531; years of complex engineering works are nearing completion at a cost \$1.32 Billion (NIS 4.7 Bn) financed by the Transport Ministry and led by Israel Roads Ltd.; the line with two stations built and equipped with the most advanced safety and security systems is a great gift for Israeli citizens."

IR management published the following announcement: "The Sharon railway line ('531') is an additional stage of preparation towards the railways' new generation; we're proud to open a new line and to realize our vision as a social and business-oriented company.

We have manned the two new stations with the best available teams; drivers and inspectors are being briefed and trained on the new alignment and are excited about the start of operating and the Railways' Control & Command Centre is in the final stages of preparation.

In parallel we are working hard on assimilating the railways' new operating concept and doctrine,

which includes the world's most advanced railway tunnels, while preparing ourselves - together with security forces - for any possible scenario; we thank all involved in the project, the Transport Ministry, Israel Roads Ltd. which built the infrastructure and the Ra'anana Municipality, and wish residents that they enjoy the results of the project." "

#### (ii). OPENING OF THE SHARON LINE

From a press release of 02.07.2018 by the Transport & Roads' Safety Ministry:

"History was made today at 10:30 when Prime Minister Mr. Benjamin Netanyahu, Transport Minister Mr. Israel Katz, the Chairman of Israel Roads Ltd. Mr. Oded Shamir and its General Manager Mr. Nissim Peretz, the Israel Railways Ltd. Chairman of Directorate Major-General (Reserves) Mr. Dan Harel, Israel Railways Ltd. General Manager Mr. Shahar Ayalon and the Mayor of Ra'anana Mr. Eithan Gunzburg inaugurated the HaSharon Railway, including the Ra'anana West and Ra'anana South stations, as well as the missing link with Hod HaSharon/Sokolov station; the VIP's then rode on a Bombardier double-deck push/pull train.

The two stations and the line section to Hod HaSharon/Sokolov will be opened officially for service tomorrow, 03.07.2018, together with the launch of the new summer timetable.

The HaSharon Railway is 33km long - measured between the coast line and the exit from Kfar-Sava/Nordau towards Rosh HaAyin North; it includes also an 1.8km tunnel at Ra'anana Central station.

*Prime Minister Mr. Benjamin Netanyahu stated: "We are occupied with two sorts of tunnelling at the moment; at the Gaza Strip we fight against terror tunnels, but in Israel we've bored more than 30km of tunnels (mainly on the AI line), with many more metro and LRV tunnels to be bored in various cities, thus bringing about the transportation revolution".*

#### (iii). THE SHARON LINE: SOME CORRECTIONS AND CLARIFICATIONS:

From our correspondents and for the historical record: "After reviewing and verifying the data regarding distances between line stations, here is the updated data: From Aharon:

The Sharon Railway has two main sections:

The whole line, including the sections already operating between Hod-HaSharon Sokolov, Kfar-Sava Nordau and the section to the link with the line to Rosh HaAyin North (called Hemed Junc.) and the coastal line both towards Herzliyya and towards Shefayim, is approximately 20 km.

The Hod-HaSharon Sokolov station is at km 4.600 measured from Hemed.

Ra'anana South station is located at km 6.250 measured from Hemed; it is about 2km west of Hod HaSharon Sokolov station.

Ra'anana West station is located at about km 9.800 measured from Hemed; it is about 3.5km west of Ra'anana South station. It is 15km from the southern link with the coast line at Herzliyya and about 20km from Tel-Aviv University station; this section is not yet in operation. This station is also 15 km from the northern link with the coast line at Shefa'yim which is operated on Sunday mornings only by a train mainly dedicated for soldiers, departing Nahariya at 06:05 to Beer-Sheva and running in one direction only.

The currently-operated line is about 30km (line kilometres) and runs from Ra'anana West station, calling at Ra'anana South, Hod-HaSharon Sokolov, Kfar-Sava Nordau, Rosh HaAyin North, Petakh-Tikva Sgula, Petakh-Tikva Kiryat-Arie, B'nei-Brak and Tel-Aviv University stations; it takes 40 minutes to cover this distance.

The remaining section between Ra'anana West station, Herzliyya and Tel-Aviv University stations, due to be opened probably towards the end of 2019, will be covered within 20 minutes, thus being much more attractive for the users of the whole Sharon Railway.

Sybil adds:

"I took the train from Beit Shemesh to Ra'anana South, walked from there to Ra'anana West, and then train back.

The line from Hod Hasharon westwards to Ra'anana runs in the median strip between the two halves of Road 531 (a fairly new road). It is almost all in tunnel as far as Ra'anana South. The station has two side platforms, deep underneath Road 531. The entrance is on the north side of Road 531 and there is a wide pedestrian walkway linking the entrance to the rest of the station. There is a very large nameboard over the entrance.

Ra'anana West is a much more impressive station with a very large entrance building, reached from the southern end of Yerushalayim Street in Ra'anana. There were still traces of Monday's dedication ceremony there, at the end of Yerushalayim Street on the corner of 531 (a sign pointing to "Israel



Railways"!)). The building is about 70 metres west of that street corner. Again there is a pedestrian walkway to the rest of the station, with two side platforms.

Both stations have long escalators and stairs going down to the platforms, as well as lifts, of course. I can't imagine any station being built nowadays without lifts."

#### (iv). HOD HASHARON STATION REBUILDING.

From a press release of 08.07.2018 by Israel Railways Ltd.:

"As an integral part of upgrading the services for the residents along the Sharon Line alignment by opening the new stations of Ra'anana West & Ra'anana Central and the line between them and the link with Hod HaSharon/Sokolov station, the railways fully utilized the time the Hod HaSharon/Sokolov station was closed due to the connecting track works for a massive upgrading of this station.



"IR has published the results of the Sharon Line's first operational results at the two recently opened stations of Ra'anana South and Ra'anana West: Between the opening on Tuesday 03.07.2018 and Tuesday 10.07.2018 almost 10,000 passengers used them; most – 56% - used Ra'anana West, the remainder – 44% - used Ra'anana South. About 60% of the passengers used Weekly, Monthly and Multi-liner smart cards, which shows that they are commuters of the line; it is expected that as time passes more commuters will use it; the figures do not include soldiers. The results are as anticipated by the railways, considering that in summer many are on vacations and this line is used mainly to/from work or business."

**(vi). SHARON LINE SUCCESS: FIRST MONTH'S STATISTICS.**

From a press release of 07.08.2018 by Israel Railways Ltd.:

"The Sharon line seems to be a success: Between the opening of the new stations of Ra'anana West and South on 03.07.2018 and 05.08.2018, 40,000 passengers used the line; This conforms with the forecast for the first month, a seasonal vacation when fewer people travel to work. Hopefully from September 2018 traffic will increase and with the link to Herzliyya to be opened in 2019 a further significant rise in passenger traffic is foreseen."

**(vii). BEIT SHEMESH.**

From Aharon on 13.06.2018: "The old historical railway line to Jerusalem is enjoying some sort of Renaissance; A year ago members of the ultra-Orthodox city of Beit-Shemesh located about 35km west of Jerusalem met both with the railway management and members of the Transport Ministry regarding the shortage of parking areas near the city's railway station. Rail traffic between Beit-Shemesh and Jerusalem and between Beit-Shemesh and Tel-Aviv has grown significantly in recent years, hence the shortage.

The initiative succeeded, and as result there will soon be three parking areas with a total of 465 places and an overhead pedestrian bridge; this will be financed both by the railways and the ministry." [Despite this it seems that the current hourly service will be reduced to two-hourly – see elsewhere. Ed.]

**(viii). THE STUDY OF APP-OLGY.**

From a press release of 11.06.2018 by Israel Railways Ltd.:

"As part of improving rail travel experience for passengers, the Railways' Marketing Department has launched an upgraded website and application containing a variety of new services with a lot of information including: Train-loading factor based on weekly statistical data which analyses the loading-factor information for each train and according to every hour through the day, time of departure and destination. Thus passengers are now able to make an informed decision as to which train to choose.

Aside from the load factor, the application shows passengers the train location in real time, from its departure along the line, so passengers can know also the coming stations.

Passengers waiting at stations and on platforms can now be updated and see in real time the location of the desired train.

An additional new service enables purchase of online reserved tickets for the so-called "Quiet Car" in which cellular phones are not allowed; it is possible to purchase the tickets both before and after boarding, in case the passenger decides to upgrade his journey level; this does not require the use of a multi-liner smart card.

These new services in the railways' website and application are used monthly by an average of almost 1 million and join many other existing services such as: Purchase of tickets on-line through website and application; on-line information regarding arrival or delay of trains; information regarding services provided at railway stations and surrounding areas; a waking-up service when approaching the destined station; touristic sites in the station vicinity; etc.

Israel Railways Ltd. Head of Marketing Department Mrs. Etty Finkelstein said: "During 2017 Israel Railways Ltd. carried 65 million passengers, a high percentage of whom

The main task was to change the station from a terminus to a through station but in addition to linking the tracks, communication systems, etc. the following took place: floor surfacing and pavement both in the station (the waiting hall area itself is 500sq.m.) and on platforms were replaced with a better one; accessibility for people with limited capabilities has been significantly improved; all the station and platform walls and seats were repainted; the existing lighting system was replaced by 150 modern LED lamps; and toilets were upgraded. The facilities for railway employees have been upgraded. Finally, the station front is to be upgraded soon, to enable opening of an additional security check-point to save passengers' time. The station's importance can be seen from the fact that during 2017 more than 1.132 Million passengers used it, 12% more than in 2016.

**(v). THE FIRST WEEK'S RESULTS.**

From a press release of 11.07.2018 by Israel Railways Ltd.:

performed self-services like using applications and purchasing tickets through vending machines. The new digital services enable passengers to arrange their day, choose their best route, at the most convenient part of the day, and while saving time in the optimal way".

Here are two examples of loading factor and on-line information:

The first shows full route information: travelling for example - by train 409 between Haifa Hof-HaCarmel departure - Platform 2 at 09:46 and arriving at Tel-Aviv University - Platform 2 at 10:30 and at Tel-Aviv Savidor/Central - Platform 4 at 10:37.

The load factor is provided graphically in forms of people and left of the train number is described graphically an alarm clock referring to the waking-up service when approaching the destined station.

The second shows the timetable - for example between Tel-Aviv Savidor/Central and Modi'in Central stations with all the five available trains between 10:00 and 12:00 as well as the load factor.

Both the announcement and applications have been provided by courtesy of the railways' spokesman assistant Mr. Matan Berkovich.

**(ix). OPENING OF NEW TRANSPORT HUB AT MERKAZ HAMIFRATZ.**

From a press release of 05.06.2018 by the Transport & Roads' Safety Ministry:

"Transport Minister Mr. Israel Katz and the Mayor of Haifa Mr. Yona Yahav inaugurated today the transportation centre "The new Merkazit Hamifratz" - in Hebrew: the new transportation centre or hub; This is the first of its type in Israel in which an advanced and integrated public transport system is operated; it will be the "entrance and exit gate" for the Greater Haifa Metropolitan Area and the whole Northern area.

The transportation centre has been built by the Yefe-Nof company at a cost of \$84 Million (NIS 300M); has an overall area of 12,000 sq.m. and integrates stations of the METRONIT (BRT), urban and inter-urban buses, two railway stations: Haifa Lev HaMifratz to Kiryat-Motzkin, Akko (Acre) and Nahariyya, as well as to Carmiel, and (to be opened very soon) the station on the Valley Line which starts here, plus a station for special taxi services.

In the future the LRV tram/train to Nazareth and the cable car to the Technion (technical institute) and Haifa University - both at an advanced design stage - will also be integrated in the centre.

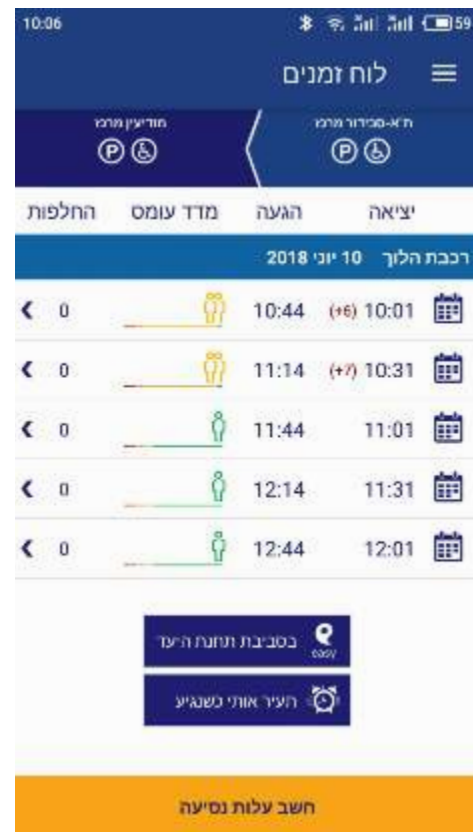
The centre will officially be opened to the public on Sunday 01.07.2018 and will serve six public transport companies operating hundreds of buses daily. It is anticipated that 60,000 passengers will use the site daily, and that within a year 20 million will use it.

The centre is located on both sides of Road 75 near the 'Check Post junction' (the name remains from a control point of the British Mandate police which ended on 15.05.1948) at the city's northern entrance. It enables a constant movement of passengers with the highest degree of safety. When all works are completed in the coming months the movement between the various modes of public transport will be made within the central area and by internal grade separations, avoiding any crossing between passengers and vehicles.

**The Centre consists of two parts:**

The northern part is a 2-storey air-conditioned building; on the first floor are the METRONIT (BRT) platforms as well as 14 terminals for intercity buses with real-time electronic information boards announcing bus arrivals.

The second floor will be the starting/end point for passengers to/from the Valley Line as well as for



passengers to/from Carmiel who need to change trains to either directions.

The southern part will be for urban buses enabling a fast passage of buses and passengers to/from the Centre.

The Centre is connected by two bridges, one to the Valley Line railway station and the other to a parking area for hundreds of cars.

Construction of two additional bridges, one to the Lev HaMifratz Mall (adjacent to the railway station with the same name) and the other to the Haifa - Nahariyya railway platform is to be completed within a few months. The access to the parking area will be through a new underground passage which links also with the Carmel road tunnels, the container terminal junction and Krayot (satellite cities) bypass Highway 22. The whole centre is fully accessible for disabled people and there is a large parking area at the Centre's entrance dedicated to the disabled people.

Transport Minister Mr. Israel Katz said: "The Transportation Centre will link the whole range of public transport services operating in the Greater Haifa Metropolitan Area as well as providing a transit point in between; it will provide accessibility and connectivity to the nearby cities, villages and other inhabited areas, to the northern, southern and central cities and to Jerusalem. The new Centre will also provide some reduction to road congestion and air pollution. Completion of the hub is an important stage in the public transport revolution led by the ministry in order to link the periphery with the centre



• Opening of the Merkaz HaMifratz transport hub. (Photos by Nir Belitzky and from Yefe Nof, courtesy of Haifa Municipality Spokesman Gill Meller.)

of the country; it joins a long list of transportation projects in the north, such as METRONIT-BRT, the Mount Carmel tunnels, the Krayot (satellite cities) bypass highway, interchanges, and the extension northwards of toll highway No. 6. These projects combined with the railway lines passing through the hub will improve accessibility and link between the periphery and the centre."

The Mayor of Haifa Mr. Yona Yahav said: "Today the citizens of Haifa and the north can celebrate! The new centre is an additional component of the public transport system of the city, which is the most advanced in Israel, thanks to a variety of transport modes which were first introduced here, like the METRONIT-BRT and the cable car linking the city centre with the Technion and the Haifa University; the hub's opening is strengthening the position of Haifa as a great metropolitan area as well as the capital city of the north."

The Yefe-Nof company General Manager Mr. Avishay Cohen said: "I'm proud to open today the new transport centre after hard work by the company's employees. In my eyes this is one of the main parts of Haifa and the northern public transport network. Thanks to special efforts made by the company it has succeeded in coping with all professional requirements and completing the project on time and within the budget boundaries."

(x). A VISIT TO THE NEW INTERCHANGE.

Sybil Ehrlich wrote: "On Sunday July 15 I went to see the new station at Merkazit HaMifratz. I noticed, when returning from Ra'anana a couple of weeks ago, that the new entrance at Tel Aviv Merkaz at the northern end of the station is now open, so I tried it. I took the express bus that passes my house and got off at TA Merkaz and walked about 10 minutes to the new entrance, on the Yitzhak Moda'i Bridge (a continuation of Ya'akov Dori Street). The entrance is nice, there are no human ticket sellers so I bought a ticket in the machine.

On the way up I saw one of the old red Carmelit cars lying on the ground at the northern end of the museum. Got off the station at Merkazit HaMifratz. It has new name boards.

I went up the escalator to leave the station, put my ticket in the machine, and it wouldn't accept it! I had bought a ticket for the Hutzot HaMifratz by mistake!! I told the station employee and he let me through. You come out into a shopping mall (this part is exactly as it was before). The Valley Line station is completely separate. There is an entrance to the Coast Line station in the mall. To get to the Valley Line platform you have to go down one level in the shopping mall, walk to the end, out into the street (this is as it always was, for getting



out into the street and to the bus terminal), then turn right.

One shows the Valley Line platform from a distance.

The name board says 'Merkazit Hamifratz Valley Line'. I went into the entrance, no human ticket seller, to buy a ticket to Beit Shemesh in the machine. I asked the station employee there if there was a link between the two sections and he told me it would take a year to complete it (!!). He also said passengers wanting to change trains should do so at Haifa Merkaz. I didn't get any closer than that to the Valley Line platform (only one platform, numbered 3, for trains in both directions; the station indicators are completely separate in the two parts: the Valley Line section showing only trains to Beit She'an and to Atlit, all from platform 3; the Coast Line section showing only those from platforms 1 and 2.)

I'll try the Valley Line platform some other time. I went back to the Coast Line section, put my ticket into the machine, through the barrier and onto the platform.



(xi). THE NEW "A1" LINE TO JERUSALEM:

VARIOUS LINE CLOSURES FOR ELECTRIFICATION WORK.

(a). From a press release of 10.06.2018 by Israel Railways Ltd.:

"As part of work towards the opening of the A1 line, which will be the first to be electrified, the railways will carry out infrastructure works to install electric equipment on line sections between Modi'in, Ben-Gurion Airport and Tel-Aviv.

As a result the line section between Ben-Gurion Airport and Modi'in stations will be closed in both directions between Sunday 17.06.2018 at 05:00 and Thursday 21.06.2018. During these days trains between Nahariyya and Modi'in will start/terminate at Ben-Gurion Airport; the stations at Modi'in will be closed.

(b). Between Sunday 24.06.2018 at 05:00 and Thursday 28.06.2018 the electrification works will be extended and trains between Nahariyya and Modi'in will start/terminate at Tel-Aviv HaHaganah station; consequently, the stations of Modi'in, Ben-Gurion Airport, Lod Ganei-Aviv and Kfar-Habad will be closed.

Alternative bus shuttle services will be provided free between Modi'in Central and Ben-Gurion Airport stations during all working days; Between Sunday 24.06.2018 at 05:00 and Thursday 28.06.2018 the bus shuttle services will be provided free, also between Ben-Gurion Airport and Tel-Aviv Savidor/Central stations."

(c). On 6. July the IR website announced that due to electrification and track works the stations of Tel-Aviv University, Lod Ganei-Aviv and Kfar-Habad would be closed between Thursday night at 00:01 and Sunday night at 00:05.

Between Thursday night 12.07.2018 at 00:01 and Friday afternoon 13.07.2018 at 18:00 and between Saturday night 14.07.2018 at 21:00 and Sunday morning 15.07.2018 at 05:00 there would be no services between Lod and Tel-Aviv and between Modi'in and Tel-Aviv HaHaganah; also Haifa Bat-Galim station would be closed. Alternative bus services will be provided.

(d). The Good News was that the first electric test train reached Jerusalem from Latrun on 22<sup>nd</sup>. July, using the single track which is already electrified.

(e). Then on 5<sup>th</sup>. August it was announced: "As part of the work to open the fast line to Jerusalem, Israel Railways will carry out infrastructure work for assembling the electrification systems on the tracks between Tel Aviv and Ben Gurion Airport. One of the two railway tracks on the Tel Aviv - Ben Gurion Airport line will be closed between midnight Sunday morning August 12<sup>th</sup> and Friday August 17<sup>th</sup> at the end of the service and from Saturday night August 18<sup>th</sup> to Sunday August 19<sup>th</sup> at 04:00. While service will not stop, the frequency of trains will go down and some changing of trains will be needed. In some cases, shuttle buses will be available."

(f). From a press release of 30.07.2018 by Israel Railways Ltd.:

"The A1 electrification work is in progress and whilst services on the sections connected will continue, some will be affected by works with reduced frequencies, or passengers will have to change trains at stations. The railways are now performing works on the Tel-Aviv - Ben-Gurion Airport section. As a result, one of the two tracks will be closed for traffic between Sunday night 12.08.2018 at 00:01 and Friday 17.08.2018 at the end of services (around 18:00) and between Saturday night 18.08.2018 and Sunday morning 19.08.2018 at 04:00.

The following changes will take place:

On the Nahariya – Tel-Aviv - Ben-Gurion Airport - Modi'in line, of the two trains operated hourly, one will operate regularly while the second will start/terminate at Tel-Aviv Savidor/Central station; bus services linking the stations will be provided.

On the Carmiel - Beer-Sheva line the services will be split: passengers to/from the stations of Carmiel and Ahihud will have to change trains at Haifa Central the 8.

Passengers on Netanya - Rehovot/Ashkelon and Netanya - Beit-Shemesh services will also need to change trains."







**Photos of electrification works on the Jerusalem line and the workers, courtesy of Jonathan Josephs**



(g). From a press release of 19.08.2018 by Israel Railways Ltd.:

"The electrification works are rapidly progressing; the next section to be worked on will be between Modi'in and Ben-Gurion Airport.

This will be closed for traffic between Monday 20.08.2018 at 20:00 and 00:00 and daily until Thursday 30.08.2018 at 00:00. Trains will start/terminate at Ben-Gurion Airport; the stations of Modi'in Central and Modi'in Outskirts will be closed at nights. On Friday 24.08.2018 and Saturday night 25.08.2018 trains will run as per regular timetable for these days. Bus services on line 111 between Modi'in and Tel-Aviv will be strengthened, as will other public transport services."

**(xii). JUNE PROGRESS REPORT ON JERUSALEM NEW STATION AND A1 LINE.**

From a press release of 27.06.2018 by Israel Railways Ltd.:

"Yesterday – 26.06.2018 - the management of the Bank of Israel, headed by the bank's Governor Mrs. Karnit Flug, visited the whole A1 alignment with focus on Jerusalem Navon station (which by being 80m below street level is one of the five deepest in the world) and the tunnel leading to it.

Also participating in the visit were Israel Railways Ltd. General Manager Mr. Shahar Ayalon and the A1 project manager Mr. Dror Sofro, who hosted the guests and gave an overview of the project.

The Navon station is currently completed and ready for operation, track works are completed and the only work to be completed is electrification which is now advancing satisfactorily; despite rumours of a possible delay in the line's opening, the railway management insists on September 2018, though no precise date has been given so far.

Electrical transformer stations have been erected, partially already connected with the national electricity grid. Bombardier TRAXX electrical locomotives keep arriving and intensive training of the electric train teams is currently taking place.

The railways are now in the final stage of approval of safety standards from external and independent safety standards' approval companies."

**(xiii). TIMETABLE CHANGES TO ALLOW FOR 'A1 LINE' OPENING.**

From a press release of 30.07.2018 by Israel Railways Ltd.:

"As part of preparations towards the service start on the A1 - Israel's first electrified line - to take place during the Sukkot Holidays (between 24.09.2018 and 01.10.2018), according to the Transport Ministry's instructions and in order to allocate trains for the A1 line, the main following changes will take place with the introduction of the new timetable on Saturday night 01.09.2018:

**The Beer-Sheva - Nahariyya line:**

Sunday to Thursday the service will be shortened; trains will start/terminate at Herzliyya station instead of Nahariyya. Passengers from Beer-Sheva stations, Lehavim/Rahat, Kiryat-Gat and Ramla whose destinations are north of Herzliyya will change trains at Tel-Aviv Savidor/Central station.

On Friday and Saturday night the service will run through Beer-Sheva - Nahariyya without the need to change trains.

The Negev (Western) line from the centre to Beer-Sheva through Holon, Bat-Yam, Ashdod, Ashkelon, Shderot, Netivot and Ofakim, will operate unchanged.

#### The Carmiel - Beer-Sheva line:

Sunday to Thursday the service will be shortened; trains will start/terminate at Haifa Central the 8 instead of Carmiel. Passengers from Carmiel and Ahihud whose destinations are south of Haifa Hof-HaCarmel will change trains at Haifa Central, using the suburban service between Carmiel and Haifa Hof-HaCarmel which remains unchanged.

On Friday and Saturday night the service will run as normal Beer-Sheva - Carmiel without the need to change trains.

The railways are committed to maintaining intervals of only a few minutes when changing trains.

#### The Beit-Shemesh - Jerusalem Malkha line:

As operations start on the AI, which will replace the old line, the services from Sunday to Thursday will be provided every two hours rather than the present hourly trains; however, on Friday and on Saturday night the hourly train service will be retained.

#### The Nahariyya – Tel-Aviv - Ben-Gurion Airport - Modi'in line:

Services will be improved by the introduction, towards the end of September 2018, of new Bombardier double-deck cars which will replace the Siemens single-deck trains currently in operation on this line; This will increase capacity significantly.

#### The Binyamina – Rehovot - Ashkelon line:

Together with the electrification and AI route opening, changes on the Beer-Sheva - Nahariyya line starting/terminating at Tel-Aviv Savidor/Central will enable the coast line passengers from Binyamina, Caesarea/Pardes-Hanna, Hadera West, Netanya & Netanya Sapir, Beit-Yehoshua and Herzliyya to enjoy an improved service to be based on longer scheduled halts at Hadera West, Netanya and Beit-Yehoshua, which are characterized by high passenger traffic at rush hours which often causes delays; hopefully, thanks to longer halts, punctuality on the Binyamina – Rehovot - Ashkelon line will also improve."

#### (xiv). OPENING TO TEL AVIV TO BE DELAYED.

Few commentators were surprised by a news item in 'Times of Israel' 23.08.2018: (By TOI staff):

**"FULL ROUTE WILL TAKE AT LEAST ANOTHER 3-4 MONTHS.**

The Jerusalem-Tel Aviv high speed rail slated to be inaugurated in September after successive delays will only open partially, Transportation Minister Israel Katz has admitted.

Katz told Hadashot news on Wednesday that the train will temporarily travel only as far as Ben Gurion Airport upon its opening at the start of the Sukkot holiday.

A source involved in the project told the Globes business daily that it will likely take an additional three or four months before the train reaches stations in Tel Aviv. This is because construction for the tracks in Tel Aviv is being done along a railway route that is already in use, which requires intermittent shutdowns of lines in the city for work to be completed. The section between Jerusalem and Ben Gurion did not face the same obstacles and was therefore less disruptive.

While the work has been intensified in order to meet the most recent pledge made by the Transportation minister that the train would be running in September, Israel Railways administrators were forced to notify Katz last week that a partial opening would be the only way to fulfill his pledge to the public.

In February Israel Railways informed the Tel Aviv Stock Exchange that the long-awaited fast train would be delayed for some six months because it still **lacked certain necessary safety permits**. At that time Katz had still been promising that the train, expected to enable passengers to travel between Jerusalem and Tel Aviv in less than 30 minutes, would open for the Passover holiday in March.

An October 2017 report by the State Comptroller was highly sceptical that the train would be operational by that date, warning that cutting corners to finish the project by April could reduce the quality of the work, compromise safety and lead to an overall increase in the costs of the project."

Then on 27.08.2018 came an "unofficial announcement" via the Ministry, since IR wishes to give no press releases prior to the opening of the AI on 01.09.2018. However, Transport Minister Katz gives interviews quite often and recently stated that on the eve of Sukkot Holidays (23.09.2018 and from 25.09.2018 on) the line will be opened for the public - but only between Ben-Gurion Airport and the Navon station of Jerusalem.

The reason is simple: this is still the only line in Israel that is electrified; the plan is to operate only one train/hour each direction; passengers will have to change trains at Ben-Gurion Airport to a diesel train to Tel-Aviv and the north, or to the electric train to Jerusalem.

Many doubt if the railways will be able to cope with the high volume of passenger traffic on the line. The line will be operational over its full length only months from now, probably well into 2019 without as yet any definite date.

Meanwhile electrification works continue - though very slowly - between Ben-Gurion Airport and Tel-Aviv HaHagana stations; here only basic works have been performed because it is a very active station; there is even a suggestion to close Tel-Aviv HaHagana station temporarily for passengers (though not for passing trains) and to concentrate all the services at Tel-Aviv Savidor/Central, but railway professionals are concerned that this will cause a real chaos, so no decision has been taken as yet.

On 28.08.2018 the railways' teams will perform an operational exercise at Navon station of Jerusalem as part of the preparations to open this section; the main purpose is to receive approval from security, safety and rescue forces, that all the systems are functioning properly."

#### (xv). CARMIEL LINE – POLITICAL INTERVENTION TO REVERSE CHANGES.

From a press release of 31.07.2018 by the Transport & Roads Safety Ministry:

"Transport Minister Mr. Israel Katz today instructed the Chairman of Israel Railways Ltd. Brigadier-General (Reserves) Dan Harel not to change or reduce the services to Carmiel even with the rolling stock shortage, which means continuing direct trains from Beer-Sheva, so passengers will not need to change trains. By 09.08.2018 there had been no response from the railways

#### (xvi). EMERGENCY DRILL ON THE AI LINE.

From 'Times of Israel' 04.09.2018:

"Just three weeks before the planned opening of the first section of the Jerusalem - Tel Aviv fast train, emergency services on Monday began one of their biggest drills to date, simulating a response to a fire on a train deep in Israel's longest tunnel.

The exercise, organized by Israel Railways and involving police, fire and rescue services, put all systems to the test to help determine whether safety permits can be issued for the long-awaited train to start operations on September 23. The main challenge for rescue workers was to reach a train on fire in the middle of Tunnel 3, which is inaccessible by regular vehicles and measures an Israeli record-breaking 11.6 kilometres (7.2 miles) long.

Emergency workers, joined by around 30 firefighters, set out from Jerusalem's Yitzhak Navon Rail Station near the main entrance to the city and from Latrun, some 30 kilometres (18.6 miles) away. They boarded special train cars — one at each end — equipped to operate like mobile field hospitals.

The two groups met somewhere in the tunnel's middle. Firefighters practiced removing passengers from the "blazing" cars to the mobile field hospitals, where the "injured" were given first aid as they were transported back to the tunnel openings at either end. From there they were transferred to ambulances to be taken to nearby hospitals.

On Wednesday an emergency drill is to be carried out at the Navon station to simulate an evacuation in the event of a mass terror attack on a train platform 80 metres (262 feet) underground.

When the rail opens fully, the train ride between Jerusalem and Tel Aviv is expected to take less than 30 minutes.

Conceived in the 1990s, the project has suffered from multiple delays since construction began in 2009. The official opening of the line, initially planned for the Passover festival in April, was delayed until this month because the system still lacked the necessary permits. Then last month, Transportation Minister Israel Katz was forced to announce that the train from Jerusalem would [initially only reach Ben Gurion Airport](#).

Planners evidently miscalculated the time it would take to complete construction of the tracks in Tel Aviv, which – unlike those between the airport and Jerusalem – follow a railway route that is already in use, meaning that work has been limited to nighttime so as to avoid disruption to travelers.

Threatening even further delay, the transportation workers union announced a labour dispute, saying it was prepared to strike unless management agreed to salary increases for drivers and special insurance policies for them and for workers.

Union leader Avi Edri cited dangers faced by train workers. “Workers have been fatally electrocuted in other parts of the world,” he told *The Times of Israel*. “If we don’t reach a compromise, we will not open the line. Diesel is one thing; an electrified system works with very high voltage.”

Last month unnamed emergency workers told the Kan public radio that September’s planned opening should be postponed because the Transportation Authority had failed to lay an important concrete foundation under the tracks and had not ordered the necessary safety vehicles and equipment to respond to a major train accident, especially in a tunnel.

A well-placed independent source who is intimately familiar with the project confirmed to *The Times of Israel* on Monday that there had indeed been issues that should have been addressed during planning, but said that Israel Railways had since bought new firefighting equipment and that all disagreements over infrastructure had since been resolved.

The high-speed railway was built to the highest European standards from the start, and “nobody has tried to save money or cut corners,” the source said.

For the service to be allowed to run to the airport during its first stage Israel Railways needs safety and security permits from the Fire Service and Israel Police, both of which have been involved – along with emergency rescue services – throughout the construction phase, according to the source.

Because this is the first electric line in the country, and no local standards exist for it, the Israel Standards Institute has brought in its German counterpart, TÜV,

whose employees have been inspecting elements of the system. Final checks can only be carried out once the railway is up and running, although it remained unclear whether passengers would already be on board. While possibly requiring a change here or there, these checks are not expected to hold up the service, the source said.

To maximize security, the entire length of the railway will be fenced and monitored with CCTV and other devices. Every worker requires security clearance to enter the site.

In case of potential accident or attack, escape routes have been built every 250 metres (820 feet) along the tunnels and the bridges. In the tunnels, fire doors lead to a sterile area which takes passengers into a safe part of the parallel tunnel.

High aboveground, there are connecting walkways to take evacuees from one bridge to the one parallel, as well as well-signposted escape routes to the end of each bridge.

The area between Latrun and Jerusalem will have five tunnels and several miles of bridges.

Insiders expect the section between Ben Gurion and Tel Aviv to open close to the end of the year."

#### (xvii). THE CEREMONIAL OPENING.

(a). From a press release of 20.09.2018 by the Transport & Roads' Safety Ministry:

"At last it has happened: Today, 20.09.2018, Prime Minister Mr. Benjamin Netanyahu, Transport Minister Mr. Israel Katz, Transport Ministry's General Manager Brigadier/General (Reserve) Mr. Dan Harel, Israel Railways General Manager Mr. Shahar Ayalon, additional senior members from the railways and other sectors, as well as media and press persons rode today on the first official test run train between Jerusalem Navon station and Ben-Gurion Airport station and back (due to security regulations, no one could board or alight the train until returning to Navon station; neither was anybody permitted to use the toilets, neither on the train nor at stations!); it took about 20 minutes each way at a maximum speed of 120 km/h.

Both Mr. Netanyahu and Mr. Katz said: "This is an historic day; Jerusalem is at last linked with other parts of Israel by a modern railway line with the most advanced signalling, communication, and tunnel security systems, and when completed, the 160 km/h line will revolutionize the travelling to/from Jerusalem; The delays in opening are negligible compared with the achievement." The first electric passenger carrying trains will start running on 25.09.2018; there will be two trains/hour in each direction between Jerusalem Navon station and Ben-Gurion Airport station, running between 06:30 and 20:00 between Sunday and Thursday, carrying 400 passengers in the initial stage.

As already reported, during the first three months of test runs travel will be free of charge, but due to the forecast for high demand, pre-registration through the internet, multi-liner smart card or by phone will be compulsory.





- Images of the Jerusalem Navon station, by Steve Sattler.
- (Note in contrast the temporary Sukkan built outside by the tram stop! -
- Previous page)

(b). Sybil Ehrlich has sent the following 'exclusive report':

"September 20, 2018, the day of the inaugural run of the high-speed electric train from Jerusalem to Ben-Gurion Airport, began with an extraordinary stroke of luck. Heading into Jerusalem by bus, I saw from a distance – at around 8:55 – on the very long and high bridge (much too far away to photograph but I wouldn't have had time to get my camera out anyway) the star of the show itself, making its way across the bridge towards Yitzhak Navon Station. This incredible timing was clearly a good omen.

The event was scheduled for 12:30. Your intrepid reporter, heavily disguised as a journalist from 'The Jerusalem Post', arrived at Navon station at 10:30 as instructed for the security inspection, since Prime Minister Benjamin Netanyahu was participating in the event, as well as Transport Minister Israel Katz.

We entered through a building site, which might be a parking lot eventually, and up a temporary staircase, into a side door of the station. Having passed through security (names and official ID numbers, previously sent to the Transport Ministry's spokesman's office, were checked against the list, and bags went through an airport-style scanner), then it was down the first of four long escalators, reaching eventually into the bowels of the earth, at track level. At the bottom of the first escalator, in an atrium, there were light refreshments (at 10:45, when nobody was hungry). At 10:50 the electronic departure board at that level showed two trains to the airport, at 11:15 from platform 4 and 11:55 from platform 3. This was a double figment of the imagination, since Netanyahu wasn't expected before 12:30. It was the first installment of the entertainment provided by the departure boards... A minute later, the purported two trains were shown as departing at 11:15 and 11:45. A bit of standing around, and then down the other three escalators. There are lifts in the station, but they were not in use for the event. The endless descent took almost as long as the train ride. While waiting for the guest of honour to arrive we amused ourselves by looking at the departure board at the lower level, getting bored, and getting hungry. Bad organization there – the food should have been provided at the lower level, at a reasonable hour!

At 11:12 the board showed only one train, to depart at 11:30 from platform 4; at 11:30 it showed 11:45; by 11:39 it had jumped to 12:00, which it was still showing 21 minutes later. At 12:01 it showed 12:20; at 12:08 it showed that the 12:20 had been cancelled. At 12:15 the train had been reinstated, to depart at 12:32. At 12:30 it showed 12:50. This excitement was interrupted by the arrival

of the Prime Minister at 12:32. He gave a short speech, but the terrible acoustics – it's a railway station so you can't expect announcements to be intelligible – meant that nobody knew what he was saying. At 12:50 the board was still showing a 12:50 departure, and at 12:51 all information had been deleted.

There were two trains in the station, both standard double-deckers, ours on platform 4 and another at platform 3. The side indicators showed "Special Train" on ours, and "Run Dry" (!) on the other one. The train pulled away from the station at 12:58. Netanyahu and Katz were on the upper level, with reporters and TV crews in steerage, but reporters were allowed to go up in small groups to ask questions if they really wanted to. Needless to say I was more interested in enjoying the ride than hobnobbing with the rich and corrupt, so I didn't bother going up.

It was exciting to look down from the bridge – the reverse view of what I had seen a few hours earlier – onto the highway. The journey took 25 minutes, mostly at 120 to 130 km/h, although the train's maximum speed is 160 km/h. A total of approximately 10 minutes was in tunnels, of which there are eight, most of them short.

Shortly before we joined the line from Modi'in we slowed down and passed, on the parallel track, various engineering vehicles including a pale blue Spanish Plasser.

We arrived at Platform 1 of Ben-Gurion Airport station at 13:23. The station, which has a single island platform, had a barrier separating the special train from the crowds waiting on Platform 2. We were not allowed off the train. I could see the electronic indicator on Platform 1 showed a departure to Jerusalem Navon, scheduled departure time 12:55, actual departure time 13:34!

After waiting in the station for eight minutes, the train returned to Jerusalem. I spent the journey timing the tunnels (on my wristwatch). Timings in order, from the airport: (1) 5 seconds; (2) 2 seconds; (3) 8 seconds; (4) 1 minute 54 seconds; (5) 57 seconds; (6) 4 minutes 57 seconds; (7) 23 seconds; (8) 2 minutes. We emerged from the last tunnel and I was astounded to see that we had almost arrived in Jerusalem. We landed back at Navon station at 13:56."

(c). Jeremy Topaz wrote on 25.09.2018: "I actually did it. I drove to Ben Gurion, took the 14:30 which I nearly missed because of a ticketing problem, and arrived at Navon Station 25 minutes later. I had registered in advance as required but was surprised that the train (certainly my carriage) was nearly empty. This was also the case in the report of TV Channel 10. I think that a) the requirement to register put many people off – they didn't know how or couldn't be bothered, and b) the trouble of getting from Tel Aviv was too much. However, I think things will warm up and when they finally get to run through to Tel Aviv, many will use the line.

Getting from the platform to the surface using the escalators took me about 10 minutes, though I think if you climb the escalator stairs you could shorten that a bit. But when I went down for the 16:00 back to BG using the lifts, it took only about 3 minutes. I was surprised how



• The departure board on the occasion of the official opening of Navon station, and one of the electrification draisines. (Photos by Sybil Ehrlich) photos



much of the route is in tunnels – you get glimpses of the scenery as it crosses from one tunnel to another."

See photo next page.....

(d). On Thursday 27.09 this appeared in 'Times of Israel':

"The new electric, high-speed train from Jerusalem to Tel Aviv suffered a lengthy delay Thursday, with passengers reporting being stuck in a tunnel for 25 minutes shortly after leaving the capital's Yitzhak Navon Station. Israel Railways confirmed the delay, and the cancellation of the next train, but offered no explanation.

The route — which currently only goes as far as Ben Gurion Airport — began regular operations Tuesday. The train to the airport usually takes 21 minutes and runs every half hour.

The hilly section from Jerusalem to Latrun has five tunnels and several miles of bridges, which afford dramatic views of the Jerusalem hills. In the coming months the line will be extended, first



• *View from a train of another on the viaduct by Latrun. Taken through the window by Jeremy Topaz.*

to Tel Aviv's stations and eventually to Herzliya. Depending on the time of day, up to four trains will run each hour in both directions, traveling at up to 160 kilometers (100 miles) per hour.

The first regular services began five months late; opening day was scheduled for the Passover holiday in April. The original estimated completion date passed years ago.

The project was conceived in 2001, at an estimated cost of around NIS 3.5 billion (\$978 million). Works began in 2005, only to be halted by environmentalist opposition until 2009. Tunneling recommenced in 2012. The final cost amounts to around NIS 6.5 billion (\$1.8 billion)....

**(xviii). NIGHT SERVICES TO BEIT SHEAN EXTENDED.**

Israel Railways Ltd. announced today on 29.08.2018 on their website that due to the successful operation of night trains on the Valley Line during the summer, in cooperation with the Transport Ministry and the Beit-She'an municipality, it has been decided to extend the service through the whole of September 2018 and the holidays this month with many events taking place in the area. There will be two later trains from Beit She'an to Haifa, departing at 22:32 and 23:32 calling at all the intermediate stations and terminating at Haifa Central the 8 at 23:01 and 00:01 respectively. In the opposite direction, trains will depart from at 22:13 and 23:13 and terminate at Beit-She'an at 23:01 and 00:01 respectively.

**(xviiiia). CONFLICT ZONE ALERT:**

On 07.08 at 07:00, following the shooting of rockets from the Gaza Strip, the Home Front Command of the IDF issued an order to stop train services between Ashkelon and Sderot until further notice.

**(xix). ACCESS FOR DISABLED PASSENGERS.**

From a press release of 19.06.2018 by Israel Railways Ltd.:

"2017 has been characterized by a positive tendency of rising use of passenger trains by people with limited capabilities; about 40,000 such travelled by rail annually which gave a daily average of 160 passengers; 34% more than in 2016.

Now the railways are further improving this service by creating a group of volunteers at stations, publishing a call for that purpose. They will support the railway employees doing this job which includes: accompanying the passengers from the station entrance and to/from the platform, as well as pushing the wheelchair to the train and assisting in rolling it out from the train on alighting.

The group is to undergo training which will include safety and service elements as well as studying the purpose-built devices provided by the railways for passengers with limited capabilities.

Each volunteer will receive reimbursement of food and journey expenses but will however be required to keep some basic commitments, such as wearing a representative piece of clothing including a white Polo shirt with a shining flak vest, and a red hat.

The volunteers will be requested to be available for 4-5 hours at least twice a week.

The railway management announced the following: "Providing service for passengers with limited capabilities is a guiding value for us; We are happy with the rise in the number of journeys and coordination with this sector.

In the Israeli transportation reality, Rail has become the best and most comfortable mean for intercity travel [intercity buses of any sort are not equipped with accessibility for disabled; A.G.], and we are doing our best all the time to improve the services; the volunteers will soon join the stations teams: security people, stewardesses, cashiers and station masters are constantly working daily in order to provide the disabled - as well as all the passengers - with the best service".

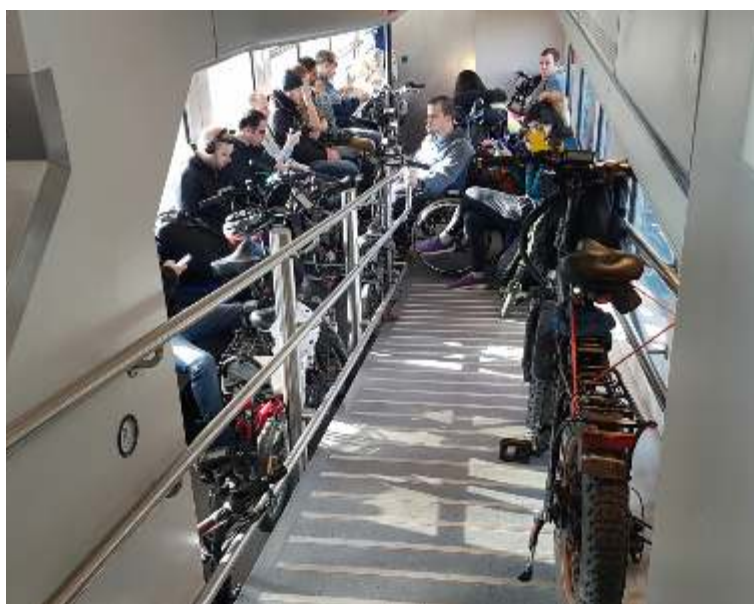
**(xx). CARRIAGE REBUILDING FOR BETTER DISABLED ACCESS.**

From a press release of 18.07.2018 by Israel Railways Ltd.:

"Further to the report regarding accessible trains for disabled, the railways have announced that 15 Bombardier double-deck cars have been converted to provide space for both disabled and passengers with bicycles at 2 end of the carriage, so that both categories of passenger can travel with comfort without disrupting each other as prior to the conversion. The conversion has been carried out by the railways while consulting with professionals including Bombardier."



- *Illustration: Such a carriage prior to and after conversion. (Courtesy of IR spokesman Mr. Israel Tal/Saranga and his assistant Mr. Matan Berkovich.)*



**(xxi). DISABLED PROTEST BLOCKS MAIN LINE.**

From Y-Net News Tuesday 24.07.2018: "Some 20 members of the 'Disabled Panthers' staged a protest on a level crossing in the Rishpon area today, blocking the main Haifa – Tel Aviv line for about an hour and a half. Disabled persons receive a basic stipend of NIS 3,270 a month and by January 2021 their stipend will increase to NIS 3,700 under a new law approved by the Knesset half a year ago. The protestors demanded however that the stipend be equal to the minimum wage, which currently stands at NIS 5,300."

**(xxii). SCHEME FOR RAILWAY LINK BETWEEN ISRAEL AND SAUDI ARABIA.**

One wonders what to make of this visionary scheme..... From 'Times of Israel' 24.06.2018: "Transportation minister says he has begun consulting with leaders of relevant countries regarding a plan that would give Gulf easier access to Europe.

"Prime Minister Benjamin Netanyahu and Transportation Minister Israel Katz agreed this week to begin promoting their "Tracks for Regional Peace" initiative that is intended to create a trade route connecting Europe with the Persian Gulf and Israel, Hadashot News reported Saturday evening.

"Tracks for Regional Peace" is based on the planned extension of railway tracks in northern Israel, which would link Haifa's seaport to Jordan's rail network, which in turn will be linked with that of Saudi Arabia and other Sunni Arab states. The network is envisioned as creating a regional transportation system to enhance trade relations and promote peaceful coexistence.

Introduced in a new PR video from Netanyahu and Katz's offices, the initiative will see the eastward extension of the Haifa - Beit She'an rail line to the Jordanian border and will also include a stop in Jenin, connecting the Palestinians to the broader plan.

Goods would be shipped from Europe to Haifa, allowing them to bypass civil war-torn Syria.

"There are two central components at the heart of this initiative," Katz explained when discussing the plan back in April. "Israel as a land bridge between Europe and the Mediterranean and Jordan; and Jordan as a regional transportation hub, which will be connected to a railroad system to Israel and the Mediterranean in the West; to Saudi Arabia, the Gulf states and Iraq in the East and southeast; and to the Red Sea, through Aqaba and Eilat, in the south."

Beyond its contribution to Israel's economy, the Jordanian and the Palestinian economies, the initiative will connect Israel economically and politically to the region and will consolidate the pragmatic camp in the region," he claimed.

The existing transportation infrastructure in Israel, Saudi Arabia, and the Gulf will allow for the application of the initiative in a relatively short amount of time, the PR video said.

The initiative is said also to offer shorter, cheaper and safer trade routes in light of regional instability threatening passageways through the Strait of Hormuz in the Persian Gulf and the Bab al-Mandab Strait at the southern end of the Red Sea.

In a meeting this week, Katz and Netanyahu reached an agreement regarding the details of the initiative, with the latter instructing his office to begin advancing the plan in consultations with the US, European Union and various countries in the Middle East and Asia. Israel is expecting the US to play an important role in providing political backing for the plan.

Responding to a 'Times of Israel' query on behalf of Greenblatt in April, a White House official said the proposal was "interesting," but said the US does not yet have an informed position on it. While Katz has said that he has spoken with the leaders of the relevant countries regarding the initiative, there is no indication that any of them have agreed to its application.

The transportation minister, who opposes Palestinian statehood, has argued that connecting Israelis and Palestinians with the Sunni Arab world would dramatically increase trade and lay the groundwork for a future regional peace."

"The Middle East is currently witnessing processes of closer relations (though not officially) between Saudi Arabia and Israel; this week Prime Minister Mr. Benjamin Netanyahu and Transport Minister Mr. Israel Katz have decided to launch a programme for laying a railway line between the two countries.

According to the plan it will carry goods from Europe to Arabian states through Israel, Jordan, and Saudi Arabia with the Palestinian Authority as a partner.

It will consist of the long-planned link between Beit-She'an (currently the end of the Valley Line), through Sheik Hussein, then to Amman and southwards to Saudi Arabia which itself plans to build a link with Jordan. Unlike the historical Hedjaz Railway however it will be a standard-gauge ultra-modern line able to carry freight with high axle loads.

The project is to be carried out in partnership with USA, the EU and China who all have interest in the area."

#### (xxii). SUMMER 2018 TIMETABLE IMPROVEMENTS.

From a press release of 24.06.2018 by Israel Railways Ltd.:

"The summer 2018 timetable will start on 03.07.2018 early morning and will include for the first time the opening of the "Hasharon Train" (531), including the two stations: Ra'anana South and Ra'anana West, as well as the opening of the Valley Line overhead station adjacent to Haifa Lev Hamifratz as part of the new transportation centre called "Merkazit ('Central' in Hebrew) Lev Hamifratz recently opened. (See above)

The new timetable will include a pilot for additional night trains on the Valley Line, upgraded services for the I.D.F. (Israeli Defense Army) soldiers, and extending services of other trains.

#### The "Hasharon Line":

As reported in the headlines, residents of Herzliyya, Ra'anana and the surrounding area called Hasharon will enjoy an upgraded service; trains will operate from Ra'anana South and Ra'anana West stations to the recently linked and upgraded Hod HaSharon/Sokolov station, then to Kfar-Sava, Rosh HaAyin North, the stations of Petakh-Tikva, B'nei-Brak, Tel-Aviv and Beer-Sheva.

In the first stage - the second half of 2018 - the journey between Ra'anana stations and Tel-Aviv will take 40 minutes; in the second stage - 2019 - with the completion of the south/western curve on the coast line towards Tel-Aviv, it will take 20 minutes only; this will then become a circular loop line. A high demand for the new line is anticipated - particularly from 2019 - due to daily severe bottle necks on the roads to/from Tel-Aviv, which will be avoided by using rail services.

Night trains on the Valley Line and opening the Valley Line overhead station adjacent to Haifa Lev Ha-Mifratz:

Further to the strengthening of night rail services on the Valley Line in 2017, performed in cooperation with the Transport Ministry and the Beit-She'an municipality, the railways have now announced an additional pilot scheme which will include the following additional night trains on the line between 03.07.2018 and 30.08.2018, in order to enable youngsters to arrive at and return safely from the numerous summer events in the area, particularly after opening the Valley Line overhead station enabling them to change trains to/from Akko (Acre), Carmiel, Nahariya, and vice versa:

Train 99 will depart from Beit-She'an station at 22:32 and call at Afula/Rafael Eithan at 22:47, at Migdal HaEmek/Kfar Baruch at 22:54, Yokne'am/Kfar Yehoshua at 23:02, Merkazit Lev Hamifratz at 23:11, terminating at Haifa Central the 8 at 23:18.

Train 59 will depart from Beit-She'an station at 23:32 and call at Afula/Rafael Eithan 23:47, at Migdal HaEmek/Kfar Baruch 23:54, Yokne'am/Kfar Yehoshua 00:01, Merkazit Lev Hamifratz 00:11, terminating at Haifa Central the 8 at 00:18.

Train 98 will depart from Haifa Central the 8 at 22:13 and call at Merkazit Lev Hamifratz at 22:19, Yokne'am/Kfar Yehoshua 22:29, Migdal HaEmek/Kfar Baruch 22:37, Yokne'am/Kfar Yehoshua 22:45, terminating at Beit-She'an at 23:01.

Train 60 will depart from Haifa Central the 8 at 23:13 calling at Merkazit Lev Hamifratz 23:19,

Yokne'am/Kfar Yehoshua 23:29, Migdal HaEmek/Kfar Baruch 23:37, Afula/Rafael Eithan 23:45, terminating at Beit-She'an at 00:01

#### (xxiii). AN UPGRADED SERVICE FOR SOLDIERS.

The railways have been operating successfully for several months a train for soldiers which is running on a dedicated route from the northern to the eastern part of Israel, serving many soldiers on their way to the bases in the south. Now, due to the high demand, the train will call at additional stations.

The train will depart each Sunday at 06:05 from Nahariyya station calling at: Akko (Acre), Kiryat-Motzkin, Merkazit Lev-Hamifratz, Haifa Central, Haifa Bat-Galim, Haifa Hof-HaCarmel, Binyamina, Pardes-Hanna/Cesarea, Hadera West, Netanya, Beit-Yehoshua, Ra'anana West and South, Hod HaSharon/Sokolov, Kfar-Sava, Rosh HaAyin North, Lod, Ramla, Kiryat-Gat, Lehavim/Rahat, Beer-Sheva North/University, terminating at Beer-Sheva Central.

Operating this train will enable a reduction of congestion on regular Sunday trains characterized by many soldiers with their baggage and equipment. The special train can carry between 750 and 1,000 soldiers with all their baggage and equipment, but is not in the way of regular trains since it does not use the Ayalon corridor, thus avoiding use of precious line occupation. However, regular (civilian) passengers are also invited to use the train which bypasses Tel-Aviv.

The railways management said: "The new summer timetable, with its more than 500 daily trains, is a further step forward to carry more passengers, to more stations, while using the most advanced technologies; we call upon the summer-loving public to reach recreation sites using rail over private cars."

#### (xxiv). COMMEMORATION OF ROCKET ATTACK.

From a press release of 05.07.2018 by Israel Railways Ltd.:

"Today was the 12<sup>th</sup>. anniversary commemorating the tragedy of eight railway employees being killed at Haifa East depot while eating breakfast, by a rocket from Lebanon which hit the roof. (The station 'Haifa Central the 8' is named for this event).

A ceremony was held near the monument built for that purpose in Kiryat-Yam (a satellite city north of Haifa). Participants were: Transport Minister Mr. Israel Katz, Israel Railways General Manager Mr. Shahar Ayalon, the Chairman of Israel Railways Directorate Brigadier-General (Reserves) Mr. Dan Harel, the mayor of Kiryat-Yam Mr. David Even-Zur, the Chairman of the railways' northern union Mr. Gil Yitzhak, railway employees and the bereaved families.

Both Minister Katz and Mr. Ayalon mentioned the fact that, although the employees who were killed were not in uniform, they were actually in the front line; both the ministry and the railways had to campaign to ensure recognition as war victims from the government and the President; they added that even at celebrations such as opening new lines and stations they will never be forgotten."



(xxv). CYBER SECURITY PROGRAMME.

From a press release of 15.07.2018 by Israel Railways Ltd.:

"The railways are in a stage of development towards the future, particularly in terms of Cyber systems. Rafael Weapon Systems Ltd. (partially belonging to the Ministry of Defence) has just won the \$8.2 Million (NIS 30M) tender for building a Cyber Security Operation Centre (C.S.O.C.), which will provide the railways with monitoring and control capabilities as well as proper tracing and security capabilities, against penetration and attack attempts against the railway systems, with emphasis on computer and operation systems, as well as advanced systems built into trains.

The C.S.O.C. will be located at the railways' headquarters at Lod, adjacent to the train central control centre currently under construction; the C.S.O.C. will be manned and operated by the railways' Cyber Department workers.

Israel Railways Ltd. have identified a high level of attempts to damage its infrastructures, many more than those faced by similar systems around the world.

The railways are defined by the Authority of Cyber Protection as a "Critical Infrastructure" and are now developing a massive Cyber Protection System as an answer to 10 Million monthly attempts to penetrate the network, in order to collect vital information as well as inserting evil viruses and software.

Additionally, the railways' communication system is currently operated by electronic signalling through track-side colour light signals; within few years, the signalling will change into cellular-based frequency systems (GSM-R) as an integral part of a huge project in which there is a strong emphasis on Cyber capability."

(xxvi). MORE ON THE SIEMENS ELECTRIC MULTIPLE UNITS.

From a press release of 17.07.2018 by Israel Railways Ltd.:

"The railways are proud to show design pictures of the double-deck emus ordered from Siemens, the delivery of which is to start during 2020.

The trains will operate first of all on the A1, but also on all electrified lines together with the Bombardier double-deck push/pull cars converted for electric traction to be pulled by 62 Bombardier TRAXX electric locomotives, which are currently being delivered and performing tests on the electrified active section of the A1.

The Siemens trains will consist of 4- and 6-car configurations with a capacity of up to 1,700 seated and the double quantity of standees; both configurations can be coupled, so that a train of maximum 14 cars can be operated.

The total number of cars ordered is 330 including driving trailers which, unlike Bombardier and some other competitors which manufacture double-deck emus which are entirely double-deck, are single deck; This was criticized by the competitors who claimed that with their trains there would have been an additional 40 seats.

The new trains will add 37% more seats to that offered today by the passenger fleet.

The trains will have an output of 6,436 hp = 4800 kW for the 4-car configuration, while the 6-car configuration will have an output of 8,046 hp = 6000 kW.

The trains will be equipped with advanced technological systems to upgrade service: an automatic system for counting passengers through a camera, enabling a real-time picture of the number of passengers on a train with 95% accuracy, an intelligent information system for the passengers which is connected directly with the railways' central control and with GPS and shows the train moving en-route and the stations along its route, a CCTV and a smart diagnostic systems which monitors online the train maintenance condition, thus providing tracing of failures and solving the problems in real time.

The trains will be maintained by Siemens at the electrical depot currently under construction at Ashkelon.

• **Computer-generated pictures of the new Siemens trains provided by courtesy of the IR spokesman.**



(xxvii). STATION UPGRADES

As an integral part of the development plan IR has recently completed upgrading two important stations: Tel-Aviv Savidor/Central and Tel-Aviv HaHaganah at a cost of \$27.4 Million (NIS 100M). These stations are among the busiest on the network. Works included an 100m extension of the platforms to an overall length of 500m.; At Tel-Aviv Savidor/Central works required also dismantling and relaying tracks to suit the extended platforms with minimal disruptions for the passengers. Tel-Aviv Savidor/Central currently handles 1.15M passengers/month and Tel-Aviv HaHaganah 0.5 M/month; It is estimated that, with the opening of the AI line and additional projects, traffic in 2030 will rise to 3.5 M/month at Tel-Aviv Savidor/Central and 3M at Tel-Aviv HaHaganah; similar to Ben-Gurion Airport.

But even sooner - in 2022 - the railways' passenger traffic forecast is to reach 91M compared with 65M in 2017 – a rise of 40%!

Additional upgrading projects at Tel-Aviv stations: Several months ago a new \$8.7M (NIS 31.8M) 1,000 sq.m. northern terminal (entrance/exit) was opened at Tel-Aviv Savidor/Central enabling a convenient connection to/from the Ramat-Gan Diamond Centre and the northern Tel-Aviv neighbourhoods; also added is a new terminal at the station's southern part, replacing the 1954-built inconvenient entrance; The station's interior is also being upgraded and further shops and other services are to be added soon.

At Tel-Aviv HaShalom station upgrading continues at full tempo at a cost of \$13.7M (NIS 50M); an additional southern terminal is being built to reduce congestion in passenger flow; this will save many passengers having to cross the busy Givat HaTachmoshet road running over the station; buses towards Tel-Aviv stop at the main entrance while buses from Tel-Aviv to its eastern neighbourhood, as well as neighbouring cities stop on the other road side; when completed this will be much easier.

- *New entrances at Tel Aviv Savidor and Hahaganah stations and extended platform at Savidor.. (Photos courtesy of IR spokesman.)*



(xxviii). MAIN LINE TRACKWORKS.

The railways have announced on their website that, due to track upgrading works, the line section between Binyamina and Hadera West will be closed for traffic between Thursday 26.07.2018 at 02:00 and Friday 27.07.2018 at 18:00. Consequently, night trains between Nahariya and Ben-Gurion Airport as well as between Nahariya and Beer-Sheva will run as follows: from/to north will terminate at Binyamina; from/to south will terminate at Hadera West. Bus services will link between the two stations. Trains between Binyamina, Hadera West and Ashkelon will terminate at Hadera West.



(xxix). BUS LINKS AT BEIT YEHOSHUA.

The railway station of Beit-Yehoshua has become so heavily used that Kavim bus operator has recently added bus services to the nearby residential areas of Kadima and Tel-Mond.

(xxx). STATISTICS.

From a press release of 30.08.2018 by Israel Railways Ltd.: "Israel Railways Ltd. published today the results for the first half of 2018 as follows:

The company's income reached \$341M. (NIS 1.245 Bn.) compared with \$330 M (NIS 1.205 Bn) over the same period of 2017; up by 3%.

The first half of 2018 ended with an operational loss of \$3.62M (NIS 13.2M); the total loss was \$3.15M (NIS 11.5M).

The company continues measures to increase efficiency, amongst others by encouraging early retirement of employees who have worked for over 40 years.

Passenger Sector:

The daily average number of passengers for the first half of 2018 was 250,000 compared with 239,000 over the same period of 2017; up by 4.5%; The daily average of Sundays and Mondays - the most crowded weekdays - was 263,000 compared with 249,000 over the same period of 2017; up by 5.6%.

During the first half of 2018 the railways carried 33.5M passengers compared with 31.5M over the same period of 2017; up by 6.0%; It is estimated

that the annual passenger traffic for 2018 will be 70M compared with 65M in 2017; If this is realized it will mean a rise of 7.7%.

The income from passenger services during the first half of 2018 was \$287M (NIS 1.048 Bn)

compared with \$273M over the same period of 2017; up by 5%.

The average punctuality of passenger trains during the first half of 2018 was 93%; [However, it should be mentioned that part of this was "thanks" to closure of many line sections due to infrastructure works; also, in order to keep punctuality, on many occasions passengers on certain trains were instructed to alight from their late-running train at a station before their destination and to wait for the next train, thus wasting up to 15 minutes; passenger complaints reached Minister Katz who instructed the railways to maintain punctuality, but not at the cost of passengers' precious time and comfort; this matter has not been published by the railways but many such passengers were interviewed in the media; A.G.].

#### Freight Sector:

During the first half of 2018 the railways carried 4.4M tons compared with 4.6M tons over the same period of 2017; down by 4.4%. This is explained by strikes in the ports of Haifa and Ashdod; Income from freight was about \$45.5M (NIS 166M); there is no data for 2017.

The results mention also the various infrastructure projects already mentioned in previous reports.

The AI saga is not over and there are already voices among senior railway employees (who prefer to remain anonymous) asking why passengers will have to change trains at Ben-Gurion Airport (when the section from there to Navon will be opened and as long as the section to Tel-Aviv HaHaganah is not energized); the Bombardier double-deck trains are already fitted out to work with both diesel and electric traction, so either the electric locomotive could be uncoupled and the diesel coupled on, or both will run over the latter section, with only the diesel working; we'll have to wait and see. [A.G.]

#### (xxxix). WINTER TIMETABLE CHANGES.

On 03.09.2018 Israel Railways published on their website the following:

1. With the introduction of the winter timetable on 15.09.2018, the following changes are to take place:

- On the Nahariyya - Beer-Sheva the service will be split, so passengers in each direction will have to change trains at Herzliyya.

- On the Haifa - Nahariyya line, trains will call also at Kiryat-Hayim and Haifa-Hutzot Hamifratz.

- On Sundays there will be an additional train departing at 07:03 from Haifa Central the 8 and terminating at Tel-Aviv HaHaganah; in the opposite direction there will be an additional train departing

at 05:00 from Tel-Aviv HaHaganah and terminating at Haifa Central.

- On the Beit-Shemesh - Jerusalem Malkha line service frequency between Sundays and Thursdays (inclusive) will be a train every two hours in each direction; on Fridays and Saturday nights, however, frequency will be a train/hour each direction as it is currently. [It must be noted that much depends on whether the A1 line will be (hopefully) in service on that date even if only between Navon station in Jerusalem and Ben-Gurion Airport! A.G.].

- On the Valley Line night trains will continue operating through the whole of September 2018 and its holidays.

- Trains between Carmiel and Beer-Sheva will call also at Hadera West.

Another additional trains:

- On Sundays a train departing at 09:54 from Beer-Sheva North/University and terminating at Ra'anana West.

- Between Sundays and Thursdays (inclusive) a train departing at 23:34 from Ashkelon and terminating at Rehovot.

- Additional trains between Haifa-Merkazit Hamifratz and Carmiel.

- On Sundays, trains departing at 05:44 and 07:14 from Ra'anana West southwards, terminating at Beer-Sheva Central.

Trains between Beit-Shemesh and Jerusalem Malkha will not operate 02.09.2018 due to operational reasons; no further details.

#### (xxxii). FURTHER SUNDAY TRAINS TO REDUCE CONGESTION.

From a press release of 02.09.2018 by Israel Railways Ltd.:

"The railways are improving their services to those IDF soldiers, Israeli Police, Border Guard (Israeli Border Police) and other security forces who use rail intensively, particularly on Sundays or after holidays en route to their bases, and to reduce congestion on regular Sunday morning trains.

Therefore, in addition to the soldiers' train on Sunday mornings from Nahariyya which has been operating successfully for several months, the following four trains will be added from Sunday 16.09.2018:

- A train will depart at 05:44 from Ra'anana West, through the stations of Rosh-HaAyin North, Petakh-Tikva, B'nei-Brak, Tel-Aviv, Holon, Bat-Yam, Rishon LeZion West (Moshe Dayan), Yavne West, Ashdod, Ashkelon, Sderot, Netivot, Ofakim, Beer-Sheva

North/University and will terminate at 08:44 at Beer-Sheva Central.

- Another train will depart at 05:00 from Tel-Aviv HaHaganah and call at all Tel-Aviv stations, Herzliyya, Beit-Yehoshua, Netanya, Hadera West, Binyamina, Haifa Hof-HaCarmel, Haifa Bat-Galim and terminate at 06:22 at Haifa Central the 8.

- A third train will depart at 07:03 from Haifa Central and call at Haifa Bat-Galim, Haifa Hof-HaCarmel, Hadera West, Beit-Yehoshua, Herzliyya, Tel-Aviv University, Tel-Aviv Savidor/Central, Tel-Aviv Hashalom, terminating at 08:22 at Tel-Aviv HaHaganah.

- Finally, the fourth train will depart at 09:54 from Beer-Sheva North/University and will call at Lod, Rosh-HaAyin North, Kfar-Sava Nordau, terminating at Ra'anana West; this train will not run through Tel-Aviv.

#### (xxxiii). BICYCLE STORAGE SPACES AT STATIONS.

From a press release of 12.09.2018 by Israel Railways Ltd.:

"A survey carried out recently by the railways prior to the publishing of the tender for bicycle robotic parking facilities at railway stations revealed that about 5,500 riders arrive at and leave railway stations with their bicycles, of whom 4,500 travel with their bicycles on the train which causes a shortage of seats; only 20% use the existing facilities which are being provided free of charge when introducing a valid ticket.

The railways are now campaigning to encourage use of both the existing facilities and the robotic ones to be installed soon."

#### (xxxiv). NEW STATION AT KIRYAT MALACHI – YOAV.

From a press release of 17.09.2018 by the Transport & Roads' Safety Ministry:

"Prime Minister Mr. Benjamin Netanyahu, Transport Minister Mr. Israel Katz, the Chairman of Israel Railways Ltd. Directory Brigadier/General (Reserve) Mr. Dan Harel, Israel Railways Ltd. General Manager Mr. Shahar Ayalon, other senior members of the Transport Ministry, surrounding communities and cities, and railway employees, inaugurated today – 17.09.2018 - the new railway station of Kiryat-Malachi-Yoav located on the main line to Beer-Sheva north of Kiryat-Gat.

The \$15.5M (NIS 55M) station includes a modern terminal, two platforms of 300m each

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connected by an underground pedestrian subway, a parking area for 200 cars, special bicycle parking facilities and convenient access to public transport which will be provided by two regular bus services.

Mr. Katz said: "The new station is the best news for local inhabitants; they will enjoy an hourly service both to Tel-Aviv and Herzliya northwards and to Beer-Sheva southwards; the services will start tomorrow, 18.09.2018; those travelling from Kiryat-Malachi-Yoav to anywhere on the network will enjoy a free journey, after which they will enjoy a 50% fare reduction for two years.

Minister Katz further announced that within few months another station on the same line called Mazkeret-Batya (Batya's Memorial) is to be opened, located north of Kiryat-Malachi-Yoav and south of Ramla.

Last minute news:

"Israel Railways Ltd. has announced that the station of Kiryat-Malachi/Yoav started operation today – 18.09.2018 - one day after its inauguration as reported.

Dozens of passengers started using the service; the station Master Mr. Moshe Pariente welcomed each person while also greeting for the new Jewish year.

Among the passengers was a veteran citizen of the area who boarded the first train which called at 05:42 arriving from Beer-Sheva en route to Tel-Aviv; he went to his work at the Tel-Aviv University and said: "I feel myself as part of the history."

On the same train soldiers from Beer-Sheva and the southern IDF bases arrived on their way home for holiday.

The trains from the north call at XX:43; from the south at XX:42."

122:05.

# TENDERS.....



(i). Israel Railways Ltd. Tender No. 1185: Providing services for Sales Promotions:

The services requested include: Developing, implementation, and operation of sales promotions. The contract is for 12 months with optional extensions of up to additional 60 months. Latest date for submission of proposals: 26.06.2018.

(ii). Israel Railways Ltd. Tender No. 2188: Adding a second floor on the Lod training centre building: Implementation time: 52 weeks. Latest date for submission of proposals: 28.06.2018.

(iii). Israel Railways Ltd. Call to Credit Card companies to join the Approved Suppliers List for validating credit cards in the EMV (contactless) technology: The railways' intention is to have as many as possible such approved suppliers; they have stated that once the contract is signed, they will support financially all the changes and activities needed according to the mutual agreement. Currently this project is still a pilot and it will be decided later how long the contract will be valid. Latest date for submission of proposals: 23.07.2018.

(iv). Israel Railways Ltd. Tender No. 1176: Providing investigation services:

A frame agreement for providing investigation services of surveillance, installing a hidden video camera, graphologist test, tracing addresses and telephone numbers, etc. The contract is for 24 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 29.07.2018.

(v). RFI : Detection Systems.

"Israel Railways Ltd. ("ISR") hereby requests information regarding Operational Environment of Railroad Turnouts, which will be installed and integrated on multi locations over ISR railways as independent safety devices indicating to the signalling system the presence of humans, vehicles or trains in the vicinity of the Turnout prior to the remote operation of the switch mechanism, allowing the existing signalling system to disable or override the remote switching action....

ISR seeks such information from manufacturers, suppliers or system integrators of such solution, including information regarding the architecture of the solution, its operational capabilities and its required infrastructure... The objective of this RFI is to enable ISR to explore the option of purchasing the proposed solution, as well as to review and estimate the costs involved and the infrastructure required for the proposed solution.

Responses are to be submitted in writing and/or by email to the attention of Ms. Nathalia Eisenfeld, no later than August 21, 2018 at the following address:

ISRAEL RAILWAYS LTD. Procurement and Contracting Division, Yoseftal 1, 7136801

(xxxv). A SUDDEN ELEVENTH PLAGUE.

From a last minute announcement by Israel Railways on 16.09.2018:

"Dozens of train drivers have started being sick, mainly from Lod southwards; This started yesterday - 15.09.2018 together with the introduction of the new timetable. This has already caused cancellation of passenger trains between Beer-Sheva and Dimona in both directions; from this morning more "sick" drivers joined the phenomenon. The railway management has defined it as a strike. Initially spare drivers were used, but then had to announce the following further cancellations:

On the Beit-Shemesh - Jerusalem Malkha line, no service from Beit-Shemesh from 17:50

On the Lod - HaRishonim line, no service from Lod from 20:07.

On the Ra'anana West - Moshe Dayan (Rishon Le-Zion West) line no service from Moshe Dayan from 18:01; from Ra'anana West, no service from 19:29. Updates to come."

Lod, ISRAEL" [Note: This is the new address of the IR Headquarters.]

(Later extended to 3<sup>rd</sup>. October.)

(vi). Israel Railways Ltd. International Tender No. 41805: Portal CNC (Computer Numeric Control) Wheel Lathe for wheels of locos and rolling stock To be installed at Kishon Workshops. The PWL shall perform the following: Automatic measuring, pre & post measuring; Re-profiling of wheel sets; Re-profiling of the wheel surfaces including flanges, chamfers and radiuses; Partial re-profiling of wheel sets; Machining of the inner and outer wheel surface cutting over lapping material at the chamfer area; Machining of wheel-mounted and axle-mounted brake disks and wheel set alone; The PWL shall be equipped with a CNC control system with integrated Programmable Logic Controller (PLC), in charge of controlling the overall turning process, so as to guarantee the most appropriate operating sequence, as well as the possibility of programming any type of profile and brake disks.

(vii). Tender No. 41806: For supply of wooden sleepers. Track Wood Sleepers 2600mm (the "Track Wood Sleepers"); Bearers/Crossing Timbers 4300mm and 5000mm (the "Crossing Timbers").

(viii). Tender No. 180801: Operating a Shop for selling one of the following: ice creams, natural juices, bicycles, books & newspapers, jewelry, watches, accessories or cellular phones at Navon-HaUma station in Jerusalem: The contract is for 60 months. Latest date for submission of proposals: 30.08.2018.

(ix). Process No. 11815: Call for offers from committees and organizations to include the railways' employees in Benefits for Cultural events, Welfare, Electrical Appliances prices, Recreation and Enrichment courses.

(x). Tender No. 1189: Providing internal Auditor services for the railways:

The railways intend to select 3 winning bidders. The contract is for 12 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 06.09.2018.

(xi). Tender No. 11786: Providing repair and maintenance services for electrical and electronic assemblies installed on railway passenger cars, locomotives, and at the maintenance facilities of external workshops: The assemblies to be served are: frequency converters, voltage filters for frequency converters, power supply units and chargers for railway passenger cars, voltage converters, door controls, external and internal information displays, computer cards or controllers, and any other electronic equipment. The contract is for 24 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 11.10.2018.

(xii). Israel Railways Ltd. R.F.I.: Providing services for Fibre-Optic Cables: The alignments are: 24km between Afula and Beit-She'an on the Valley line and 13km between Ahihud and Carmiel. The contract is for 60 months with optional extensions of up to additional 60 months. Latest date for submission of proposals: 02.08.2018.

(xiii). Tender No. 31802: An annual framework agreement for supply of Computers and Screens for railway offices all over the network: The contract is for 12 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 06.09.2018.

(xiv). Tender No. 2187: Building a fifth platform and a railway bridge over Hebron Road at Beer-Sheva Central station: Works include: fifth platform, underground passage and rooms under the fifth track, supporting walls and a railway bridge for the fifth track over Hebron Road. Latest date for submission of proposals: 08.10.2018.

(xv). Israel Railways Ltd. Tender No. 21732: Performing Pipe surveys (surveying tensions and ground resistance) to the pipes of the infrastructure companies which run adjacent to the electrified (and to be electrified) railway lines: The contract is for 24 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 30.10.2018.

Attached herewith is the lines map; in black - not to be electrified at present stage or at all; source: railways.

Tender No. 11773: A frame agreement for providing services of diagnosing, selection and classification of candidates for Israel Railways Ltd.: The contract is for 24 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 29.10.2018.

Tender No. 1182: Purchasing, supply, building, installation, operating, and maintenance services of robotic Bicycle Parking facilities at railway stations:

The parking facilities may consist of on-surface type with a space of either 50 to 80 bicycles (small) or 120 to 159 bicycles (big) and/or underground type with a space of either 120 to 159 bicycles (small) or more than 200 bicycles (big). The purchasing contract is for 24 months with optional extensions of up to additional 60 months. The guarantee contract for providing operation, maintenance and other services is for 60 months from the moment in which each parking facility starts working; these services can be extended by an additional 60 months with an option for extending by additional 60 months. Latest date for submission of proposals: 08.11.2018.

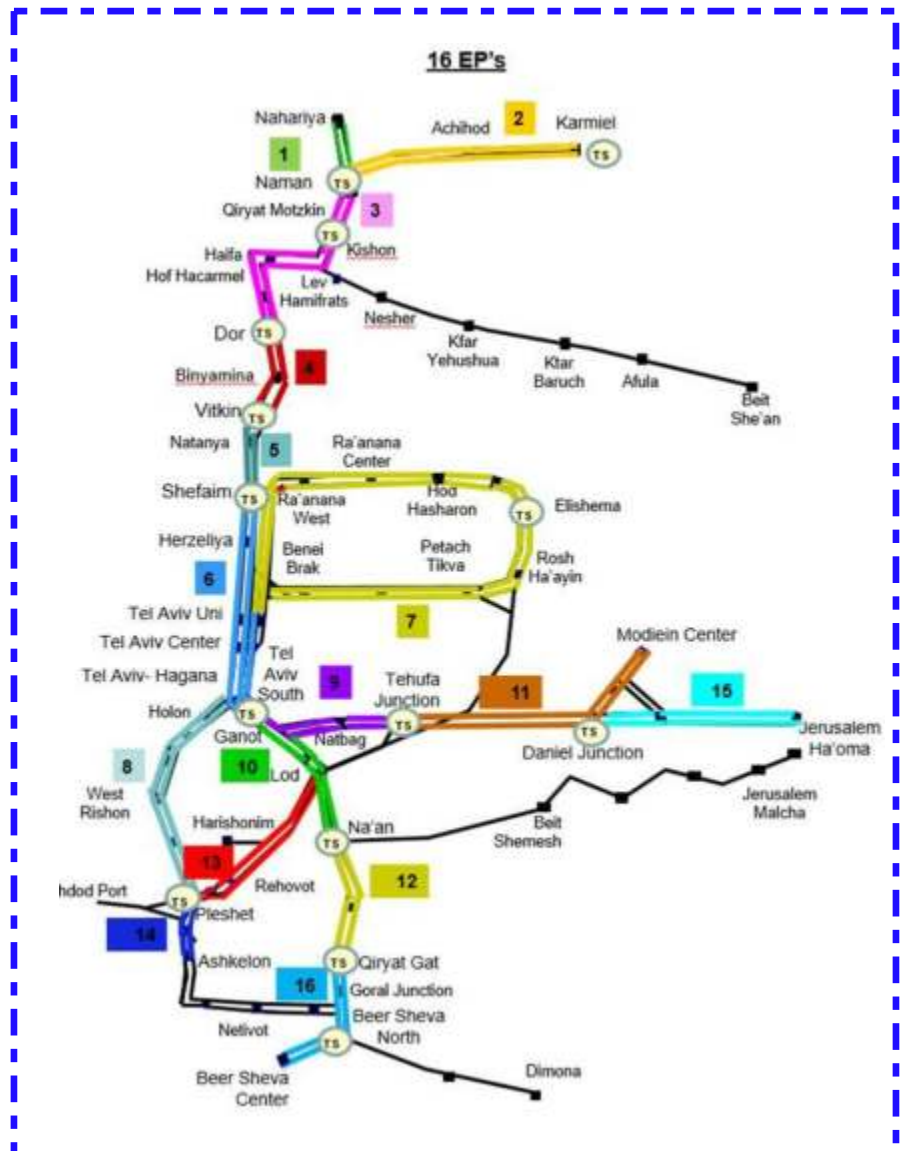
Israel Railways Ltd. ("ISR") wishes to draw the attention of potential participants in a future tender, concerning the preparation, design and execution of Midlife Refurbishment and Maintenance ("MLM") process for

143 of ISR's DDPP Trains (collectively, the "DDPP") and the preparation of an obsolescence Plan for all 143 coaches.

2. In order to better understand the needs of the various participants and to give them the possibility to examine part of the abovementioned DDPP Trains, ISR has decided to conduct face to face meetings with all interested potential participants.

3. All participants who are interested to take part in such process, should confirm its attendance by no later than October 4, 2018, by email to Ms. Nathalia Eisenfeld, International Procurement Coordinator..."

### map of the plan to electrify Israel Railways' network in stages,



# LIGHT RAIL.

## A. TEL-AVIV LRV/METRO PROJECT.

(i). NTA Tender No. 040/2018: Providing services for Experiences Marketing, Sales Promotions and Event Productions: The requested services include: press releases, correspondents' briefs, ceremonies and campaigns by stewardesses. The contract is for 36 months with optional extensions of up to additional 24 months. Latest date for submission of proposals: 05.07.2018.

(ii). NTA Tender 036/2018: For Construction of Fitting-Out Works and Management of Nominated Contractors in the Underground Stations of the red Line. Bids by 20. 08.2018.

(iii). NTA Tender No. 013/2018: Providing detailed design services for the Eastern sections of the Purple Line: Works include: physical and geometrical design, traffic and traffic lights design, LRV tracks - all on the surface, building architecture, landscape, constructions, soil, buildings, wet and dry infrastructures, safety, agronomy, environmental, acoustic, ventilation and air condition. The intention is to select a sole winner. The contract is for 84 months. Latest date for submission of proposals: 26.07.2018.

(iv). NTA Tender No. 014/2018: Providing Management Services for the Eastern section of the Purple Line: Services include: full integration participation, coordination, and support for the preliminary and detailed design of the Eastern section, as well as full responsibility on promoting availability, land expropriation, preparing land for the LRV, removing all structures along the alignment, electricity, communication, equipment, depot, etc. Latest date for submission of proposals: 19.08.2018.

(v). NTA Tender No. 087/2018: Providing Preparing and Editing Protocol Services for NTA Directorate meetings and its committees: The intention is to select up to two winners. The contract is for 12 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 26.07.2018.

(vi). NTA International Tender No. 097/2018 : Invitation for Pre-Qualification to Participate in Tenders for the Tel Aviv Metropolitan LRV Network, the 'Green Line' and the 'Purple Line'. NTA intends to construct a two-phased competitive selection process in order to select the private sector entities who will execute each of the Projects.... a Pre-Qualification process and a Tender process. Details at <https://www.nta.co.il/ppptender> . Applications by 01.12.2018. (In 'Metro Report Intl.' for 08.08.2018 the deadline is given as 13. December.)

(vii). NTA Tender No. 132/2018: Providing Landscape Architecture services: The contract is for 24 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 09.08.2018.

(viii). NTA Tender No.143/2018: Providing Preliminary Design services for Metro lines: The services needed for preliminary design of three metro lines to be divided into four sections each with an overall length of 140km and 111 stations; physical/geometrical design, urban and architectural design, structures design, tunneling, tracks, soil, wet and dry infrastructures, safety, agronomy, environmental, acoustic, accessibility, etc. The intention is to select four winners. Latest date for submission of proposals: 29.08.2018.

(ix). Tender No. 144/2018: Providing Design Management services for the three planned Metro lines: The 3 lines: M1, M2 & M3 will total 140 km and 110 stations. The intention is to select three winning bidders, one per line. Latest date for submission of proposals: 05.09.2018.

(x). Tender No. 038/2018: Providing writing, guiding and training services for performing an Educational Programme: The contract is for 12 months with optional extensions of up to additional 48 months. Latest date for submission of proposals; 26.08.2018.

(xi). Tender No. 001/2018: Purchasing Cloud MICROSOFT AZURE CSP services: The contract is for 36 months with optional extensions of up to additional 12 months. Latest date for submission of proposals: 04.09.2018.

(xii). Tender No. 131/2018: Purchasing a Professional Responsibility Insurance Policy: The contract is for 18 months with optional extensions of up to additional 18 months. Latest date for submission of proposals: 16.09.2018.

(xiii). Tender No. 2018/118: Providing external legal consulting services regarding labour law: The contract is for 36 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 07.10.2018.

(xiv). Tender No. 2018/134: Purchasing a professional liability insurance: The contract is for 18 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 16.09.2018.

(xv). NTA tender No. 117/2017: Performing lab tests, test drillings, test trenches required for the various lines: Required services are: Design control on future lines, quality control on sub-contractors, samples quality control, etc.

The contract is for 36 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 29.10.2018.

(xvi). RED LINE SYSTEMS.

The MER Group who provides solutions for communication, security, intelligence, and cyber, announced on 07.08.2018 that a subsidiary fully owned by MER has contacted a third party not connected with MER or shareholders and created a memorandum of understanding with NTA to design and build (as subcontractor) the radio systems for the Red Line, as well as providing services and maintenance for 2 years after the completion, with an option for extension of up to additional 14 years.

The income from the project are estimated at \$16 Million (NIS 60M); the overall contract time may be 19 years. The company's General Manager is Mr. Nir Lampert who served at the IDF in the elite intelligence unit 8200.

Their website is: [/https://mer-group.com](https://mer-group.com).

(xvii). SHABBAT WORK PROTESTS.

(from 'Times of Israel' 21.09.2018).

"Tens of thousands of ultra-Orthodox Jews protested in Bnei Brak on Friday evening after a court gave the go-ahead for work on the Tel Aviv light rail project on Shabbat, the Jewish day of rest.

The protesters, singing Shabbat songs and holding signs calling for the people to respect the sanctity of the day of rest, blocked a key highway junction in the area. Bnei Brak is an ultra-Orthodox neighborhood on the outskirts of Tel Aviv.

Police had given permission for the demonstration, which dispersed peacefully later in the evening. The protest came after the Tel Aviv District Court said Friday work could go ahead, overturning a temporary injunction granted Thursday by a lower court.

The district court accepted the stance of the state construction company that halting work could endanger lives, saying it put the tunnels that are being bored in danger of collapse.

One of the few instances where government workers are allowed to work on Shabbat is in cases that save lives. Construction of the rail has been beset by disputes over Shabbat work, most recently the decision to delay construction on a pedestrian bridge over a major highway in Tel Aviv by six months amid protests from ultra-Orthodox lawmakers."

The work, which will require one direction of the highway to be shut down while massive steel support girders are hoisted into place, had been slated to coincide with Shabbat to minimize the impact on commuters. Ron Huldai, the mayor of Tel Aviv, has accused the government of repeatedly caving to ultra-Orthodox demands and turning the country into a theocracy. Ultra-Orthodox

lawmakers have repeatedly threatened to bring down the government over Shabbat work and Deputy Health Minister Yaakov Litzman from the United Torah Judaism party has in the past resigned his ministerial post in protest of infrastructure work on the Sabbath."

Attached herewith is a map (right) of NTA lines; the Purple Line eastern sections will run between residential areas of Givat-Shmuel (Samuel Hill), Kiryat-Ono, Or Yehuda, and Yahud/Monoson.

## B. JERUSALEM.

### (i). GREEN LINE PLANS.

There is an 11-minute video on YouTube on plans for this line.

### (ii). BLUE LINE PLANS.

A 'Newsletter' accessed 27.06.2018 refers to plans: "In December 2016 the Jerusalem Transportation Master Plan was submitted and deposited and a new LRT Blue Line plan with the District Committee for objections. The line is expected to extend over a distance of 20km and to undertake around 150,000 passenger journeys per day. Following approval of the plan the State of Israel will proceed with a tender for the construction of the Blue Line. This will be incorporated into a future network which will include the Red and Green Lines."

#### BLUE LINE: FACTS AND FIGURES.

The work for the design of the Blue Line is being led by Systra Ltd.

[https://www.systra.com/IMG/pdf/tramway\\_jerusalem\\_en.pdf](https://www.systra.com/IMG/pdf/tramway_jerusalem_en.pdf)

The line's team for physical planning is being managed by the DEL group:

<http://www.del.co.il/english/>

This is the third line in the light rail transportation system in the city.... with 20km of track, of which 2km will be underground. Expected number of stations: over 30. It involves adding 90 LRT carriages to the existing fleet, an additional terminal near the Arena in Malha and an additional 250,000 daily users will be linked up to the existing network. Upon completion 600,000 Jerusalem residents and visitors are expected to leave their cars at home and travel anywhere in the city by light rail. Further, the existing highly-developed bus network in the city will be adjusted to accommodate the new transportation arrangements.

The Route: According to the proposed plan the Blue Line will set out from the Gilo neighbourhood, travel along the Derech Hebron road to the Khan Theater and from there proceed along Keren Hayesod and King George Streets. On Jaffa Street it will cross the Red Line and enter a tunnel which will pass under Strauss and

Yehezkel Streets and emerge after the Bar Ilan Street intersection. The line will then continue along the Golda Meir Boulevard close to Har Hotzvim, and from there up the northern edge of the Ramot neighbourhood.

In the other direction, and at its southern section, the line will split and branch off near the First Station compound and proceed along Emek Refaim Street to the Oranim intersection, run parallel to the old rail track in the Gonenim (Katamonim) area until the Baram Bridge and from there continue adjacent to the Elmaliah Garden around the mall, the Teddy Stadium and the Arena.

Once the whole network is built it will then be possible to create additional operating lines which combine and connect the existing lines, as passenger needs change over the years...."

### (iii). EMEK REFAIM ROUTE DECISION.

On 18.06.2018 the Jerusalem District Committee for Design & Building decided that the Blue Line will indeed run along Emek Refaim Street (German Colony) rather than using the abandoned alignment of the historical Jaffa-Jerusalem line between the present Malkha station and the Jerusalem historical station; the station has become a popular recreation site, while the line has meanwhile become a walking and bicycle lane with a wooden deck while retaining the original rails, semaphore signals and other trackside devices.

The alignment had been subject to heated discussions. Those in favour of the new alignment, who claim that an LRV running on the surface will clean the heavily-polluted air and put an end to the congestion of this popular street full of cafés, restaurants, etc. pointed to Jaffa Street which is clean of pollution, where a lot of people walk and shop, all thanks to the fact that only the LRV is running there.

The committee's decision was heavily supported by Transport Minister Mr. Israel Katz and Jerusalem Mayor Mr. Nir Barkat.

Those opposing the decision claim that an LRV will spoil the historical character of the street and cause damage to business, whilst using the right-of-way of the existing alignment (though infrastructure replacement would be needed anyway) could save a lot of money needed for building a new infrastructure on the street surface.

There was also a suggestion to bore a tunnel under the walkway, but this was rejected right at the beginning due to high cost (four times more) and that underground stations are less accessible for the disabled. In fact, using the abandoned alignment would need only the replacement of a level crossing by a grade separation, but the decision has already been taken.

It should be mentioned that the walkway and Emek Refaim St. are only 15m apart at some sections!

The new line will also be open to competition between LRV and buses; Unlike the contract with the current concessionaire CityPass which is being paid per number of passengers (which is due to end in 2019), according to the new tender and contract, payment by the state will be calculated per km per journey; this will contribute to less congestion on trains as more cars will be needed and will be ordered.

According to Mr. Katz the three new lines - Red, Blue, and Green - will when fully operational carry 400,000 passengers/day compared with 150,000/day currently carried by the Red Line only.



## C. HAIFA.

### (i) CARMELIT: NEW TRAINS ARRIVE.

On Monday 25.06.2018 at 22:00 the older Carmelit cars which survived the fire last year were taken out from the tunnel through an opening existing since 1959 (the year operation started) at Paris Square station downtown, loaded onto a special truck and transported to their new location at the railway museum at Haifa East, about 1 km east.

On Tuesday 26.06.2018 at 22:30 the unloading of the first new train from the deck of MSC Geneva started at "Carmel" terminal at the port of Haifa.

The train was immediately loaded onto a special truck and transported to a special storage area; on Sunday 01.07.2017 the cars will be brought into the line tunnel through the same opening used for taking out the older cars.

On 08.07.2018 the second train will arrive and be put into the tunnel.

The two two-car trains will undergo initial test journeys for two months; In September 2018 the trains will perform test running with passengers for two months and travel will be free of charge.

(ii). Under: <http://guyshachar.com/en/2018/carmelit-haifa-old-cars-removal-insertion-of-new-cars> is an item with more details and videos of the difficult task of extracting the former vehicles:

"The "Carmelit" is Haifa's underground funicular and the only subway system in Israel. It links Downtown Haifa at sea level with the Carmel Centre at around 280 metres above sea level, with 6 stations. The system was built by a French company in the 1950s and started its first-generation service (with rubber-tyred vehicles) in 1959. It worked until 1986, was then shut down and reopened only in 1992 after an extensive renovation process which included building rail tracks and replacing the old cars. The second-generation service ended in 2017 when a fire caused severe damage to the cars, tracks, tunnel and systems. Currently the Carmelit is undergoing renovations to prepare it for its third-generation service, which is planned to be inaugurated in September 2018. Removing the old cars.

As part of the process two old cars had to be removed from the underground tunnel. The tunnel edge and the system depot is located under "Paris Square" in Downtown Haifa, but the opening to the Square is 90 degrees to the tunnel and tracks, so cars had to be rotated inside the garage before being lifted out. This is a tricky manoeuvre, as the depot length is barely the length of the car. Can this challenging task be accomplished? Watch this video as workers



do their best to hoist the old car from the track and rotate it in the tiny depot!

The new cars were manufactured by the Swiss company Garaventa –Doppelmayr. Here is one out of four new cars, lifted above Paris Square."

### (iii). TESTS ON THE NEW STOCK.

From a press release of 13.08.2018 by the Haifa Municipality:

"The new cars of the Haifa underground train Carmelit have recently successfully undergone tests of fire-extinguishing and fire-fighting systems installed in the cars.

The tests were performed by staff from a safety lab from Germany and included simulated smoke in high temperatures created by an artificial smoke generator fuelled by alcohol, which does not leave soot; the smoke was detected within less than 60 seconds, as required by the European standard.

According to the instructions of the Mayor of Haifa Mr. Yona Yahav, who also participated in the tests, each of the cars is equipped with an automatic fire-fighting system based on special sprinklers mounted on the ceiling which create a Water Mist in the car space.

The system has been installed in coordination with the Fire Fighting & Rescue Authority. Each of the cars has 5 fire sensors; in order to prevent false alarms these are activated only when two sensors start warning simultaneously. The train driver can also activate the system manually according to his personal judgment.

The mayor said: "The Municipality and the professionals are working around the clock in order to bring the Carmelit back into service in order to serve the Haifa Greater Metropolitan Area; the public will then enjoy traveling by a modern public transport mode with the latest safety systems not yet in existence on any other Israeli public transport mode"."

### (iv). THE HAIFA – NAZARETH TRAM-TRAIN LINE PROJECT.

The Cross Israel Highway Company Ltd. Tender No. 435/981/18: Selecting chief designers for railway lines including the new proposed line between Ahihud (on the Akko - Carmiel line) and northwards to the town of Shlomi: The intention is to select up to three winners; the one with the highest grade will be responsible for designing the new line. The contract is for 60 months. Latest date for submission of proposals: 25.10.2018.

## D. PROPOSED GUSH ETZION LINE.

On Aug 4, 2018 Steve Sattler wrote:

"An architecture student at the Bezalel college in Jerusalem, Naah Mali is a 26-year-old mother of two who lives in Efrat. As part of her final thesis for her degree she is planning the design and route of a LIGHT RAIL train from Jerusalem to Beit Lechem and then on to the GUSH ETZION.

'The Gush' is the very successful grouping of eleven villages and towns South of Beit Lechem, about 16 kms. from Jerusalem by road. Efrat is the biggest town/city in the Gush. The Gush is now effectively a Jewish mega-suburb of greater Jerusalem.

Her planned tram would run from Talpyot in South Jerusalem [connecting to the new Jerusalem BLUE line tram service], along the contours of the hills into Beit-Lechem, then past Solomon's Pools and into a loop serving the Gush villages and towns. The height difference is from 730m. at Jerusalem up to 977m. for the Gush; So this Light Rail would run uphill for most of the distance - about 247 metres higher. Her design does not need any tunnels or bridges.

Even at this stage she has generated controversy with her plan and design. Conservatives both from Israel and the Palestinian Authority have criticized her for including Beit Lechem in her planned service. They cite political, security and ideological reasons for excluding the formerly Christian city [now a 70% Islamic city] of Beit Lechem from the plan.

She hopes to present her design at an architecture conference in the near future. Overall, her design could be built fairly cheaply. This project can be either a dream or a reality by 2028. Theodor Herzl wrote about his planned tram from the Beit Shean area down the Bikka to the Dead Sea - this new idea is almost a parallel thought."



• One of the Carmelit cars being removed from the opening at Paris Square, and left, one of the new cars being unloaded from its ship at Haifa Port.  
• Photos: Gill Meller & Reuven Cohen



# OTHER MIDDLE EAST RAILWAYS.

## A. EGYPT.

### (i). ALEXANDRIA TRAMS FROM UKRAINE:

From 'Metro Report Intl.' 26.06.2018: "Tatra-Yug has rolled out the first of 15 trams which it is to supply to Alexandria Passenger Transportation Authority. The air-conditioned two-section high-floor tram is 22m long. Deliveries from Tatra Yug's factory in Dnipro are scheduled for completion in 2019. The Ukrainian manufacturer beat Stadler and CRRC to win the contract, which was signed in February 2017. Three other bidders did not make it to the second round of the tendering process."

The Dutch magazine 'Op de Rails' 08/2018 adds: "The trams have a Jacobs bogie to articulate the two sections, and a high floor. Some years ago a dealer acquired a number of Tatra KT4D trams from Potsdam and Berlin, but they never got further than the Alexandria harbour and are probably still standing there and rusting; however, the same dealer seems to have retained his faith for he recently purchased fifteen more trams from Berlin, this time type T6/B6."

[By coincidence Marc Stegemann discovered an article in the Danish magazine 'Bytrafik' on previous trams for Alexandria, from Copenhagen – one of which was later repatriated to a tramway museum. Their magazine even has an entry in Hebrew! It reads (translated by Sybil): "Close by, on the slope of the avenue of thick trees, is the Baroque castle of Ledreborg, situated in the centre of a park that extends over 200 dunams [20 hectares – s.e.]. Continuing a few kilometres west of the main road, one reaches the estate of Skjoldnaesholm. The estate now serves as a conference centre, and also houses a large tram museum (Skjoldnaesholm Sporvejsmuseum)." The story here is that the museum at Skjoldnaesholm had had a visit from two Israelis. The staff asked how they had found the place, and they produced an Israeli travel guide where the museum is mentioned - hence the text in Hebrew!

Hans-Hendrik Landsvig has an article on these trams – see: <http://www.landsvig.dk/ramalex02.htm>

It seems that in January 2001 the editor of 'Bytrafik' was appealing for funds for the repatriation of two of these trams from Alexandria.]

### (ii). DELIVERY OF STOCK FOR CONSTRUCTION OF NEW LINE:

From 'Metro Report Intl.' 16.07.2018:

"Kadmar Group's specialist heavy load logistics company EGL has won a contract to transport equipment for the construction of a 68km electrified rail link which is being built to link Cairo with the new administrative capital development to the east.

In August 2017 the National Authority for Tunnels signed a US\$1.24Bn contract for a consortium of AVIC International and China Railway Group to build the line, which will have 11 stops serving locations including Al-Salam City, Ramadan 10 City, Obour City, Badr City and Shorouk City. Ridership is forecast at 340,000 passengers/day.

EGL said transporting the locomotives and other vehicles 160km from the Red Sea port of Adabiya to Abu Rawash in Cairo was not an easy task, because the loads have different dimensions and had to pass through congested streets.

The deliveries included former Croatian Railways locomotives previously rebuilt by NREC and TZV Gredelj for use by TSO in Saudi Arabia."

## B. SAUDI ARABIA:

### (i). WAGONS DELIVERED FROM POLAND.

From 'R.G.I.' 28.06.2018:

"Abnormal load logistics specialist ALS has completed a 20-month project to deliver a total of 1,185 wagons of three types from The Greenbrier Companies' Wagon ?widnica factory in Poland to Saudi Railway Co.

The wagons are 14.35m long, 3,200mm wide and 4,500mm high and weigh 30 tonnes. They are built to North American standards, which meant special permission and some modifications were needed before they could be moved on the Polish rail network.

The design makes them unsuitable for lifting by crane, and so a ramp and specially prepared roll trailers with embedded rails were used to load them into a ship at the port of Gda?sk. Protective material was used to shield some components from sand and extreme temperatures in Saudi Arabia.

On arrival at the Saudi port of Damman the wagons were loaded onto road trailers by winch, for transport to their final destination by ALS subcontractor ALE. On arrival the wagons were off-loaded via a ramp directly onto the track."

### (ii). HAJJ METRO BEING PREPARED FOR ANNUAL SEVEN-DAY OPERATING SEASON.

From 'Metro Report Intl.' 25.07.2018: "Work is underway to prepare the Al Mashaer Al Mugaddassah Metro in Makkah for its seven-day annual operating season during the Hajj pilgrimage, which this year falls on August 19-24. The journey between the holy sites in Arafat and Mina can take up to 8hr by car or bus on the very congested and polluted roads, but the 18km metro can transport 72,000 passengers/direction/hr safely and more comfortably in less than 1hr, moving more than half a million pilgrims in 8 hr.

'This intense demand for mass transportation does not exist in any other parts of the world', according to Noormah Mohd Noor, Chief Executive

of Kuala Lumpur airport shuttle operator Express Rail Link which is seconding operating staff to run the metro. 'Every single pilgrim must be transported and vacated from Arafat within six to eight hours'.

With the metro only running for a short period each year, operations are contracted out by the Saudi government. China Railway Construction Corp ran the line for the first five seasons after it opened in November 2010, carrying a total of 15 million pilgrims. The contract for the 2015-17 seasons was awarded to Malaysian public transport operator Prasarana, and the current contract is once again held by CRCC.

More than 5,000 staff are needed during the annual two month period of inspections, test running, passenger operations and demobilisation. One requirement is that anyone entering the city of Makkah must be a Muslim.

Express Rail Link and its subsidiary ERL Maintenance Support have been providing experienced railway staff to the operating contractors since 2012. This year ERL has seconded 33 people for roles including station management. Speaking at an event to mark the departure of this year's staff for Saudi Arabia, Noormah said the employees would gain 'valuable exposure to crowd control, station management and train operations on a massive scale'. They would also develop interpersonal and management skills as they work with operational staff of various nationalities."

## C. LEBANON.

### (i). MUSEUM PROJECT(S).

A rather remarkable article which is a mixture of good information and total error appeared in 'Hürriyet' online 28.06.2018: TURKEY TO RENOVATE TRAIN STATION IN LEBANON ON OLD HEJAZ RAILWAY.

The photograph of Beirut is described as Tripoli, the Beirut-Damascus line is described as a part of the Hedjaz Railway.... but reference is made also to a planned railway museum in Jordan where the use of the Hejaz line for pilgrims is described in the present tense!

"Turkey has taken on the task to renovate a train station in Lebanon's Tripoli, located on the Hejaz Railway, which was built by Ottoman Sultan Abdulhamid II between 1900 and 1908.

The Mina Station that began operating in 1911 has served its purpose until 1975, when the Lebanese Civil War took off. It will now be renovated upon a protocol signed in Beirut.

The signatories of the protocol signed on June 28 are the Turkish Tourism Ministry's Cultural Heritage and Museums Department and the Lebanese Railway and Public Transportation authority.

The cost of the renovation project has not yet been calculated, said Ziyad Nasr, a top Lebanese railway official. Turkey will not be asked to pay for the rejuvenation efforts on the station, Turkey's state-run Anadolu Agency reported.

There are no economic obstacles in the way, a Turkish official said.

"This is a very important project we are doing abroad," said Yalçın Kurt, head of the Culture and Tourism Ministry's Cultural Heritage and Museums department.

"It means a lot to us that it is both a cultural asset and that a train station would be renovated. Turkey is carrying out more than 5,000 projects that include civilian architecture and other formations," he added.

The renovation process is expected to last for one year, the agency's report said.

The collaborative projects will continue to take place and more restoration projects will be done as investment efforts, Kurt said.

Turkey signed a protocol in 2016 with the government of Jordan for a restoration project at a station on the same railway.

The Turkish-funded restoration of a historic railway station in Jordan is meant to help strengthen ties between Ankara and Amman, said the head of the Turkish agency carrying out the project in February.

The restoration of the Jordanian Hejaz Railway Station "will contribute to relations between the two countries and also bind together the people of Turkey and Jordan," said Turkish Cooperation and Coordination Agency (T?KA) head Serdar Cam during his visit to the capital Amman on Feb. 18. Cam visited the Hejaz Railway Amman Station to observe the ongoing project—signed in 2016—that includes building a museum for the historic railway, which will showcase pictures of how the historic line was built.

The Jordanian Hejaz Railway, which connects Damascus and Amman to Medina, Saudi Arabia, has made the spiritual journey easier for Muslim pilgrims.

The Hejaz Railway line - one of the oldest in the region and in the world - has enabled pilgrims to drastically cut their travel time, from three months to less than three days."

(ii). Lorenz Degen has sent a link to a rather mixed but fascinating 53-second video of Beirut trams on: <https://www.facebook.com/oldbeirutlebanon/videos/2171326062894855/>

(iii). CHINESE COMPANY TO FUND RENOVATION OF RAILROAD FROM TRIPOLI TO SYRIA.

From: [www.lebaneseexaminer.com](http://www.lebaneseexaminer.com) . 'The Lebanese Examiner'. By Rabih K. 24. July 2018.

"A Chinese construction company will soon submit a proposal to finance the reconstruction of a railway from the city of Tripoli to the Lebanese-Syrian border, the 'Daily Star' reported.

Eliana Ibrahim, president of the China Arab Association for promoting Cultural and Commercial Exchange, told the Daily Star the project was in the initial stages, and she could not name the company.

Lebanese Economy Minister Raed Khoury recently attended the Arab States Cooperation Forum, hosted by China, and received positive feedback about future Chinese investment in Lebanon. (Chinese Foreign Minister Wang Yi was present.) The railroad would provide a route to transport goods from Syria to a port on the Mediterranean Sea and help solidify Chinese involvement in the region for years to come."

## D. SYRIA.

In 'Eisenbahn Revue' Schweiz 7/2018 p. 370 is a note and photo that a Swiss-Syrian group had chartered a steam train formed of 0-6-2T No. 895 and three 4-wheel coaches that ran from or to Al Rabawah station in Damascus on 6.4.2018.

The link: <https://vimeo.com/264190033> leads to a short video of the special train, interior and exterior shots and views from the train. For further details of future planned trips (at the end of 2018 or beginning of 2019) contact: [vburger@partech.ch](mailto:vburger@partech.ch). Or see: <http://www.schweiz-syrien.ch/clubreisen/#access> . The ambitious plan is to visit also Cadem Works and at Rayak and a steam-hauled train Damascus – Zebadani and a run Latakia – Tartous. A minimum of 10, maximum 14 participants are required. Cost is around €3,000.

And see the following link to a BBC Travel production:

<http://www.bbc.com/travel/gallery/20180716-the-railway-that-united-islam>

## E. IRAN.

(i). ELECTRIFICATION FROM GARMSAR TO INCHEH BORUN.

From 'Railway Gazette Intl.' 09.07.2018:

"IRAN: RZD International officially launched work to electrify the Garmsar – Incheh Borun line with a ceremony on July 2.

The 495km route links the Tehran – Mashhad main line with the border with Turkmenistan. The electrification and upgrading project is scheduled to take 52 months and aims to increase the capacity of the route to 10 million tonnes/year, supporting the development of the North-South corridor between Russia, Central Asia and Iran east of the Caspian Sea.

The €1.2bn contract which Islamic Republic of Iran Railways signed with Russian Railways' export business on March 28 2017 includes the installation of 25kV 50Hz electrification, track upgrading to permit high speeds, resignalling, the supply of electric locomotives and maintenance equipment, and the provision of technical assistance once electric services begin. A five-year Russian export loan is financing 85% of the cost, with the Iranian government providing the remaining 15%."

(ii). EXTENSION OF ESFAHAN METRO:

From 'Metro Report Intl.' 16.07.2018: "The sole line of the Esfahan metro was extended south from

Azadi to Soffeh on July 10. The 4 km extension adds four stations, taking Line 1 to 20.2km with 20 stations. On the same day two infill stations were opened on the northern section of the line: Imam Hossein and Enghelab. The first phase of Line 1 opened in October 2015 and the route has been extended in phases."

(iii). DEFENCE MINISTRY PULLS OUT OF WAGON PARS.

From 'R.G.I.' 30.08.2018:

"The defence ministry has ended its involvement with rolling stock manufacturer Wagon Pars, Defence Minister Amir Hatami said on August 27.

He explained that the ministry was divesting its shares in 130 companies including Wagon Pars, but did not state what stake the military holds in the company or where the shares would be transferred to. The move follows growing criticism of the role of the military in the Iranian economy and mounting pressure on the economy as a result of the reimposition of US sanctions.

Founded in 1974 and based in Arak, Wagon Pars has been assembling rolling stock for the domestic market since 1999 when it was awarded a licence from GEC-Alsthom to produce Prima AD43C main line diesel locomotives. The first of these entered traffic in 2002, and in 2016 Wagon Pars agreed to repower them with engines supplied by Anglo Belgian Corp.

The company still manufactures the AD43C and has expanded its range to include the Krauss Maffei/ABB-designed ME10 diesel-electric locomotive and the DH4-1 four-car inter-city DMU, a Siemens design. It also produces hauled coaches and freight wagons of various designs and has a license to assemble metro trainsets to a design by CRRC Changchun Railway Vehicles.

Last year Wagon Pars signed agreements with Transmashholding worth up to US\$2.5bn covering the production of up to 350 freight locomotives, 1,000 passenger coaches and 20,000 freight wagons."

## F. QATAR.

MORE ON DOHA TRAMS.

In the Dutch magazine 'Op de Rails' 7/2018 p.325 is a report: (Translation by the Editor):

"In the capital Doha a two-kilometre long tram line has been opened in the inner city, on which three trains provided by the American firm TIG/m operate. This is the same firm that built the trams for Oranjestad in Aruba and for a 'nostalgic' line in Dubai – in these two former cases the tramcars had a pseudo-historic exterior but in Doha they are thoroughly modern. The line is one of three tramway networks in the Emirates. At present work is under way on a tramline on a university campus in the capital, on which nineteen Siemens three-section Avenio vehicles should work. In the city of Lusail, north of the capital, a network of four partially-underground lines is being constructed, for which Alstom will deliver 28 five-section Citadis trams. The first of this left the factory at La Rochelle

in February. Power supply to this network will be partially by catenary and partially by underground cabling on the APS system.

There is also a metro network with three automatic lines under construction, which should come into service in phases from 2020; The final extent should be some 200km. Mitsubishi and Kinki Sharyo are currently delivering 75 three-car trains for this. A major factor in all these developments is the football world championship, that is planned to be held in Qatar in 2022."

## **G. TURKEY.**

### **(i). METRO LINK FOR ISTANBUL'S THIRD AIRPORT TO BE READY IN NOVEMBER 2019.**

From 'Metro Report Intl.' 30.07.2018:

"The first metro line serving Istanbul's third airport is scheduled to open on November 24 2019, the Ministry for Transportation, Maritime & Communications has told Metro Report International.

The 37.5km route with nine stations is being build by a consortium of Kolin and Senbay under a €999.8m contract signed in December 2016. It will connect Gayrettepe on Line M2 with each of the three terminals of the new airport, being built in the north of the city. Earth pressure balance tunnel boring machines are being used, with the stations and surroundings being excavated using cut-and-cover and the New Austrian Tunnelling Method.

The line would run in unattended GoA4 mode, with CBTC signalling designed for 5min headways and a maximum operating speed of 120km/h. The end-to-end journey time would be 26min.

A second metro line to the airport is scheduled to open on April 22 2022. The route from Halkali in the west of Istanbul would have five intermediate stations.

A consortium of Özgün Yapi and Kolin won the electromechanical systems contract with a bid of TL4.3bn.

Istanbul's third airport has a design capacity of 200 Million passengers a year, compared with the 64 Million passengers handled by the existing Ataturk Airport. It is scheduled to open on October 29 2018, although some domestic flights and routes serving North Cyprus could start from the new airport before then."

### **(ii). GREENBRIER INVESTS IN TURKISH WAGON MANUFACTURER.**

From 'R.G.I.' 09.08.2018: "The Greenbrier Companies' European business Greenbrier-AstraRail has agreed to acquire a 68% stake in Adana-based wagon, bogie and component manufacturing and maintenance company Rayvag Vagon Sanayi ve Ticaret. Rayvag was founded in 2007 by Asim Suzen, who will retain a 32% equity interest and continue as Managing Director.

'Rayvag is committed to growth but could not achieve scale without this investment by Greenbrier', Suzen said when the agreement was announced on August 8. 'Greenbrier-AstraRail's expertise in designing freight wagons that meet European rail

standards, as well its world-class manufacturing systems and procurement practices, position Rayvag to respond to the rapidly advancing demands of Turkey's freight rail industry. Greenbrier's financial strength also provides Rayvag with a partner capable of pursuing the substantial growth that we foresee in the Turkish railway supply business during the coming years.'

Greenbrier said it expected business opportunities to arise from the government's investment in the rail network, Turkey's adoption of European technical standards, the opening of the freight market to private operators and the growth of inter-continental traffic.

'Greenbrier views Turkey and the Mediterranean region as a key corridor within the global freight railway system', said Greenbrier Chairman & CEO William A Furman. 'Expansion into Turkey is a logical extension of our market-leading Greenbrier Europe operation.'

(It is worth noting that the day after this announcement the Turkish lire suddenly plunged in international currency markets.)

### **(iii). FREIGHT FROM KAZAKHSTAN.**

From 'R.G.I.' 20.08.2018: "Containers of non-ferrous metals were carried on KTZ Express's first monthly freight service from Novoustkamenogorsk in Kazakhstan to the Sea of Marmara port of Derince in Turkey this month, using rail transport and shipping across the Caspian Sea from the port of Kuryk."

### **(iv). IZMIR METRO EXTENSION: EUROPEAN BANK CREDIT.**

From 'Metro Report Intl.' 19.09.2018: "The European Bank for Reconstruction & Development is to provide an €80m loan for an extension of Izmir's metro line, it announced on September 13.

The 7.2km extension from Fahrettin Altay to Narlıdere was approved last December, and is planned to open in 2020."

## **H. TAJIKISTAN – AFGHANISTAN – IRAN:**

From: 'R.G.I.' 18.07.2018: "Design work has been completed and Tajikistan could begin construction of a cross-border rail link to Afghanistan by end of 2018, the Afghanistan Railway Authority said on July 16. An ARA team led by Chief Executive Mohammad Yamma Shams recently travelled to Tajikistan to discuss the project, and technical groups from both countries visited the proposed alignment on July 11-12.

The new line would start at Kolkhozabad on the existing Tajik rail network, and run 50km south via Panj Payan (Nizhny Panj), crossing over the River Panj which forms the border to terminate at the port of Sher Khan Bandar in northern Afghanistan.

A memorandum has been signed for Tajikistan to fund construction of the Afghan station as part of the project. It is envisaged that the line could be

extended 65km to the Afghan city of Kunduz, and then west to Mazar-i-Sharif as part of the proposed Turkmenistan – Afghanistan – Tajikistan railway.

In the longer term, this could ultimately form part of a rail corridor between Iran and China via Afghanistan."

## **I. UNITED ARAB EMIRATES.**

### **(i). CONSULTING.** From 'R.G.I.' 16.07.2018:

"Etihad Rail has appointed Jacobs Engineering Group to provide technical and programme consulting services to support the expansion of its network under stages 2 and 3 of its national railway plan, now scheduled for completion by 2024.

Jacobs will provide engineering and design services, review and provide critical oversight for the detailed designs to be prepared by a network of design and build contractors, and provide construction supervision for the entire project.

'We were able to bring together the combined technical resources and synergies of Jacobs and our recently acquired CH2M team that presents a fully-integrated service offering for this world-class rail project', said Jacobs Buildings, Infrastructure & Advanced Facilities President Bob Pragada when the contract was announced on July 12."

### **(ii). METRO PROJECT.**

From 'Metro Report Intl.' 28.08.2018: "The Abu Dhabi Department of Transport has invited bids for consultancy services for the emirate's metro and light rail projects. Companies registered with the Department of Economic Development are invited to tender, with applications due by September 13.

According to the surface transport master plan for Abu Dhabi City and the Capital Region, published in 2017, a metro line would be built to connect Mina Zayed to Yas Island via Abu Dhabi Island. This will be complemented by on-street light rail in the busiest areas of the city."

## **J. AFGHANISTAN.**

From 'R.G.I.' 30.07.2018: "The national railways of Kazakhstan and Uzbekistan have carried out a joint evaluation of freight facilities at Termez in Uzbekistan and Hairatan in Afghanistan, meeting with shippers and local officials to discuss opportunities for freight traffic to and from Afghanistan."

## **K. MIDDLE EAST RAIL 2019 TRADE FAIR.**

This will be held 26-27th. February 2019 at the Dubai International Convention Center, UAE. Details - <marketing@go.terrapinn.com>

One mail in July 2018 stated. "Don't miss out on this fantastic opportunity to hear from speakers such as:

H.E. Dr. Abdulla Belhaif Al Nuaimi, Minister of Infrastructure Development, Chairman, Federal Transport Authority - Land & Maritime, UAE

H.E. Mr. Khalifa bin Saeed Al-Abri, Assistant Secretary General, Economic & Development Affairs, GCC General Secretariat

Mario Pinto, Senior Architect, Roads and Transport Authority, United Arab Emirates

Eng. Alaa Mahjoub, Data Management Senior Expert, Abu Dhabi Department of Transport, United Arab Emirates

Mourad Gassab, Chief Executive Officer, Société du Réseau Ferroviaire Rapide de Tunis, Tunisia

Hector Lopez Ruiz, Research Fellow for Transportation and Urban Infrastructure, King Abdullah Petroleum Studies & Research Centre, Saudi Arabia

Garima Laud Pathania, Senior Specialist – System Assurance, Road and Transport Authority, United Arab Emirates

Omiros Fanariotis, Procurement Manager - Capital Equipment, Etihad Rail, United Arab Emirates

Youssef Draïss, Director General, Casa Transport, Morocco

Eng. Riyad Berraida, Head of Purchasing Unit, Office National des Chemins de Fer (ONCF), Morocco."

## L. ERITREA.

Another railtour of Eritrea is being proposed by Bernd Seiler of Far Rail Tours. At the time of publication there were still some places free. The tour will be held 12-20th. January 2019. Cost will be ca. 3,300 Euros. This includes flights, costs for a private charter train for photographers, meals and accommodation in a good hotel in Italian colonial style. An account of a recent tour with charter trains hauled by Mallet locomotives appeared in the magazine 'Eisenbahn Romantik'. Details under <https://www.farrail.com>.

122:08.

# NOTES AND COMMENTS.

## (j) STANIER 8FS FOR TURKEY.

In 'Heritage Railway' No. 145 (23. December 2010) pp.18f. is an article by Geoff Courtney on the history of these locos, two of which (TCDD 45166 & 45170) were at this time about to be repatriated to Britain (and one of which is now externally restored at Beer Sheva Old Station!)

"Newly revealed private documentation left by the man at the heart of the transportation of British-built Stanier 8Fs to Turkey as part of the war effort has revealed a story of danger, discomfort and ingenuity.

....Two of the former Turkish Railways War Department 2-8-0s are being repatriated to the UK, and this prompted former BR executive David Ward to delve into paperwork left to him by his uncle, Ron Jarvis, on his death in 1994.

Ron, a career railwayman, was closely involved with the transportation to Turkey of these, and 20 other members of the class during World War II in 1941, when Turkey was a neutral country. Because Turkey was in a strategic position it was vital for the UK government to do what it could to maintain that neutrality and ensure German influence did not become established.

"In 1940 the North British Locomotive Co. had an outstanding order for the supply of a German design 2-10-0 to Turkey which, because of wartime conditions, it was unable to fulfil," said David. "It was important to avoid the Germans grabbing the order, so to cement UK-Turkish relations it was agreed to send 22 Stanier 8Fs as replacements.

The only specific requirements attached to the order were that they should be fitted with air brakes, be right-hand drive, and that experienced LMS personnel be sent to Turkey to supervise the erection of the locomotives and their entry into traffic.

The locomotives were shipped from the UK in a dismantled state in crates, said David, and the LMS sent Ron Jarvis and Fred Soden to Turkey to supervise the erection of the engines. Ron was later to become well known for his redesign of the Bulleid Pacifics into more conventional and reliable locomotives, and the design of the BR standard 4MT 4-6-0s and 2-6-4Ts, the SR electro-diesels and the HST power cars.

Fred Soden was a foreman at Crewe Works and had recently returned from the USA, where he had accompanied the LMS 'Coronation Scot' train on its American tour.

"My uncle and Fred left Swansea in early Spring 1941 in the Swedish ship MV 'Shantung', experiencing a traumatic voyage avoiding bombing, mines and German surface raiders in the Atlantic. Their route was via Cape Town, Aden and Suez, train to Cairo as the canal was mined, a further train to Alexandria, and

thence a freighter to the Turkish port of Iskenderum, where the crates were to be unloaded.

Their first job was to ensure the port was equipped to unload the crates, the heaviest of which was 25 tons. The ship could not get alongside the quay, so the crates had to be unloaded by the ship's derricks onto lighters and towed to the quayside, where another lift was necessary on to railway wagons. Ron and Fred therefore had to turn their hand to overseeing repairs to the dock cranes, the overhaul of two Borsig 0-4-0 shunting locomotives, and changes to the track layout!"

It had been arranged that the locomotives, and 500 wagons that were also part of the shipment, would be erected at the Sivas works of the Turkish State Railway. The works were then only two years old, but located at a height of 4,500 feet in the Anatolian Mountains, where temperatures in the summer could be high but as low as minus 30°C in winter.

"The crates for the first four locomotives were lost at sea, and considerable delay occurred with the others because they became buried in mountains of military supplies in Suez and Alexandria. The problem was so serious that Fred had to go to the Canal Zone to find the crates and arrange their onward movement, which in turn was a problem, because of the shortage of ships with 25-ton capacity derricks."

There was further delay because on arrival at Sivas it was found some of the parts were damaged or had suffered corrosion, which it was also discovered that the locomotives had not been completely erected by North British before being dismantled for shipment, and so fitting adjustments had to be made. This meant the first locomotive was not complete until December 1941.

"On entering traffic it was found the locomotives suffered from poor steaming due to the low quality and slack nature of the Turkish coal. Ron set about redesigning the draughting on similar principles to that which had proved successful with the LMS Jubilees, but meanwhile the Turkish engineers reduced the size of the blast pipe orifice and fitted a large 'jimmy'. As this solved the problem – although not in an efficient way – this modification prevailed.

"The poor coal and the distances the locomotives were required to run between servicing also produced dirty clinkered fires, so Ron designed a drop grate which was fitted to the locomotives at Sivas."

By February 1942 there were 16 locomotives in Turkey either completely assembled or in crates. Locomotives 17 and 18 were however missing, and news of their arrival was not received until April. By the end of May all 18 locomotives that had survived the journey had been erected, and most of the wagons were in service.

On 25 May Ron and Fred left Ankara for home. From Cairo they travelled by flying boat down the Nile, across the Congo and up the west

coast of Africa to Lagos, where they boarded another flying boat back to the UK via the Gambia, Lisbon, Foynes and thence to Poole harbour. They had been away for 15 months. "This achievement, undertaken in extremely difficult, uncomfortable and sometimes dangerous circumstances, and requiring considerable personal initiative and responsibility, added to the LMS reputation in places where it mattered," said David.

In September 1947 Ron was again sent to the Middle East to inspect stored 8Fs to assess their condition for repatriation to the UK. After visits to Jaffa and Suez, 39 locomotives and four spare tenders were shipped back to the UK in April/May 1948, and after overhaul entered service with BR."

#### (ii). THE YUGOSLAV COACHES OF I.R.

In 'The Cornet' (magazine of the 'Friends of the Slovenian Railway Museum') No. 45, Spring 2018, p.5f is an article by Tim Edmonds on the carriages built in Slovenia for Israel Railways (and citing 'Harakevet' as a source, so this is in a way a bit circular!) However there are tidbits of interesting new information for 'Harakevet' readers.

43 carriages were delivered to IR "between 1964 and 1972, by Tovarna želeniški vozil Boris Kidrič (Boris Kidrič railway vehicle factory) of Maribor. Boris Kidrič was a leading Slovene politician and was one of the founding members of the Slovene Liberation Front in April 1941. He died of leukaemia in 1953 at the age of 41. In July 1946 he had become Minister for Industry in federal Yugoslavia and set out to accelerate industrialisation. The factory named after him occupied the old Südbahn workshops at Maribor (Marburg) which no longer exist. "Enquiries made by Mladen Bogić in Maribor on my behalf revealed that the coaches supplied to IR had been fitted with bullet-proof glass and sides, which it was suggested had been tested with a machine gun at the Maribor-Tezno marshalling yard!" (Information from an interview with a retired Maribor factory worker.) Siemens acquired a 33% holding in the Boris Kidrič factory at Maribor in 1999, took it over completely in 2001 and then closed it in 2009.

In January 2006 IR placed an order with Siemens for 87 push/pull coaches. These were intended to be built at Maribor and some certainly were, but the tender had been won on delivery dates that could not be met. The situation became serious for IR when the first deliveries, due in December 2007, were put back several times and the first six did not arrive until June 2008. More followed and they began to enter regular service in March 2009. However, production of the later part of the order was switched to Prague and the Maribor works closed shortly afterwards."

#### (iii). 'DOR LE-DOOR'. REBUILDING TOILET DOORS!

Well, someone has to do it. This was sent to me from the Austrian "Rail Services International: Newsletter" February 2012. p.3. (Translation by the Editor).

"Foreign Service: Retrofitting Uni-Doors on Israel State Railways. RSI at ISR. A successfully accomplished project.

RSI Austria acts as a competent partner for the improvement of the toilets on the Israel Railways. After the trial installation of a better drive for the doors for the Handicapped Toilets on carriages of the Israel State Railways in Haifa, the series rebuilding of a further 24 doors for Toilets for Handicapped was now planned. The challenges were exciting – not the technical ones, for these were already covered by experience gained with the identical Railjet toilets, but especially organisational ones; here there were many new aspects to be taken into account.

- What is it really like with Security in Israel?

- When and how can one work at the depot of Israel Railways?

- Will all the necessary materials be there at the right time?

- Will there be problems on arrival with the necessary tools and the smaller parts?

- How will communications between the participating parties work and how long will the stay in Haifa need to be?

A lot could be clarified in advance, but some things had to stay unknown. It was also rather stressful for the two RSI staff who were also clearly initially tense. But immediately after their arrival in Tel Aviv and the journey to Haifa the first doubts had vanished and the attraction of the New was greater. There was indeed much that was new to discover: apart from the culture and the food there were also interestingly different customs; for example the working week is different, for in Israel not Sunday but the Sabbath counts as a work-free day, and this is from sundown on Friday to the entry of darkness on the following evening. The best way of carrying out the job also gave us some challenges; the optimal fitting of the doors with their new mechanism turned out to be more complex and labour-intensive than originally calculated. Through use of initiative and the creation of short-term new adaptations, made in conjunction with discussions with the toilets' manufacturer, a solution could however soon be found and in the end this allowed for a swifter fitting without further problems.

Especially thanks are due here to the staff of the Siemens Inspection team at ISR Haifa depot who were exceedingly helpful in helping us to resolve numerous small problems and especially the coordination of the availability of coaches to enable swift access to all of them in turn. After exactly one month the project could be considered to be completed and the RSI staff began their journey back from 'another world'.

Although for RSI this was to date the most distant spot in which we have worked, we were able to gain much valuable experience in the planning and organisation of such foreign tasks in the future. Especially happy is the feedback from the two RSI staff, who were fascinated by Israel. "We are available with immediate effect for any further tasks in Israel!"

#### (iv). A BORING ITEM.

This appeared in 'Metro Report Intl.' on 20.06.2018. Thank goodness this firm is not involved in the schemes in Tel Aviv or Jerusalem or we should have some very tedious reports to bring!

"USA: The Boring Company has been selected to design, build, finance, operate and maintain a service of autonomous electric vehicles running in tunnels connecting central Chicago with O'Hare International Airport. Mayor Rahm Emanuel announced on June 14.

The Boring Company was one of two bidders selected to respond to a request for proposals issued in March by the Chicago Infrastructure Trust on behalf of the city. This required bidders to deliver an express that would link the city centre with the airport in 20min and cost less than current taxi fares. The city says that 20,000 passengers a day currently travel between O'Hare and the Central Business District, with this number forecast to grow to 35,000 in 2045.

The Boring Company plans to use the unfinished underground station at Block 37 and build a new station at O'Hare, connecting them with twin-bore tunnels. Battery-powered driverless road vehicles, each with a capacity of 16 passengers, would depart every 30sec and offer a journey time of 12min. Project costs and the construction timeline would be finalised following negotiations."

#### (v). CORRECTION.

On 121:10 – issue 121 p. 29 – the loco at Izmir is a former Prussian G8 0-8-0 and not a G10 0-10-0. Thanks to Andreas Knipping for this comment.

#### (vi). BOOK ANNOUNCEMENT.

It would be invidious for the Editor to review this book because one of the extensive chapters on the railways of Egypt, Sinai and Palestine during the period 1915 – 1920 is largely written and co-written by himself! But highly recommended is "British Military Railways Overseas in the Great War" published by the British Overseas Railways Historical Trust, edited by Paul Waters and Julian Rainbow. This book has been many years in the making and also covers many other fronts, not just France and Belgium ('The Western Front') but Italy, the Levant, Salonica, Mudros, Mesopotamia, Aden, East Africa, West Africa, German South-West Africa and the Southern Ocean Islands, plus chapters on both standard and narrow-gauge locomotives and rolling stock, ambulance trains, armoured trains, the British Army of the Rhine 1919-1929, Russia and notes on what has been preserved from that period.

ISBN 978-1-900340-52-6. 399 pages, numerous maps and b/w illustrations. Hardbound. Price 50 Pounds.

(vii). CONRAD SCHICK'S EARLY IDEAS.

Thanks to Rabbi Dr. Ulrike Offenberg for these notes taken from a new exhibition on this well-known (to researchers) German cleric who did so much in the pioneer days of exploration in Ottoman Palestine.

From 'Petermann's Mittheilungen', from Justus Perthe's "geographischer Anstalt über wichtige neue Erforschungen aus dem Gesamtgebiete der Geographie" 13 (1867), pp. 124-132.

"Jeder Reisende, der die heilige Stadt besucht, klagt über den schlechten Weg, den er von Jaffa bis in dieselbe zu passiren hatte, und alle Europäer sind darin einstimig, dass diese Strecke den schwersten und schwierigsten Theil ihrer Reise ausmacht. Viele lassen sich dadurch abschrecken und geben Jerusalem, die alte Pilgerstadt, "da man nach Psalm 122 zusammenkommt", zu besuchen lieber auf und wählen Länder, wo es bequemer zu reisen ist. Für den frommen Pilger hat diess zwar einigermaßen eine andere Bewandniss, er weiss, entweder deutlicher oder bloss aus ahnungsvollen Gefühl, dass der Weg nach dem himmlischen Jerusalem ein mühe- und kampfvoller ist, den Fleischessinn durchaus nicht bequem. Im 'Hinaufgehen' nach dem irdischen Jerusalem erblickt er ein Abbild davon und viele derselben halten leider irrthümlicher Weise diese ihre Pilgerfahrt als das Mittel, sich den Weg ins himmlische Reich zu bahnen oder die Würdigkeit hierfür zu verdienen. Pilgern als solchen wäre daher der Weg schon recht, aber es kommen noch andere Dinge in Betracht. Eine Stadt, die auf einem jetzt meist öden Gebirge liegt, aber allen Religionen und Konfessionen als heilige Stadt, Wallfahrtsort und Mittelpunkt gilt, so dass sie stets eine grosse Masse von Fremden beherbergt, muss sehr viel von aussen beziehen, um den täglichen Bedürfnissen zu genügen, und dazu fehlt es sehr an guten Kommunikations-Mitteln. Das Land stand auch früher auf einen hohen Stufe der Kultur, was man an so vielen Resten noch erkennen kann. Die Möglichkeit und Wahrscheinlichkeit einer Wiedererhebung auf die frühere Kulturstufe liegt auf der Hand und unserem Jahrhundert ist die besondere Aufgabe geworden, überall Kultur und Civilisation zu wecken, wozu Kommunikations-Mitteln bekanntlich eins der ersten Mittel und Bedingungen sind. Der Europäer kann es im ersten Augenblick nicht fassen, warum nicht schon längst Strassen nicht angelegt wurden. Der Schreiber dieses, der seit fast 20 Jahren hier in Jerusalem wohnt und durch sein Beruf veranlasst, öfters Reisen im....."

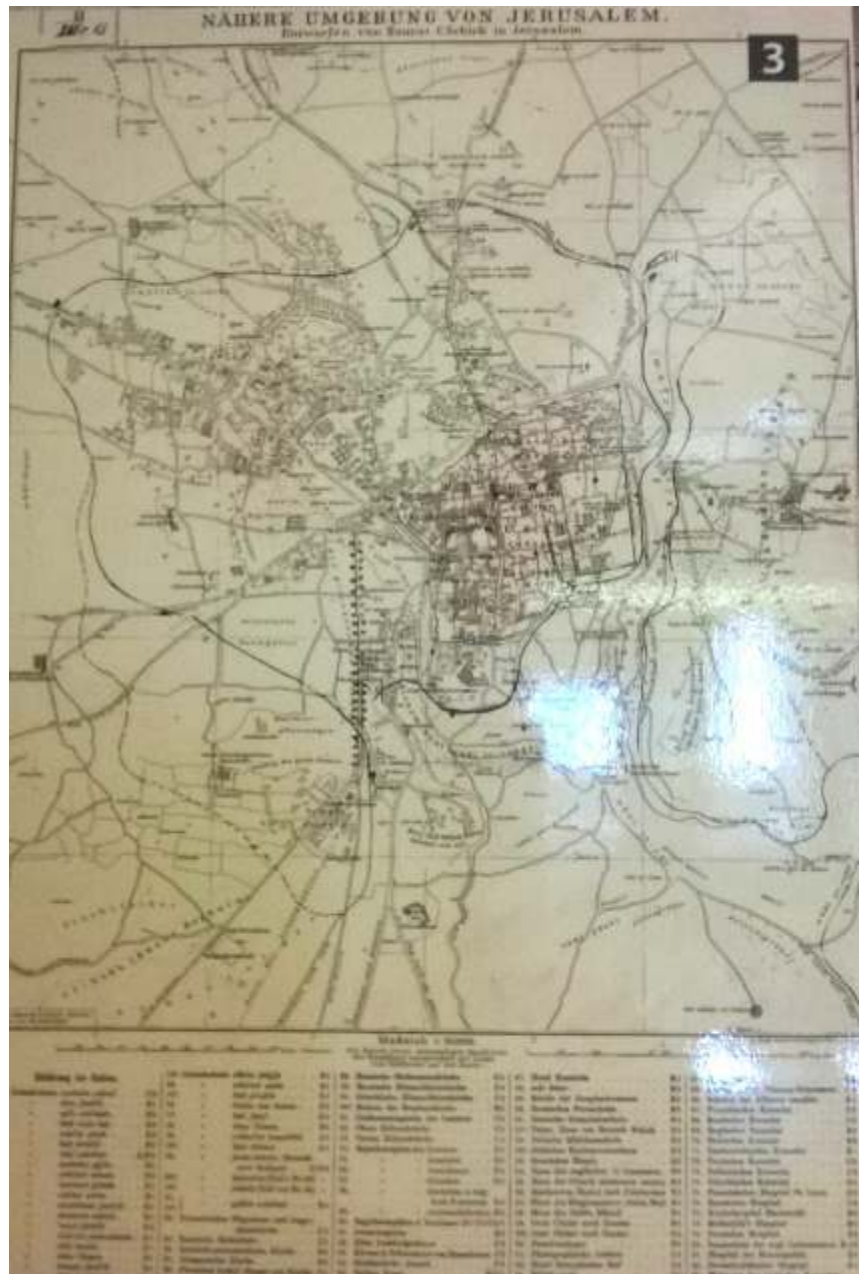
Translation by the Editor: "Every traveller who visits the Holy City complains about the poor roads that he has to travel to get there from Jaffa, and all Europeans agree that this road forms the most difficult and problematical part of their entire journey. Many even allow themselves to be discouraged from visiting Jerusalem, the old city of pilgrimage where, in the words of Psalm 122, all come together, and prefer to choose other countries where it is more comfortable to travel. For the pious pilgrim of course there is a different motivation and he has either through direct experience or through an inner feeling the idea that the way to the heavenly Jerusalem must be a difficult and tortuous one,

absolutely uncomfortable for mortal flesh. In his ascent to the earthly Jerusalem he gets a glimpse of this later journey and alas many pilgrims labour under the misapprehension that the difficulties of this pilgrimage are somehow a way of ensuring a way to the heavenly one or at least of demonstrating through one's troubles that one has deserved some divine consideration. For pilgrims as such therefore the road is adequate, but there are other factors to take into consideration. A city which lies upon what are now dry bare mountains, but which is considered by all religions and confessions to be a holy city, a place of pilgrimage and the centre of faith, so that it must always be able to host masses of strangers who come to stay, requires to import many items every day in order to meet the physical needs of those in the city. For this purpose there fail still adequate means of communication. Once upon a time this country stood on a higher level of culture, as one can still tell from so many surviving relics. The possibility and indeed probability of renewing and returning to this former level of culture is strong and our century has the especial responsibility to reawaken culture and civilisation, whereby it is well known that good means of communication are the first means and most important condition. The European can at first sight simply not understand why roads have not been already built long ago. The writer of these lines, who has lived here in Jerusalem for some 20 years and whose profession requires him to travel frequently...."

Connected with this is a later map "Nähere Umgebung von Jerusalem" ("Immediate Environs of Jerusalem") which shows the

1892 line (or planned line) with, from the terminus station, a line drawn which curves first north-west then round the northern side of the city, winds along the east side of the Temple Mount and past the Dung Gate, across the Valley of Hinnom to return past where the later Scottish Church was built to the station again, thus forming a ring! From a point north-east of the temple area a line branches off and, climbing steeply up the side of the Mount of Olives, doubles on itself, runs then higher and parallel to the line alongside the eastern side of the Temple and then curves off (roughly as the present road does) towards Jericho!

It is known that there were early ideas of extending the railway from Jerusalem station, which was some distance from the city's entrances, across a viaduct over the Hinnom Valley to the Dung Gate (with a station there to serve this part of the Old City) and then towards Jerusalem, and possibly this map reflects that wish (which was struck down by the Ottoman authorities) – but the idea of a ring railway is new to us!



From a May 2017 article by Ryan Jones on 'Travelujah':

"Schick was sent to the Holy Land in 1846 as a missionary with the Reformed St. Chrischona Pilgrim Mission as part of a kind of "quiet mission," where he and another German missionary would settle and become living examples of Jesus' love and message. While he remained dedicated to that mission until his death in 1901, Schick found that he had something else to offer both Jerusalem and its visitors.

Despite lacking any formal education in architecture, archaeology, history or geology, Schick nevertheless became recognized as "the foremost authority on everything about Jerusalem," said Prof. Haim Goren, an expert on 19th century German Christianity in the Holy Land, adding that "Schick's house [Tabor House on Jerusalem's Prophets Street] was a regular pilgrimage tour stop during his day."

After he started making models in the 1850s, Schick used his architectural and artistic abilities to help solve disputes concerning the historical terrain. For instance, Goren recounted that Schick's detailed model of the Holy Sepulchre (which is also on display at the Heritage Center) was built to bring a conclusion to arguments between the various Christian sects inhabiting the ancient church....

And his influence is still fully felt today. "We are still using Schick's sketches to make new discoveries in Jerusalem," said Goren. "His genius permeates everything concerning Jerusalem. He was one of the most important people in one of the most important periods of this city's development."

Gibson also stressed the enormous impact of Schick's work on modern archaeology, noting that Schick had access to areas that today's researchers could only dream of entering, such as the multitude of passages, cisterns and ancient halls under Jerusalem's Temple Mount. And his privileged knowledge is now on display for all to see in Schick's stunning recreation of the Temple Mount, a model that spent the last 150 years traveling the world, first on display at prestigious events like the World Fair and then gathering dust in Swiss attics. Slowly lifting the different layered pieces, Gibson revealed the intricate craftsmanship that is perhaps the only detailed documentation of what today lies beneath the Temple Mount."

#### (viii). FRENCH ARTICLE ON ISRAEL RAILWAYS.

We are pleased to announce that Gilles Lefranc was able to publish some of his photos of IR diesels in a four-page spread in the French publication 'Le Train' in Summer 2018.

#### (ix). VIDEOS ONLINE.

There are several good short videos online on recent developments or historic views on Israel Railways – some here are:

<https://www.youtube.com/watch?v=DiEwV4toJUA&feature=youtu.be> - 120 years of railways – mainly set at the old Jerusalem station. (11 minutes)

<https://www.youtube.com/watch?v=1ERxyVO85Xs> - the unloading of double-decker coaches and Traxx locos. (3 minutes) (by Yaron Dozet who runs also a Facebook site for railway fans)

(x). SUKKAH BUILT AT JERUSALEM FIRST STATION.  
WeWork constructs first-ever office sukkah at First Station

By Jessica Steinberg, 'ToI', 23.09.2018.

"Work space company WeWork is marking the October 2 opening of its first Jerusalem location with the construction of its first sukkah, located in the city's First Station.

This alternative booth is open to the public between September 20-28, and offers some augmented services, including WiFi, a barista, and bartender, as befits a WeWork space.

The WeWork Sukkah aims to provide an office away from the office, with desks, a lounge area, and two conference rooms, offering visitors the opportunity to experience the comforts of a WeWork office space. The sukkah, built from all recycled and repurposed materials, will also be staffed with a DJ in the evenings."



A further view of electrification on the Jerusalem line from Jonathan Josephs



**The Beginning and End  
(for now): At Jerusalem  
Navon and at Ben Gurion  
Airport stations  
25.09.2018. (Photos by  
Jeremy Topaz)**

