

# HaRakevet

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הרכבת

A Quarterly Journal on the Railways of Israel and the Middle East

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126:01:

**Although taken in summer this picture has an autumnal feel to it. A train from Jerusalem to the Airport just after the Latrun viaduct. (Photo courtesy of Matan Berkovich, IR Spokesman's Office.)**

I26:02.

## EDITORIAL.

Another quarter goes by and in many respects a calm one – no major conflicts, the Israel railway system matures with more and more kilometres being electrified, more and more level crossings being replaced, more locos and stock entering service – sometimes now modified – and ordered, the staff are alert for lost property or other problems. The big news is the recreation, more than mere reactivation, of an inland north-south route to complement and relieve the coastal one. Wires have reached Tel Aviv and at least test and training runs can be made.

Elsewhere in the region international conference and trade fairs bring suppliers and customers together as more rails are laid in various countries, more urban systems begun or expanded. So once again we have a great deal of 'current news', expanded by unavoidable delays which were caused by the Editor's many travels. Enjoy!



I26:03. • *South of Tripoli, Mumar Ghadaffi's Presidential Train (a 4-car IC4 dmu built (for Denmark) by Ansaldo Breda and presented as a gift by Silvio Berlusconi) still stands on the unfinished railway in March 2019 Unlike those actually delivered to Denmark, at least this one did not cause much trouble!*

Photo 06

The Editor.

## NEWS FROM THE LINE.

I26:04.

### (i). FIRST QUARTER PROFIT.

IR achieved a first-quarter net profit of 9.5M. NIS this year, compared with a net loss of 11M. NIS for the same period in 2018.

IR improved its performance despite strikes and achieving only a small increase in income to 613.5M NIS compared with 611M NIS in the first quarter of 2018. IR attributes the switch to first-quarter profitability to a reorganisation and an efficiency drive as well as retiring staff who were nearing their retirement age.

Average daily passenger traffic increased by 1.6% to 253,000 journeys compared with the first quarter of 2018, while average daily passenger traffic on the busy days of Sundays and Thursdays was up by 3.8% to 270,000 journeys.

A total of 17.3 Million passengers were carried during the first quarter of 2019, representing a 2.9% increase. However, passenger revenue was down by almost 4% to 180M NIS.

IR carried 2 Million tonnes of freight during the first quarter of 2019, a drop of 9% compared with 2018 due to the strikes which paralysed operations for two weeks and caused disruption throughout the period. Freight revenue also fell by 9% to NIS 42M. This resulted in IR's freight business increasing its first-quarter loss by almost 30% to 23M NIS.



### (ii). NEW STATION MAZKERET BATYA.

Briefly mentioned in the last issue: IR opened its 69th station on May 30 at Mazkeret Batyah on the line to Beer-Sheva, south of Na'an junction. The station cost 60M NIS to construct.

• *See photo left*

### (iii). LEVEL CROSSING ISSUES.

From a press release of 04.06.2019 by Israel Railways Ltd.:

"The railways are participating in the International Level Crossing Awareness Day as part of the safety week for level crossing led by the UIC, and published today their report on road drivers breaking onto the tracks. During 2018 12,000 drivers - most of them driving buses or trucks - broke onto railway tracks and caused delays for more than 1,000 passenger trains totalling 6,500 minutes of delays.

The railways are investing heavily in replacing level crossings by grade separations, but this takes time and is in some places impossible to implement;

in 2005 there were 151 active level crossings, of which by 2019 79 were replaced by grade separations; during 2019 alone, 5 grade separations replaced level crossings; the remaining existing level crossings are equipped with a variety of the most modern warning and surveillance systems, but these can't replace the simple following of the railways' safety instructions.



#### **(iv). PARKING AT PETACH TIKVA SGULA.**

Israel Railways announced 05.06.2019 that the National Council for Design and Building had accepted the railways' request to build a temporary pedestrian lane and parking area at Petach-Tikva Sgula station, due to the fact that the adjacent business site "Yarkonim with its quite large parking area had been demolished in favour of a new project to be built.

The railways have recently added new 500 parking spaces at Rosh-HaAyin North station; in both cases with no charge.

#### **(v). MORE BOMBARDIER DOUBLE-DECK COACHES.**

On 06.06.2019 Bombardier Transportation signed a contract for the delivery of a further 74 Twindexx-Vario double-deck coaches to IR. This is part of an October 2010 framework agreement and is worth some 147M Euros. The 'call' comprises

eleven driving trailers and sixty-three intermediate carriages (of which eleven with space for persons of limited mobility). The driving desk in the driving trailers will be newly modelled and will be identical with that of the TRAXX electric locos. Deliveries should be completed by December 2021. The Bombardier works at Görlitz and Bautzen are heavily involved in construction of these vehicles. These will bring the total of such carriages on IR to 586 vehicles.

#### **(vi). NEW TIMETABLE TILL SEPTEMBER.**

From a press release of 12.06.2019 by Israel Railway Ltd.:

The railways will introduce on 21.06.2019 and on 30.06.2019 the new timetable, to be valid until 29.08.2019. Slight changes are:

Between 21.06.2019 and 29.08.2019:

On the Lod - Rishon LeZion HaRishonim line: Trains currently departing from Lod on Fridays between 07:03 and 17:03 will instead depart between 06:43 and 16:43 every XX:03.

An additional train between Rishon LeZion Moshe Dayan (West) and Ra'anana West on Saturday nights: The train will start at 20:41 and will terminate at Ra'anana West at 21:52, calling at the stations of Bat-Yam, Holon, all Tel-Aviv stations, B'nei-Brak, Petakh-Tikva, Rosh HaAyin North, Kfar-Sava Nordau, Hod HaSharon and Ra'anana stations.

The train of 17:44 from Ra'anana West will terminate at Ashkelon instead of Rishon LeZion Moshe Dayan (West) and will call also at Yavne West, and Ashdod.

Changes of departure times of trains from Beer-Sheva Central between Sundays and Thursdays:

The train of 07:27 to Ra'anana West will depart instead at 07:25; The train of 07:34 to Carmiel will depart instead at 07:32; The train of 08:34 to Carmiel will depart instead at 08:32. The train of 09:53 to Tel-Aviv Savidor/Central will depart instead at 09:50; The train of 18:34 to Haifa Central will depart instead at 18:32. There will be changes to platform numbers too.

Changes of departure times of trains on the Beer-Sheva Central - Ra'anana West line on Saturday nights:

The 20:50 from Netivot to Ra'anana West will depart instead at 20:46; The 21:20 from Beer-Sheva Central to Ra'anana West will depart instead at 21:16; The 22:20 from Beer-Sheva Central to Tel-Aviv Savidor/Central will depart instead at 22:16.

Additional trains between 30.06.2019 and 29.08.2019 on the Haifa - Beit-She'an (Valley) line:

The train from Beit-She'an to Haifa Central the 8 will depart at 22:31; The train from Beit-She'an to Haifa Hof HaCarmel departs 23:31. Trains from Haifa Central the 8 to Beit-She'an will depart at 22:13 and 23:13.

#### **(vii). PERSON-ON-LINE INCIDENTS.**

On 11.06.2019 at around 13:00 the railways' Safety Department reported that a person who ran onto the tracks near Kfar-Habad station and adjacent level crossing was hit by a passing train; as a result and per the police instructions, the Lod - Tel Aviv line was closed as were the stations of Kfar-Habad, Lod Ganei-Aviv and Rishon LeZion HaRishonim; trains from the north terminated at Tel-Aviv HaHagana and from the south at Lod. This caused traffic disruptions; only at around 15:30 was the line opened again and traffic resumed gradually.

On the same date at nearly midnight the Safety Department reported that a teenager crossed the pedestrian path at the level crossing at Kiryat-Motzkim station while flashing lights were working and barrier arms down; he behaved wildly and started throwing stones at the passing train while putting both himself and the passengers at risk. Police were called to find the violator; the railway authorities consider closing the pedestrian crossing and replacing it either by an overhead or underground passage.

#### **(viii). MORE DELAYS AND INCIDENTS.**

After many weeks through which it seemed that the Israel Railways Ltd. services were improving, 13.06.2019 proved the opposite:

Thursday 13.06.2019 was not the best day for the railways: passengers waiting at Tel-Aviv Savidor/Central station for the 13:13 train from Ashkelon were advised that this train was cancelled; the following train promised for 13:43 arrived only at 13:54; 41 minutes behind the original schedule.

Earlier that morning passengers on the fast train from Nahariyya to Modi'in had to change trains several times due to failures; The train was held waiting for 10 minutes at Nahariyya, when they were told to change to a train destined for Beit-Shemesh, but this one crawled due to overcrowding; they were then told to change to a train running between Binyamina and Rehovot which called at all intermediate stations, but halted at Beit-Yehoshua for 10 minutes, which caused passengers to arrive at Tel-Aviv more than one hour late.

Due to another failure the 16:48 train from Modi'in had to stop near Haifa Bat-Galim station with 600 passengers on board; an alternative locomotive was sent and took the train on to destination, but this caused delays in the Haifa area.

On 16.06.2019 the 07:00 train from Jerusalem Navon to Ben-Gurion Airport had to stop at tunnel 3 on the A1 line near the station due to a failure of air pressure; on board were 300 passengers. It was not until 09:00 that the train succeeded in

continuing to the airport, while traffic resumed only at around 10:00 with the line closed for almost 3 hours!

### Some better news:

The Transport Ministry has confirmed (see above) what was until 10.06.2019 a rumour, that \$195.50 Million (NIS 700M) have been recently allocated for 74 Bombardier double-deck push/pull cars in order to relieve the severe shortage of rolling stock; these cars have already been ordered.

The ministry revealed that the railways had been wrong in estimating the rise in passenger traffic by some 25%; There could be some relief if the double-deck emus ordered from Siemens could enter service, but due to slow progress on electrification they cannot be efficiently used at the moment and therefore the strengthening will come from diesel-hauled Bombardier double-deck push/pull trains which will anyhow be fitted for working on electrified sections too.

### (ix). BUILDING ON THE EASTERN LINE TO START.

The Transport Ministry announced on 11.06.2019 that Israel Roads Ltd. and Israel Railways Ltd. will soon start the first stage of works on the \$2.8 Billion (NIS 10 Bn) northern part of the so-called Eastern Line between Lod and Hadera East (part of the historical Haifa - Egypt line).

This part is adjacent to toll highway No. 6; the company who won this work is Solel Boneh; veterans in massive construction works.

As part of preparations for performing the project, the expropriation of land along the whole alignment and construction of access roads have been completed.

The double-tracked line will be 65 km long and will include ten new stations: Hadera East (replacing the existing old one), Ahituv, Taibe & Tira (the first two in the Arab sector), Hashomron, Kfar-Sava North, Elad, Airport City and Lod North; additionally, the Rosh HaAyin North and Rosh HaAyin South stations will be enlarged.

The project includes thirty grade separations, ten other structures, and the following links with the network: coast line, the east-west lines between Kfar-Sava and Ra'anana, Rosh HaAyin - Bnei-Brak Tel-Aviv University, the A1, and the Lod - Tel-Aviv line, thus creating a link between the four Israeli Greater Metropolitan Areas of Haifa, Tel-Aviv, Jerusalem and Beer-Sheva.

This project is in addition to the fourth track on the Ayalon railway; the Ministry is also even promoting the design of a fifth and sixth tracks.

On 21.08.2019 Steve Sattler wrote: "On the evening news tonight there was a 10 min. report on the new line that is being built and will run parallel to Kvish 6. It is about 13 kms east of the current - and very busy and overloaded - main line and is already being built. The bulldozers are working clearing out the space for the two tracks.

This new line should be ready in 2026 and the cost is expected to be about 8 Billion Shekels.

This new line is primarily intended to bypass the Tel Aviv complex and let soldiers, passengers and tourists travel quickly from North to South [and vice-versa] without the usual Tel Aviv delays. Every Thursday and Friday hundreds of soldiers need to travel from their bases in the Negev to their homes in the North, and then return on Sunday.

In this area are the Foothills of the Shomron mountains, and a few moshavim or kibbutzim. Their agricultural land is being used to make the 12-metre-wide under-track foundations. There are also about five streams that in winter flow East to West and they will need bridges.

Many years ago I wrote to the Ministry of Transport as they were planning the privatized Kvish No. 6 {Toll road} mega project and asked them to leave a 12-metre wide section up the whole of Kvish 6 for a future railway in the median space between the two carriageways. I got the answer "No" because they didn't need a train this far East. Now, apparently, they do. The first completed section will [probably] be from Rishon LeTzion up to Haifa ...and then later on add-ons till the Negev centre, and up past Acco."



### (x). PLANTS TO ABSORB DIESEL FUMES.

From a press release of 13.06.2019 by Israel Railways Ltd.:

"A cooperation between the railways and students of the Tel-Aviv University, encouraged by the Tel-Aviv municipality, has led to an experimental pilot scheme at Holon Wolfson railway station to use moss or mildew plants in order to absorb the emissions created by diesel trains. It was completed successfully.

The railways have also started installation of blowers at several stations and, as pilot schemes, installing filters on the push/pull power cars."

Attached herewith are pictures numbered IMG-20190612-WA0000 through WA0003 showing the experiment provided by courtesy of Mr. Matan Berkovich from the railways' spokesman office.

### (xi). FIBRE OPTICS DEAL.

The railways signed in early June a mutual agreement with the Israeli telecom company Partner to use fibre optics.

Israel Railways Ltd. will enable to use its fibre optics along the railway lines Haifa - Acre - Nahariya, Acre - Carmiel, and the Valley Line where Partner fibre optics rarely exist, while the railways' fibre optics are only partially utilized; in return, Partner will enable the railways to use their network in the south where the railways' fibre optics are only lightly deployed.

### (xii). ANOTHER GOOD DEED BY I.R. EMPLOYEES:

A tourist couple, rushing to Ben-Gurion Airport, lost at Haifa Bat-Galim station a bag

- *Computer generated pictures of futuristic Kfar-Sava North station to be built together with the revived Eastern Line to Hadera East provided by courtesy of Leviton & Shumany Architects Ltd.; other computer pictures by Israel Railways Ltd*

with several thousand dollars, their passports, cellular phones and an iPad. At noon this caught the attention of a passenger who reported to the security team a suspicious bag on the platform.

Station Master Mr. Shlomo Maman and security guard Mr. Ben Algom checked the bag, which belonged to a couple from Latvia, and immediately started an operation to trace them; they received the message at Atlit and returned on the first available train to Bat-Galim to receive their lost bag. In addition to being grateful they admitted to being unaware of losing the bag!!

Although this is not the first time that Mr. Shlomo Maman has encountered such a case, he admits that in each case he is very excited.

### (xiii). HISTORY AND NOSTALGIA: RESTORATION OF PR SALOON 98.

"The Israel Railway Museum at Haifa East station has recently completed the reconstruction of Saloon Car No. 98 which was built by Birmingham RC & W in 1922. The car was in service both during the British Mandate period (1922 to 1948) on Palestine Railways and until the end of the 1960's under Israel Railways.

Many VIP's travelled in this carriage: Lord Melchett; the first High Commissioner Sir Herbert Samuel; the Emperor of Ethiopia Haile Selassie when he escaped from Fascist Italy; the King and Queen of Belgium when they visited Tel-Aviv in 1931; the first Israeli Prime Minister Mr. David Ben Gurion and his wife Paula; the second Prime Minister Mr. Moshe Sharet; President Mr. Yitzhak Ben-Zvi; the Transport Minister of Ghana, and others.

In its original form it was equipped with large leather armchairs and a well-equipped kitchen for guests. However, at the end of 1920's the Palestine Railways rebuilt it into a night saloon; it was equipped with six berths and only few armchairs.

During the Israeli Independence War of 1948 the car suffered from vandalism, but was rebuilt and used until the end of the 1960's. After the Six Days War of June 1967, when the Sinai desert was conquered by the IDF, and due to the fact that nobody at that time even dreamed about a railway museum, the railways gave its body as a present to the IDF who used it as headquarters of the then-huge base of Bir Gafaga (Refidim in Hebrew).

After the peace agreement with Egypt and the withdrawal of the IDF from Sinai the car returned to Haifa East, where at the beginning of the 1980's, when the museum was opened, the car received an honourable space after being rebuilt again, but without its original wheels and with many of the chassis and bogie parts missing.

Now, with the final rebuilding, the car has received the missing parts taken from another car of a similar type, the worn-out roof has been replaced and restored as per original plans and the body has been cleaned and repainted according to the 1950's painting scheme, including the railways' logo plate of that time.

The reconstruction team was surprised to uncover during cleaning works at least six different paint layers reflecting its service life; the museum manager Mr. Chen Melling said: "We've decided to leave a small section of the car body with all the paint layers to show the car's long life, and as a tool for future history researchers."

Near the historical museum is the recently restored platform, the only one in the world from which trains departed to the three continents of Asia, Africa, and Europe."

• *Photos (right) show the restored Saloon in its current condition outside and inside the museum provided by courtesy of the museum manager Mr. Chen Melling.*

### (xiv). AKKO – NAHARIYYA TRACK WORKS:

From a press release of 19.06.2019 by Israel Railways Ltd.:

"As a result of work progress, the track infrastructure works between Acre and Nahariyya were completed yesterday - 18.06.2019 - and Nahariyya station will be reopened today at 15:00 instead of tomorrow at 05:00. The first train (No.43) from Nahariyya southwards will depart at 16:26; the first train (No.118) from Acre northbound will depart at 16:26.

The works included temporary dismantling of the rail section in order to lay a drainage pipe line, and track relaying.

*Photos on next page.....*

### (xv). MORE ELECTRIFICATION WORKS.

Israel Railways Ltd. announced on 23.06.2019 on their website that due to track infrastructure and electrification works the following traffic changes would take place on the Ben-Gurion Airport - Jerusalem Navon and Ben-Gurion Airport - Modi'in line sections:

On Thursday 11.07.2019:

On Ben-Gurion Airport - Jerusalem Navon (A1) section, services end at 19:30.

On the Modi'in Central - Nahariyya line, from 19:30 trains will start/terminate at Ben-Gurion Airport station; last train from Nahariyya will depart at 16:48; last train from Modi'in Central will depart 19:18.





• *Trackworks between Akko and Nahariyya June 2019. (Courtesy of IR).*



On Friday 12.07.2019: Beyond the regular changes due to electrification works:

On the Nahariyya - Beer-Sheva Central line (through Kiryat-Gat):

From/to the north: services will be provided between Nahariyya and Tel-Aviv Savidor/Central in both directions. From/to the south: services will be provided between Beer-Sheva Central and Lod in both directions.

On the Nahariyya - Modi'in Central Line:

From/to the north: services will be provided between Nahariyya and Tel-Aviv Savidor/Central in both directions. There will be no services from/to the south.

On the Ashkelon - Binyamina line (through Rehovot):

From/to the north: services will be provided between Binyamina and Tel-Aviv Savidor/Central in both directions. From/to the south: services will be provided between Ashkelon and Lod in both directions.

On the Beer-Sheva Central - Tel-Aviv Savidor/Central line:

Services will be provided between Beer-Sheva Central and Lod in both directions.

On Saturday night 13.07.2019:

There will be no services on the Ben-Gurion Airport - Jerusalem Navon (A1) section.

Trains on the Modi'in Central - Nahariyya line will start/terminate at Ben-Gurion Airport station.

Alternative bus shuttle services will be provided between stations on the closed sections.

### (xvi). DANCING AT CARMIEL.

From a press release of 01.07.2019 by Israel Railways Ltd.: "The city of Carmiel hosts every year in June an international festival of dances with the participation of about 10,000 dancers from Israel and all over the world. The festival is to be opened on Monday 02.07.2019 and end at about midnight between Thursday 05.07.2019 and Friday 06.07.2019.

During the festival about 250,000 guests are expected to arrive and the railways have completed their preparations to carry a great mass of passengers. Carmiel station will be open for much longer into the night with strengthened teams of security persons, ushers, stewards and managers to enable those celebrating to arrive easily and comfortably to the festival.

Each night there will be an additional train from Carmiel at 01:00 which will call at Kiryat-Motzkin and Haifa Central the 8, terminating at Haifa Hof HaCarmel. On the last night there will be an additional train to leave Carmiel at 01:30 calling at the same stations and terminating Haifa Hof HaCarmel. By changing trains at Haifa Hof HaCarmel will be able to reach many destinations by night trains operating all over the night."

### (xvii). T44 COME HOME!

The former 'Chicken Killer', a G22CW Bo-Bo, so called because it was so quiet in comparison with the G12 locos, and which was initially unnumbered until Evyatar Reiter 'unofficially' painted on it the number '131', has returned to Sweden. Posted on 11.06.2019 on a Swedish website forum, courtesy of Chen Melling:



• *"T44 131, which was exported in 1989 from Sweden to Israel, is now on a ferry on its way back to Sweden. According to the forum of engine drivers 'Lokfoaren', normally well-informed, the firm BLS Rail has purchased it. The T44 type, built 1968-1987, is the 'standard' diesel loco in Sweden, with GM-EMD motors. BLS Rail reckons the loco will re-enter service in 2020."*

In 'Today's Railways Europe' 289 p.53 is noted: "BLS will equip the loco with, amongst other things, radio control, Mobisir phones and Swedish ATC signalling before it can enter service in 2020. The loco was the last built before Kalmar works was closed, its KVAB works number is T4 0100/1."

### (xviii). STANDING AND CYCLE CARRIAGES.

From 'Jerusalem Post' 17.07.2019. By Eytan Halon.

"Aiming to reduce crowding, Israel Railways launches standing carriages. Seats and tables have been dismantled from the lower floor of three double-decker train cars and replaced with folding seats and handles for standing; bicycle-parking pilot program also to be tested.

"Seeking to reduce rail network overcrowding, Israel Railways has announced the start of a "suburban travel" pilot programme, introducing train cars that enable standing-only travel during rush hour.

Seats and tables have been dismantled from the lower floor of three double-decker train cars and replaced with folding seats and handles for safe standing. The adaptation will provide room for 20% more passengers per carriage, as well as quick entry and exit between the cars to the platform. The cars will operate on the Binyamina - Rehovot line starting Sunday, where average passenger travel time stands at approximately 30 minutes. Passengers will be able to provide immediate feedback on the pilot via an online form, accessible via a QR code on display in the carriages and at platforms.

Should the pilot prove successful, Israel Railways said, additional cars will be converted to enable standing-only room.

"Alongside our primary task of mass transportation between major metropolitan areas in Israel, the train carries out a mass transportation mission from suburbs to city centres - a function usually carried out by a metro or light rail," Israel Railways said in a statement. "We hope that this move - along with other steps currently being taken, such as reinforcing northern line frequency and providing information concerning crowding on trains on our website and application - will help reduce crowding on these lines."

Speaking in December ahead of leaving the

company, former chief executive Shazar Ayalon said that it is currently facing a shortage of approximately 150 train carriages to adequately fulfill the demand of the network, but does not have the resources at its disposal to order the necessary infrastructure."

Later: From a press release of 14.08.2019 by Israel Railways Ltd.:



The carriages for standing & cycle use



"About a month after the introduction of the so called "Urban Cars" (with more space for standees due to removal of tables and installing transverse seats) on the suburban line between Binyamina and Ashkelon, it has been found that overcrowding has been reduced and punctuality improved, thanks to shorter stopping time at stations and less crowding during boarding and alighting.

These data are reinforced by feedback from passengers advising that more than 50% of the users of the modified cars are satisfied; another 10% claim that improvements are needed; 70% said they are satisfied with the faster boarding and alighting, as well as the positioning of handles and audio announcements.

Due to these findings, and in coordination with the Transport Ministry, such cars will be introduced also on the so called Western Negev Line; they will be coupled to regular double-deck trains to run between Ashdod, Rishon LeZion, Rishon LeZion Moshe Dayan, the stations of Bat-Yam, Holon and Tel-Aviv; according to analysis the average travel time from these stations to Tel-Aviv is 30 minutes or less.

In order to reduce overcrowding on trains, the railways will start on Sunday 21.07.2019 a pilot in which 3 double-deck cars have been converted partially for greater capacity with emphasis on standees.

### **THE IC3 SETS: FOR MUSEUM AND FOR SALE.**

(Albeit mentioned briefly in the last issue): From a press release of 17.07.2019 by Israel Railways Ltd.:

"After covering more than 3 million km each, the oldest Bombardier (then ADTrans) IC3 Flexiliner dmsu dating from 1992 are being phased out of service, but instead of scrapping them the railways want to sell them to increase income.

The Dimona depot recently became an unusual display area, with four IC3 trains offered for sale; the first IC3 to enter service in 1992 is being preserved at the Haifa East railway museum.

According to the railways these trains made the revolution by bringing innovative freshness together with the new stations opened in the 1990's which were the beginning of a period of massive investments on railways.

Out of the maximum of 46 dmsu, currently between 27 and 35 units daily are in service according to the maintenance turn-round.

Some railway networks have shown interest in buying the trains, particularly DSB."

### **(xix) COPING WITH THE HEAT.**

—From a press release of 16.07.2019 by Israel Railways Ltd.:

"Having learned from the heat waves of last May when temperatures were up to 45 degrees Celsius, and per instructions of the new General Manager Mr. Michael Maiksner, the railways are making massive preparations for the new heat record

expected tomorrow – 17.09.2019 - which may affect or even reduce traffic due to overheated rails.

The precautions being taken include: deployment of track workers; standby trains; checking air-conditioning systems both at the stations and on trains; providing bottles with cold water both for passengers and employees; and being ready for changes to the timetable.

The railways are recommending passengers to be updated in real time through the website, application, facebook and telephone services; also passengers arriving to the show of a local singer at the park adjacent to the Tel-Aviv University are recommended to arrive one hour earlier.

The railways will strengthen train services before and after the show.

As a rule, in case of extreme temperature rise, track inspectors perform continuous checks on temperatures at the rail head; if it reaches 61°C speed is restricted to 80 km/h; if it reaches 66°C speed is restricted to 40 km/h; resumption of normal speed is only when the temperature goes down to 56°C.

On the same date IR announced that the coolest station on the network - without using air conditioning of any sort - are the platforms of Jerusalem Navon station at 80m below street level; the average temperature on the northern platform is 26.8°C, while on the southern platform it is 23.3°C even when temperature outside is over 45°C.

### **(xx) COMMEMORATION OF HAIFA WAR VICTIMS.**

From a press release of 19.07.2019 by Israel Railways Ltd.:

"Sometimes it is also important to commemorate railway employees who died as victims of war; such was the case with 8 employees on Sunday 16.07.1991 at the Haifa East railway depot when a rocket from Lebanon hit the site while they were eating breakfast.

Yesterday, 18.07.2019, a ceremony took place at the memorial site in the city of Kiryat-Yam (a satellite city north of Haifa) with the participation of new General Manager Mr. Michael Maiksner, the mayor of Kiryat-Yam Mr. David Even-Tzur and many others.

### **(xxi) LOCO FAILURE.**

Israel Railways Ltd. reported on their website on 09.07.2019 that due to a technical failure on a locomotive on a train from Nahariya to Modi'in, the train had to terminate at Tel-Aviv University station and passenger had to alight and change trains; a train from Carmiel to Beer-Sheva which was at the Tel-Aviv University station had to reverse back to Herzliyya and then continue again; a locomotive was sent to replace the failure one; there were delays and traffic disruptions with punctuality down to 74%, returning to the "normal" of above 90% only on the following day -10.07.2019.

### **(xxii) CHEMICALS EXERCISE.**

From a press release of 10.07.2019 by Israel Railways Ltd.:

"The railways' Cargo Department, assisted by Security, Operational, Logistic, and other departments, as well as with police, rescue, firefighting services and representatives of Israel Chemicals Ltd. and Bromine Chemicals Ltd. performed on 09.07.2019 at Lod station, near the management offices, an emergency exercise simulating a bus breaking onto a protected level crossing and then being hit by a train hauling Bromine, which immediately started leaking.

The teams immediately isolated the whole area of Lod station, simulated evacuation of passengers and employees and acted according to the procedure of treating leaking of hazardous materials. A Report has been given to the central control and all other involved groups."

Aharon adds: P.S.: The bus which participated in the event belongs to the Israeli National Bus Museum; a preserved Leyland Royal Tiger of 1965







which worked in Jerusalem until 1966 for the local bus operator "Hamekasher", later merged with Egged, the biggest Israeli bus operator.

- *(Photos showing the exercise. Courtesy of Mr. Matan Berkovich)*

### **(xxiii). BABY SITTING.**

From a press release of 11.07.2019 by Israel Railways Ltd.:

"The station masters of Binyamina and Hadera West are used to providing the passengers with out-of-the-ordinary services, but now another service has been added - baby sitter!

Shortly after 09:00 the Binyamina station master Mr. Ilan Sayag heard cries from Platform 3, which is used by trains departing southwards. He rushed to the place and found the mother of a 5-months-old baby, who was in a baby carriage, which she had put on the train and then gone back to the platform to care for the elder brother; meanwhile the doors closed and the train departed!

Mr. Sayag wasted no time, left the worried mother with a staff member and immediately connected with all the local stations' teams; within seconds it was arranged for the Hadera West team to take the baby out of the train upon arrival.

The Hadera West team, Sinai Simantov and Murdi Ben Simkhon, brought the baby to their office and kept her until the mother arrived at the station several minutes later by the next available train.

Mr. Ilan Sayag said: "It was important to me to tell the worried mother that her baby is in good hands"; he added that all parents or other adults travelling with children on summer vacation must keep their eyes on their children all the time

Hadera West station master Mr. Simantov said: "As a father of a baby one month old myself, I'm still shivering from excitement; therefore I told the mother who has already two babies that her little baby is in good hands; within a few days I'm starting a parental leave, so it was a good practice".

Hadera West station shift manager Mr. Ben Simkhon said: "All that time I could not stop thinking of my own daughters; when all was over, I immediately phoned my wife and asked her if everything was OK".

### **(xxiv). DEVELOPMENTS AT CARMIEL STATION**

From a press release of 21.07.2019 by Israel Railways Ltd.

"The Israel Railways Ltd. subsidiary for developing the railways' sites will start in the coming days building a business centre at the Carmiel railway station.

This centre will be on a 1,500 sq.m. area ground floor destined for commerce; another 2,250 sq.m. destined for offices will be built in a three-storey building to be built next to the station; end of works is expected for the beginning of 2022. The new site will create a multi-utility space based on use of rail services and will include coffee houses, restaurants, shops, and parking areas.

This site is the second in Israel to be built adjacent to a railway station, as an integral part of the programme to build as many as possible such sites, while realizing the business potential of the railways' property and moving the railways forward economically.

The subsidiary is promoting in parallel an updating of the city's (Carmiel) existing building plan, to build an additional 6,000sq.m. for employment which will increase use of public transport - both rail and bus - thus further developing the city's new urban centre."



## **(xxv). POP FESTIVALS AND SPECIAL SERVICES.**

From a press release of 25.07.2019 by Israel Railways Ltd.:

"The railways are satisfied with another summer event for which they provided a highly strengthened and qualitative service.

About 20,000 passengers arrived by rail to the show of the Bon Jovi band on Thursday 25.07.2019 at Hayarkon Park which is adjacent to Tel-Aviv University station; this is 383% higher than on a regular Thursday at this station. 15 special trains were operated to/from the station. On the previous week 22,000 passengers used the station at a show of one of Israel's most popular singers. The railways are now preparing for the "WOW" event and the show of Jenifer Lopez to take place soon." This was followed by:

## **(xxvi). JENIFER LOPEZ CONCERT IN TEL AVIV.**

From a press release of 02.08.2019 by Israel Railways Ltd.:

"26,000 passengers used rail through the Tel-Aviv University railway station to and from the show of the international singer Jenifer Lopez on the evening of Thursday, 01.08.2019 at Hayarkon Park.

This was another successful summer event for the railways, which so far have carried more than 100,000 people using, amongst others, 130 special trains.

It should be mentioned that despite additional trains, average punctuality during this week has significantly improved and was well above 90%." Photos of all these events show orderly crowds and a large number of security and railway guards guiding the streams of concert-goers.

## **(xxvii). YET MORE FORGETFULNESS.**

"Although the team at Tel-Aviv HaHagana station is used to finding lost belongings and returning them to their owners, the extraordinary case of saving a family vacation abroad, as happened on 31.07.2019 surpassed anything even the station's veterans can remember.

During a routine check of platforms the shift manager Mr. Oz Yechezkel (Ezekiel) found at 05:00 a bag without an owner, laid on one of the platform seats. After ensuring that it was not a suspicious object, he took it to his office where he opened the bag and found it contained family passports, EURO 3,000 and several thousands of NIS. He immediately understood that it belonged to a family from Ofakim (near Beer-Sheva) who were on their way to a flight from Ben-Gurion Airport; he immediately contacted the railways' central control as well as the team at Ben-Gurion Airport station, who immediately started tracing the passengers. After a short while a frightened passenger came to the station master and told him about the lost bag. After a short verification of details, the passenger arrived back at Tel-Aviv HaHagana station, where the lost bag was returned; he immediately went back to Ben-Gurion Airport and the happy family

managed to catch their plane to Cyprus and enjoy the vacation.

The excited passenger said: "There is no doubt that the alertness of the Tel-Aviv HaHagana station team saved our vacation; I was astonished to see that even at such a busy station the team treats everybody as if he is his family." Mr. Yechezkel said: "We call upon all passengers to keep an eye on their belongings during the whole journey; there is no greater satisfaction than returning lost property and particularly in a case like this when we saved the family vacation; in any case of losing something, the whole teams and all communication people are ready and available to help."

P.S.: Due to the absurd cancellation of the direct link between the stations of Lod and Ben-Gurion Airport, passengers from the south who need to get to the airport need to travel first to Tel-Aviv HaHagana station and change there for the train to Modi'in which calls at the airport; when in a hurry passengers can sometimes lose belongings.

And then:

From a press release of 05.08.2019 by Israel Railways Ltd.:

"It is now the peak time of summer season and tens of thousands of passengers are using rail on their way to beaches, entertainment sites, flying abroad, etc., in addition to commuters. With the growing passenger traffic, there is a natural growth in the number of cases of lost property and the railways are strengthening their teams to find and return it A.S.A.P.

A few days ago, a young Canadian tourist on her way to visit friends and to enjoy a vacation in Israel found to her surprise when alighting at Tel-Aviv HaHagana station that she had forgotten her bag with her money on the train, which had already left. She anxiously went to the station shift manager Mr. Hanan Peretz, who immediately contacted all railway teams, started intensive searching, and then contacted the railway inspector Mr. Maxim Biton who was on the train from which she alighted. After few minutes Mr. Biton found the lost bag and kept it until he gave it to the shift manager of Binyamina station (the only stop of most trains between Tel-Aviv University and Haifa Hof-HaCarmel stations) Mr. Koby Ben-Hayim.

Upon receiving this good news, the team of Tel-Aviv HaHagana station put the lady on the first train to Binyamina station, where she received back her lost bag. The excited lady said: "I was sure that it was the end of my vacation; I thank the railways for saving my vacation"! She bought the teams ice coffee as an award for their help."

## **(xxviii). MORE LOST PROPERTY – MOUNTAINS OF IT!**

From a press release of 19.08.2019 by Israel Railways Ltd.

"It is now the peak of summer season, and in the railways Lost Property Department hundreds of

items have been accumulated after being forgotten on trains en-route to entertainment sites, shopping, vacations abroad, the coast, military bases (by soldiers), etc.

It is reported that about 600 lost items are being collected daily at stations all over the network, but daily claims for the lost items do not exceed 100. Now the railways have started a concentrated effort to return the lost belongings to their owners.

Between 18.08.2019 and 23.08.2019, the railways' Lost Property Department has been strengthened by additional teams and daily activity hours extended; it starts at 07:30 and ends at 20:30.

After this week, all the items which have been kept for more than 3 months without being claimed will be donated for social lobbies at non-profit organisations.

The railways' Department is located at Tel-Aviv Savidor/Central station, but the railways are pleading persistently that passengers who have lost anything should contact first of all the customer service at \*5770 and ensure that it has been traced; it is also recommended to mention identifying marks in order to trace the object more easily.

The railways added: "Many passengers believe that a lost belonging is really a lost cause and just raise their hands in helpless despair; In fact, many times by just one phone call they can get it back."

(Accompanying photos show shelves filled with phones, sunglasses, jewellery, sports equipment, walking sticks and crutches, Orthodox-Haredi-style black hats, suitcases, handbags and a myriad of other items.) [The Editor cannot resist adding here a recollection of a Sunday morning journey on the upper floor of a double-deck carriage between Berlin and Magdeburg, when he noticed certain items of, ah, intimate female underwear under the seat. The Conductor just shrugged and indicated this was quite normal on a Sunday morning service after a Saturday night and he did not expect anyone to come to claim the items in question...]

## **(xxix). LEVEL CROSSING CATASTROPHE AVERTED.**

On 06.08.2019 a crane lorry entered and began crossing the railway crossing near Ashdod according to regulations, but for some reason became stuck on the rails a few minutes before a passenger train was about to pass. The warning systems equipped with VDM were activated and a warning was given to the railways' central and area controls; the train driver managed to perform an emergency braking stopping a few metres from the level crossing.

The level crossing inspector who was at the site together with the morning patrollers and others helped the lorry driver to move out of the level crossing area; this caused some minutes' delays for train traffic in the area. Mrs. Ortal Alkabetz, the shift manager at the safety control centre and VMD operator said: "All the safety factors involved from the inspectors and patrollers to the VMD operator worked as required, but there is no alternative to the drivers' attention."

The level crossing inspector Mr. Orel Mizrahi said: "We were patrolling the site during the morning busy period just because of awareness of such cases;



• : The IR Safety Control Centre room.

the immediate report to the railways' emergency centre, as well as reporting it onwards to the train driver in real time, prevented a disaster." This level crossing is soon to be closed in favour of a grade separation which is at an advanced stage of construction; since 2005, about 70 level crossings have been closed.

### (xxx). LOCO FAILURES.

On 20.08.2019: "There is probably no dull moment on the railways: this morning, due to a failure on a Bombardier TRAXX electric locomotive, service frequency was reduced from 2 trains/hour to 1 train/hour in each direction for several hours; average punctuality was down to 82%, but rose shortly to above 93%; as at 21:35, out of 531 trains supposed to operate, 490 were on time, 26 late and 15 cancelled."

### (xxxi). POSTERS FOR THE ORTHODOX.

From a press release of 21.08.2019 by Israel Railways Ltd.:

"August is normally a month of summer vacation, but particularly for the ultra-Orthodox Jews, when both children and adults take a pause (their school year is according to the Jewish calendar) and are travelling more than in other times of the year; to/from the Jerusalem Navon



• TRAXX locos at Lod.)

station, for which it is the first summer season operation, the number of ultra-Orthodox Jewish passengers has significantly grown.

Aside from the blessed rise in passenger traffic, the railways are determined to emphasize the need to keep strictly to the instructions regarding safety at stations, on platforms, and on trains, such as: keeping off the yellow strip, correct use of escalators, and strictly keeping an eye on children – who are numerous in this sector!

IR's Safety Department managers have decided to sharpen the safety message by bringing it directly to the neighborhoods, using posters being put on notice boards; This has been done in cooperation with the voluntarily organization called "Rescue Union" and leaders of ultra-Orthodox Jews.

Last week, between 12.08.2019 and 15.08.2019, there was an average rise of 22% in traffic at the stations of Jerusalem Navon, Netivot

(on the Western Negev line) and Beit-Shemesh (on the old line to Jerusalem), which are near ultra-Orthodox Jewish neighborhoods, compared with the previous week. Jerusalem Navon station was used by 51,020 passengers compared with 41,170 the previous week, up by 24%. Beit-Shemesh station was used by 17,300 passengers compared with 13,600 the previous week, up by 27%. Netivot station was used by 16,250 passengers compared with 14,150 on the previous week, up by 15%."

### (xxxii). "LOCOMOTIVES AGAINST ROCKETS"

On Saturday night 17.08.2019, a rocket launched from the Gaza strip hit the house of the Twito family from Sderot; it caused panic and damage, but due to the fact that all the family stayed in the protective shelter after the Red Alert alarm was applied, nobody was hurt.

The next day, in an interview with the head of the family Mr. Yitzhak Twito on TV channel 12, he said that his children, who were currently on their summer vacation, are strong railway fans, but due to the event they now considered cancelling the rail journey planned for this week.

The railways' management were very excited at this story, convinced the family not to cancel the journey and enabled the children to travel to Tel-Aviv in the driver's cab; they heard from the driver Mr. Idan Tarshish detailed explanations regarding locomotive operation and were even allowed to apply the horn. The railway management said: "We were pleased to take our mission seriously, and provide the Twito family children with an extraordinary experience".

### (xxxiii). FIRE AFFECTS SERVICES.

From a press release of 22.08.2019 by Israel Railways Ltd.:

On 22.08.2019 at around 14:15 a fire started in an open area near Ben-Gurion Airport and particularly near the A1 line. As per fire brigade

instructions, train traffic in the area was halted; trains between Ben-Gurion Airport and Jerusalem Navon did not work, while trains between Nahariya and Modi'in started/arrived from Ben-Gurion Airport station. The railways organized alternative bus services between these stations. The team at Jerusalem Navon station gave cold drinks to the passengers who were stuck there. Traffic resumed about 15.15.

### **(xxxiv). MORE INDUSTRIAL ACTION.**

From a press release of 29.09.2019 by Israel Railways Ltd.:

"Despite the efforts of the railway employees and the management and against the instructions of the Labour Court to avoid sanctions and other activities, the union headed by Mrs. Gila Edrei restarted the sanctions including forbidding the drivers of electric locomotives to use the recently- opened electrified link between Ben-Gurion Airport station and the depot in Lod, thus causing delays in passenger traffic and train cancellations.

The management appealed 29.09.2019 to the labour court. (One source commented sourly: "We'll have to wait and see"; another: "She figures an upcoming election is a good moment to squeeze more out of the government."

### **(xxxv). LEVEL CROSSING BLOCKAGE.**

On 01.09.2019 IR announced: "As if the sanctions were not enough, people with limited capabilities have found an original way (not for the first time) how to demonstrate against the government due to what they claim are bad living conditions and not being properly compensated by the state; they blocked with their chairs the level crossing on the coast line at Shefayim (north of Herzliya) causing train traffic to be stopped at 08:00, a critical hour on the day when 1.25 million schoolchildren and teenagers returning to schools and a busy day in itself.

As a result, trains from the north started/terminated at Netanya and from the south at Herzliya; it caused disruptions to train traffic in other areas too. Traffic resumed at about 08:45 but by 11.00 delays were still felt and punctuality was 86.5%."

Ironically a press release of only a week earlier on 25.08.019 had stated:

### **ASSISTANCE FOR DISABLED PASSENGERS.**

IR are proud to serve daily hundreds of passengers with limited capabilities; from the beginning of 2019 more than 35,000 coordinated journeys for this public have been performed, 15% more than in the same period of 2018.

Aside from such daily services to commuters, the railways provide group journeys for passengers with limited capabilities, toward which the railway teams are being well prepared to provide the best available services.

On Wednesday 21.08.2019, the teams were excited to assist a group journey of children and volunteers as part of a summer programme of the Israeli Union of Polio-Affected Children; 12 children of various limited capabilities, accompanied by the union volunteers, travelled by train from Beit-Shean to Merkazit HaMifratz station, where they alighted and watched a cinema movie at the adjacent mall.

Both the education coordinator at Kibbutz Shluchot Mr. Hananel Gamliel and summer programme manager Mr. Hannan Malachi said: "Because of mobility difficulties, most of the children's parents seldom take them to a cinema; which for most people is normal." They added that the children normally travel on specially accessible vehicles, but not by rail; We, with the railway teams, successfully provided them with a great experience, at the end of which they were excited and were photographed with the station team."

All the 69 passenger stations are accessible for passengers with limited capabilities and each train has a car accessible. There is a telephone contact centre which the customer has to call prior to the arrival at station to coordinate assistance."

### **(xxxvi). FIRST TEST TRAIN TO HAHAGANAH.**

*"An historical event for Israel Railways!"*

This morning, 06.09.2019, the Transport Ministry and Israel Railways Ltd. made history when the first electric locomotive Bombardier TRAXX No. 3010 completed a test run between Tel-Aviv HaHagana and Jerusalem Navon stations. The purpose of the test run was to survey and check the electrical infrastructure including finding possible gaps,

towards the full operation foreseen towards the end of 2019.

Israel Railways General Manager Mr. Michael (Micha) Maiksner said at the end of the test run: "The test is an important achievement of the national project of the railway network electrification, which comes after much effort and intensive work; I hope that it is a bright spot for further progress on the project and leading the railways to a more advanced era." The locomotive driver of the historic run, Mr. Joseph Apriyat, was excited and said: "It is a great honour to have a part in the railway development whose employees are working day and night to link the whole land by a qualitative rail service."

The railways, however, mentioned the need to keep the following safety regulations near electrified lines: not to climb on the catenary, not to throw helium balloons, multi-copter drones or kites, and in case somebody notices sparks or a torn cable, to keep well away."

### **(xxxvii).WORKS AT KIRYAT MOTZKIN.**

From a press release of 04.09.2019 by Israel Railways Ltd.: "The railways are continuing development of the track infrastructure and as part of the annual programme of works of upgrading, maintenance and replacement of a turnout and its electric motor will take place at the station of Kiryat-Motzkim.

Additionally, and in order to reduce the inconvenience from which the public may suffer, works are being performed with a company to lift beams for an overhead pedestrian bridge to be built at the Akko (Acre) railway station.

As a result, part of the tracks near Kiryat-Motzkim will be closed for traffic from 13.09.2019 at 00:01 until 14.09.2019 at about 18:00 and between



New TRAXX loco at Tel Aviv HaHaganah (Photo: I R)

14.09.2019 at 19:30 and 15.09.2019 at 04:00. The track section near Akko will be closed from 13.09.2019 at 00:01 until 14.09.2019 at about 18:00.

The following traffic changes will take place:

Trains at the stations of Kiryat-Motzkin, Kiryat-Hayim and Hutzot HaMifratz will use Platform 1 only.

On Friday 13.09.2019: Trains between Nahariya and Tel-Aviv and Nahariya will start/terminate at Akko (Acre); a free of charge bus shuttle service will be provided between the stations of Akko (Acre) and Nahariya. There will be no service between Haifa and Carmiel; bus services will be strengthened; the stations of Carmiel, Ahihud and Nahariya will be closed.

On Saturday night 14.09.2019 there will be no service between Haifa and Carmiel; bus services will be provided; the stations of Carmiel and Ahihud will be closed. Traffic on all these lines will resume on Sunday 14.09.2019 at 04:00."



• . Speno rail grinder

## (xxxviii). AIRPORT PASSENGERS.

From a press release of 27.08.2019 by Israel Railways Ltd.:

"A significant rise in the number of passengers to/from Ben-Gurion Airport station: 20% of air passengers pass through Ben-Gurion Airport station, enjoy a quality rail services 24 hours/day and save a lot of money and time needed otherwise for finding parking and suffering from jams.

Between 01.08.2019 and 24.08.2019 355,000 passengers used Ben-Gurion Airport station, compared with 280,000 during May 2019; up by 27%! The daily average between 01.08.2019 and 24.08.2019 was 22,000 compared with 15,800 during May 2019; up by 40%!

These numbers do not include passengers who used Ben-Gurion Airport station to change trains for example to go to Jerusalem through the AI and other destinations. August is the peak of the tourist season characterized by 100,000 passengers/day through Ben-Gurion airport. The railways have improved the services at the station by adding a new western entrance, more vending machines and more teams."

126:05

# TENDERS.

## A.

(i). Israel Railways Ltd. Tender No. 11828: Selecting a consultancy service regarding Defence and Security systems including monitoring vehicles:

Frame agreement to follow up preparing of tenders and projects regarding the defence and security systems. The contract is for 12 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 11.07.2019.

(ii). Tender No. 41902 for the Manufacture and Supply of Railway Rails, Heat Treated Rails, Transition Rails, and also Fishplate Joints Sets, Transition Fishplates Joints Sets

Israel Railways Ltd. ("ISR") wishes to obtain bids for:

Group 1: Rails with profiles of, 60E2 and 54E1 and 50E6 having the steel grade of R260 and also Forged Transition Rails with the profiles of 60E2/54E1 and 54E1/50E6 having the steel grade of R260 (the "Transition rails")

Group 2: Rail with profiles of, 60E2 & 54E1 which following a heat treated process having the steel grade of R350HT. Bids by 14.08.2019.

(iii). Tender No. 21749: Performing infrastructure and Bridge works on railway line No. '431' (in the median of Highway 431) between Anava Junction and Rishon LeZion HaRishonim station; between km 19.700 and km 21.912 and between km 0.000 and km 3.313: Latest date for submission of proposals: 25.07.2019.

(iv). Israel Railways Ltd. RFI for Passenger Information systems.

Israel Railways Ltd. ("ISR") hereby requests functional and technical information regarding Passenger Information System ("PIS", "The System"). For the matters elaborated in this RFI, unless if explicitly stated, the PIS refers to the followings: Software applications and/or display devices. Stationary PIS, not PIS on board trains.

ISR seeks such information from PIS Manufacturers who had new installations (either main project and/or follow-up projects) in the years 2010-2019 in the transportation industry, namely: Railways, Metros & Buses Operators, and whose projects are still working in production environment.

ISR's PIS is installed in all passenger stations, about 70 stations as of 2019, expected to grow to 130 stations by 2040.

ISR manages over 500 trains per day; over 65 million rides per year, these figures are in continuous growth. The PIS distributes the planned train timetables and real-time updates to passengers and staff at the stations. The distribution is via designated display devices and voice announcements.

Train timetables data sources are within other ISR systems, interfaced to the PIS, the PIS does not create its own data. The system has been running in production environment since 2012. The current system includes the following:

- PIS core system (built in full redundancy).
- Interfaces to other organizational systems (i.e. signalling and operational systems).
- Business rules layer for information distribution (visual & audio).
- Nationwide deployment of around 1,000 display devices (LED and LCD technology).
- Infrastructures (IT, communication, electricity).

The PIS contractual period for additional acquisitions of equipment is time limited and ISR is therefore considering further alternatives.

The objective of this RFI is to enable ISR to obtain knowledge on the following:

- Latest trends and enhancements of PIS solutions.
- Evaluate the suitability of such solutions to ISR needs.
- Update ISR's body of knowledge for the future tender.

iv. Evaluate best practices regarding the migration process from the existing system to the new future system.

This RFI is not to be considered as a request for proposals or as a tender and the provisions of neither the Israeli Mandatory Tenders Law 5752-1992 nor the Government Procurement Agreement shall apply hereto.

(v). Israel Railways Ltd. Tender No. 11839: Providing Inspection Services at Level crossings, as well as patrols and control at all needed points and sites:

Work is to be performed in shifts; there will be two control centres: the administrative centre will take care for the logistical needs of the inspectors; the safety operational centre will concentrate all the operational reports with emphasis on emergency reports.

Currently there are 11 manned level crossings and an additional 11 unmanned level crossings; however, these numbers may drastically change due to new grade separations due to open in the coming years.

The contract is for 24 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 05.08.2019.

(vi). Israel Railways Ltd. Tender No. 11919: Supply, Installation and Maintenance of Rotating Gates, Emergency Gates and accessories for stations and other sites: The contract is for 12 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 18.07.2019.

(vii). Israel Railways Ltd. Tender No. 21811: Providing survey services on bridges on bridges and other railway structures:

The contract is for 12 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 29.08.2019.

(viii). A call to submit a Tender for installing Charging Columns for Electrical Vehicles at stations. The following stations have parking: Acre, Ahihud, Carmiel, Haifa Central the 8, Haifa Bat-Galim, Atlit, Kfar-Yehoshua, Kfar-Baruch, Afula, Beit-Sh'an, Binyamina, Caesarea-Pardes-Hanna, Hadera West, Netanya, Beit-Yehoshua, Herzliyya, B'nei-Brak, Petakh-Tikva Kiryat-Arie, Rosh HaAyin North, Kfar-Sava Nordau, Yavne West, Yavne East, Beer-Ya'akov, Rehovot, Beit-Shemesh, Ramla, Jerusalem Malkha, Kiryat-Gat, Beer-Sheva University, Ashdod, Ashkelon, Shderot, Netivot and Ofakim. The contract is for 10 years. Not yet published is the latest date for submission of proposals.

(ix). Israel Railways Ltd. Tender No. 21811: Providing Survey services on Bridges and other railway structures:

The contract is for 12 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 29.08.2019.

(x). Tender No. 190501: Operating Parking Areas at various railway stations:

The contract provides 6 months for preparations; then 60 months for operation with optional extensions of up to additional 60 months. Latest date for submission of proposals: 26.08.2019.

(xi). Israel Railways Ltd. Tender No.11840: Providing services for renting equipment for Ceremonies and Events taking place at railway stations, such as opening new stations, laying corner stone, etc.: The bidder has to be able to operate his technical team at any time and any place on the network. The contract is for 24 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 19.09.2019.

(xii). Israel Railways Ltd. Tender No.11822: Permission for providing services and maintaining of Workspace One Advanced Suite: The contract is for 12 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 16.09.2019.

(xiii). Israel Railways Ltd. Tender No. 11842: Providing services of Weed pest control and Anti-Mosquito spraying: The contract is for 12 months with optional extensions of up to additional 60 months. Latest date for submission of proposals: 26.09.2019.

(xiv). Israel Railways Ltd. Tender No. 21762: Frame contract for providing services of Maintenance, Rebuilding, and Building of Fences and Gates along tracks, passenger stations and railway sites in the southern part of the network:

The southern area borders are:

In the North: Tel-Aviv HaHagana station - km 91.100 (measured from Haifa East).

In the East: from Rosh HaAyin North up to Aviation Station (not in use) at km 106.600 (measured from Haifa East and 3.400 km north of Lod).

In the South: the Tzin phosphate ores station, the AI line and the old line to Jerusalem between Lod and Jerusalem Malkha. The contract is for 24 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 26.09.2019.

## B. TENDERS AWARDED.

(i). From 'R.G.I.' 01.07.2019: "ISRAEL: Motorola Solutions has won a contract to supply Israel Railways with up to 3,000 push-to-talk over cellular mobile devices equipped with its WAVE group communication service, and to operate and maintain the network for three years. Hot Mobile will act as the mobile network carrier. There is an option to extend the maintenance element of the contract to five years. The system is intended to support operational communications across the ISR network, including offices, yards and depots, replacing the current Mircs integrated digital enhanced network platform. Announcing the contract on June 24, Motorola said WAVE would eliminate the barriers between devices, networks and locations, allowing users with radios, smartphones, tablets and laptops to communicate seamlessly and share voice, text, photos and video with individuals or groups."

(ii). BICYCLE PARKING FACILITIES.

At the end of negotiations regarding the tender for building and maintaining a network of robotic bicycle parking facilities at railway stations, handled by the railways' logistical department, they announced on 15.07.2019 that the winner is the Israeli company

Parking 38 from the Ya'akobi Brothers Group - YSB for bicycles and scooters; the facilities are from the Spanish manufacturer Biceberg.

The facilities are sophisticated, activated by an application, touch screens and multi-liner interface, and will enable an automatic quick receiving and returning of bicycles and scooters within 15 seconds.

The underground facilities have space for more than 200 bicycles and scooters, while the surface facilities have space for more than 50 bicycles and scooters; both occupy a very small space and are secured by guards and CCTV.

In the first stage, defined as a pilot, the facilities will be erected at four railway stations: Beer-Sheva North/University and Netanya which will be surface; at Herzliya and Tel-Aviv Savidor/Central the facilities will be underground.

These stations have been selected after an administrative survey carried out by the railways' logistical department which included analyzing the number of bicycles and scooters riders at first boarding stations, in order to minimize the number of vehicles on trains, thus reducing the overcrowding on trains, and improving service particularly for passengers with limited abilities, analyzing the of populations and bicycles/scooters infrastructures around stations, and available space there.

The service is to be further extended to additional stations and will be available for passengers free of charge for 12 hours, after which it will cost about \$0.85 (NIS 3.00)/hour.

The railways mention that, hand in hand with the growth of passenger traffic, the number of riders taking their vehicles on trains has grown significantly; This causes difficulties for passengers including those with limited abilities and leads to delays at stations.

According to railways' logistical department, about 5,500 bicycles and scooter riders arrive daily at railway stations at rush hours, of which 4,500 take their vehicles on the train; it has also been found that 30% of the riders intend to arrive at or depart from the four Tel-Aviv busy stations.

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# LIGHT RAIL.

## A. TEL AVIV.

### (i). TRACKLAYING BEGINS.

NTA through Lesico Ltd. has started track-laying works at the Red line's southern end at Bat-Yam and the other end - the depot at Kiryat-Arie of Petakh-Tikva, adjacent to the railway station of the same name.



• Pictures of works at Bat-Yam (on street), as well as at the depot provided by Aharon Gazit.

(ii). NTA Tender No. 174/2019: Supply and maintenance of Work Safety Application: The application to be supplied will include: characterization, design, installation, assimilation, pilot, acceptance tests, providing licences for the system users, training, documentation, constant updating, and further developments; the system will be installed on the cellular smart phones of safety managers as one to be used for managing safety data. The contract is for 36 months with optional extensions of up to additional 24 months. Latest date for submission of proposals: 06.06.2019.

(iii). Tender No. 103/2019: Supply, Installation, and Maintenance of Risks Management system: The intention is to select one winning bidder only, who will have to be able to change the current Exel files into cloud. The contract is for 24 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 10.07.2019.

(iv). Tender No. 121/2019: Providing SOC for SIEM: The contract is for 12 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 27.08.2019. [The Editor has no idea what this means, but it sounds impressive.]

(v). Tender No. 337/2019: For the Design & Build of Rafael Eitan Traffic Underpass for the Purple Line Project. Submission date: 10.11.2019.

(vi). NTA Tender No.151/2018: Providing Photography, Photocopy, Production and Documentation Services at various sites of the project, both for existing and future lines, and - if needed - for NTA events.

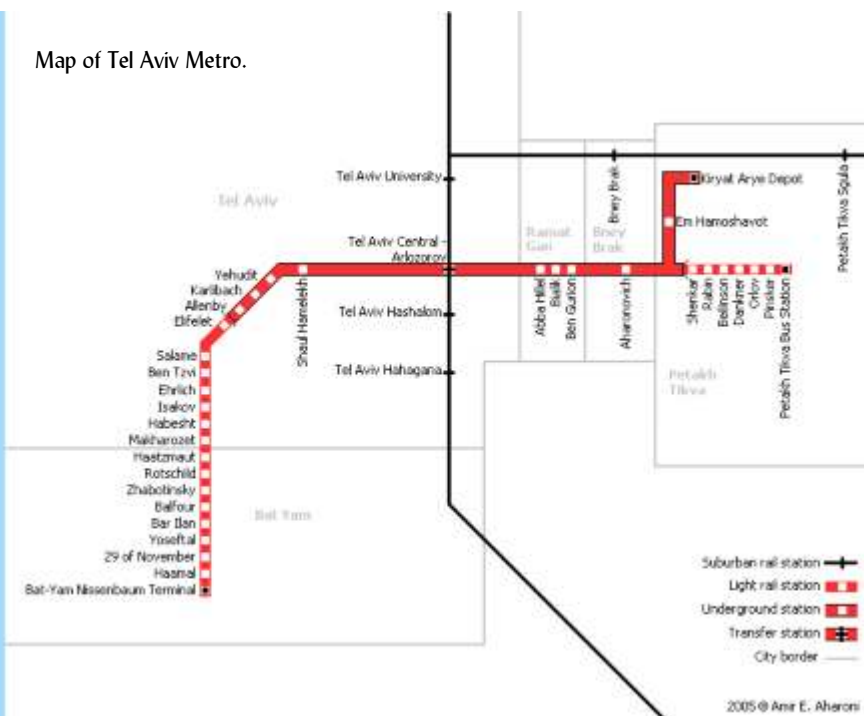
NTA has already a contract for the same purposes, but due to increased work volumes, the company is interested to work with an additional service provider; work with the existing contract will continue regularly. The contract is for 24 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 09.09.2019.

(vii). NTA Tender No.074/2019: Providing services of operating transportation models for the Greater Tel-Aviv Metropolitan Area:

NTA intends to select 2 bidders to provide services of operating both transportation and dynamic models, including: calibration, encoding, data provision, results analyzing, and any other requested service.

(viii). NTA Tender No. 291/2018: Providing services of Graphical Design of grids, announcements, letters, brochures, work plans, fences, position papers, fliers, maps, boards, signs, posters, stickers, labels, visit cards, envelopes, images, tags, uniform, sales promotion products, calendars, slides for presentations, digital advertising for abroad, etc.:

Map of Tel Aviv Metro.



The contract is for 24 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 16.09.2019.

(ix). On 02.09.2019 a television report noted that: 1). They changed the six top engineers and administrators for this megaproject over the last few months; 2). It is still on track as to the finish date; 3). The Red Line from Petach Tikva to Bat Yam will be ready on time; 4). The concrete tunnels and the stations are in place and are ready; 5). In two months' time they will test the first rolling stock on the new tracks; 6). They have all the track in 60 metre lengths – some in storage and some already laid; 7). The concrete stations are in place; 8). Every station will have glass sliding doors from the platform to the carriages, that open just on time; there will be escalators everywhere and 9). It is on budget. (Thanks to Steve Sattler for this).

## B. JERUSALEM.

### (i). CABLE CAR DECISION.

The National Infrastructures' Committee approved on Monday 03.06.2019 bringing the project of a cable car from southern Jerusalem to the Western Wall in the old city forward to government approval. The line will be 1.4 km long, there will be 73 cable cars each carrying 10 passengers at 4.5 intervals in both directions and a total capacity of 3000 passenger/hour each direction.

It is estimated that an average of 135, 000 people visit the old city and surroundings each week of which 24,000 are tourists, and the cable car is one of the best solutions for the overcrowding.

Many organization are against the project (see details in the last issue!) and have stated that they will apply to court.

- See photo - Cable Car base Station.

### (ii). JERUSALEM GREEN LINE CONCESSION AWARDED:

(From 'Metro Report Intl.' 09.08.2019):

"The TransJerusalem J-Net consortium of CAF and Shapir has been awarded a PPP concession to build and operate the Green Line tram project in Jerusalem. TransJerusalem J-Net beat a bid from a consortium of Shikun & Binui, Egged, CRRC, Comsa, Efatex and MPK.

As well as construction and operation of the 20.6 km Green Line, the concession includes the construction of a 6.8km extension of the existing Red Line. A total of 53 stops are to be built across the two lines.

Both projects are due to be completed by 2025. The consortium will operate both lines for 15 years and maintain them for 25 years, with options to extend these terms.

Each company has an equal share in the special purpose vehicle that is being established, and CAF says that its share of the contract is worth €500M. CAF will supply 114 Urbos trams for the Green Line, and will refurbish the 46 Alstom Citadis trams on the Red Line. It will also be responsible for signalling, communications and power supplies. The 13.8km Red Line with 23 stops opened in 2011 and currently carries 145,000 passengers a day.



## C. HAIFA. CABLE CAR PROGRESS.

This now has a name: "Rakvalit".

From a press release of 19.06.2019 by the Transport & Roads' Safety Ministry:

"A further step towards the operation of the "Rakvalit" (cable

car) in Haifa; The ministry has announced that the Israeli bus operator Nativ Express (Fast Lane) together with the Turkish company Bursa, which operates a cable car at the city of Bursa (which links the city with the national park on Aluwag mountain), are the winners of the tender to operate the Haifa "Rakvalit"; the first Israeli cable car to be used as a mean of public transport, alongside buses, Carmelit (metro), METRONIT (BRT and minibuses).

Other competitors were the bus operators: Egged Holding, Dan, and Kavim.

Nativ Express will be requested to train the staff needed for operating the "Rakvalit" as well as to install smartcard and electronic boarding systems; It is anticipated that dozens will be employed, both directly and indirectly.

The 4.4 km alignment will link Haifa's largest transportation centre - Merkazit HaMifratz - with the Technion (Technical Institute), and the Haifa University, both high on Mount Carmel. There will be six stations; three to be used by the public- Merkazit HaMifratz, the Technion, and the Haifa University, plus three operational stations (loops) at the Check Post (also known as HaKrayot Junction), at Dory Road and at the Technion.

Services will be provided by a fleet of 150 cars able to carry 10 passengers each, to run at 15-second intervals, with a carrying capacity of up to 2,400 passengers/hour in each direction simultaneously.





• *Work on masts for the Haifa cable car (Rakbalit); provided by courtesy of Yefe-Nof.*

Travel time from Merkazit HaMifratz to the Technion will be 10 minutes and from the Technion to the Haifa University another 9 minutes; Stations and cars will be accessible for people of limited abilities; service is to start in the second half of 2020."

**D. HAIFA – NAZARETH.**

From a press release of 08.09.2019 by Trans Israel Company Ltd. - the company responsible for designing the Haifa - Nazareth tram/train line project:

"On Thursday, 05.09.2019 the Trans Israel held an important professional conference with the participation of all the bodies and local and international groups who take part in the project, in order to strengthen the cooperation and coordination between all those involved to promote it efficiently.

150 participants: the representatives of project management companies Dana Engineering Ltd. from Israel and IDOM from Spain, the design companies Yenon Design, Development & Research Ltd. from Israel and INECO from Spain, representatives of the engineering control companies WSP from Canada and Israeli design offices, with government representatives discussed the various aspects and challenges of the project; they also visited on 08.09.2019 sites along the planned line alignment in order to get a close look at the field challenges.

The Trans Israel Company Ltd. General Manager Mr. Dan Shoenbach said: "We're progressing in the preliminary design and preparing ourselves to promote the detailed design and publishing the tenders for performing works. Trans Israel Road 6 Company has a rich experience in complex competitive projects, which provides the ability to manage the project in an efficient, non-compromising way, while strictly sticking to schedule."

The Trans Israel Company Ltd. Chairman of Directorate Mr. Husam Beshara said: "The project which is being promoted by the Transport Ministry is complex and unique; it will serve and strengthen the inhabited area near the alignment while opening the area space thus contributing to life quality and environment."



• *(Courtesy of Trans Israel Road 6 Company Ltd.)*

The \$ 1.68 Billion (NIS 6 Billion) project, will be 41 km long, will include 19 stations, Park and Ride areas and a depot; service frequency will be 4 minutes, daily rider-ship 100,000 and maximum speed 100 km/h."

# OTHER MIDDLE EAST RAILWAYS.

## A. EGYPT.

### (i) CAIRO MONORAIL.

From 'Metro Report Intl.' "Bombardier Transportation has been named preferred bidder for a contract to design and build two monorail lines in Cairo. A 54 km line would connect east Cairo with the New Administrative City, and a 42km line would link October 6 City with Giza.

The contract announced on May 27 is still subject to signature and final confirmation. Bombardier Transportation would undertake the project in partnership with local companies Orascom Construction and Arab Contractors.

The design and build contract is potentially worth €1.2Bn for Bombardier Transportation, and a 15-year operations and maintenance deal would add a further €1.1Bn. Bombardier said the rolling stock for the lines would be developed and built at its Derby plant in the UK.

According to local reports, the other bidders for the contract were a consortium of CRRC, China Railway Construction Corp and local partners Concorde and Samcom, and a consortium of Malaysian firm Scomi, the Ministry of Military Production and Arabtec Construction."

And the same source on 08.08.2019: "A design, build and operate contract for two driverless monorail lines serving Cairo was signed by the National Authority for Tunnels and a consortium of Bombardier Transportation, Orascom Construction and Arab Contractors on August 5.

The consortium was named preferred bidder in May for the contract, which includes 30 years of operations and maintenance. A 54km line would connect east Cairo with the New Administrative City, offering a journey time of 60 min. The other line would run for 42 km between October 6 City and Giza in 42 min. Capacity would be 45,000 passengers/h per direction.

Orascom's share of the US\$4.5bn contract is around US\$900m, and the company will be responsible for civil works. Bombardier's share is US\$2.85bn and includes the supply of E&M systems including Cityflo 650 signalling, communications, an operations control centre, platform screen doors, a fare collection system, power supplies and depot equipment. The manufacturer will also supply a fleet of 70 four-car Innovia Monorail 300 trainsets from its Derby factory in the UK."

### (ii). CAIRO METRO CONTRACTS. HYUNDAI ROTEM AND SOCOFER.

From 'Metro report Intl.' 13.08.2019: "The Ministry of Transport signed contracts on August 6 for the supply of rolling stock and track maintenance machines to operate on Cairo metro Line 2. Hyundai Rotem announced in January that it is to supply six eight-car trainsets with a maximum speed of 80 km/h. Deliveries are due to begin in 24 months, and the manufacturer will provide spare parts and 10 years of maintenance. Socofer is to supply two

diesel-powered maintenance trains, along with spare parts and 10 years of maintenance.

The purchase is partly funded through a €100m loan from the European Bank for Reconstruction & Development. It forms part of a wider project to modernise metro lines 1 and 2, which also includes the purchase of 32 trainsets for Line 1 and the refurbishment of a further 2 existing trains."

### (iii). TALGO DEAL SIGNED.

From 'R.G.I.' 01.08.2019: "Spanish rolling stock manufacturer Talgo has signed a framework co-operation agreement with the Arab Organization for Industrialization for the joint development of capacity and performance improvement projects on the Egyptian rail network.

Signed in Madrid by Talgo CEO Jose Maria Oriol Fabra and the Chairman of AOI's SEMAF rolling stock factory Esmail Nagdy, the framework agreement provides for Talgo and SEMAF-AOI to explore options for the joint manufacturing of rolling stock which could be used in different market segments. These could include both long-distance and shorter rail services, within the framework of 'ambitious plans' to reduce travel times and improve the quality of public transport across Egypt.

The agreement is separate from Talgo's €158m contract awarded by ENR in April for the supply of six inter-city trainsets, which will operate on the main lines from Cairo to Alexandria and Aswan."

### (iv). Some Old News from 1979!!

#### GERMAN SIGNALS FOR EGYPT.

Taken from 'Eisenbahn Magazin' 1/1979, p.8: (Translation by the Editor):

"The main line Alexandria - Cairo - Assyut of the Egyptian State Railways is to be equipped with modern signalling equipment from the Bundesrepublik Deutschland. After the Transport Ministry in Cairo signed a contract with Siemens in Autumn 1977 for delivery and installation of signal equipment worth a total of 26 Million Marks, in Summer 1978 a renewed contract with a value of a further 22M Marks was signed.

Siemens then began to install an Inductive Train Protection System on the line Alexandria - Cairo - Assyut, which will continually observe train movements. Should danger threaten, for example when a signal is not observed, the security system intervenes automatically and brings the train to a halt. This Automatic Train Control 'system I 100' has been developed out of systems that are already in use on the Deutsche Bundesbahn and on several other European and other railway systems.

Siemens installed the first new pattern signals on the line Assyut - Sohag already in 1963."

## B. TURKEY.

### (i). AN OVERVIEW OF 2019 CHANGES.

(From 'Fahrplancenter News' Nr. 60 p.23). "As already reported, the new TCDD timetable for December 2018 saw the reopening of Istanbul Haydarpaşa station in response to demands from many sides. Main users will be local trains but some long-distance services return as well. From January 2019 the urban trains were able to run into the city on the European side and with the opening of the tunnel they run from 13.03.2019 also through to the Asiatic side. Istanbul Sirkeci became once more terminus for long-distance trains from and to Europe - initially the daily 'Sofia Express' Istanbul-Sofia. It remains unclear whether in Summer 2019 a link with Bucharest will also be resumed. From the new timetable of 13.03 also two YHT trains towards Ankara and one to Konya were extended from pendik and Söğütlücesme to run from Halkali, i.e. through the Marmaray Tunnel, thus ensuring intercontinental train connections. Training runs for personnel were run from January 2019.

Regular freight traffic through the Marmaray Tunnel is also due to start. TCDD has prepared a timetable 'window' daily from 00.30 to 03.00, and trains will be cheaper and simpler to run than the current ferry connection; freight tariffs will also lie some 40-50% below those of the ferries.

The Metro line through the tunnel, which has been in use already for a while, conveyed over 60M passengers in 2018 and it is estimated that this number will rise soon to 200m and later even to 500M p.a.

Completion of the Baskentray Project in the Ankara region sees many changes here - from November 2018 the 'Izmir Mavi Tren' runs once more in its usual route Ankara - Eskisehir - Izmir. As promised several times previously, from December 2018 also the 'Çukurova Ekspresi' Ankara - Adana and the '4. Eylül Mavi Tren' ('Blue Train of the 4th. September') Ankara - Malatya are running. From December also the 'Göller Ekspresi' Izmir - Isparta also runs.

Extensive construction works have been under way for an extended period on the line Samsun - Kalin and during the first months of 2019 passenger trains have been restored in stages; these include: Amasya - Hacibayram, Amasya - Havza, Samsun - Sivas and Samsun - Amasya."

### (ii). TOURIST TRAINS.

"Many of the longer-distance trains that traverse Turkey, that are often under way for 12 to 24 hours or more, are simply uneconomical for normal passenger traffic. The lines they traverse are single-track, with many curves and many stops necessary to cross other traffic. It is only their very low fares that makes them at all attractive for journeys between intermediate stations. This however leads to high deficits. Now the Tourist Ministry together

with the TCDD is considering marketing these trains for Tourists in order to prevent their total withdrawal. The project is aimed at cutting out the barely-used stops, improving the comfort of the carriages and the restaurant cars should serve typical regional dishes at a higher quality. On the way stops can be made at places of greater tourist significance, together with a programme of organised visits. The fare would rise in accordance with these improvements.

The first train to be so changed would be the 'Dogü Ekspresi' Ankara - Kars. There is certainly a market for such trains, since national and international rail tourism has grown strongly. One problem would be that these trains would serve only Ankara and not Istanbul, where there is perhaps a higher potential as a starting-point."

(iii). ISTANBUL - EDIRNE.

"For a long time the main line of the TCDD on the European side has been neglected; It was indeed electrified and the tracks improved, yet it never really developed fully, only the freight traffic is slowly rising. This is hardly surprising when one considers that the single train pair per day faces competition from around 60 bus journeys per day, with a transport market of some 3M passengers p.a. Now the government, together with the EU, has allocated funds to rebuild the line by 2022 for 200km/h and to acquire appropriate multiple-unit trains (5-car sets that can be coupled to 10-coach formations). In this way it is hoped to win at least half the passengers from the buses to the trains. Travel time over the 318km line from Kapikule (the Bulgarian border) to Istanbul Halkali will then drop from over 3 hours to only 2 hours and the fare on the train is only TRL 25.00 as opposed to twice that for the bus. In addition at Halkali there are many connections, to the metro, the S-Bahn and also long-distance and YHT trains into the Asiatic side of the country. The journey should also be safer since at present some 10% of all bus journeys on this route suffer from some irregularities or accidents!"

(iv). EDIRNE SERVICE SUSPENDED.

From 'Todays Railways Europe' No. 284 p.40: "New PLOVDIV-EDIRNE TRAIN SUSPENDED From 1 June BDZ introduced a weekend service from Plovdiv, Bulgaria, to Edirne, just across the border in Turkey: Times were 08.40 Plovdiv – Edirne 12.18, with a return 17.00 Edirne – Plovdiv 21.15. The return fare was about €15. However; take-up was minimal so the service was suspended after two weeks: It may be restarted from Sofia in the future."

It is a little unclear therefore to what extent one can currently reach Turkey from Europe by rail overland. In the same magazine p.41 is an item on international trains from Romania which notes: "For the summer period – 7. June to 7. October) a train departs from Bucuresti for Thessaloniki (Greece) via Sofia (Bulgaria), on Fridays only at 12.40, with the return departing on Sunday nights. In summer (9. June to 7. October) coaches for Istanbul Halkali (Turkey) leave every day, also at 12.40, with the return departing at 12.40."

(v). TURKEY - AZERBAIJAN.

(From: FCN Nr. 60 p.23).

"In March 2019 the first train set formed of ten carriages for this service was delivered from Switzerland via Austria, Serbia and Turkey to Azerbaijan. They had been built by Stadler in Switzerland and two of them tested in Germany by DB Systemtechnik to check electro-magnetic compatibility, before they were formally accepted by Azerbaijani representatives. According to Turkish sources the regular direct runs with this train should commence in late-summer or autumn 2019. Planned at present is a weekly train pair Baku - Tbilisi - Kars - Ankara. At present TCDD does not consider it feasible to extend this to Istanbul but has not ruled out this possibility for the future.

The train comprises two Sleeping-Car classes, the 1st. class with 2-bed compartments and own shower/toilet; and a Comfort Class for families whereby two compartments can be opened together, and the Economy Class with 4-bed compartments. In total 257 sleeping berths will be offered, and there is also a Restaurant Car in the rake. The vehicles can be regauged at the border between Turkey (1435mm) and Georgia and Azerbaijan (1520mm) - at the stage of planning in February 2019 a journey time of 16-18 hours is envisaged between Baku and Kars, including the regauging, then a further 22 hours between Kars and Ankara - for 1387km. - i.e. a total 38-40 hours. The current 'Dogü Ekspresi' Ankara - Kars needs over 25 hours, but with some 53 intermediate halts; the international train should make a maximum of 12-15 halts along the line Ankara - Kayseri - Sivas - Kars.

The railway administrations involved consider the freight traffic over the first full year of operation (2018) as successful. In 116 trains some 110,000 Tons of freight were conveyed, all in containers, mostly from Kazakhstan - Turkey followed by Turkmenistan - Turkey. Although a regauging facility is available, none of the wagons were regauged; instead the containers were unloaded and transferred in the Georgian border station of Akhalkalaki.

Update: On 26.03.20189 the passenger train formation reached the border with Georgia and was brought to the regauging facility at Akhalkalaki by Turkish diesel loco on the standard gauge and was collected by a broad-gauge Gergian loco (a 2M62 of Russian origin) and hauled over the regauging tracks and further. These were probably the first ever Swiss-built carriages which were ever hauled through a Talgo-type gauge changer."

(vi). NEW TRAMLINES PLANNED IN ERZURUM AND ERZINCAN.

From 'Metro Report Intl.' 20.06.2019: "The Ministry of Transport & Infrastructure has approved the construction of a tram line in Erzurum. Planning has been underway since 2015, and the government has allocated TL890m for the project.

Due to be built in five years, the 15.5km first phase would link the city's railway station with Ye'il Yakutiye in the southwest. The second phase would extend the line northwest by 5.7km. The line has a design capacity of 10,026 passengers/h per

direction, and the 14 stops would have 11.8m long platforms.

The Ministry of Transport & Infrastructure has also approved a tramway project in Erzincan."

(vii). TURKISH TRAMS FOR ROMANIA.

From 'R.G.I.' 11.07.2019: "Bozankaya is to supply up to 40 trams to Timi'oara, the Turkish manufacturer announced on July 9. The firm order for 16 trams is worth €33m excluding VAT, which would rise to €80m if all options were to be exercised.

Bozankaya's bid beat one from Pesa. Deliveries from the supplier's Ankara factory are due to begin 18 months after contract signing, with all the vehicles from the base order due to be delivered within 48 months.

The five-section fully low-floor bidirectional trams will be 32.7m long with capacity for 170 passengers. The air-conditioned vehicles will have a maximum speed of 70km/h, and will be equipped with batteries that would allow up to 60km of catenary-free operation."

(viii). POWER HAUL LOCOS.

From 'R.G.I.' 26.07.2019: "Wabtec and Tülomsa? have delivered five PowerHaul diesel-electric locomotives to Körfez Ula?t?rma, the rail transport subsidiary of oil refining company Tüpra? which was the first operator to order new locos after the government began issuing operating licenses to private companies in 2017.

Körfez Ula?t?rma signed the order with what was then GE Transportation at InnoTrans 2018 on September 18 last year. The deliveries double the size of the operator's fleet; it currently has five PowerHaul locos leased from state operator TCDD. It also owns 439 wagons and leases others.

'We have been working to increase the speed and productivity of our logistics as we expand our operations', said Tufan Ba?ar?, General Manager of Körfez Ula?t?rma. 'Now that we have five powerful new locomotives added to our fleet, we are able to move goods between Tüpra? refineries and the fuel terminals more efficiently and better meet our customers' needs.'

The locomotives were built in Eski?ehir by Tülomsa?, Wabtec's partner for the production of PowerHaul locos for the European, Middle Eastern and North African markets. They have a 16-cylinder 3,700hp P616 engine with common-rail fuel injection, AC traction motors and individual axle control. They meet EU Stage IIIa emissions and TSI standards.

'We have a long-standing partnership with Turkey that will continue beyond the delivery of these new locomotives', said Gökhan Bayhan, Wabtec's General Manager for Russia, the CIS, Middle East & North Africa. 'Wabtec will be providing service support and technical expertise to maximise performance throughout their lifecycle.'"

#### (ix). STADLER ELECTRO-DIESELS.

Related to the above: From 'R.G.I.' 27.08.2019: "The Körfez Ulaştırma rail transport subsidiary of oil refiner Tüpraş has awarded Stadler a contract to supply seven Eurodual electro-diesel locomotives from 2021, along with an eight-year full service maintenance agreement.

Stadler said the order announced on August 27 was its first contract in Turkey, and they would be the first electro-diesel locomotives in the country. They will be rated at 2.8 MW in diesel mode and 6.15 MW under 25 kV 50 Hz electrification, with 'outstanding tractive effort of up to 500 kN thanks to six powered axles and a state-of-the-art adhesion control system'. This will enable a single loco to haul fuel trains of up to 2,000 tonnes and handle steep gradients.

Körfez Ulaştırma was the first private operator to secure a freight licence when the government began issuing them two years ago. It began operations in December 2017, since when it has transported 3 Million tonnes of freight. It was founded to maximise its parent company's use of rail for oil transport, but also targets growth through the movement of other goods.

It recently took delivery of five Wabtec/Tülomsa PowerHaul diesel locomotives, joining the five it leases from state operator TCDD.

'We are rapidly growing our resources to increase our share in rail freight market', said General Manager Tufan Başar when the latest order was announced. 'The addition of powerful Eurodual locomotives in our fleet will support our rail operations, providing us with a strong competitive advantage.'

#### (x). ANKARA SUBURBAN EXTENSION.

From 'R.G.I.' 29.07.2019: "Construction has started on an extension of Ankara's Başkentray suburban railway from the current western terminus of Sincan to Yenikent. The 8km northwestern extension is being funded from public sources. Completion of the TL353M project is due by the end of June 2022. From Yenikent a single-track line is to be built to the Kazan Soda Elektrik factory to the north. Construction of the 6-8km alignment is being funded by the factory.

Railway infrastructure manager TCDD awarded the construction to a consortium of HCA İnşaat, İmaj Altyapı Ustası Yapı and Efecimler İnşaat Madencilik, which replaces an agreement with Aga Enerji awarded in July 2018 and subsequently cancelled."

#### (xi). SAMSUN EXTENSION.

From 'Metro Report Intl.' 02.08.2019: "The Samsun tram line has been extended northwest by 6 km from OMÜ Rektörlük / Batı Garajı to Yurtlar."

#### (xii). NEW ANTALYA LIGHT RAIL LINE.

From 'Metro Report Intl.' 15.08.2019: "Antalya light rail line T3 opened on August 11, adding 12 km and 19 stops to the city's Antray network.

T3 runs from Varsak Mezarlığı in the north to Atatürk Lisesi in the west. A three-stop extension from Atatürk Lisesi to Otogar is still under construction. Once completed, an underground stop at Otogar will provide interchange with the existing east-west route T1.

The T3 project has been built at a cost of TL700m. In the longer term it will be extended south from Otogar to Müze. This is currently the western terminus of the T2 heritage tram line, which is to be upgraded to modern standards and double-tracked. Upon completion of this work, T3 will run through to Zerdalilik in the city centre, creating a 23 km route serving 39 stops.

Antalya Municipality plans to purchase a total of 47 light rail vehicles to operate the route, of which 20 would be required for the first phase. Services are currently operated using the existing fleet of 18 Eurotem trams produced by joint venture of Tüvasaş and Hyundai Rotem and 14 five-section CAF Urbos trams."

### C. ERITREA.

Another special train is being run 25.10-1.11.2019. For details contact 'FarRail Tours' - mail@FarRail.com

### D. ETHIOPIA.

From 'Metro Report Intl.' 4.6.2019: "The government has selected Ramboll to help it to develop a strategic infrastructure plan for Addis Ababa. The World Bank funded project focuses on sustainable urban development as the capital is experiencing a sharp increase in air pollution and traffic congestion.

Ramboll is the lead consultant in a consortium with two Italian companies and a local subcontractor. The consortium will assess the travel demand patterns and transport conditions in order to identify transport strategies with the aim of developing more low-carbon alternatives to private car use. Ramboll's Smart Mobility division hopes to develop a demand-based transport model and plan for future infrastructure projects in the city to 2030."

### E. IRAN.

#### (i). MORE SPECIALS.

Two special trains are being run by FarRail Tours - 16.11-27.11 from Bandar Abbas and the broad gauge; from 26.11-30.11 along the Caspian side of the Trans-Iranian railway. For details contact FarRail Tours, www.FarRail.com or mail@FarRail.com

#### (ii). IRAN-AFGHANISTAN.

##### FIRST TRAIN TO HERAT?

(From: FCN Nr. 60 p.25)

"At last it has been reported that construction of the railway from Iran to Afghanistan is making progress, albeit at only modest speed - slower than the Iranians would like. The line, around 200km long, is reaching slowly into the Afghan interior. In stages the Iranian town of Khaf near Sangan, in the east of the country, was reached by September 2016. In October 2017 it was envisaged that the 62km section Sangan - Myothek - Khoshbeh - Shantiq would be laid. However, it has been learned that due to topographic and geological problems the track was first laid in mid-2018 as far as the border station of Shantiq. A few weeks later the rails had at last reached Afghan territory. From Shantiq the conditions are less problematic once more and the construction was continued by Iran a further 61.2km to Jono on the main road to Herat, north of Ghourian. Tracklaying here should have been completed by January 2019. In February 2019 the Afghan government decided upon the continuation of railway construction, now under Afghan control but with Italian assistance, via Robat Paryan (43km) to Herat (a further ca. 20km) and ordered that work should begin immediately. In Herat the industrial area and the airport should be connected to the railway.

This line is being built to standard gauge, unlike the lines being extended from Uzbekistan and Turkmenistan (1520mm), and in consequence the Afghan railway administration must use railways of two separate gauges. Should Pakistan's plans to build a broad-gauge (1675mm) line into the country be realised, which is certainly a possibility, since none of its neighbouring countries want to lose out in the struggle for influence within Afghanistan, then this country will become a junction for three gauges. However, it will certainly take at least a further ten or more years before the internal connections, especially those between Herat - Kandahar - Kabul - Masar-e-Sharif become operational.

Iran hopes to commence rail traffic to Herat at the latest by 2020; initially this will be freight traffic only, but there is talk in Teheran of an international train, probably from Mashhad in Iran to Herat."

#### (iii). TEHRAN – ANKARA PASSENGER SERVICE RELAUNCHED.

From 'R.G.I.' 20.08.2019: "The Transasia Express passenger service between Tehran and Ankara has been relaunched after a four-year suspension.

The first departure left the Iranian capital on August 7, watched by Managing Director of Islamic

Republic of Iran Railways Saeed Rasouli and the Turkish ambassador. The train is scheduled to run once per week, but the frequency could be increased if there is sufficient demand.

The train runs through Zanjan, Tabriz and Salmas to the border at Razi and Kap?köy, with the RAI coaches continuing as far as Van where passengers transfer to a ferry to cross Lake Van. After disembarking at Tatvan passengers continue to Ankara on a TCDD train.

Iran and Turkey have also reached a new agreement on tariffs for freight trains operating between the two countries."

(iv). An extension of Mashhad metro Line 2 opened on July 27 between Shariati and Shahid Kaveh.

## F. SAUDI ARABIA.

(i). Hail - Jauf opened 07.11.2018; Commercial operation of Medina - Mecca began 11.10.2018.

### (ii). CZECH LOCOS RETURNED.

In 'Today's Railways Europe' 284 p.52: "After six years seven CKD-built class 742 Bo-Bo diesel locos arrived back in the Czech Republic from Saudi Arabia. In 2013 the former CD locos were sold by Lokotrans Brno to contractor OHL of Spain and used to haul engineering trains during construction of the Haramain high-speed line between Makkah (Mecca) and Madinah (Medina) (453km.) opened in September 2018. On 22 May 742.017, 028, 132, 155, 159, 195 and 269 were loaded in Bremerhaven and shipped upstream via the Rive Labe (Elbe) to Décin-Loubi port, where they arrived on 2. June.

The locos were bought back by their former owner Lokotrans and on 6 June were towed via Nymburk to Strelice uBrna to be repaired at the workshops there. 742.155 and 195 will be used as source of spare parts. There are rumours that the locos will eventually be sold to Serbia."

### (iii). SAVAGE CONTRACT.

From the Middle East Rail newsletter: "Saudi Basic Industries Corp (SABIC) has selected US based, Savage, to build and operate a rail facility that will serve their joint venture project, named Gulf Coast Growth Ventures (GCGV). Savage, who also have a large presence in Saudi, will deliver rail switching and sorting, railcar washing and loading, railcar repairs and facility maintenance services for the project, which is due to complete in 2021."

### (iv). CONDITION-BASED MAINTENANCE.

From 'R.G.I.' 28.08.2019: "CAF is to install its LeadMind real-time remote monitoring and condition-based maintenance technology on the six trainsets it supplied to Saudi Railway Co for passenger services on the 1,242km north-south route between Al-Qurrayat and Riyadh. LeadMind is to be deployed on a total of 62 coaches and 12 diesel power cars, in what CAF said was a key

element of the operator's strategy of shifting to condition-based maintenance.

The LeadMind technology platform is already in use with operators including Euskotren, Trenitalia, Metro de Santiago and tram operators in Amsterdam and Zaragoza, and 3 200 vehicles with 23 operators are expected to be covered by 2020. Earlier this year SAR awarded Perpetuum a two-year contract to provide its vibration-based track condition monitoring system for use on the north-south route."

(v). Information from the programme of the Mid-East Rail Fair:

## KSA NATIONAL RAIL NETWORK.

Upgrading the rail and transportation infrastructure. Opportunities in the operation and maintenance of existing lines and in the PPP agreements on new railways and infrastructure.

## NORTH-SOUTH RAILWAY.

The world's largest railway construction and network launched in February 2017 to support the massive development of the mining industry, prioritised as KSA's third pillar of the economy after oil and gas. The \$35 billion passenger and freight rail line originates in Riyadh and ends in Al Haditha in the south and connecting Riyadh, Al Qassim, Hail, Majmaah, Al Jouf and Al Qurrayat.

## RIYADH METRO.

Currently the largest metro project in the world, the \$225 billion project will be driverless and will consist of six metro lines spanning a total length of 176km with 85 stations. Test runs have now begun after a series of strategic partnerships and contracts have been announced.

## LANDBRIDGE.

KSA is establishing a new line to connect the two major cities in KSA, Riyadh in the East and Jeddah in the West, to link the GCC ports and the wider gulf. Predominantly for freight, the 1,600km line and \$7 billion project is to be funded by the private sector, from local and international engineering companies and financial institutions.

## KING ABDULAZIZ INTERNATIONAL AIRPORT.

Remaining projects with \$32 billion of work include plans for the world's tallest control tower (135m), a major new transport terminus linking to the Haramain High-Speed rail route and a new four lane tunnel for ground service equipment being built below the runway.

## G. ETHIOPIA-DJIBOUTI.

(From 'FCN' Nr. 60 p.31): "Traffic on the new standard gauge railway has not developed as well as had been hoped. there are several factors which contribute to this. the fares are too high for a proportion of the potential customers. In addition only the towns Addis Abeba (where the Furi-Lebu station is situated well outside the centre), Adama,

Diré Daoua and Ali Sabieh (here just Customs inspections) and Djibouti Negad (also outside the centre) are served at all. The many smaller places with poor road access do not benefit from the new railway and the majority of the old metre-gauge line is now removed. So the new train departs Addis Abeba only every second day (only on odd dates and never on the 31st. of a month!) at 08.00 and from Djibouti only on even dates also at 08.00; travel time for the 728km route is 12 hrs. 40 mins. and this schedule can easily be met.

For tourists from other countries apart from the states concerned there are also often problems with visas for crossing the border and often travellers have not even started the journey because one cannot buy a ticket without a visum - but often no visum will be issued unless one already has a ticket!

There are unconfirmed reports that the not-yet dismantled metre-gauge line Diré Daoua - Djibouti remains (just) in operation - depending on the source, a train pair runs once in the week, for both passenger and freight traffic. But for how much longer?"

## H. UNITED ARAB EMIRATES: ABU DHABI - DUBAI.

From 'R.G.I.' 26.06.2019:

"UAE: Etihad Rail has awarded the next two civil engineering and track works contracts for the construction of Stage Two of the national railway network. With a total value of 4.4bn dirhams, the 216km Package B and 94km Package C routes will form the backbone of the UAE's national network, connecting Abu Dhabi and Dubai. The two packages include the links to Khalifa Port, Khalifa Industrial City (Kizad), and Jebel Ali Port, connecting the country's key ports with its principal industrial and urban areas.

The two packages have been awarded to a grouping of China Railway Construction Corp with local firm Ghantoot Transport & General Contracting Co. The contracts were signed on June 25 by Etihad Rail Chief Executive Officer Shadi Malak, CRCC's Authorised Representative Wang Jinsong and Ghantoot Chairman Ali Mohamed Sadiq Albloushi at a ceremony attended by Etihad Rail Chairman HH Sheikh Theyab bin Mohamed bin Zayed Al Nahyan.

As well as the design and construction of rail infrastructure, including earthworks, bridges and tunnels, the contracts include tracklaying. The Package B route will connect with Package A and the Stage One line at Tarif, while Package C will form an end-on extension from Package B. Etihad Rail had previously awarded the design and build contract for Package A to a consortium of China State Construction Engineering Corp and South Korea's SK Engineering & Construction.

Describing the railway as 'one of the most important economic development projects in the UAE', HH Sheikh Theyab said the award of the two contracts was another milestone in the development of the national network, which will eventually run for 1 200 km, linking Ghuweifat near the border with Saudi Arabia to the port of Fujairah on the east coast. 'Etihad Rail will sustain the growth of our

transport industry and freight carriage sector throughout the UAE, as railway systems are one of the most important means of transport on which countries depend to achieve their economic and social objectives', he explained."

From 'Middle East Rail' we received the following:

"Etihad Rail has recently awarded contracts worth \$1.19bn to connect Abu Dhabi and Dubai by train. The packages will link Khalifa Port, Khalifa Industrial City (Kizad), and Jebel Ali Port along a distance of 310km. The contracts have been awarded to China Railway Construction Corporation Ltd, (CRCC) and Ghantoot Transport & General Contracting Company. The rail network is a combination of freight and passenger lines which extends around 1,200km and has nearly 40 railway facilities - logistics sites for freight, passenger stations, stabling and maintenance depots. On completion in 2024, the network will link Saudi Arabia to the UAE and Oman.

Middle East Rail hosts the largest pool of transport ministries and rail operators from the Middle East, North Africa and Central Asia and we can help you break into these markets. Call on +971 4 440 2501 or email jamie.hosie@terrapinn.com to learn how you can position your organisation at the forefront of the region's leading railway event and secure high returns for your business..

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## I. LEBANON.

### (i). CHINESE INTEREST IN RECONSTRUCTION.

From "The 961" website, downloaded 1.6.2019 but possibly posted five days earlier:

"At a meeting with Public Works and Transport Minister Youssef Fenianos on Friday, a Chinese delegation to Lebanon laid out a plan to revive Lebanon's railways. The construction would be a part of a larger effort to connect transit between neighbouring cities, like Aleppo and Damascus, but the connection in Lebanon would be between Beirut and Tripoli.

"We are ready to support Lebanon with our technical knowledge. ... But we are more interested in connecting Beirut to Tripoli, Tripoli to Aleppo, Aleppo to Damascus, and so on..." Eliana Ibrahim, president of the China Arab Association for Promoting Cultural and Commercial Change, said via 'The Daily Star'. The railway would be a large investment initially, and Chinese investors are primarily concerned with the return that this investment would generate. "20 percent we care about the investment, but 80 percent we care about the return," Ibrahim explained via 'The Daily Star'.

The potential railway would serve as a means for public transport, but as Ibrahim also stressed, revenue would need to be generated from cargo as well as daily commuters. Minister Fenianos stated via 'The Daily Star' that public transport has a "central role for economic and social development in Lebanon to facilitate the affairs of citizens and goods within Lebanon and its Arab neighbours."

There have also been other interests for China in Lebanon, as Prime Minister Saad Hariri met with a delegation led by Wang Kejian, the Chinese Ambassador to Lebanon. The discussion surrounded investments in energy and included members from the China Energy Group. "This expresses the willingness of the Chinese side, both at the level of government or companies, to cooperate with the Lebanese side in the field of economic development for the mutual benefit of both countries," Kerjian said via 'The Daily Star'. "We hope to reach agreements soon," he continued.

Built by a French company in 1895 during the Ottoman rule, Lebanon's railway extended 408 km, connecting Beirut and Tripoli to Damascus (Syria) and Haifa (Palestine). Lebanon's civil war brought the operation to a stop, and the train stations to be abandoned.

While the war ended over two decades ago, no government attention has been allocated to it whatsoever. The station buildings and trains have been in ruins and desolation. Today, after decades of disregard, there are finally talks of resuscitating Lebanon's railway. The economic potential for such developments would be helpful in boosting the Lebanese economy given the current deficit. That in addition to the railway promoting the ease of public transportation from long distances across Lebanon.

Yet, what will develop from these meetings still remains uncertain."

### (ii). RAYAK STATION FESTIVAL.

Thanks to Lorenz Degen I received information on a "Rayak Historical Train Station Cultural Visit & Event - The 124th Commemoration of the Beirut - Damascus Line Inauguration" - An open afternoon in the amazing Rayak train station! "Under the high Patronage of his Excellency the President of the Lebanese Republic General Michel Aoun. With the cooperation of the Lebanese Railway and Public Transportation Authority and the Rayak-Haush Hala Municipality, Train-Train NGO in partnership with the Rotary Club Chtaura-Bekaa Gate, have the pleasure to invite you to celebrate:

The 124th Commemoration of the Beirut - Damascus Line Inauguration

With a special performance by the Lebanese Internal Security Forces Symphonic Orchestra and many distinguished artists. An Exhibition area with Train stations old pictures as well as paintings of trains by Tom Young. This event is organized by the Train Train NGO and the Rotary Club of Chtaura - Bekaa gate. In collaboration with the OCFTC, the Municipality of Rayak. Media partner: Lebteivity.com ; With the support of: I Have Learned Academy."

It is noted that "Buses will be available from Mar Mikhael Train Station at 2:30 pm and back at 8:00 pm; Or you can take your own cars / transportation. Booking for the event is free but registration is a must on this link: <https://ihjoz.com/events/4933>

For more info please email: [info@ihavelearned.me](mailto:info@ihavelearned.me) or Whatsapp: 03-614493 Read more on <https://www.lebteivity.com/event/rayak-station->

cultural-event-the-124th-commemoration-of-the-beirut-damascus-line-inauguration "

## K. BAHRAIN.

### METRO CONSULTANCY.

from 'R.G.I.' 11.07.2019: "The Ministry of Transportation & Telecommunication has shortlisted three bidders to provide consultancy services for the first phase of the country's planned metro network. Al Zayani Engineering, KPMG and PwC have been shortlisted for the transaction advisory contract. Bids were also submitted by Deloitte Professional Services, Gulf International Bank, Lazard Freres, Parsons Global Services and Ernst & Young.

The first phase would cover the development of two lines totalling 29km and 20 stations. One line would link Bahrain International Airport with Seef Mall, while the other route would run from Juffair to Educational Area in Isa Town. Interchange between the two lines would be provided at Bab al Bahrain and Al Farooq Junction. Further phases would eventually create a total network of 109 route-km."

L. OMAN. Information from the programme of the Mid-East Rail Fair:

### (i). OMAN NATIONAL RAIL NETWORK.

In Oman, rail construction has become a high priority. Oman Rail plans for a national network of 2,135km, part of the GCC rail network and linking southern parts of the country for port connectivity. The network will host passengers and carry freight with maximum speeds of 220km/h and 120km/h respectively.

### (ii). MINERAL LINE.

A logistical hub transformation, the Oman Mineral line will facilitate the transportation of 5 million tonnes of gypsum, 5 million tons of limestone and around 1 million tonnes of oilfield equipment annually. Made up of 375km track, the minerals-based railway freight line connects Shuwaymiyah and Manji areas with Duqm Port, connecting mines to ports.

### (iii). NEW PORT IN SUR.

Oman has announced the construction of a new port near Sur Industrial Estate, positioned just outside Muscat to strategically connect Oman with other trade hubs.

## M. UNITED ARAB EMIRATES

- Bits of information from the programme of the Mid-East Rail Fair:

### (i). 'ABU DHABI MASTER PLAN'.

Established by government stakeholders to provide an advanced surface transport network to support the planned growth of the city and complement a

future where public transport, walking and cycling are more central to the way people travel. This phased program of new transport networks, junction improvements, road widening and additional strategic links is planned to improve road safety and quality of life for residents.

(ii). DUBAI METRO 2020 EXPANSION.

Expected to be completed several months ahead of Expo 2020 including 15km of new tracks and seven new stations, four of which will include transit-oriented development (TOD) schemes. The new green line is expected to carry 125,000 passengers per day by 2020 and 275,000 passengers by 2030.

(iii). UAE NATIONAL RAIL PROJECT: ETIHAD RAIL.

Etihad Rail's 1,200km network will extend across the UAE from the border of Saudi Arabia to the border of Oman and carry 16 million passengers. Stage Two will consist of 628km and Stage Three will extend the network from the emirate of Dubai to the northern regions of Fujairah, Ras Al Khaimah and Sharjah.

(iv). ABU DHABI METRO AND LIGHT RAIL PROJECT.

In line with the emirate's economic vision for 2030, the new network will relieve traffic congestion on the highway network and facilitate efficient connectivity over an area of 131km. The project consists of four lines and combines heavy rail rapid transit and LRT.

(v). AL MAKTOUM INTERNATIONAL AIRPORT EXPANSION.

This large-scale infrastructure project, now in phase one, will involve two parallel 4.5km long runways, a new 165,000 sq.m. terminal offering a capacity of 35 million passengers a year. Six new train tracks will be constructed to connect the terminals and three stations will be built at each concourse.

(vi). THE AL SUFOUH TRAM, Phase Two.

The second phase of the Dubai tram will extend the tracks by 4km and link the network to Mall of the Emirates in Dubai.

(vii). From Metro Rail Intl. 27.08: "CRRC Zhuzhou has tested its Autonomous Rail Rapid Transit articulated battery bus in Doha."

## N. KUWAIT.

(i). KUWAIT METRO.

\$7 Billion metro rail project is back on track after plans to proceed to the next stage were approved. The 160km system, due to be built over five phases, is expected to include 68 stations and four lines. Delays, setbacks and challenges have emerged due

to macro factors including the paucity in public transport culture and the sandy terrain is not appropriate for the rail line.

(ii). KUWAIT NATIONAL RAIL ROAD (KNRR).

Aiding the nation's long-term diversification goals, the KNRR is an integrated rail network with 511 km of track and serving both freight and passenger needs. Designed to link Kuwait City and airport and the other GCC countries and functioning by 2023.

## O. BAHRAIN.

(i). BAHRAIN LIGHT RAIL.

Bahrain's monorail link to the seaport is steadily progressing, aiming to position Bahrain as a cargo transit hub for the Northern Gulf. Timescales and completion dates are yet to be revealed, however, it has been announced that the project will run with a PPP funding mode.

(ii). BAHRAIN URBAN TRANSIT PROJECT.

The 70km railway connecting a passenger terminal in Salmabad and freight facilities at Bahrain's Khalifa bin Salman port to the Saudi railway system. The project will be implemented in phases with phase one being 25km with 17 elevated stations and eventual capacity is expected to be 8,000 to 10,000 passengers per hour per direction. Phase one will include the first line between Airport and GCC Rail Station in Salmabad and a depot construction. Phase 1 will also see Line 2 section between Juffair and Bahrain Financial Harbour. Bahrain has announced that it aims to appoint a rail transaction adviser by end of 2018 to facilitate these transformative projects.

(iii). KING HAMAD CAUSEWAY LINKING BAHRAIN AND SAUDI ARABIA, AGAIN. Bahrain is due to construct a second link to ease congestion on the existing link and is expected to cost between \$4 and \$5 billion. The causeway will link directly with the new railway lines for optimal cross border connectivity."

126:08

# COAL TRANSPORT BY ISRAEL RAILWAYS (1990 – 2001)

## HAREL EVEN

During August 1990 Israel Electric Company (IEC) took into operation its new Rutenberg power plant south of Ashkelon, along the Mediterranean coast. Several options had been considered during the first half of the 1980's concerning the transport of 2.5 million tons of coal annually to feed the power plant.

IEC was willing to build a jetty near the station to allow direct unloading of imported coal ships, but eventually it was decided by the government to unload the coal at the rebuilt dock number 9 of Ashdod port and deliver the coal by rail. A conveyor belt was built to transfer the coal from the dock to a new coal terminal built outside the port and operated by the National Coal Company (NCC).

Israel Railways prepared in advance the necessary infrastructure and rolling stock:

A loading station named Ashdod Pecham (Coal) consisted of six tracks:

1. Departure track – 890 metres
2. Arrival track – 875 metres
3. Loco turn around track – 927 metres
4. NCC Loading siding – 740 metres
5. Shunting tail – 50 metres
6. Safety tail – 92 metres

The station was controlled by Pleshet Junction SEL Sp Drl 72-2 relay interlocking and remote controlled from Ashkelon station. The turnouts at the entrance of the station were electrically operated while the points on the other side were manually driven.

Diagram 1: see next page

New 5.315 km single line connecting Pleshet Junction to Ashdod Coal. This ran parallel to the Ashdod Port line until KM 2.000. The new line cut across the alignment of the Ashdod Refineries branch which was then closed to traffic.

New 4.8 km single line connecting Shikma Junction (KM 160 on the Haifa East – Kantara line) and a spring-loaded turnout at the entrance of the power plant. The normal position of the spring turnout was

Right hand. From here on the track circled the coal yard in a 2.2 km button loop shape through an unloading facility. The spring-loaded turnout was then turned Left hand by passage of the train wheels. Therefore it was forbidden to push the train back as this would cause a derailment.

Procurement of 69 60-ton bogie hopper wagons no. 60001? to 60069? built by Israel Shipyard at Haifa.

Procurement of a 3000 hp EMD GT26CW-2 Co-Co diesel electric locomotive no. 701 – the biggest ISR loco at the time.

The construction of the wagons started in early 1988. The 15.04-metre-long wagons had an automatic pneumatic loading system. For the first time in Israel these wagons were equipped with automatic couplers.

By August 1988 the new line to Ashdod Pecham was ready enough to allow a special passenger train to depart the station with guests from the Israel Bonds presenting the new project.

The new locomotive 701 arrived at Haifa on 7.4.1989. It was used to haul main-line passenger and freight trains until the beginning of coal operations a year later (see HaRakevet 121 page 21 pictures 8 and 10). In order to allow the automatic loading of the Merry-Go-Round trains at the power plant it was equipped with a special Low Speed control system to ensure a 500 metres per hour speed.

The wagons were ready by the end of 1989 and stabled at Haifa as the new power plant was not ready yet.

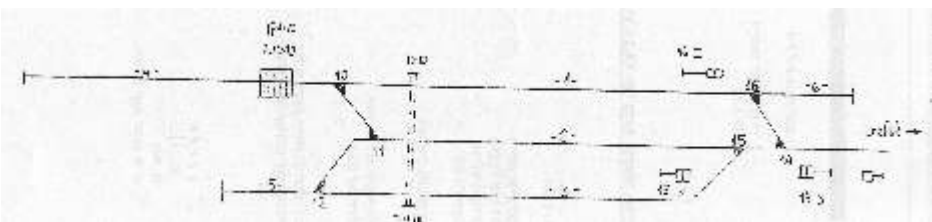
A first test train made up of 20 empty wagons arrived at Ashdod Coal from Lod in January 1990 and returned successfully the same day.

It was only five months later that the power plant was ready to accept a first test train headed by loco 701 and empty coal wagons.

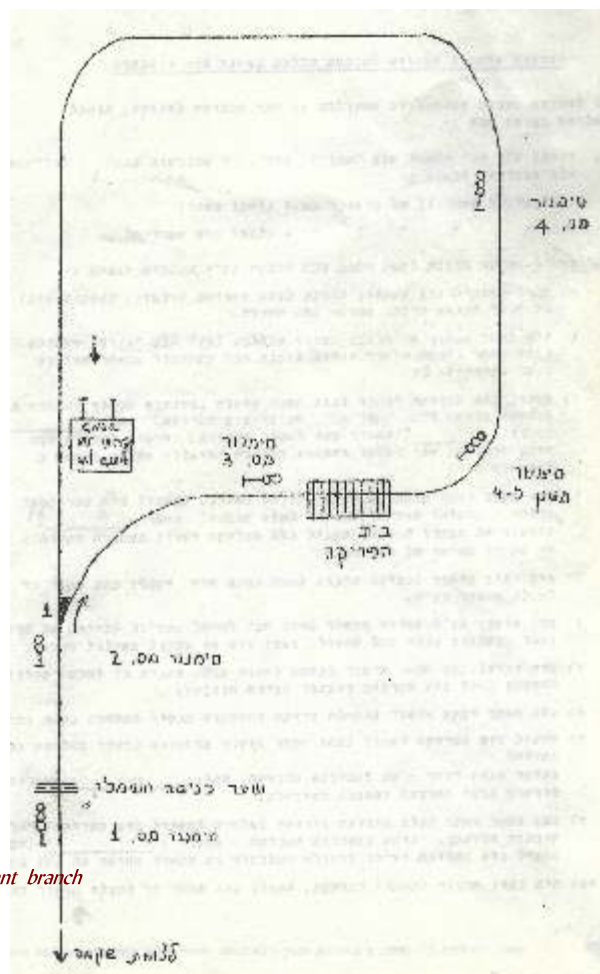
NCC acquired an Elbram Mk V 0-4-0 loco for the loading operation.

The wagons were split into two 30 wagons trainsets and the remaining nine wagons formed a reserve. The gross train weight was 2,550 tons. The service was inaugurated on 7.8.1990 with the first loaded train run.

The operational timetable consisted of 5 daily pairs of trains. The scheduled journey was 60 minutes in each direction and the train unloading scheduled as well at 60 minutes. The train unloading was done at a continuous speed of 500 metres per hour with the wagon's hoppers opening and closing automatically above the unloading pit. Four signals



• Diagram 1: Ashdod Pecham station track layout (not to scale)



• Diagram 2: Rutenberg power plant branch track layout (not to scale)



• Brand new EMD GT26CW-2 no. 701 at Haifa East loco shed, 23.5.1989  
 • (photo: Harel Even)



were installed in order to communicate between the unloading control room and the train crew. After unloading had been completed the train proceeded, moving out of the power plant circulating round the coal yard and through the spring-loaded turnout and departed back to Ashdod Pecham.

Initially All traffic was hauled by loco 701 except when it went to maintenance and repair. On these occasions G26CW-2 Nos. 614 & 615 were usually the replacement. One wagon diagram was planned to do 3 roundtrips per day and a second diagram was planned to do 2 roundtrips daily. When necessary a six daily pair operated. In that case 3 daily round trips were made using 701 and the rest using 614 & 615. On later years the number of wagons per train was set on 32 and trains were usually double headed by EMD G26CW-2 locomotives. They were temporary equipped with automatic couplers for the job

During the 1990's it was decided to build after all a direct coal unloading jetty at the power plant as it was a lot more economic and so the rail transport of coal came to an end after ten and a half years on 20.2.2001. The last train was double-headed by EMD G26CW-2 Nos. 615 & 612 and made up of 32 wagons (8 of them empty). It left the power plant empty at 23h24 and arrived back at Ashdod Pecham at 00h28 after midnight. That was the end of coal by rail in Israel.

The wagons were sold by Israel Railways to Israel Chemicals LTD (ICL) and have been heavily used since to haul potash. All but 60039? have survived. They were renumbered 65901? to 65969?.

The Ashdod Pecham branch and the Rutenberg branch were closed to traffic. Most of the track was either dismantled or stolen along the years except for the parts inside the power plant.



- Ashdod Coal station under construction and a special 9-coach passenger train for the Bonds headed by EMD G26CW-2 no. 612 ready to depart to Shikma Junction, 9.8.1988.
- (photo: Harel Even)



- 60-ton Coal bogie hopper no. 60001 at Kishon works, 25.2.1988 (photo: Harel Even)



- Brand-new 60-ton coal bogie hopper wagons ex Israel Shipping Yard stabled at Haifa East Golani sidings, 2.1.1990 (photo: Harel Even)



- First test train arriving at Ashdod Coal station headed by EMD G12 no. 111 with 20 empty 60-ton coal wagons, 17.1.1990



- First test train arriving at Rutenberg Power station unloading facility headed by EMD GT26CW-2 no. 701 21.6.1990. (photo: Harel Even)



- Elbram Mk V 0-4-0 National Coal Company shunter near the coal loading tower at the NCC Ashdod coal terminal siding 7.8.1990. (photo: Harel Even)



- *First loaded coal train at Rutenberg Power Station headed by GT26CW-2 no. 701 with 30 60-ton coal wagons during unloading, 7.8.1990 (photo: Harel Even)*



- *First coal train after unloading at Rutenberg Power Station headed by GT26CW-2 no. 701 with 30 loaded 60-ton coal wagons with the power plant at background, 7.8.1990 (photo: Harel Even)*



- *First loaded coal train before departure from Ashdod Pecham headed by GT26CW-2 no. 701 with 30 loaded 60-ton coal wagons, 7.8.1990 (photo: Harel Even)*

**(i) THE MEMORIAL AT THESSALONIKI. By Tony Travis .****Remembrance in Thessaloniki.**

The port city of Thessaloniki (until the 1920s, Salonika), in northern Greece, is that nation's second metropolis. It lies on the Thermaic Gulf, and is famed for its ancient sites and monuments. Overlooking the sea front is a prominent memorial to a cruel event that took place in more recent history: Nandor Glid's sculpture commemorating the deportation and murder of 54,000 Greek Jews, mainly from Thessaloniki (almost 97 per cent of the city's Jewish population) during the Nazi occupation

Walk west past the customs house (modelled after the customs house in Marseilles) along Stathmou Street in the direction of the large railway freight yard and after a kilometre or so you will be confronted with another poignant memorial, this time in the form of street art, a black and white mural depicting victims of the Nazis, in the form of repeating images of slave workers in striped uniforms. This artwork appears on the wall at the start of the city's main rail yard

A short way beyond is the site of the station where from March 1943 until August 1944 Jews were herded mainly into goods wagons and sent on the five-day journey to Auschwitz Birkenau; some trains were directed to Treblinka

These were the longest distances by far covered by the Nazi deportation

trains in occupied Europe. A sign, in Greek and English, affixed to the freight station draws attention to the fate of the deportees

A fuller explanation appears on a signboard nearby. (This site is the equivalent of the notorious Umschlag Platz in Warsaw, from where similar camp transports originated.)

Inside the yard, just to the left of the station building, a group of boxcars (of postwar vintage) represent another moving memorial to the fate of the city's Jews, a community that previously had a massive influence on the cultural and commercial life of the city

Hella Kuonio-Matalon, a resident of Thessaloniki and expert on the city's Jewish heritage, describes, at the site of the transports, the Nazi deportation of the city's Jews. Her grandparents on her mother's side and their two children survived the horrors of Auschwitz because they were able to act as translators from Greek to German.

Most were descendants of Sephardic Jews expelled from Spain in 1492 who found new homes in the Ottoman Empire, that was generally tolerant of religious diversity. Salonika thrived from its ethnic, religious and cultural mix. Its commerce expanded greatly following arrival of the railway in 1873 (In April 2019, Greek Railways celebrated the sesquicentenary of the opening of the country's first line, in 1869); it became a hub of transportation and industry. The influence of Jewish citizens continued after Greece conquered the city during the Balkan Wars early in the twentieth century (and the city and its hinterland became incorporated into the then Greek province of Thessaly). The fate of the Jews during the Second World War has until recently attracted limited attention in Holocaust studies and education. The reason in part was the lack of scholars competent in the Greek language. That is about to be put right with a newly-planned Holocaust museum located in the rail yard area at the site of the deportations. The foundation stone laying ceremony was held in January 2018, in the presence of the President of Israel, Reuven Rivlin, and the Prime Minister of Greece, Alexis Tsipras. (In May 2019 it was also announced that an exhibition describing the wartime fate of Greek Jews, mainly from Thessaloniki, will be established at Auschwitz).

Even less known (at least the connection has been overlooked) is the fact that around forty years ago the very same freight yard a little further to the west became the graveyard of over fifty steam locomotives belonging to the then Greek State Railways (Hellenic State Railways). Then, they represented a strategic reserve. Remarkably, at the time of writing (May 2019) a few of them survive. A short way to the left of the box cars it is possible to see representatives of two types that had contributed to the Allied effort in bringing down the Nazi control of Europe. One is a S160 class 2-8-0 designed and manufactured in the United States for the U.S. Army

ΜΝΗΜΕΣ ΕΝΕΚΕΝ  
ΑΦΙΕΡΩΝΕΤΑΙ ΣΤΗΝ ΙΕΡΗ ΜΝΗΜΗ ΤΩΝ 50000  
ΕΒΡΑΙΩΝ ΤΗΣ ΘΕΣΣΑΛΟΝΙΚΗΣ, ΠΟΥ ΑΠΟ ΤΟΝ  
ΜΑΡΤΙΟ ΜΕΧΡΙ ΤΟΝ ΑΥΓΟΥΣΤΟ ΤΟΥ 1943,  
ΟΜΗΓΩΘΗΚΑΝ ΑΠΟ ΤΟΥΣ ΝΑΖΙ ΚΑΤΑΚΤΗΤΕΣ ΤΗΣ  
ΠΑΤΡΙΔΑΣ ΜΑΣ, ΣΤΟΝ ΠΑΛΙΟ ΣΙΔΗΡΟΔΡΟΜΙΚΟ  
ΣΤΑΘΜΟ, ΣΤΟΙΒΑΧΤΗΚΑΝ ΣΕ ΚΛΕΙΣΤΑ ΦΟΡΤΗΓΑ  
ΒΑΓΟΝΙΑ ΖΩΩΝ ΚΑΙ ΕΚΤΟΠΙΣΤΗΚΑΝ ΣΤΑ  
ΣΤΡΑΤΟΠΕΔΑ ΑΟΥΣΒΙΤΣ - ΜΠΡΕΚΕΝΑΟΥ, ΟΠΟΥ  
ΒΡΗΚΑΝ ΜΑΡΤΥΡΙΚΟ ΘΑΝΑΤΟ

DEDICATED TO THE SACRED MEMORY OF THE  
50000 GREEK JEWS OF THESSALONIKI WHO,  
FROM MARCH UNTIL AUGUST 1943, WERE TAKEN  
BY THE NAZI CONQUERORS TO THE OLD  
RAILWAY STATION, FILED UP INTO CLOSED  
LIVESTOCK WAGONS AND WERE DEPORTED TO  
THE CAMPS OF AUSCHWITZ - BIRKENAU WHERE  
THEY MET A MARTYR'S DEATH



Transportation Corps, for service in Europe (initially in Great Britain). After 1945, this class served several railways on mainland Europe, including Greece, Italy, Poland, Yugoslavia, and Belgium. The other locomotive is a British War Department 2-10-0, employed in Egypt, before being taken into the stock of the Greek railways. Hopefully means will be found to restore them, at least as static exhibits, reminders of the critical role that railways played in bringing about the downfall of Nazi Germany, and aiding post war reconstruction throughout Europe. A fitting response to the deportation trains that once left the same yards taking Thessaloniki's Jewish victims to occupied Poland. (Locos I saw are in yard parallel to Stathmou Street. Another loco, I think one of the big postwar Italian locos, is on the curved siding at west end of same yard.)

Thanks to Nick Lera for valuable comments and for so skillfully editing the accompanying images. Also to Hella Kounio-Matalon for a moving description of Jewish life in Thessaloniki and of the significance of the deportation site (metalon.insurance@gmail.com); And to Araleh Brint for superb organization of a trip from Israel to northern Greece, including time in Thessaloniki. For walkers, Araleh has published, in Hebrew, a comprehensive monograph on the remains of the Jezreel Valley Railway within Israel, including local sites of historical interest (brintrut@walla.co.il).

## **(ii). ADAM RESURRECTED.**

This is a powerful 2009 film concerning Holocaust survivors in Israel, from a 1968 Israeli novel 'Adam Ben Kelev', or 'Adam Hundesohn' by Yoram Kaniuk – the German title is 'Ein Leben für ein Leben'. In this there are flashback scenes to a train arriving at a camp – for those interested the train is hauled by Romanian 4-6-0 (P8 type) No. 230.048.

## **(iii). GERMAN WORLD WAR ONE MILITARY LOCOS ON THE HEDJAZ?**

In the book "Schmalspurige Dampflokomotiven im Ersten Weltkrieg" (by Günter Krause, Günter Krall and Roland Bude, ISBN: 978-3-946594-10-9 (published DGEG - 'Deutsche Gesellschaft für Eisenbahngeschichte', 2018) pp.240ff is a section entitled 'Metre Gauge Locomotives of the Heeres-Prüf-Kommission' - Army Testing Commission) - also known as 'HK Locomotives'.

On p.4 in the Introduction is noted: "Included in this overview are the so-called 'HK Machines' (HK = Heerestechnische Prüf-Kommission) - these were metre-gauge locos built direct for the Army (HK 1 - HK 100) or due to urgent requirements requisitioned by the Army from private or minor railways (from HK 101 onwards). The data sources for these locos are very minimal; up to now no official list of the HK locos has been found; all information is derived from photos or from reports from or about the Kleinbahnen."

HK's Nos. 1-10 were chunky 0-6-0T's built by Henschel (Wks. Nos. 15140-15149) in 1917, although there is only evidence that No. 10 ever actually worked on the Western Front. All locos were initially delivered to the main 'Eisenbahn-Ersatzpark Berlin-Schöneberg', the storage depot which then sent material as required to the different units; It seemed most stayed here, and after the war all (incl. No. 10) were sold to various private concerns or local railways (Kleinbahnen).

Interesting for us are the locos that immediately followed - H.K. Nos. 11 - 30, Henschel Works Nos. 15150-15169. These twenty locomotives were 4cyl. superheated compound 0-6-6-0T's (the German abbreviation is: C'C h4vt) All were built 1917, all delivered first to Schöneberg, and the descriptions given here is as follows:

H.K. No. 11 (15150). 1917 to Eisenbahn-Ersatzpark Berlin-Schöneberg, later in military service in France, and ca. 1920 sold to CdF Economiques du Department de la Meuse for the 'Hedjas-Bahn' (as it is here spelled), for rebuilding to 1050mm gauge. Then to Jordan.

(On p.242 is a photo of this loco with a military crew; it was left in France following the war.)

H.K. No. 12. 15151. Served at Montmedy, Verdun. ca. 1920 to CdF Economiques du Departement de la Meuse for regauging to 1050mm for the Hedjas-Bahn. But: 1922 it went to Loco dealer Thiriau in Belgium and then in 1922 to CdF Thiès (Senegal) – Kayes (Mali) as their No. 54.800.

H.K. No. 13. 15152. Served in France. ca. 1920 sold (as above) for regauging, but in 1928 to Ferrocarriles de Penarroya y Puertollano, Spain as their No. 23. Scrapped 1967.

H.K. No. 14. 15153. Served in France. Sold as above 1920. But 1922 to Thiriau then the same year to CdF Thiès - Kayes as No. 54.801.

H.K. No. 15. 15154. 1917 in France, ca. 1920 sold as above to CF de la Meuse for regauging but at some point to LH Brunner & Marchand as Lv 366 and 1922-38 on CdF Thiès - Kaye, then 1938 to Abidjan (Ivory Coast) Niger as No. 54.600.

H.K. No. 16. 15155. ca. 1920 sold as above, in 1922 to Thiriau, 1922 to CdF Thiès - Kayes.

H.K. No. 17. 15156. ca. 1920 sold for regauging to 1050mm.

H.K. No. 18. 15157. ca. 1920 sold as above. 1922 to Thiriau. 1922 CdF Thiès - Kayes, No. 54.803.

H.K. No. 19. 15158. c. 1920 sold as above. 1922. Hedjas-Bahn, No. 210.

H.K. No. 20. 15159. 1919: Euskirchener Kreisbahn, 1920 confiscated by French occupation forces as being military property. (?)

H.K. No. 21. 15160. In 1919 at Schöneberg, sold Feb. 1920 to Bayerische Staatsbahn as No. 996, for the line Eichstätt - Kinding. From 1925 DR 99 201. wdn. 1934.

H.K. No. 22. 15161. 1919 in Berlin, to RLE (Ruhr-Lippe Kleinbahn in Westphalia) as No. 14. Wdn. 1924. Sold to France and in 1930 became Vom. Gen. de Voies Ferrées d'Interêt local No. 161. (Photo on p.242).

H.K. No. 23. 15162. 1919 in Berlin, the same year to CdF de la Meuse as No. 6001. 1929 sold to Yverdon-Sainte-Croix (Switzerland) From 1945 kept as a War Reserve at Gruyère; 1946 sold to CdF Franco-Ethiopien as No. 5 on Djibouti - Addis Abeba (Ethiopia). wdn. ca. 1947.

H.K. No. 24. 15163. 1917 in Berlin-Schöneberg, 1918 Reichsverwertungsamt (i.e. War Surplus Disposals), 1919 to Euskirchener Kreisbahn, 1920 confiscated by French troops as Army property.(?)

H.K. No. 25. 15164. In 1917 in Schöneberg. 1919 sold to Hedjas-Bahn as source of spare parts.

H.K. No. 26. 15165. In 1917 Berlin-Schöneberg, sold 1919 to Hedjas Bahn as No. 211.

H.K. No. 27. 15166. In 1917 Berlin-Schöneberg. 1919 Hedjas Bahn No. 212.

H.K. No. 28. 15167. In 1917 Berlin-Schöneberg. 1919 Hedjas Bahn No. 213.

H.K. No. 29. 15168. In 1917 Berlin-Schöneberg. 1919 Hedjas Bahn No. 214.

H.K. No. 30. 15169. In 1917 Berlin-Schöneberg. 1919 Hedjas Bahn No. 215.

What this implies is that fifteen locos were purchased and considered for eventual transfer to the Hedjaz (presumably, since the purchasers were French, for the CFduH in Syria), but that only a few were regauged – that six (or eight?) were after all not regauged but sold (Nos. 11, 17, 26-30 as HR 210-215 plus two unnumbered) plus one (25) for spare parts, to be cannibalised, not renumbered - and the rest remained metre gauge and were re-sold to Africa and all over.

Yet by this time there was no 'Hedjaz Railway' as such since the Ottoman Empire had been defeated, also there were many locomotives, even though many had been destroyed or damaged or abandoned during the war. All very strange and mysterious.

#### (iv). HEDJAZ FILMS.

[https://www.youtube.com/watch?v=WeO\\_CN65Mlo](https://www.youtube.com/watch?v=WeO_CN65Mlo) is an 8-min film by "Mr JBTV" from a railtour in 2011. 'The Hejaz Railway Part 1' – after the first minute of introduction to Damascus (a lot has changed since then) we get three minutes of a 2-6-0T on three 4-wheelers on its way from Kanawat to Serghaya. Not technically part of the Hedjaz system at all! Then some nice shots of a double-headed (Jung 2-8-0 and Hartmann 2-8-2) on six bogie coaches and six bogie vans heading south – as the railway used to be and was actually meant to be; at a station a Romanian diesel on a lengthy freight train is crossed. There is a brief sequence for shunting at Dera'a with the 2-6-0T+T, then the scene moves to the theatre at Bosra.

<https://www.youtube.com/watch?v=fCfiMm-fbn4Is> 'Part 2', also 8 mins. and in Jordan with Pacific 82 on a mixed train – a bogie tank, five vans and two coaches. At min. 2 Amman station and a diesel shunting. Then the train (now four vans and one carriage) heads south behind 2-8-2 71.

<https://www.youtube.com/watch?v=rDe9AoZicol> is a 22min film of the DHP and Hedjaz of 2012 by Mr. Ghiath. It includes some sadly distorted views of the amazing line-up of externally-restored locos at Cadem. It was a massive project.

#### (v). AN ENTHUSIAST PASSES ON.....

From a press release of 02.07.2019 by Israel Railways Ltd.:

"One of the oldest Israeli rail enthusiasts, Mr. Samuel Horowitz died yesterday at the age of 90.

He left a rich legacy in the form of a huge collection of miniature tracks, locomotives, rolling stock and stations located at his home.

Despite the mental difficulty in saying Good Bye to the collection, his family members have decided that the most suitable place is the Haifa National Railway Museum; the museum manager Mr. Chen Melling and a close friend of the late owner came immediately with specialists among the enthusiasts to decide how to dismantle and reassemble the collection.



His Grandson Mr. Gilad Horowitz said that he will come personally to help with all necessary works. Mr. Melling said: "This story proves again that behind the stiff external appearance of each rail enthusiast is a gentle soul; There is no doubt that the new donated collection will contribute a lot the museum visitors."

#### (vi). MORE HOLOCAUST MEMORIALS.

(a). In July the Editor was invited to the dedication and demonstration of a new memorial, a 'Bremen' type goods van situated in the 'Europe Roundhouse' of the 'Bahnpark Augsburg'. This is a part for the former Augsburg (in Bavaria) loco depot complex, some of which is currently rented by different firms for stabling or repairing stock, but there is a semi-roundhouse with turntable (as well as a two-road workshop and two other halls, each holding a loco and in one a large G-Scale model railway). The idea is to display locomotives acting as 'ambassadors' and telling part of the 'Story of Europe' - the war, the division of Germany,



the rise of the minerals industry, the Cold War etc. - and currently steam or electric locos are present from Sweden, Slovenia, Switzerland, Germany East and West, France, Austria, Italy - and a diesel from Kosovo is due.

The van in question is actually a post-war construction from Austria to a pre-war design, 21 81 and was acquired via a society in München. It has a steel roof, wooden sides. In one half is a display of a suitcase and a bucket on the bare floor, in the other are information display panels with texts in German and English. see [www.bahnpark-augsburg](http://www.bahnpark-augsburg).

(b). From a British friend: A 4wh. wagon, clearly regauged from standard to 5ft. gauge and with a centre coupling replacing the former buffing gear, stands plinthed at Tomakalna station near Riga in Latvia. (Photo above from Martin Bairstow)

(c). In 'Today's Railways Europe' July 2019 p.18 is a picture of one of the new Ulm trams No. 61 named 'Alfred Moos'. The caption informs that he was a Jewish businessman from Ulm who was murdered during the Holocaust.

#### (vii). THREE OBITUARIES.

We all get older - except for those of us who do not. In the past the Editor had had mail contact with two of the three following gentlemen:

##### (a). ALAN CLOTHIER.

The Summer 2019 'British Overseas Railways Journal' pp.114ff. has an obituary of Alan (1928-2018). In 1944 at 16 he joined the Great Western Railway at Swindon Works as an apprentice until 1949 when he became a draughtsman and later trained as a BR engineer. By 1977 the administrative burden became frustrating and he transferred to Transmark as a Senior Consultant on a project in Cairo. His daughter wrote "I was lucky enough to be able to join him in Cairo and travelled the length and breadth of the country (mainly by rail of course), once in King Farouk's harem coach, which used the old-fashioned form of air-conditioning: open windows in a moving train and station staff hosing down the carriages at night, with dad dressed in his cool cotton gallibaya. This was a real adventure, as was the inaugural trip of the Air France-owned tourist train from Cairo to Aswan, where we were literally heralded at Luxor station by a band playing the themes to Aida!"

He was a member of a large number of railway and engineering related societies, and was Honorary Curator of the Robert Stephenson Trust from 1999 to 2014, authoring the Trust's publication 'Robert Stephenson's Work Abroad - Egypt 1847 - 1859'. He..... was anxious to see that Stephenson's work overseas was not forgotten. He was honoured and very pleased to hold the title of Curator of the Robert Stephenson & Co.'s works at South Street in Newcastle-upon-Tyne. Following the restoration of the residual building he carried out his research from archives in this country and the Egyptian National Railways Museum in Cairo Main Station to help in his role. He was bitterly disappointed when the Works had to close as a museum, due to the greed of the property's owner and the lack of foresight of Newcastle City Council....."

Elsewhere, Paul Waters adds: "We have just had two car journeys to Whitley (Newcastle) to collect a vast collection on Egypt and the Sudan and other Middle East countries accumulated by Alan Clothier; his collection is stored off-site due to our having run out of space, but is being listed. We are about halfway through a first listing and have already found a goldmine of Egyptian railway history. We urgently need more space. .... A project which we should actively support is the maintenance of the Egyptian Sentinel railcar at Quainton Road, which the late Alan Clothier repatriated with the aid of BORHT."

(b). KENNETH McQUEEN.

Also in 'British Overseas Railways Journal' Summer 2019 p.113f, an Obituary of Kenneth McQueen (1937-2018). He had quite a remarkable career, some of it relevant to 'Harakevet'. Kenneth was an electrical engineer from 1962, working in the Netherlands and Brazil, then with Beyer Peacock in Manchester, from 1985 English Electric as a consultant for the SMRT system in Singapore. Then from 1987-89 at Melbourne, Australia, and in Taipei and Kaohsiung and Hong Kong and even planning for reintroduction of railway services in Jamaica.

"He joined the Louis Berger Group, Washington as Chief Electrical and Mechanical Engineer at Izmir, Turkey in 1996. Working on the Izmir Light Rail Transit Project, responsible through the engineer to the City for all the system-wide Electrical and Mechanical equipment, including the vehicles for the 11.5km deep tunnel and at grade, 750Vdc third-rail-powered railway system. The Core System contractor was Adtranz who supplied the 45 LRV's and were responsible for supervising the operations and maintenance of the system during the first year of operations. The work included the inspection and acceptance of the rolling stock and all the E&M systems equipment at the various manufacturers' works in Europe. During the period from January 1999 to August 2003 he was also Technical Adviser to the Municipality of Bursa, Turkey, being responsible for the development and implementation of the Tunnel Ventilation System and other related E&M works, following on with the approval of the Master Operations and Maintenance plans, together with the mobilisation and training plans leading to the successful introduction into revenue service of this 17km 1500V DC Light Rail system."

In March 2000 he left the Louis Berger Group and went to work for the Malaysian Ministry of Railways... he was responsible for the Design approval, inspection and acceptance of the Airport Express Rail Link... In September 2002 he returned to Turkey to be the Systems Expert for the Municipality of Eskisehir, responsible for the design, approval, inspection, installation, testing and commissioning of the Power Supply Systems, Light Rail Vehicles, Communications, Overhead Line and Signalling for a 17km City Tramway, the system has now been taken over by the municipality and revenue operations commenced in 2005 after a period of Trial Running.

In September 2004 he re-joined the Louis Berger Group to be Consultant Project Manager to the JMRT (Jerusalem Light Rail.) In this period he also worked on Line 4 of the Budapest metro. In December 2005 he transferred to the Tel Aviv Metro as Transportation Adviser to Ministry of Finance until July 2006.

From September 2007 until December 2009 he worked for the Systra Parsons Group on the Dubai Metro as the Power System Expert for the Engineer.

Back with the Louis Berger Group in September 2009 to Dec. 2010 he worked on the Samsun (Turkey) LRT. He was the Systems Engineering Director for the Engineer. This was a 19km at-grade Express Light Rail System built by Ansaldo Breda....."

(c). COLIN GARRATT (1940-2018).

From 'The British Overseas Railways Journal' Sumer 2019 p.112f: "He had many interesting experiences while filming steam abroad, including being arrested in several communist countries and a run-in with the police in Syria where he was interrogated by a Senior policeman who offered him mint tea and hard-boiled sweets and could not understand anyone being interested in old steam locomotives. he was released when the policeman realised he was just a harmless mad English person with a funny interest in steam locomotives."

**(viii). A JERUSALEM STATION PLAN OF 1962.**

Sybil Ehrlich came across this in an old archive:

"Talks on construction of a modern railway station in the west of Jerusalem. From 'Haboker', Wednesday September 26, 1962

"Moving the station to the west of the city would shorten the route by 3.5 km.

By our Economics reporter.

The plans to build a modern station in the west of Jerusalem, instead of the old station, which was built 70 years ago, were discussed yesterday at a meeting attended by Transport Minister Mr. Yisrael Bar-Yehuda, Jerusalem Mayor Mr. Mordechai Ish-Shalom, and the director of Israel Railways, Mr. Menachem Savidor.

It was made known that in the next few days an announcement on this matter will be made in a special committee, which would clarify within three months the details of the existing plans to move the station to the west of Jerusalem or to build a modern station in the same part of the capital city where the station built 70 years ago still exists. Among the members of the committee will be the representative of the special committee for town planning and the representative of the municipality. It seems the transport minister would prefer an immediate decision to build a modern station in a completely different place, in the centre of western Jerusalem.

The necessity of altering the building.

If the plan to move the Jerusalem station to a different part of the capital city materialises, it would be necessary to demolish the existing building and build another one in a different place, so that the Israeli capital's railway station will be more appropriate and convenient for the capital. Because of this the Transport Ministry will avoid as far as possible investing money in basic renovations of the existing station, if it is to be demolished. It is clear

that realization of the alternative plan would take two to three years, so for now only essential improvements will be made.

Three proposals.

There are three proposals for moving the station from the southwest of the city: (1) Yosef Weitz's plan; (2) the plan of the special committee for town planning; (3) the Transport Ministry plan. According to these plans a completely new station should be built in western Jerusalem, because this part of the city is being rapidly developed. The difference between these three plans is in the siting of the new station. According to the Transport Ministry plan the station should be built in the centre of western Jerusalem, and according to Weitz's suggestion it should be further west. According to the special committee for town planning it should be constructed between the site suggested by Weitz and the more central location proposed by the Transport Ministry.

Moving the station to the west of Jerusalem would shorten the line to the capital by three and a half kilometres and the line, that now runs between the station at Battir and the city of Jerusalem along the Jordanian border, would be moved so as to be within Israeli territory on both sides.

Plans to build an airport

The transport minister gave the mayor details and clarifications of the plans to build an airport in Jerusalem, and in a discussion the necessity of an air service for the development of the city and expanding a network of domestic air routes was emphasised. The necessary steps to clarify the appropriate investment, and the beginning of more detailed planning, were noted.

*Sybil notes:*

*This article was published 70 years to the day after the Jaffa-Jerusalem Railway opened.*

*Yosef Weitz was the director of the Land and Afforestation Department of the Jewish National Fund.*

*Jerusalem was divided until the 1967 Six Day War, so "western Jerusalem" in this article means the west of the part of the city that was in Israeli hands.*

*The plan to build a Jerusalem airport was rendered unnecessary by the Six Day War, when due to the unification of Jerusalem a ready-made airport – Kalandiya – fell into Israel's hands. Kalandiya airfield, built by the British in 1920, was in Jordanian territory until 1967. It was used for domestic flights and closed in 2000.*

*Haboker ('The Morning') was a Hebrew language daily newspaper published in Tel Aviv between 1935-1965; it was the organ of the General Zionists and upper-middle-class.*



First test run for TRAXX locos at Tel Aviv HaHaganah. (Photo Aharon Gazit)