

HaRakevet

הרכבת

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and the Middle East
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On 30. March 2022 a most unusual train entered Kishon Port and traversed the remaining dock lines to the final buffer stop. The PTG special with Alstom carriages 302 (Driving Trailer), 322 and 329 and locos 705 and 764 at the other end.

139:02

We approach the end of another Series and once more my thanks go to all contributors but especially to Steve who continues to manage the layout, printing and despatch and also almost all of the administration single-handedly. Once again subscriptions have not covered all costs but we continue, so to speak, as a 'public service', also for future readers and a new Subs. Form should be enclosed or attached.

As Editor I am often faced with questions such as: Should I keep the 'News from the Line' in chronological order with much repetition of track maintenance issues or specific festival or event timetables, or should I try to prioritise major projects over routine news? So far I have preferred to stay chronological. Much of the content may be only relevant when looking back in several years' time to see when some trackwork was installed, some new station opened, some new stock was delivered. The 'Light Rail' section in this issue has a lot on the political turmoils and the election in November which has affected and delayed the opening of the first Tel Aviv line, but no news has come in from elsewhere this quarter. There is a vast amount of 'Old News' or extracts from other, older publications which deserve to see the light of day again but need rationing to fill the space. This time I am happy to include a report (not mine!) on the PTG Railtour of Israel in March and, as I write, another PTG tour is under way in Saudi Arabia – the first ever railtour there; hopefully something for the next issue. Another new correspondent has provided images of the Hedjaz line as it runs at present; Despite political upheavals and the continuing conflicts there is much positive news from other countries in the region.

With the hope of many subscription renewals and – who knows? – a year with fewer conflicts and more railway and tramway openings, we close for 2022.....

Enjoy! The Editor.

139:03

- *As the new 'Eastern Line' is being (re-)built along the alignment of the former Military and then PR main line, we see here the sole remains of the former Kalkilya station as rebuilt by PR. Later renamed Eyal by IR. Photo by Sybil Ehrlich in November 2004, who writes: "It was soon after Road 6 was built, and I was afraid that any remains might have been destroyed by the road. The nearest inhabited location being Kibbutz Eyal, I wrote to the kibbutz secretariat to ask. I received a reply saying there was one building left, used by Mishmar Hagvul. I took a bus to the kibbutz and walked to the site of the station. I found the building easily. There was a young soldier guarding it who told me I could look but not take any photos. I wandered nonchalantly round the building... ahem."*



(i). FOOTBALL SPECIALS

From an announcement of 09.09.2022 by Israel Railways Ltd. on their website: "On Wednesday 14.09.2022 a champion football match will take place between the Maccabi Haifa and Paris Saint-Germain football teams at Haifa Sami Ofer stadium, to start at 22:00. Before the match, the railway station of Haifa Hof-HaCarmel, which is near to the stadium, will be reinforced by shift managers, stewardesses, cashiers and security forces to assist and guide. At the end of the match, the following four special trains will operate in addition to regular trains in the "fill-up and go method":

Two special trains will depart from Haifa Hof-HaCarmel at 00:20 and 00:35 and will call at: Binyamina, Hadera-West, Netanya, Beit Yehoshua, Herzliya, all Tel-Aviv stations, Ben-Gurion Airport, Modi'in Outskirts, terminating at Modi'in Central.

A special train will depart from Haifa Hof-HaCarmel at 00:45 and will call at: Binyamina, Hadera-West, Netanya, Beit Yehoshua, Herzliya, all Tel-Aviv stations, Holon Wolfson, Bat-Yam Yosefetal, Rishon-LeZion Moshe Dayan, Ashdod, terminating at Ashkelon.

A special train will depart from Haifa HofHaCarmel at 00:45 and will call at: Merkazit HaMifratz, Kiryat-Motzkin, Akko (Acre), terminating at Nahariya.

According to demand additional trains may also operate.

(ii). MORE FOOTBALL SPECIALS

From an announcement of 13.09.2022 by Israel Railways Ltd.:

"On Saturday night 24.09.2022 at 21:45 a football match will be held between the football teams of Israel and Albania at the Tel-Aviv/Jaffa Bloomfield Stadium which is near Tel-Aviv HaHagana railway station; For this event the station staff will be reinforced with shift managers, stewardesses, cashiers and security personnel; a free bus shuttle service will be provided by the football association between the station and the stadium; the following special trains will operate in addition to regular trains:

*A special train will depart at 20:30 from Jerusalem Navon, calling at Ben-Gurion Airport and terminating at Tel-Aviv HaHagana railway station.

*A special train will depart at 20:10 from Herzliya and will call at: Ra'anana West, Ra'anana South, Hod-HaSharon Sokolov, Kfar-Sava Nordau, Rosh-HaAyin North, Petach-Tikva Sgula, Petach-Tikva Kiryat-Arie, B'nei-Brak, Tel-Aviv University, Tel-Aviv Savidor/Central, Tel-Aviv HaShalom and terminate at Tel-Aviv HaHagana.

*A special train will depart at 20:20 from Ashkelon and will call at: Ashdod Ad-Halom, Yavne West, Rishon-LeZion Moshe Dayan, Bat-Yam Komemiyut, Bat-Yam Yosseftal, Holon Wolfson, Holon Junction and terminate at Tel-Aviv HaHagana.

*A special train will depart at 20:35 from Netanya and will call at: Beit-Yehoshua, Herzliya, Tel-Aviv University, Tel-Aviv Savidor/Central, Tel-Aviv HaShalom and terminate at Tel-Aviv HaHagana.

At the end of the match the following special trains will operate at the fill up and go system:

*A train will depart at 00:45 from Tel-Aviv HaHagana calling at Ben-Gurion Airport and terminating at Jerusalem Navon.

*A train will depart at 00:40 from Tel-Aviv HaHagana calling at: Tel-Aviv HaShalom, Tel-Aviv Savidor/Central, Tel-Aviv University, B'nei-Brak, Petach-Tikva Kiryat-Arie,

Petach-Tikva Sgula, Rosh-HaAyin North, Kfar-Sava Nordau, Hod-HaSharon Sokolov, Ra'anana South, Ra'anana West and terminating at Herzliya.

*A train will depart at 00:45 from Tel-Aviv HaHagana calling at: Holon Junction, Bat-Yam Yosseftal, Bat-Yam Komemiyut, Rishon-LeZion Moshe Dayan, Yavne West, Ashdod Ad-Halom and terminating at Ashkelon.

* A train will depart at 00:50 from Tel-Aviv HaHagana calling at: Tel-Aviv HaShalom, Tel-Aviv Savidor/Central, Herzliya, Beit-Yehoshua and terminating at Netanya.

(iii). ROSH HASHANAH TIMETABLES

From a press release of 13.09.2022 by Israel Railways Ltd.:

"On the evening of the New Jewish Year, from 25.09.2022 till Tuesday night 27.09.2022, the end of the holiday, services will be provided according to a dedicated timetable, including expansion between Tel-Aviv and Haifa thanks to a proactive pause of the electrification work in the eve of the new year.

The Changes are as follows:

On Sunday 25.09.2022, the Eve of the New Year:

* Trains will operate between 06:00 and 15:00 with an increased number of trains based on the regular Friday timetable and trains between Nahariya, Haifa, Tel-Aviv, Ben-Gurion Airport and Modi'in, as well as between Carmiel, Haifa, Tel-Aviv and Be'er-Sheva.

* Service frequency between Tel-Aviv and Haifa will be 2 trains/hour each direction.

* Services between Netanya, Tel-Aviv, Lod and Beit-Shemesh will start/terminate at Hadera East instead of Netanya.

* Additionally, the following services will operate as on a regular Friday:

- Jerusalem Navon - Herzliya.
- Jerusalem Navon - Modi'in Central.
- Netanya, Tel-Aviv, Rehovot.
- Be'er-Sheva, Ofakim, Netivot, Sderot, Ashkelon.
- Herzliya, Tel-Aviv, Rishon-LeZion Moshe Dayan, Ashkelon.
- Beit-She'an - Haifa Hof-HaCarmel - there will be slight changes to departures on this line.

On Monday 26.09.2022 and on Tuesday 27.09.2022 the 2 days of the beginning of the New Jewish Year, there will be no services.

On Tuesday night 27.09.2022 trains will operate as on regular Saturday nights; there will be no trains between Tel-Aviv and Haifa.

(iv). ELECTRIC SERVICES TO REHOVOT START

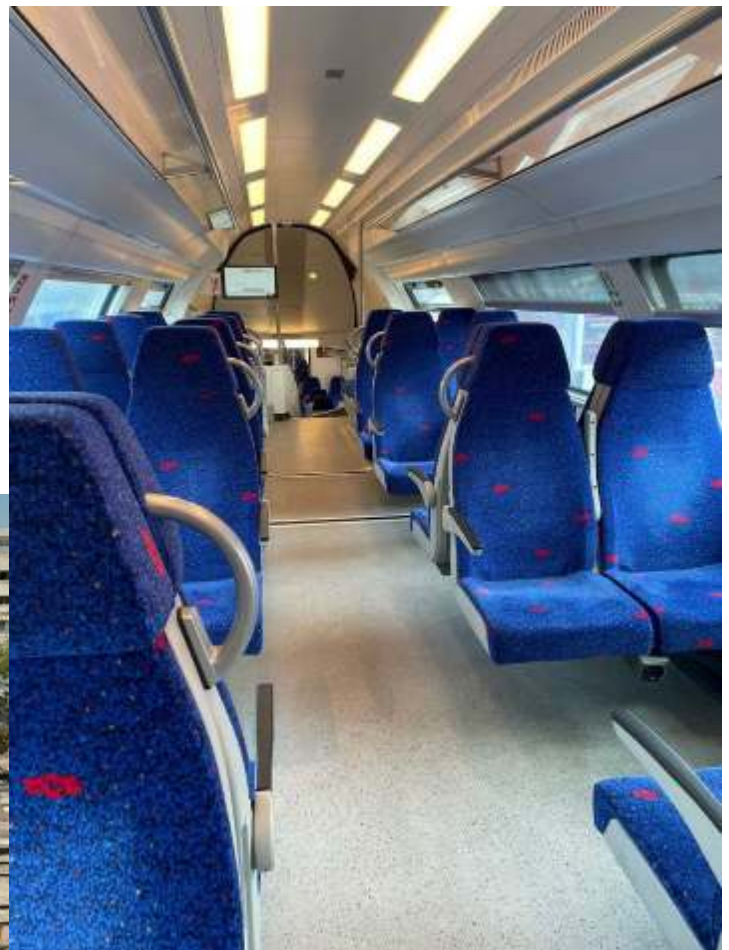
On Saturday night 17.09.2022 the new electric service started between Netanya and Rehovot.



- (Pictures provided by courtesy of Mr. Matan Berkovich, IR's deputy spokesman; credit for pictures: Mr. Shabtai Tal of Cloudview.)
- Siemens Desiro DDEMU at Rehovot station.



- a Siemens Desiro DDEMU at Lod station.



- Interior, Siemens Desiro DDEMU at Rehovot & (By Jeremy Topaz)



(v). THE HOLEY LAND!

News on 17.09.22: "Due to a sink hole at Ayalon Highways near Tel-Aviv HaShalom station the station is closed and traffic between Tel-Aviv HaShalom and Tel-Aviv Savidor/Central is suspended until further notice." Major chaos!

The next day: "After approval by the police, traffic between Tel-Aviv Savidor/Central and Tel-Aviv HaHagana stations and including Tel-Aviv Hashalom station was resumed early the next morning and was not affected further by the sink hole on the Ayalon Highway."

(vi). NEW GRADE SEPARATION AT HABONIM

From a press release of 18.09.2022 by Israel Railways Ltd.:

"Israel Railways Ltd. continue with its strategic plan to replace level crossings by grade separations and a new grade separation on the coast line near Habonim (the name of the nearby cooperative settlement) south of Atlit has now opened. The former level crossing has been often violated by car drivers as it leads to a popular beach, but it became tragically famous in 1985 when a bus with Brenner High School children from Petach-Tikva was hit by a train and 22 people lost their lives, including the teacher and the bus driver; this was declared as a national disaster.

The new grade separation, which cost almost \$9M (NIS 31M) and includes a 120m long overhead road bridge as well as sidewalks for pedestrians, road traffic arrangements, landscape development, irrigation and lighting, will increase safety and eliminate headaches for the railway administration as well as delays due to reduced speeds.

During the last decade more than 60 level crossings have been replaced by grade separations; More are underway soon, including those at Atlit and Lod."

(vii). WORKS AT MODI'IN

From a press release of 18.09.2022 by Israel Railways Ltd.:

"Due to electrification works on additional tracks at Modi'in Central station, the following changes will take place between Thursday 22.09.2022 until Saturday night 01.10.2022; between Sunday and at nights and Thursday and on Friday and Saturday night:

*Between Tuesday 22.09.2022 and Thursday 29.09.2022 from 21:30 and till end of services on each mentioned date, trains on the Modi'in Central - Nahariya line will start/terminate at Modi'in Outskirts station instead of Modi'in Central station.

*On Friday 23.09.2022 and 30.09.2022 trains between Jerusalem Navon and Modi'in Central stations will start/terminate at Modi'in Outskirts station instead of Modi'in Central station; passengers who need to depart/arrive at Modi'in Central station will change trains at Modi'in Outskirts station. Trains between Tel-Aviv Savidor/Central and Modi'in Central stations (diesel trains), will operate regularly.

*On Saturday night 24.09.2022, on Tuesday night 27.09.2022 (the end of Jewish New Year holidays) and on Saturday night 01.10.2022 trains between Jerusalem Navon and Modi'in Central stations, as well as between Tel-Aviv Savidor/Central and Modi'in Central, will start/terminate at Modi'in Outskirts instead of Modi'in Central station.

*On Sunday 25.09.2022, the eve of the Jewish New Year, trains between Jerusalem Navon and Modi'in Central stations will start/terminate at Modi'in Outskirts instead of Modi'in Central station: Passengers who need to depart/arrive at Modi'in Central will change trains at Modi'in Outskirts. Diesel trains between Nahariya and Modi'in Central stations will operate regularly.



- Aerial views of the new grade separation provided by Mr. Matan Berkovich, of IR.



*The railways will provide bus shuttle services free of charge between the two Modi'in stations.

*Traffic will return to regular on Sunday 02.10.2022 at about 05:00.

- Test Train on Modi'in Curve, March 2022. (from Y-Net)

(viii). DERAILMENT ATTEMPT

On Monday afternoon 26.09.22 a local person in the Galilee placed some wood and stones on the Acco - Carmiel rail line in an attempt to de-rail the train that would re-start services on Tuesday night after Rosh HaShanah. This obstacle was noticed in time and staff from IR cleared it away.

There were no injuries and no damage. The police arrested a local Arab nearby who was later released. The police are now using their intelligence contacts to find those involved."

(ix). BEER SHEVA WORKS

From a press release of 22.09.2022 by Israel Railways Ltd.:

"Due to progress of electrification at Be'er-Sheva area, specifically between North and Central, the following changes on train traffic started on 22.09.2022:

-Train 43 departing Nahariya at 16:28 will terminate at Be'er-Sheva North/University at 19:40;

-Train 45 departing Nahariya at 17:28 will terminate at Be'er-Sheva North/University at 20:40;

-Train 285 departing Ashkelon at 23:49 will terminate at Be'er-Sheva North/University at 00:34."

(x). WORKS AT ASHDOD

"As part of the annual infrastructures maintenance programme (replacing turnouts and other track components), the following traffic changes are to be performed at the Ashdod station area:

There will be no trains at the station from Thursday 20.10.2022 at about 00:00 until Saturday night 22.10.2022 at about 19:00 with the traffic resuming.

*As a result, trains which regularly start/terminate at/from Ashdod, will instead start/terminate at Yavne West (trains from the north) and Ashkelon (trains from the south).

*Additionally, on Thursday 20.10.2022, the service of 2 trains between Herzliya, Ashdod and Ashkelon will be shortened as follows:

Train No.683 will terminate at Yavne West at about 00:25 and alternative free bus services will be provided to the stations of Ashdod and Ashkelon.

Train No. 692 will start at Yavne West instead of Ashkelon; for passengers from Ashkelon, alternative free bus services will be provided at 23:50 along the line up to Tel-Aviv Savidor/Central.

*A bus will be provided between Yavne West, Ashdod and Ashkelon.

(xi). WORKS IN THE HAIFA AREA

As part of the annual infrastructures maintenance programme (replacing turnouts and other track components), the following traffic changes are to be instituted at the Haifa and northern station area: There will be no trains between Haifa Hof-HaCarmel and Carmiel, and Haifa Hof-HaCarmel and Nahariya on Friday 21.10.2022 and Saturday night 22.10.2022; the following stations will be closed: Nahariya, Akko (Acre), Kiryat-Motzkin, Kiryat-Hayim, Hutzot-HaMifratz, Carmiel and Achihud; Merkazit Ha-Mifratz will be used only by passengers from the Valley Line; traffic will resume on Sunday 23.10.2022 at about 05:00; the railways will provide alternative free bus services between all the closed stations.

(xii). WORKS IN TEL AVIV

As part of the annual infrastructures maintenance programme (replacing turnouts and other track components), the following traffic changes are to be performed at the Tel-Aviv HaHagana station area:

*There will be no trains on Friday 28.10.2022 between Tel-Aviv HaHagana and Lod and Rishon- LeZion (from the south), and between Tel-Aviv HaHagana and Tel-Aviv Savidor/Central (from the north); there will be no trains between Tel-Aviv Savidor/Central and Modi'in; trains between Herzliya, Tel-Aviv, Ben-Gurion Airport and Jerusalem Navon will run regularly. Traffic will resume on Saturday night 29.10.2022 at about 19:00.

(xiii). CLIMATE MARCH

Israel Railways Ltd. announced on their website the following:

"Due to the Climate March on Friday 28.10.2022 at Tel-Aviv trains will operate according to a dedicated schedule including special services between Haifa and Tel-Aviv.

*Trains will operate between 06:00 and 15:00 with additional service between Nahariya, Haifa and Tel-Aviv Savidor/Central at a service frequency of 1 train/hour each direction; trains will call at: Akko (Acre), Kiryat-Motzkin, Kiryat-Hayim, Hutzot-HaMifratz, Merkazit-HaMifratz, Haifa Central the 8, Haifa Bat-Galim, Haifa Hof-HaCarmel, Atlit, Binyamina, Caesarea/Pardess Hanna, Hadera West, Netanya, Netanya Sapir, Beit Yehoshua, Herzliya, Tel-Aviv University and terminating/starting at Tel-Aviv Savidor/Central.

*Trains on the Jerusalem Navon – Tel-Aviv - Herzliya line (A1) and on the Ra'anana – Petach-Tikva - Tel-Aviv Savidor/Central line (the Sharon Circle line) will operate regularly."

(xiv). FOOTBALL SPECIALS

From press releases of 24.10.2022 by Israel Railways Ltd.:

"On Wednesday 02.11.2022 a football match will take place at Haifa Sami Offer stadium (located near Haifa Hof-HaCarmel railway station) between the teams of Maccabi Haifa and Benefica Lisbon; at the end of the match, the following four special trains will be provided by the railways by the "fill up and go" system:

-Two special trains from Haifa Hof-HaCarmel at about 00:05 & 00:25 respectively and call at: Binyamina, Hadera West, Netanya, Beit-Yehoshua, Herzliya, all Tel-Aviv stations, Ben-Gurion Airport, Modi'in Outskirts and terminating at Modi'in Central.

- A special train will depart from Haifa Hof-HaCarmel at about 00:40 and call at: Binyamina, Hadera West, Netanya, Beit-Yehoshua, Herzliya, all Tel-Aviv stations, Holon Wolfson, Bat-Yam Yosseftal, Rishon-LeZion Moshe Dayan, Ashdod Ad-Halom, terminating at Ashkelon.

- A special train will depart from Haifa Hof-HaCarmel at about 00:30 and call at: Merkazit HaMifratz, Kiryat-Motzkin, Akko (Acre) and terminating at Nahariya."

(xvi). WINTER TIME

On Sunday 30.10.2022 Winter Time will start; as a result, the first services on Saturday night 05.11.2022 (one week later) will start at 19:30 instead of 21:00 during Summer Time.

(xvii). BREAST CANCER AWARENESS CAMPAIGN

From a press release of 26.10.2022 by Israel Railways Ltd.:

"Today, 26.10.2022, the railways joined the nationwide activities of early detection of breast cancer. The activities took place at railway sites over the network including the headquarters at Lod with the participation of women and men. Among the activities: Distribution of branded products with the slogan "Time to be checked", pink cookies, advertisements in corporate communication channels; even the tray maps were printed pink providing the required information and the call to be checked.

At the end of the activities two inspiring lectures took place; one by a woman recovered from the cancer, and the other by a nurse specializing in cancer."

(xviii). EASTERN LINE LINK WORKS

From a press release of 30.10.2022 by Israel Railways Ltd.:

"The Transport Ministry and Israel Railways Ltd. are promoting the national project The Eastern Line revival, and as an integral part of this, complex engineering works will take place in the Rosh-HaAyin area to prepare relinking The Eastern Line now in construction with the Sharon Circle line, including laying of turnouts as part of the works.

Additionally, in order to reduce inconvenience for the passengers, the railways will at the same time perform upgrading and development works in the Petach-Tikva area.

As a result, the following temporary traffic changes will take place at the Sharon circle line stations between Wednesday 23.11.2022 and Saturday night 26.11.2022 - including:

* The stations of B'nei-Brak, Petach-Tikva Kiryat-Arie, and Petach-Tikva Sgula will be closed on these dates.

* Train services on the Ashkelon - Rishon-LeZion Moshe Dayan - Herzliya line will be split; between Ashkelon and Tel-Aviv Savidor/Central from the south; between Herzliya and Rosh-HaAyin North from the north.

* There will be no continuous travel between Tel-Aviv Savidor/Central and Rosh-HaAyin North; this can be provided either by changing trains at Herzliya, or by using the following free alternative bus shuttle services between Tel-Aviv Savidor/Central and Rosh-HaAyin North and Tel-Aviv Savidor/Central and Petach-Tikva Kiryat-Arie in both directions.

* On Wednesday 23.11.2022 and Thursday 24.11.2022, service frequency at the stations of Ra'anana, Hod-HaSharon-Sokolov, Kfar-Sava-Nordau and Rosh-HaAyin North will be reduced from 4 trains/hour to 2 trains/hour each direction at rush hours.

* Traffic will resume on Sunday, 27.11.2022 at about 05:00."

(xix). WORKS AT TEL BARUCH

From a press release of 31.10.2022 by Israel Railways Ltd.:

"As an integral part of the annual maintenance programme, infrastructure works will take place around the Tel-Baruch Junction area (a triangle linking the coast line at Tel-Aviv University station with B'nei-Brak, Petach-Tikva and Rosh-HaAyin) between Friday 11.11.2022 and Saturday night 12.11.2022 inclusive.

As a result, the following temporary changes on train traffic will take place:

* Trains on the Ashkelon - Rishon-LeZion Moshe Dayan – Herzliya line will operate in split service; between Ashkelon and Tel-Aviv Savidor/Central (from the south) and between Herzliya and B'nei-Brak (from the north), thus not operating between Tel-Aviv Savidor/Central and B'nei-Brak.

* Trains on the Jerusalem Navon - Herzliya line (A1), will operate between Jerusalem Navon and Tel-Aviv Savidor/Central only, thus not calling at Tel-Aviv University and Herzliya.

* Trains on the Rehovot - Netanya line will operate between Rehovot and Tel-Aviv Savidor/Central only, thus, not calling at Tel-Aviv University, Herzliya, Beit-Yehoshua and Netanya.

* Trains on the Beit-Shemesh - Netanya line will operate between Beit-Shemesh and Tel-Aviv Savidor/Central only, thus, not calling at Tel-Aviv University, Herzliya, Beit-Yehoshua and Netanya.

* The stations of Tel-Aviv University, Herzliya, Beit-Yehoshua, Netanya and Netanya Sapir will be closed on the mentioned dates.

* Alternative free bus shuttle services will be provided between Tel-Aviv Savidor/Central and B'nei-Brak on the mentioned dates.

* Traffic will resume on Sunday, 13.11.2022 at about 05:00.

(xx). WORKS NEAR AKKO

From a press release of 03.11.2022 by Israel Railways Ltd.:

"As an integral part of the railways annual maintenance programme, infrastructure works will take place around the Na'aman river area (south of Akko/Acre) both on Friday 18.11.2022 and on Saturday night 19.11.2022.

As a result, the following temporary changes to traffic will take place:

*Trains on the Haifa Hof-HaCarmel - Nahariya line will operate between Haifa stations and Kiryat-Motzkin only and will not call at Akko (Acre) and Nahariya.

* Trains on the Haifa Hof-HaCarmel - Carmiel line will operate between Haifa stations and Kiryat-Motzkin only and will not call at Achihud and Carmiel.

*The stations of Akko (Acre), Achihud and Carmiel will be temporarily closed on the mentioned dates.

*Alternative free bus shuttle services will be provided between Kiryat-Motzkin and Nahariya, and between Kiryat-Motzkin and Carmiel on both directions.

*Traffic will resume on Sunday 20.11.2022 at about 05:00."

(xxi). POWER FAILURE

At about 07:00 on Tuesday 08.11.2022, due a fault in the railways' electric power grid, there were disruptions between Rishon-LeZion Moshe Dayan (from the south) and Tel-Aviv HaHagana (from the north) stations; other lines operated regularly. Traffic on this section was not resumed until ca. 13.30; This led to complaints and anger among passengers who asked why the railways were not operating diesel trains on the section temporarily at least until resolving the problem; the railways did not respond.

(xxii). SAFETY WEEK

From a press release of 13.11.2022 by Israel Railways Ltd.:

Today, Sunday 13.11.2022, the railways' first ever Safety Week commenced, including professional lectures and a variety of activities to raise the awareness of safety among the railways' employees; The slogan is: "Safety is a Way of Life".

The programme started with inspiring lectures by Pini Gershon (a national basketball trainer) and Omri Assenheim (journalist) to the railways' managers and safety managers at various divisions with special emphasis on leadership promoting a safety culture.

Among the Safety Week activities to take place: A dedicated train driving simulator illustrating and demonstrating the danger of using cellular phones during driving; a vehicle rollover; first aid and basic CPR equipment training; and specially-trained actors to visit all railway sites who will award prizes to the employees who correctly answer a safety quiz prepared especially for them.

As the the week went by, the railways management invited the employees' children to take an active part in the week and to participate in an illustration competition; each child illustrated the theme of Safety from their point of view; the 10 selected illustrations won their creators an experiential meeting with the winner of the Israeli Ninja competition; he then provided them with important tools for keeping safety in sport and generally.

The children were photographed on the various devices, after which the pictures were united into a safety collage with daily situations of railway work; the collages will be displayed through the whole week at all railway sites."

(xxiii). EXTENSION OF A1 LINE INTO DOWNTOWN JERUSALEM?

The National Committee for Planning and Construction [in charge of the national plan for the country] voted on 29.11.2022 to begin the planning for the extension of the A1 [Herzliya - Navon high-speed line] from Navon station next to the central Bus Station deep into Jerusalem. There will be two more underground stations [at this stage]:

One new underground station will be at the intersection of Jaffa/ King George Streets - known as Down-Town Jerusalem, and one at the old Khan [not far from the 1892 Jerusalem station - near the Old City walls].

An underground tunnel for two tracks will be cut into the limestone with a TBM for the track from Navon to the Downtown area [1.60 kms] and then this tunnel will continue another 1.20kms to the Khan. This same tunnel will in the future continue into the Gush Etzion - through and under the German Colony. [Along Road No. 60].

The reasoning behind this is that the Navon station is already reaching its planned capacity; thus, the two new stations will spread the thousands of passengers across three stations and not just one. In the down-town area the new Central Station will also serve the Blue and Red tram lines and the many businesses in the downtown triangle.

Similarly the Khan station (which will probably be called the Zion station - Mt Zion) will serve the Old City cable car and the masses coming to the concerts and shows at the re-built auditorium of Emek Gey-Hinom.

The Committee has released a computerized picture of the new CENTRAL station: A large (semi-underground) cube of Jerusalem stone with a glass roof and walls and a large central plaza. (With stairs, escalators and four entrances). Trees and greenery line the glass walls.

'Times of Israel' on 01.12.22 added more information: The plan is for the new extension to be completed by 2030; Services will gradually increase from two or three trains an hour (and one train an hour through the night) in each direction to about 13 trains an hour between Tel Aviv and Jerusalem by 2040, Channel 12 reported Tuesday. The extension is budgeted at NIS 4.7 Billion (\$1.4 Billion), with work expected to start in 2024. It is a key part of the Israel Railways 2040 strategic plan for the country, which was unveiled in the summer of 2017 and promised to increase rail journeys and passenger numbers by more than 300%. Jerusalem Mayor Moshe Lion said plans for the extended service will be fully approved within months, adding that Jerusalem was "in the midst of a revolution."

Previous plans for Jerusalem included a connection to a station adjacent to the Western Wall, set to be named after former US president Donald Trump. These plans appear to have been dropped, although the controversial bid to build a cable car to Jerusalem's historic Old City is slowly moving forward. The NIS 200M (\$59M) cable car project, approved by the government in November 2019, calls for a 1.4-kilometre (nearly a mile) track running from the First Station shopping and entertainment area in West Jerusalem over a valley mainly populated by Palestinian East Jerusalemites to the Old City's Dung Gate, near the Western Wall and the City of David archaeological site. The project's advocates at the Tourism Ministry and Jerusalem Municipality argue that the cable car will attract tourists and relieve congestion around the Old City walls,

TENDERS

A. TENDERS ISSUED

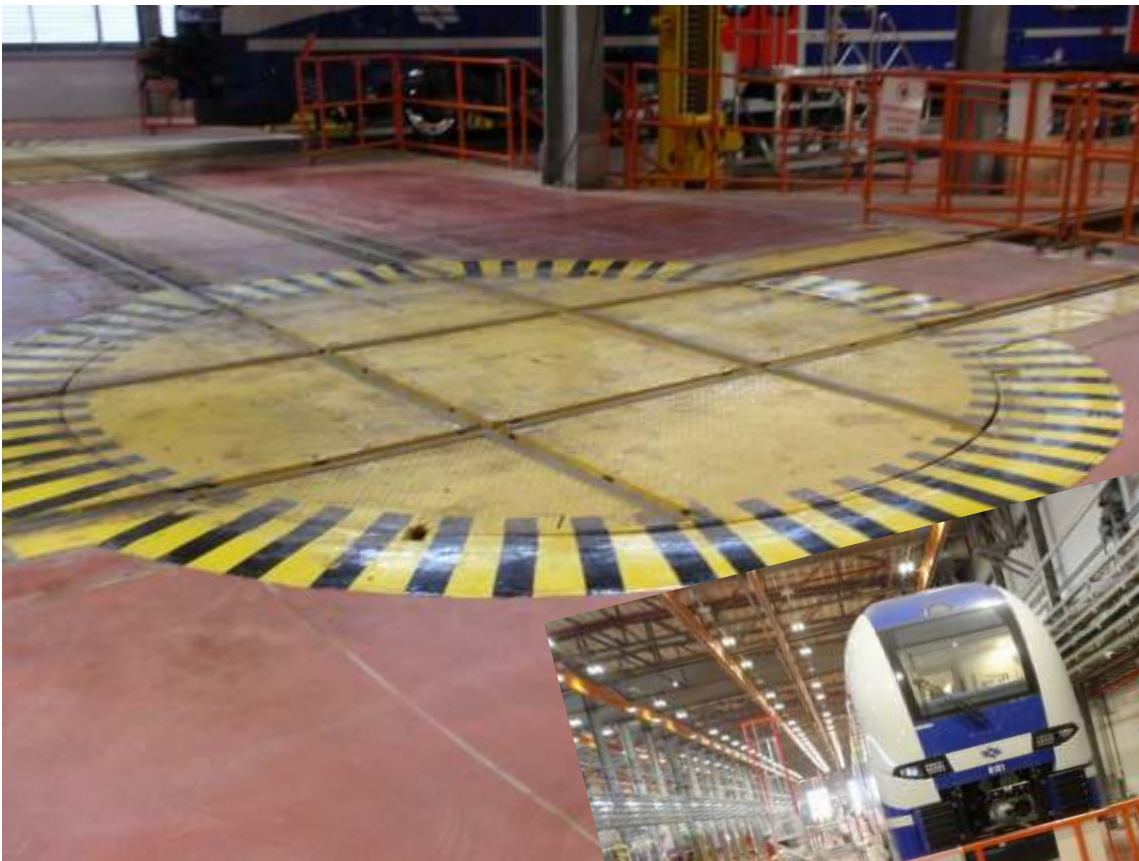
(i). Tender No. 220702: Placing of Lockers to collect Deliveries at railway stations all over the network: The contract is for 60 months with optional extensions of up to additional 24 months. Latest date for submission of proposals: 20.10.2022.

(ii). International Tender No. 42202: "The bidders shall supply Carbon Brushes in accordance with the technical specifications based on the carbon brush models currently being used by Israel Railways and defined by the locomotive manufacturers. Alternatively, the bidder may offer ISR different carbon brushes which in his opinion comply with ISR's requirements for dedicated application and best grade appropriate to ISR machines. The bidder shall specify the installation environment of the proposed carbon brush.

A carbon brush is a sliding contact used to transmit electrical current from a static to a rotating part in a motor or generator and, as implemented in DC machines, ensuring a spark-free commutation.

A carbon brush can be: Made of one or more carbon blocks; Equipped with one or more shunts / terminals. The carbon brush plays an essential part in the operation of electrical machines, in order

to fulfill its function, the carbon brush shall consider three types of parameters: Mechanical, electrical, Physical and chemical (environment)....." etc. For 24, extendable to max. 36 months.



• Interior of new Ashkelom Maintenance Depot. (Steve Sattler)

(iii). Israel Railways Ltd. Tender No. 220901: Operating a Stand selling Cellular Accessories at Jerusalem Navon Station: The contract is for 36 months with optional extensions of up to additional 24 months. Latest date for submission of proposals: 24.10.2022.

(iii). Israel Railways Ltd. Tender No. 122178: Invitation to participate in the challenge of finding Technological and Engineering Solutions for the Gaps between Platforms and Trains: The current gaps are between 10 to 20cm and the bidders have to introduce technological and engineering solutions which will provide accessibility, at stations both for trains and platforms. Latest date for submission of proposals: 07.11.2022.

[Personal note by Aharon: "Already in 1980 I suggested the railways create a single platform height; at that time there were only about 22 active passenger stations, some of which were even without any platform! The reader may judge how many troubles and how much expense could have been avoided, had somebody at the railways taken a decision then!"]

(iv). Call to receive offers from Venture Capital Funds and Technological Incubators for a Technological Cooperation: Latest date for submission of proposals: 30.12.2022.

(v). Tender No. 222107: Building an Emergency Building and Firefighting Station on the A1 fast link to Jerusalem: Implementation time: 24 months. Latest date for submission of proposals: 14.11.2022.

(vi). Tender No. 22165: Performing lower structure Engineering Works along Section D of the Eastern Line between km. 106+200 and 110+200 (Lod station); the end/beginning of the Eastern Line: The section includes two grade separations. Implementation time: 27 months. Latest date for submission of proposals: 24.11.2022.

(vii). Tender No. 22164: Supply of Oils including Testing, Grease, and Cooling Water: The contract is for 24 months with optional extensions of up to additional 60 months. Latest date for submission of proposals: 22.11.2022.

(viii). Tender No. 42209: For Purchase of Carpets for ISR's DD coaches. "General Terms and Conditions: Israel Railways Ltd., in accordance with its obligations under the Israeli Mandatory Tender Laws, its implementing regulations and the International Agreement on Government Procurement, wishes to obtain bids for: The supply of Carpets for ISR's DD Coaches, all in accordance with and subject to the terms specified in these General Terms and Conditions and the accompanying Tender Documents.

Pre-requisites for Participation in the Tender: The Bidder must be a supplier and/or a manufacturer of Train Carpets and has supplied and /or manufactured Carpets to at least 3 railway companies in the last 3 years, amounting to a total of €300,000; The Bidder, supplier and/or the manufacturer, shall have at least 5 years of experience in supplying and/or manufacturing carpets for train passenger carriages. The Supplier and the manufacturer must be certified to ISO 9001 standard at the time..."

139:06.

TEL AVIV

(i). SHABBAT OPERATIONS.

From "i24 News" 10.09.2022:

"Two months before the Tel Aviv light rail begins service, the debate over operating on Shabbat is ongoing.

The Israeli government unanimously approved on Sunday Transportation Minister Merav Michaeli's proposal to give local authorities the power to make their own decisions regarding public transportation, including promoting the disputed issue of transport operations on Shabbat - Friday night and Saturday.

A metropolitan authority will be established to settle this matter. One of the most heated debates as the inauguration of the first light rail line in Israel's centre approaches, is whether or not the Tel Aviv light rail should operate on Shabbat. The two sides of the argument are clashing, and this explosive topic has become central to many households in the country as the early November inauguration creeps up.

Today, public transportation operates on Shabbat in some Israeli cities, including the mixed city of Haifa, the Galilee area, and non-Jewish communities. There are also buses that run from towns in the north and south, such as Kiryat

(ix). Tender No. 42205: For the Manufacture and Supply of Heat Treated Rails. Israel Railways Ltd. wishes to obtain bid for: 2500 Rails with profiles of, 60E2 which following a heat-treated process having the steel grade of R350HT ("The 60E2 R350HT Rails").

(x). Tender No. 12023: Invitation to offer Maintenance & Repair Services for Elevators, Escalators and Lifting Devices for Disabled People at Stations and other railway sites: The contract is for 12 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 24.11.2022.

(xi). Tender No. 121142: Developing, Manufacturing, Supply, Installation, and Warranty for Data Systems and Display means on JT42-BW and EURO 4000 Diesel Locomotives: The contract is for 60 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 28.11.2022.

(xii). International Tender No. 42018.

Israel Railways Ltd. Rolling Stock Div. "ISR is intending to purchase refurbished turbochargers for its fleet of JT42BW locomotives, made by the Alstom company. These turbochargers are intended to be installed on an EMD two-stroke diesel engine model 12N-710G3B-T3. These engines have been modified to fully comply with Tier 3 exhaust emission, according to EPA regulations. These engines are refurbished according to manufacturer spec, with an official EMD p/n of 40309616...."

(xiii). Tender No. 12080: Providing services of Consulting, Inspection, Design, and Mechanical Engineering and Manufacturing for the Rolling Stock Department: The contract is for 24 months with optional extension of up to additional 48 months. Latest date for submission of proposals: 21.12.2022.

(xiv). Tender No. 222108: Performing of Maintenance and Sub-contractual works on Air Conditioning Systems at all stations and railway sites:

The contract is for 12 months with optional extension of up to additional 48 months. Latest date for submission of proposals: 26.12.2022.

B. TENDERS AWARDED

(i). ZAGRO won Tender No. 42020 for supply of electric shunting vehicles for use at depots.

(ii). Y.D. ASHUSH INFRASTRUCTURE LTD. won Tender No. 222104 at \$8.637 M (NIS 29.798M) for Lod depot site promotion of availability at DPI.

(iii). Israel Railways Ltd. have announced on their website that the winner of Tender No. 12062: Providing services through a dedicated Services Centre combined with CRM system and additional technologies - is Tikshuvim Business Communication Center Ltd. at \$2.858M (NIS 10.146M).

Light Rail

Shmona and Eilat, to the centre on Saturday afternoon. However, in most of the country's cities, public transport stops a few hours before nightfall on Friday and resumes the following evening.

Thus, for some religious Israelis, running the light rail on Shabbat is inconceivable. For others, it is indispensable. Israelis would be able to enjoy the beach and the many activities Tel Aviv has to offer without having to worry about finding a parking space or paying for cabs.

"The current situation is simply arbitrary. Why can the 845 bus line leave Kiryat Shmona on Saturday afternoons? What makes this line unique?" said Uri Keder, CEO of Free Israel, the most significant grassroots movement in religious freedom and pluralism.

"What right do the people of Eilat or Kiryat Shmona have to travel more easily on Saturdays than those of Ra'anana or Hod Hasharon? The light rail is a sign of normalcy and progress, and all of a sudden, we are moving backward. It's incomprehensible."

Haifa Municipality spokesman Eliran Tal said, "Haifa, for example, is a model of respect for the other. Since the establishment of the state, the status quo has been maintained. Even when the religious and ultra-Orthodox parties sit in the

coalition, they accept this pattern," Tal continued. "Haifa remains a beacon of tolerance and common sense, and I wish other cities would adopt this model."

Not operating public transportation on Shabbat in the rest of the country is costly for the population. The elderly, young people without a license or people without a car are at a severe disadvantage, for example, in getting to the hospital or the police station.

It also hurts the economy and, from an environmental point of view, it is a disaster as cars run in higher amounts during the weekends.

"There are traffic jams every hour of the day, a lot of air pollution, a lack of parking and a lot of general frustration. The coming of the Light Rail is an opportunity to change the rules of the game," Dr. Guy Shani, a senior lecturer in the School of Behavioural Sciences and the Department of Psychology in the College of Management's Academic Track, said.

Last month, Transportation Minister Merav Michaeli asked NTA, the company in charge of public transportation systems, to evaluate the possibility of operating the Tel Aviv light rail on Shabbat, which would ease traffic congestion and bring serenity to a large part of the population. But for the moment, the debate goes on."

The debate does indeed go on; this seems to be the only certainty. This from 'Times of Israel' on 02.10.2022: "Transportation Minister Merav Michaeli announced plans this weekend to run the soon-to-open light rail system in the Tel Aviv area and its surroundings also on Shabbat, starting next year. "It is my decision and I reached it, taking into consideration all the important implications [surrounding such as decision] brought before me," Michaeli told Channel 12 on Friday.

After over a decade of work and several delays, the first of three lines of the new light rail system is set to open in November. The Red Line will travel from Bat Yam to Petah-Tikva via Tel Aviv-Jaffa, Ramat Gan and B'nei-Brak, an ultra-Orthodox suburb where even cars are generally prohibited on Shabbat. The move by Michaeli, leader of the progressive Labour party, would upend longtime norms which prohibit public transportation on the Jewish day of rest in nearly all Jewish-majority cities, but comes after years of complaints by residents of the secular, liberal stronghold that the weekly shutdowns are a form of religious coercion.

It is not yet clear if a simple announcement by Michaeli is enough to put the wheels in motion for public transportation on Shabbat. Israelis are headed to the polls again on November 1, for the fifth election in under four years, and Michaeli's Labour is part of the centre-left bloc headed by Prime Minister Yair Lapid of Yesh Atid.

Michaeli had, in August, ordered the state-run company overseeing Tel Aviv's under-construction light rail system to look into adopting a seven-day operating schedule, causing an uproar among religious politicians. "Israeli citizens deserve an end to the siege over weekends," she said in a statement at the time, noting that the move would take cars off the road and end unfair restrictions on people who want to travel over the day off but are trapped by a lack of transportation options. "Today, more and more of the Israeli public needs public transportation during the weekend, wants it, and many of those who will not use it also support it. It is our duty to make it happen," she said.

Politicians from religious parties quickly weighed in, bashing the plan and accusing Michaeli of using the issue to score points with voters. Religious Zionism MK Bezalel Smotrich, a former transportation minister, called her a "failed minister" and Shas MK Moshe Arbel said "the party would file a petition against her."

On Saturday night, Smotrich said: "Instead of dealing with the transportation catastrophe from which all Israeli citizens suffer, Merav Michaeli prefers to spread empty slogans." Smotrich said that in a future right-wing government, "we will make sure to cancel any decision that harms the Jewish character of the country and we will preserve the Sabbath and its sanctity as the national day of rest." Aryeh Deri, head of the Shas party, called Michaeli "a failure in everything to do with transportation and the traffic plague in Israel." He accused her of trying to score points with voters "while trampling on Shabbat and the Jewish identity of the country." He too vowed to undo any such decision as part of a potential future right-wing government headed by opposition leader

Benjamin Netanyahu. "We will maintain the status quo and the sanctity of the Shabbat," added Deri.

Yitzhak Goldknopf, the new head of United Torah Judaism who is expected to be a lawmaker after the elections, dismissed the announcement as a political stunt to help Michaeli boost her electoral performance but also decried Saturday public transportation as a "desecration" of Shabbat.

"I am protesting these things because the very act of saying them is a violation of the Shabbat's honour and sanctity. United Torah Judaism will not allow Sabbath desecration in a Jewish state," Goldknopf said in a statement released by his office.

With Michaeli's Labour having polled as low as the minimum four seats necessary to enter the Knesset, Goldknopf described the announcement as a "desperate attempt to pass the electoral threshold."

In a tweet on Saturday Michaeli said all these politicians "together don't scare me." "If it were up to you, the airport would also be closed on Shabbat. I will continue to fight for the truth and for my values and those of the majority of the people in the State of Israel," she wrote.

In Israel, buses and trains do not generally run in Jewish-majority cities on Friday night and Saturday before sundown. The practice was born of an agreement reached between the ultra-Orthodox community and Israel's first prime minister, David Ben-Gurion, before the formation of the state.

In 2019, the Tel Aviv municipality launched an initiative that provided public transportation over Shabbat, offering minibus services to residents of the city and surrounding areas. That project ended when the COVID-19 pandemic began.

A poll by the 'Hiddush' ('Renewal') advocacy group conducted in the wake of the Tel Aviv initiative found that, among Jewish Israelis, 78.1 per cent were in favour of transportation on weekends, including 94% of secular Israelis. Other groups that support the measure were traditional Jews who said they were "not so religious," at 82%, and traditional Jews who were "close to religion," at 59%.

The only way to explain the above for bemused observers is to explain the Israeli political system, which is another way of saying that there is NO way to explain the above! Steve Sattler tries this in the following comments:

1... There is still no final decision that the new Gush Dan Metro will start on 30th November.

Only three stations are ready and the legal safety checks have still not been finished. Many sub-contractors are still 'doing their work', and the NETA engineers are still at odds with the 'political' managers that 'things are still not ready'.

2... The public regards this current Transport Minister as useless - so I suspect that after the elections on 1st. Nov. the Ministry will postpone the opening till Feb 2023.

3... Shabbat: It is a long-standing tradition that public transport doesn't work on Shabbat - even in Tel Aviv (with minor exceptions) so, even though the majority of the citizenry are secular [65/35], many still don't want to change the status-quo that has existed for over 84 years - from 1936.

4... The prediction is that the right-wing parties will win the election - so the right-wing religious parties will not allow 'public transport on Shabbat'. What is even more important is that the essential Green and Purple metro lines from the Eastern suburbs are being postponed again till 2028."

We await the election results and then the results of the coalition bargaining following the election results...."

(ii). THE METRO PROJECT

On 19.09.22 it was announced, the National Infrastructures' Commission has decided to forward the M1 Metro project to the government for approval.

(iii). OPENING DELAYS

If until recently there were conflicting messages regarding the opening date of the LRV Red Line with even the Transport Ministry admitting that it may be delayed by even several months, and NTA denying it, now NTA has officially

admitted that this is the case due to dis-coordination between trains and control and signalling systems; Alstom is consulting in resolving the problems.

Regarding the other LRV and METRO lines; although all recent Israeli governments supported the projects, at the beginning of November 2022 there will be elections and at the moment nobody can foresee the developments.

Then: From 'Globes' on 23.10.2022:

"The opening of the Tel Aviv light rail Red Line has been postponed by four months until at least March 2023, a senior source at the Ministry of Transport has told "Globes." Despite an improvement in the performance of the light rail's signalling system, the company appointed by the Ministry of Transport to supervise the project estimates that the Red Line will not begin operating until June 2023. The postponement is costing an estimated NIS 40M per month.

As previously revealed by "Globes", the problems with the signals and other systems causes a the light rail train to come to a sudden halt. The Ministry of Transport Director-General and senior officials experienced this for themselves during a test run just over a month ago. The signals are the 'nervous system' of the light rail, working in coordination with the carriages, doors and stations, so that when communications with the signals is faulty, the light rail carriages make an emergency stop. There are also other problems in the operations of the light rail related to various restrictions including speed limitations. The state chose a complex signalling system for the Tel Aviv light rail with an automatic system on the underground sections and a manual system above ground and coordinating the two types of system is proving difficult.

NTA - Metropolitan Mass Transit System, which is overseeing the project, has been encouraged by the decline in the number of emergency stops during trials and at the start of next month a new updated version of the signalling system will begin operating. If the system proves that it can work stably then an official commencement date for commercial operations of the light rail Red Line will be announced. If the system works well then NTA is likely to announce the end of March 2023 as the date for starting operations but the company supervising the project assumes that June 2023 will be the launch date. In any event the Ministry of Transport, which feels unable to control events amid all the delays is not convinced that NTA's forecast date of late March 2023 is viable.

A senior source at the Ministry of Transport said, "There is a fault with the signalling system that has brought about a delay in operating the line. It is the job of the steering committee to ensure that the revised timetable for operating the line is implemented and no clear picture has yet been received from NTA."

Due to the problems with the timetable, the Ministry of Transport has refrained from announcing the postponement, without details of a new precise date being stipulated for the commencement of operations. The Ministry of Transport said, "NTA is managing the Red Line and is responsible for building and operating it. Representatives of the state on the steering committee, Ministry of Transport and Ministry of Finance are supporting the company and assisting in every way to complete the project, without compromising on matters of safety and operating the service."

NTA said, "NTA is not engaged in this or that estimate and does not know about the date mentioned but is investing all its resources in working around the clock in order to operate the light rail without compromising on full credibility, and safety."

(iv). Steve adds a different perspective which may also cast light on some of the delays:

TERRORISM:

The Red Line through and under Tel Aviv will probably start working for public passenger traffic in May or June 2023. While this line was being planned and then as the construction was in progress, changes and additions were made to cope with the chronic 'terrorism' problem that infects Israel.

Although the MOT will not list all the changes and additions that they demanded, we know of seven issues that were included into the system and certainly on the Light-Rail trains:

All concrete walls in every underground station have extra thickness to survive any serious blast and thus prevent any collapse.

Communication and power cables/wiring are mostly behind protected metal plates or in serious metal cabinets.

In the tunnels the driver is in charge but he is watched by both internal and external cameras, and the central OCC [that is duplicated] can also run or stop the tram if the driver is incapacitated.

On the trams the windows are extra-thick impact glass, and the delicate 'traction' equipment on the roof is covered [with metal] against a grenade or an RPG. This adds extra weight to the trams [now 50 tonnes].

CCTV and Wi-Fi have extra cover and sensor-security for damage or explosions.

The main OCC is located underground and behind blast-proof concrete walls. A second OCC exists and is ready to go - if necessary.

Management offices, the light Maintenance and the heavy Maintenance facilities are all in separate buildings and a lot of redundancy has been built-in to cope with any major 'war'-damage.

Some underground stations [like the Navon station in Jerusalem] have a bomb shelter underneath with special equipment for gas or radiation attacks and special ventilation units to keep a few hundred citizens healthy while 'a war' maybe is running above.

The Data Center - has a separate building, well-protected and with both (duplicated) optical fibre and electrical connection to all relevant stations, management and the IDF HOME DEFENCE system.

Back-up generators are doubled and in separate locations and well protected - mostly underground.

At the main OCC - each desk [there are 10] covers a different component of the transport system and each desk has two operators. The OCC Duty-Officer has a separate room with his own communication system.

All Maintenance - either routine, light or heavy is done at special depots [there are two at this time - there will eventually be more] and all parts are supervised for quality, source and all work is supervised by automatic cameras and trained security staff.

All staff have been through the First-Aid, security and psychology training courses and have been vetted for 'problems'.

The MOT, IR, the Light-Rail Authority and the various municipalities all have the deep understanding that this new transport system must work well, be safe, be comfortable, be flexible to cope with weather, floods, wars and the terrorism mayhem that is almost normal, and keep the citizens happy as the primary users."

(v). NTA Tender No. 282/2022: Providing Consulting Services regarding Communication Infrastructures: NTA intends to select a single winner. The contract is for 36 months with optional extensions of up to 48 additional months. Latest date for submission of proposals: 22.11.2022.

(vi). NTA Tender No. 426/2022: Providing services of Lab Tests and Soil and Water Sampling for the metro project: NTA intends to select one winning bidder only. The contract is for 36 months with optional extensions of up to additional 24 months. Latest date for submission of proposals: 26.12.2022.

(vii). NTA Tender No. 637/2022: Purchasing a property and consequence damage insurance policy for the LRV Red Line and its systems:

NTA intends to select one winning bidder. The contract is for 12 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 02.01.2023.

(viii). DELAYED OPENING

On 20.11.2022 Aharon wrote: "If so far there were speculations regarding the first run on the LRV Red Line, this week NTA management has admitted that currently it will not be opened before March 2023; but even this is not final and may be changed to some time in June 2023 or even later."

OTHER MIDDLE EAST RAILWAYS.

A. TURKEY

(i). THROUGH FREIGHT SERVICE TO LONDON PLANNED

From 'R.G.I.' 23.09.22: "Planning is well advanced for the launch of a rail service carrying road semi-trailers between the Asian side of Istanbul and London via the Channel Tunnel, Albert Bastius, COO of TX Logistik, told Rail Business UK at the InnoTrans exhibition.

The initiative is almost ready to launch, once the details of the French leg of the journey are finalised. Bastius said he hopes services will be running by January 2023 at the latest.

TX Logistik is owned by the Mercitalia subsidiary of the Italian state railway group FS. The new route would build on its existing Istanbul – Köln service, which uses the NiKRASA system to transport non-craneable semi-trailers by rail.

Services would run to the Barking international freight terminal in east London, with a transit time of around 20 days."

(ii). ISTANBUL METRO EXTENSION TO AIRPORT

From 'R.G.I.' 04.10.2022: "An extension of Istanbul metro Line M4 to Sabiha Gökçen airport on the Asian side of the city opened on October 2. The city's second airport is the third busiest in Turkey with around 600 flights and 105,000 passengers a day, but was previously only served by buses, taxis and private vehicles.

The first 21.7km section of M4 between Kadıköy and Kartal with 16 stations opened in 2012. The second phase opened in 2019 adding three stations and taking the line to 26.5km. The latest 7.4km extension adds a further five stations at Tavsantepe, Fevzi Çakmak, Yayalar, Kürtköy and Sabiha Gökçen airport. A journey over the full 34km of M4 takes 50 min, and the line has a capacity of 1.2M passengers a year.

There is an interchange at Ayrılıkçeşme with the Marmaray suburban rail line which in turn connects either directly or indirectly to all of Istanbul's metro and tram lines on both sides of the city, and there are ferry connections at Kadıköy.

The extension was built by a consortium of Gülermak and YSE Construction under a €169.5M contract awarded following a 2015 tender which attracted 14 bids.

Work on the line was slowed by a number of problems including Turkey's 2018 economic crisis and subsequently the Covid-19 pandemic.

A branch which will link M4 to the eastern section of the Marmaray line at İcmeler via five new stations is under construction under the same contract, while M13 is under construction to connect the long-distance station at Pendik on the Marmaray corridor to Sabiha Gökçen airport via two new stations and then running over M4. No completion dates have been announced for either project.

Speaking at the opening ceremony for the M4 extension, Transport Minister Adil Karaismailoğlu said the ministry is developing six metro lines in Istanbul, of which the M3 extension from Basaksehir to Kayasehir and the as-yet un-numbered line from Gayrettepe to Istanbul's new main airport and on to Kayasehir will be opened this year.

Development of Istanbul's metro system has been complicated by Turkey's 2019 local elections which saw control of the main cities, including Istanbul, pass from the ruling AKP party to the main opposition CHP. Subsequently the national transport ministry announced that it was taking over delivery of both Istanbul airport metro lines and four other urban rail schemes, rebranding them

with its own 'U' logo, in place of the 'M' used by Istanbul municipality for its Metro network."

(iii). MORE LINKS TO ISTANBUL'S SECOND AIRPORT – CONSTRUCTION STARTS:

Continuing the above, 'Metro Report Intl.' 13.10.2022 has the following: "Following the award of a new contract, construction is set to restart on the final extension of Istanbul's metro Line M4 which serves Sabiha Gökçen airport, and on Line M10 which will provide a through route linking the airport with Pendik main line station and İcmeler further east.

The new lines will allow metro services to run directly to Sabiha Gökçen Airport from Pendik and İcmeler, in addition to the M4 trains to the airport from Kadıköy which began October 2.

On September 30 Istanbul municipality signed a TL2?897Bn contract for construction with Özgün İnşaat. The project had originally been tendered in March 2017 and a TL1?614Bn contract awarded to a consortium of Cengiz İnşaat and Alsim Alarko Sanayii. However, work stopped later that year when Turkey entered a period of economic instability and central government funding for infrastructure projects was halted.

In 2020 the municipality secured external financing of €120M allowing construction to resume, but in July this year with work 33% completed the contractor was given permission by presidential decree to cease its activity, with the transport ministry subsequently allowing the municipality to call a new tender.

Construction is split into two phases, with work on the first phase involving the extension of M4 by 1 km to Kaynarca Merkez. The second phase will see the construction of M10 linking Pendik station to M4 at Kaynarca Merkez and the final 5 km M4 extension to İcmeler, serving four stations. All of the work is scheduled to be completed by the end of 2025.

The Treasury has approved a €75M EBRD loan to Istanbul municipality for completion of Umraniye - Atasehir - Göztepe metro route M12."

(iv). ANKARA PLANS THREE METRO EXTENSIONS:

From 'Metro Report Intl.' 23.10.2022: "Ankara Municipality's General Directorate of Transport Planning & Rail Systems has awarded consultancy contracts to support the design of new or extended metro lines M2, M4 and M5 totalling 26 km.

A contract covering two branches extending M2 from Koru to Yasamkent and Bağlica totalling 7.7km with five stations was won by Arup with a bid of TL11.2M. Arup also won a TL10.9M contract covering design work for a 5.5km extension of M4 from Şehitler to Forum with four stations.

The tender for the new 13km, 10-station Line M5 from Kızılay to Dikmen and the 3km, three station Kugulu Park – Atakule – Turan Günes funicular line was awarded to Tümas Türk Mühendislik which bid TL30.8M.

Planning is expected to take one year, after which construction packages are to be tendered."

(v). GAZIANTEP SUBURBAN LINE OPENS

From 'R.G.I.' 08.11.2022: "The Gaziray suburban route in the southern city of Gaziantep opened for revenue services on November 5, as the city became the fourth in the country to launch a dedicated commuter rail corridor after Istanbul, Ankara and Izmir.

Gaziray has been developed jointly by infrastructure manager TCDD and Gaziantep city council. The 25.5 route-km line uses a dedicated pair of local tracks laid alongside the two fast tracks used by inter-city and long-distance

trains. Construction was undertaken as part of a wider route modernisation and electrification programme on the main line which links Mersin, Adana, Osmaniye and Gaziantep.

Key elements in the project have included the rebuilding of a 5km at-grade section of the route through the city centre on an underground alignment using cut-and-cover tunnels, and the construction of 16 new stations, four of them below ground. Civil works were undertaken in multiple work packages by local contractors Kolin, Kalyon and BS Uluslararası Mühendislik. Elsitek Elektromekanik İnsaat was awarded the contract covering electrification and signalling.

Rolling stock for the line has been supplied by state-owned manufacturer Türasas, which early last year signed a €47M contract to deliver eight four-car aluminium-bodied electric multiple-units with a top speed of 120 km/h and a capacity of 1,000 passengers.

Speaking at the opening ceremony, Minister of Transport & Infrastructure Adil Karaismailoğlu said that the rebuilding of the country's main line network is continuing and within four years it will be possible to travel on high speed services from Kapikule on the Bulgarian border via Istanbul, Ankara and Mersin to Gaziantep. Rebuilding of the Mersin – Gaziantep corridor is scheduled for completion by the end of 2025."

(vi). SOLAR POWER

From 'R.G.I.' 13.11.2022: "National infrastructure manager TCDD has begun work on the development of a 10 MW solar power plant in Bal?kesir in the northwest of the country.

Costing around TL36M to develop, the plant is the first of 10 facilities that TCDD intends to develop around Turkey in order to help achieve its aim of meeting 75% of its energy supply requirements from renewable sources by 2025. It is also seeking to reduce its CO2 emissions caused by traction power supplies by at least 75% compared to 1990 levels by 2035.

In April last year, TCDD announced plans to develop 170 MW of solar and 90 MW of wind power generation, with some additional solar capacity to be installed at stations."

(vii). CROSS BORDER FREIGHT

From 'R.G.I.' 1.12.2022: "Bulgaria and Turkey are working to reduce border crossing times for freight trains, including prioritisation of intermodal services and an increase in cross-border capacity to 24 trains/day."

B. SAUDI ARABIA

(ii). BRUMMIE INSIGHTS

From 'R.G.I.' 11.2022: "Saudi Arabia Railways and the University of Birmingham have signed an agreement to collaborate on research, development and railway education.

The Memorandum of Understanding between the two organisations will see specialists at the Birmingham Centre for Railway Research & Education working with SAR to deliver bespoke railway education for SAR employees.

In addition, the agreement provides for an evaluation of opportunities for joint

research and development programmes that would 'leverage the unique expertise from each organisation'.

'The launch of SAR's five-year strategy in 2020 made it essential for SAR to build a national pool of talent for its various functions', explained Human Resources & Support Services General Manager Eng. Abdulrahman Turkistani. 'This will ensure that SAR can achieve and go beyond its ambitious targets. We chose the University of Birmingham as our partner to deliver their world-class technical railway education to our national talent pool.'

'SAR has an ambitious growth strategy, which we are very excited to be supporting', added Prof Clive Roberts, Director of BCRRE. 'Together we can ensure access to expertise, cutting-edge technology, and a pipeline of next generation engineers that will secure a robust future for the industry in Saudi Arabia.'



- *Why some education is often necessary. This image from 'Arab News' 6 July 2012 shows a major derailment on Saudi Railways*

(iii). ALSTOM OFFICE

From 'R.G.I.' 28.10.22: "Alstom has opened an office in Riyadh as a hub for development of its operations in the Gulf and wider region. The office will provide marketing, tax and finance services, in addition to railway maintenance services, supplier quality development and monitoring. This will include providing its HealthHub condition-based and predictive maintenance platform to monitor 748 cars in real-time for the Riyadh Metro, Jeddah Airport peplemover and Haramain high speed line."

C. EGYPT

(i). CAIRO METRO SIGNALLING

From 'I.R.J.' 06.10.2022: "Alstom has successfully tested and commissioned the signalling, centralised control and driving systems that it has supplied for Phase 3A of Egypt's Cairo Metro Line 3, enabling the extension and its four



new stations to be inaugurated this week. Phase 3A runs in tunnel from Attaba, in the east-central area of the city, to Kit Kat via intermediate stations at Nasser, Maspero and Zamalek.

The new section of Line 3 was inaugurated by Egypt's Transport Minister, Mr Kamel El Wazir, accompanied by chairman of the National Authority for Tunnels (NAT), major general Sherif Leil, the French ambassador to Egypt, Mr Marc Baréty and Alstom Egypt managing director, Mr Ramy Salah.

The contract to provide system and subsystem design, manufacturing, installation, testing, commissioning, training and maintenance for the signalling, centralised control and telecommunications systems for Phase 3 was awarded to Alstom by NAT in November 2015. At the same time NAT awarded Alstom a contract for the design, supply, installation, testing, commissioning, training and maintenance of the traction power supply system and depot equipment.

Alstom has installed its Urbalis signalling system designed specifically for metros with heavy traffic, which offers functions to improve headway and average speed performance to help ease congestion. In November 2021 NAT awarded Alstom an €876M contract for the supply of 55 nine-car Metropolis trains as well as an eight-year maintenance contract for the upgrade of the 44.3km Cairo Metro Line 1.

In June a turnkey contract to install, commission and maintain for two years communications, centralised control and ticketing systems for Phase 1 of Line 4 was awarded by NAT to an alliance of Thales, Orascom Construction and Colas Rail."

(ii). METRO TO KIT KAT

More on this from 'Metro Report Intl.' 06.10.22: "Initial passenger services on Phase 3a of Cairo Metro Line 3 running west from Attaba to Kit Kat were inaugurated by Minister of Transport Kamel Al Wazir on October 6.

The test operations are due to run until November, with a full revenue service scheduled to be launched during the COP27 climate summit. Built by Orascom and Arab Contractors, the extension passes under two branches of the River Nile. It adds four stations, including the three-level junction station at Kit Kat which is 23m underground. Northwestern and southern branches from Kit Kat to Rod El Farag and Cairo University are under construction. Completion of the line next year is expected to treble ridership to more than 1 million passengers/day.

Alstom designed and supplied the Urbalis signalling, telecoms and control systems for the Line 3 extension under a contract awarded in November 2015, and has also supplied the traction power system and depot equipment as part of the G3 Power Supply Consortium. Line 3 is operated by RATP Dev using Hyundai Rotem trainsets."

(iii). FREIGHT LINE INVESTMENT

From 'R.G.I.' 17.10.2022: "EBRD is considering the provision of a sovereign loan of up to €40M to Egypt, which would then be allocated to Egyptian National Railways to partially finance track, signalling and telecoms equipment for the €220M Robeiky – 10th of Ramadan – Belbeis railway. This would connect the 10th Ramadan Dry Port, being developed under a PPP scheme, with ENR's main line network, enabling freight traffic to bypass Cairo while also carrying some commuter services. The remaining cost would be financed by another financial institution via a sovereign loan, while the Egyptian government would fund civil works."

(iv). DB WINS CONTRACT FOR HIGH SPEED NETWORK

From 'I.R.J.' 09.11.2022: "The Egyptian government has awarded a contract to German Rail (DB) to operate the country's future high-speed network.

The contract was signed at the UN COP27 climate conference in Sharm-el-Sheikh between the government of Egypt, the host country, and DB subsidiary DB International Operations (DB IO). The contract, which will initially run for 15 years, is valued in the single-digit Billion

euro range, according to DB. DB IO's contract includes management of infrastructure and rolling stock for high-speed and regional passenger services and freight, as well as maintenance of stations and depots in joint venture with the Egyptian company Elsewedy Electric (EE).

In August Egypt's Ministry of Transport signed a contract with a joint venture of DB subsidiary DB Engineering & Consulting and EE to oversee operation of the planned high-speed network.

Egypt is planning to build a 2,000km high-speed network which, once completed, it is claimed will be the sixth largest in the world. The National Authority for Tunnels (NAT) signed a contract with Siemens Mobility, Orascom Construction and The Arab Contractors in May for construction of the new network.

Three lines are envisaged, with 60 stations giving access to rail transport to an estimated 90% of the population of Egypt. DB IO will work in conjunction with Siemens Mobility to install ETCS Level 2 and electrical power supply systems on the three planned high-speed lines for Egypt with the first Green Line running east to west in the north, the second Blue Line running from Cairo to Abu Simbel in the south, and the third Red Line running from Luxor to Safaga on the Red Sea coast. Siemens is also to supply 41 Velaro eight-car high-speed trains, 94 Desiro high-capacity four-car regional EMUs and 41 Vectron freight locomotives, all of which will be operated in Egypt by DB IO.

It is planned that initial services will start on Line 1 in the north of the country in 2025. This route, dubbed the "Suez Canal on rails," will connect Alexandria, Cairo and the New Administrative Capital (NAC) currently under construction near Cairo.

This first line, officially called the Green Line, will be extended from Alexandria via El Alamein to Mersa Matruh on the Mediterranean coast in the northwest, and from NAC to Ain Sukhna on the Gulf of Suez in the east.

Future lines to be built are Line 2, or the Blue Line, from October Gardens in Cairo via Qena, Luxor and Aswan to Abu Simbel in the far south of the country, and Line 3, or the Red Line, from Luxor via Qena and Hurghada to Safaga on the Red Sea in the southeast.

Egypt's population is forecast to increase from the current 105M to 160M by 2050, and the new high-speed network is intended to combat road congestion and pollution and to help meet the sustainability targets being promoted by Egypt at the COP27 conference.

DB says that the German railway network will also draw benefits from the Egyptian "mega project," which is the third major international transport project for DB IO in 2022 after receiving contracts for projects in Canada and India. It says that technology skills and knowledge gained from working with Siemens in Egypt will help inform projects at home in Germany, as well as profits gained from the Egyptian operations being invested in Germany."



(v). ALSTOM TO BUILD CAIRO METRO DRIVERLESS LINE 6

From 'I.R.J.' 21.11.22: "Egypt's National Authority for Tunnels (NAT) has signed a framework agreement with Alstom for the design, construction and maintenance of Cairo Metro Line 6, which Alstom says will be the first driverless line in Africa. The agreement was signed during the UN COP27 climate summit in Sharm-el-Sheikh, which Alstom attended to present opportunities for decarbonising the transport sector as well as "green transport solutions for the future."

Alstom says that Line 6 will run north-south for 35km from Shubra El-Kheima to New Maadi, serving a total of 26 stations of which 12 will be underground. Line 6 is intended to reduce congestion on Line 1 of the Cairo Metro and will have capacity to handle 1.5M passengers a year.

Under the framework agreement, Alstom will supply 294 Metropolis cars, with interiors tailored to specific customer requirements. They will be designed to maximise capacity while improving passenger comfort, accessibility and circulation. Each train will be able to carry up to 2,580 passengers, will offer improved energy efficiency and will be 98% recyclable.

Alstom will also be responsible for infrastructure, trackwork, signalling systems, telecommunications systems, the traction power supply and third rail electrification systems, high-voltage substations and automatic fare collection equipment.

The framework includes the design of the rolling stock maintenance depot on Line 6 and the supply of depot equipment. Alstom will be responsible for maintaining the new Metropolis fleet, which it says will create long-term local job opportunities.

"Alstom is further committed to localise a significant portion of the Cairo Metro Line 6 project, aligned with Egypt's 2030 vision and sustainable development goals," says Mr Andrew DeLeone, president of Alstom in Africa, Middle East and Central Asia.

"In 2019, the city's CO2 emissions due to transport were around 22M tonnes, representing 40% of Egypt's total transport emissions. This agreement, signed during COP27, demonstrates Egypt's commitment to ensuring Cairo is an inclusive, safe and resilient city."

D. ETIHAD RAIL

(i). FREIGHT TERMINAL CONNECTED

From 'I.R.J.' 15.09.2022: "Etihad Rail has completed the connection between the Industrial City of Abu Dhabi (ICAD), the site of the largest inland rail freight terminal in the United Arab Emirates (UAE), and the national railway network.

The line was built as part of Phase 2 of the UAE national network. Phase 1 runs for 264km, and is used to move granulated sulphur from Shah and Habshan for export via the port of Ruwais. Phase 2 will connect the UAE and Saudi Arabia, running from Fujairah Port to the border at Ghuweifat via Mussafah, Khalifa Port and Jebel Ali Port, and will be 1,200km long when complete.

China Railway Construction and Ghantoot Transport & General Contracting won a Dirhams 4.4Bn (\$US 1.2Bn) contract in June 2019 for Stage 2B, comprising the 216km route from Liwa, near Tarif, to Saih Shuaib, which includes connections to Khalifa Industrial Zone, Abu Dhabi, Khalifa Port and ICAD, and the 94km Sharjah - Jebel Ali Stage 2C, comprising 74km in Dubai and a 20km branch to Jebel Ali Port.

Etihad Rail is constructing a more than 250,000sq.m. inland rail freight terminal at ICAD, which will comprise more than 22 buildings and major structures to support operations, processing up to nine trains each day. The hub will facilitate distribution of freight across the member countries of the Gulf Cooperation Council (GCC) and UAE, connecting quarries in the northern emirates to industrial centres in the Musaffah area, in addition to connecting Ruwais, Khalifa Port and container terminals in Dubai within Jebel Ali Port.

Operating 24 hours a day, seven days a week when fully operational, the new terminal will process more than 15M tonnes of bulk raw materials, 1.5M tonnes of general freight, and around 116,600 20ft containers annually.

"Connecting the rail freight terminal at ICAD with Etihad Rail's main line ensures our readiness to start providing our clients with logistics solutions by linking Abu Dhabi with various industrial centres and import and export points," says executive director of the rail relations sector at Etihad Rail, Mr Mohammed Al Marzouqi. "This milestone brings us closer to achieving our goal of providing an integrated transport system that connects the industrial and manufacturing centres with freight terminals and ports across the emirates. The strategic location of the ICAD rail freight terminal will also drive value for all our customers as it is the largest inland rail freight terminal in the UAE."

(ii). INNOTRANS ACTIVITIES

From 'I.R.J.' 23.09.2022 reporting on the Innotrans International Railway Fair at Berlin: "Etihad Rail has signed four memoranda of understanding (MoU) with SNCF International, Caterpillar subsidiary Progress Rail, Thales, and Alstom covering areas including operations and maintenance, rolling stock maintenance, stations, and freight operations.

"Our partners play a key role in supporting us to achieve our mission of developing and operating a rail network that incorporates state-of-the-art technologies and provides safe, sustainable and reliable solutions," says Etihad Rail executive director of passenger sector, Mr Ahmed Al-Musawa. "Through partnering with some of the biggest names in the rail, freight and transport industries, we assure our clients that we are developing the UAE National Rail Network to the highest international standards, to meet their requirements and support them in meeting their business objectives, driving a sustainable, resilient, and cost-effective supply chain."

Under the terms of the MoU between Etihad Rail and SNCF International, the two parties will collaborate and explore opportunities in different areas of mutual interest. These areas include rail operation; train maintenance; workshops and training; design, development and operation of rail projects in the UAE; supply and maintenance of rolling stock; integration solutions between different modes of transport; and station services and facilities.

The MoU with Thales provides for the two parties to collaborate on topics that include: new generation train control; ETCS Level 3; driver advisory systems; intelligent traffic operation; asset management; real-time passenger flow monitoring; data-driven operation control centres; video analytics; on-train internet connectivity and passenger entertainment systems; booking and ticketing systems, and integrating different modes of transport.

The MoU with Progress Rail aims to discuss areas of cooperation to support sustainability in the railway industry through potential opportunities for the development and deployment of an autonomous, zero-emissions port-to-port concept, which could serve as the foundation for future rail operations globally.

The agreement between Etihad Rail and Alstom centres on the integration of advanced technologies and services in the railway industry. The two parties will collaborate in areas which include: railway innovations, from incubation to commercialisation, including innovative sustainability in the field of train technology; mobility and integration solutions between various modes of transport; the performance of the railway, and system's life-cycle performance. Etihad Rail and Alstom will also work collaboratively on a first- and last-mile strategy; digitalisation of mobility (MaaS system implementation, logical systems/IT architecture, cybersecurity); testing and commissioning, operation and maintenance; rolling stock configuration and facilities; the development of a learning ecosystem; and fostering local production."

(iii). LINE TO OMAN PLANNED

From 'I.R.J.' 28.09.2022: "Oman Rail and Etihad Rail, the national railway developer and operator in the United Arab Emirates, have signed a \$US 3Bn agreement to design, construct and operate a 303km cross-border railway from the port of Sohar on the Gulf of Oman to UAE's national network at Abu Dhabi via Al Ain.

Passenger trains will operate at up to 200km/h on the mixed-traffic line, reducing journey times from Sohar to Abu Dhabi to 1h 40min, and from Sohar to Al Ain to 47 minutes. Freight trains will operate at up to 120km/h on the new railway.

Under the agreement, Oman Rail and Etihad Rail will form a jointly-owned company, Oman-Etihad Rail Company, which will lay the groundwork and workplan for the project, including its financial mechanisms and schedule. The company will also handle design, development and operation of the rail network.

The Abu Dhabi government said in a statement that the railway will boost economic growth in both countries and improve the efficiency of the supply chain and facilitate cross-border trade.

“Adding a new railway capability to our logistics sector will offer trade and logistics companies outstanding investment opportunities and empower manufacturing and industrial activities to quickly expand beyond borders,” says Eng. Abdulrahman Salim Al Hatmi, group CEO of Asyad, parent company of Oman Rail. “The envisioned network will complement our comprehensive set of ports and logistics assets, augment our competitiveness and open faster access to global markets.”

Mr Shadi Malak, CEO of Etihad Rail, says the agreement heralds a new chapter of prosperity between both countries: “The agreement outlines a strategic roadmap for a sustainable project which will contribute to bolstering the solid relations between the UAE and Oman, and will play an instrumental role in facilitating national and regional trade by connecting the UAE National Rail Network with Sohar Port,” Malak says.

Construction on the second phase of the UAE's national network is nearing completion. Connection of the Industrial City of Abu Dhabi (ICAD), the site of the largest inland rail freight terminal in the United Arab Emirates (UAE), and the national railway network, earlier this month was the latest milestone for the project."

'R.G.I.' on 02.10.2022 added:

"National railway project promoters Oman Rail and Etihad Rail have agreed to establish equally-owned Oman-Etihad Rail Co to design, develop and operate a mixed traffic railway connecting the port of Sohar to the UAE's developing network.

The company is to develop a work plan, financial mechanism and schedule for the US\$3Bn project. Passenger trains would run at 200 km/h and offer a 1h 40min journey time on a 303km route from Sohar to Abu Dhabi, with freight trains running at up to 120 km/h.

Developing a network

Oman Rail has plans for a 2,135 km network in the Sultanate, where the only railway is currently a narrow-gauge line which carries tourists into a show cave.

The proposed network would connect ports, industrial areas, mineral deposits and centres of population with each other and with the wider Gulf Co-Operation Council region. A railway would 'offer trade and logistics companies



outstanding investment opportunities and empower manufacturing and industrial activities to quickly expand beyond borders’, said Abdulrahman Salim Al Hatmi, Group CEO of Oman Rail’s parent company, logistics group Asyad, on September 28.

‘The envisioned network will complement our comprehensive set of ports and logistics assets, augment our competitiveness and open faster access to global markets.

‘The railway also promises huge strategic economic and social gains as it promotes a more diverse robust national economy, upgrades infrastructure and logistic services, drives forward travel and tourism, and ultimately improves the quality of life for communities on both sides of the borders by supporting the various strategic initiatives of the governments of Oman and the UAE.’

Etihad Rail CEO Shadi Malak said the agreement 'outlines a strategic roadmap for a sustainable project which will contribute to bolstering the solid relations between the UAE and Oman, and will play an instrumental role in facilitating national and regional trade by connecting the UAE National Rail Network with Sohar port.'"



• *Lusail Metro.*



• *Etihad Railway trains*

E. IRAN

(i). RASHT – ASTARA LINE: LINK TO AZERBAIJAN

From 'I.R.J.' 7.11.2022: "Construction of the Rasht - Astara line in Iran, which will connect with the Azerbaijan network to form part of the International North-South Transport Corridor (INSTC) between India and Russia, is expected to require additional investment of \$US 656M to be completed.

The 164km Rasht - Astara railway has faced many years of problems in its construction and implementation. The main obstacle has been financing, particularly due to the United States’ sanctions on Iran.

The 'Financial Tribune' reports that the CEO of the state-owned Construction and Development of

Transportation Infrastructure Company, Mr Kheirollah Khademi, has said the government is looking to procure the additional funding through domestic or international investment. "Russia has shown readiness to invest in this project," Khademi says. "Expert Russian teams have visited the site of the railway and we have given them the project's technical data. They are to respond within a month."

Khademi says Iran is waiting for Russia to announce its preferred mode of financial engagement in the project, which would be in the form of a government loan, joint investment, or financing.

Azerbaijan inaugurated a new cross-border link to the Iranian city of Astara in March 2017 when the first test train crossed the newly-constructed dual 1520mm and 1435mm-gauge bridge over the Astarachay river between the two countries.

Meanwhile, the 'Tehran Times' reports that Iran's Transport Ministry has reached an agreement with Armenia to expand and develop the INSTC in Iran from the border crossing near Norduz to Varzeqan and Tabriz. Iran's transport and urban development minister, Mr Rostam Qasemi, met with Armenia's minister of territorial administration and infrastructure, Mr Gnel Sanosyan on November 1, during which the Armenian side expressed interest in forming a new transit route through Iran to access Persian Gulf countries.

"This route can handle a significant volume of the INSTC's transit load; another feature of this route is the reduction of travel length and time, which can be very important," Qasemi said."

(ii). MORE ON THE 'NEW SILK ROAD':

From 'I.R.J.' 19.09.2022: "China, Kyrgyzstan and Uzbekistan (CKU) have signed a long-anticipated agreement to push ahead with a feasibility study of building a railway to connect the three countries.

The CKU governments signed the new agreement on September 14 on the sidelines of a summit of the Shanghai Cooperation Organisation (SCO) held in Uzbekistan. However, the document does not set out a roadmap for construction of the CKU link, first mooted 25 years ago but recently given new impetus following Russia's invasion of Ukraine and the subsequent interruption of rail routes between China and Europe.

Nevertheless, the agreement does move the project one step closer to reality by laying out terms for a feasibility study for the Kyrgyzstan leg, the missing link between China and Uzbekistan. The study will be completed by the first half of 2023.

The CKU link would provide a shorter route to Europe bypassing the Trans-Siberian route through Russia. Although often mooted, the idea of building a rail connection across Kyrgyzstan has foundered on grounds of construction cost and the presence of the well-proven Trans-Siberian railway.

At one time Kyrgyzstan was negotiating with Russia to help finance a new railway through its territory. The invasion of Ukraine has meant that Kyrgyzstan's hopes of financing the project now lie with China instead. The transport ministries of Kyrgyzstan and Uzbekistan have signed the CKU agreement with China's National Development and Reform Commission. The costs of the feasibility study are to be shared equally.

The ministry's statement also appeared to confirm earlier reports that, after years of wrangling, a route for the proposed line through Kyrgyzstan has finally been agreed. Kyrgyzstan had originally been pushing for a route that would serve more populated areas further north but now appears to have settled on a route to the south, which will still create jobs during construction and provide further economic benefits in the form of track access charges for transit traffic.

The connecting line will begin at Torugat, a mountain pass where the Naryn region of Kyrgyzstan borders the Xinjiang autonomous region of China, and will then continue across Kyrgyzstan through Arpa and Makmal to Jalal-Abad in the Kögart river valley, where it will connect with Uzbekistan's railway network. There would be a break of gauge from China's 1435mm to the Russian 1520mm-gauge at Makmal.

According to Kyrgyzstan's transport minister, Mr Erkinbek Osoyev, the 280km route is likely to cost \$US 4.1 Bn and China would need to build 160km of new railway to its border with Kyrgyzstan. In the longer term, the new line could be extended through Turkmenistan into Iran and onwards to Turkey,

helping to shorten the route from China to Europe by 900km and saving eight days of transit time."

F. JORDAN

A Facebook entry by Kevin Hoggett in November indicates:

"The Hedjaz Railway station at Amman is a time capsule. today only small sections are still usable. We wanted a steam train, but they refused to allow the steam loco out due to track issues. They did steam a Japanese Pacific for us in Amman, but the ride was diesel, and only possible on about the first 25km of line south from Amman. A new railway museum is being built, a gift from Turkey, and the line is to be upgraded to form a metro style railway to connect the Airport with the city. This will probably spoil the character of the railway."

"The only other railway currently in use in Jordan is a short section of the branch line to Aqaba where a tourist train is run. The main point of this is a re-enactment of an attack by Lawrence of Arabia in the Arab uprising against the Ottomans in 1916. It is very well done by the Jordanian Army, including a replica of a Rolls Royce Silver Ghost armoured car to which our tour manageress was kidnapped! Mostly these trains are diesel powered, but for us they steamed Japanese Pacific No. 85 which has been shorn of all identification to try and convince tourists that it is an original Ottoman loco! The railway people were very friendly and I was invited into the cab of their GE diesel and allowed to drive it a few hundred yards..."

Kevin is the owner of Avonside 0-4-0ST 'Fred' kept at Maldeghem in Belgium! He also acted as tour leader for the PTG trip to Saudi Arabia. We hope to present some of his photos in the next issue.

G. OLD NEWS (MISCELLANEOUS) – Presented in order of different countries.

(a). ADEN

The link <https://rogerfarnworth.com/2022/08/24/aden-port-trust-tramway-and-other-things/> brings one to an interesting illustrated article about the harbour tramway in Aden.

Also: <https://rogerfarnworth.com/2022/08/21/the-aden-state-railway-metre-gauge/>

covers the State Railway.

Marc Stegemann has been scanning old issues of 'Moderne Eisenbahn', 'Modelleisenbahn' and 'Eisenbahn Magazine' and these are translated and presented here,

(b). SYRIA.

From 'EM' 11/1972 p.9 by 'ch':

RUSSIAN ENGINEERS BUILD RAILWAYS ABROAD

Russian railway experts are currently supporting the construction of a new railway line in the Syrian Arab Republic. The planned line, from Latakia to Kamischli, will be 750km long and be of 1435mm gauge. It should link the north-eastern part of the country with the coastal region.

Almost a half of the building and erection work has already been done. The planning and construction of the 208km line from Damascus to Homs will also be taken on by the Russian experts. This line, which will link the Syrian capital with the country's Mediterranean port, will require earthworks of some 4.5M cu.m. and the construction of over 300 bridges etc. Construction will probably begin already in 1973."

(c). PERSIA / IRAN

(i). AN ESSLINGEN LOCO IN PERSIA?

In 'Eisenbahn Magazin' 4.74: "As a former employee of the Maschinenfabrik Esslingen I noticed in the report 'By Rail to Persia' (issue 2/74, p.12) an unknown loco of Class E of the Soviet State Railways. I believe I may be able to add more to this loco. It was almost certainly built by the Maschinenfabrik Esslingen as Works No. 4053 and delivered in 14.6.1922. (See Messerschmidt, 'Von Lok zu Lok'.) The powerful freight loco carried the number 3-5595 on its cabside. Further details: Gauge 1524mm, driving wheels 1320mm dia., weight in working order 134 tonnes, top speed 60km/h." (By Jürgen Mäder, Köngen)

(ii). A DIRECT LINK TEHERAN – BEIRUT

In 'Eisenbahn Magazin' 6/1974:

"A direct link between the Persian capital of Teheran and the Lebanese capital of Beirut has been recently opened. The trains run via Ankara and Damascus and cover the line in around 79 hours."

[Ed. Notes: This report is bizarre – maybe through carriages crossed Lake Van and went down to Aleppo and thence to Tripoli but the former HBT line was not known to run through trains to Iran. And to go to Damascus would be a detour.]

(iii). FIRST REFRIGERATED TRAIN BETWEEN MÜNCHEN AND TEHRAN.

From 'EM' 7/74 Iran / Persia: "In a way as a form of test run, the Interfrigo (a corporation of the European state railways for the construction, operation and hiring of refrigerated wagons) recently despatched an eight-car train of machine-cooled refrigerated wagons loaded with 200 tons of frozen EU Butter between München and Teheran.

The seven large four-axle wagons as well as the machinery wagon to provide energy for all the cooling equipment within the train was provided by the Bulgarian State Railways (BZD) from the Interfrigo joint stock. This involved an especial operating system which had been developed by the VEB Waggonbau Dessau and is already in use in over a hundred examples in the Eastern Bloc.

The train was constantly attended by a three-man crew which provided for the cooling and maintenance of all the refrigerated wagons from a central control point, so that time-consuming re-icing or supervision tasks at border crossing points and maintenance stops could be eliminated. A part of this train was displayed at the 1970 Hannover Fair."

(d). IRAQ.

(i). IN WORLD WAR 2

Marc Stegemann writes: "I've just finished reading a 1974 book "Powerplay / Oil in the Middle-East" by Leonard Mosley. I've extracted the following information from this book:

"As is known, in WW2 the Axis powers dearly needed access to oil wells. But at the time, the Allied Anglo-American and Dutch interests already had their contracts in the Middle-East, amongst others via the IPC (Iraq Petrol Company). In Iraq in 1941, nationalists were Axis-friendly and felt their oil was being more-or-less stolen by the IPC. They took over the government of Nouri Said who had supported the IPC, or at least had not defended the Iraqi interests enough. Rashid Ali then became Prime Minister and he teamed up with the Germans under influence of the Nazi Fritz Grobba.

Now Rashid Ali ordered IPC to put 4 million litres of petrol in 15-litre cans and transport these towards the Iraq Army headquarters in Bagdad and to a station 15 km to the west. This apparently was in preparation for the arrival of the German army which was expected from the direction of Syria, where the pro-German Vichy-French governed. Although the Germans were planned to invade Iraq on May 10, 1941, the English interrupted by telling Rasjid Ali that a relief brigade from India would come over to Iraq. Rashid Ali informed the English ambassador that tension under the population had developed and that he deemed it safer for the English families to transfer to the English Habbaniyah training camp but there he took them hostage. In the meantime the IPC refinery at Chaneqin was forced to continue working for Rashid Ali, but the staff refused and closed down. The staff was brought by train to Baqubah, and isolated there.

The staff from the Rafidain refinery was enabled to cross the border to relatively-safe Iran, but they took responsibility to stay to support their employees from India. Furthermore, Rafidain was kept open in order to be able to supply the RAF base near the railway line at Maqil, some 80 kms to the north. The Iraqi army ordered the refinery staff to load all aircraft petrol into dedicated trains and send these towards the Iraq army at Bagdad, also in the north. The loaded fuel trains left with all paperwork signed by the Iraqis but made an unplanned intermediate stop at Maqil. This enabled the RAF to unload the fuel - which presumably was not exactly the intention of Rashid Ali. Now the RAF men could use their aircraft to fight the nationalist rebels of the Iraqi army that surrounded the Habbaniyah camp. After all this, the German army did not arrive in time and at strength, so at the end of May 1941, the rebellion was over and the English regained control over Iraq."

(ii). PHOTOS Several former War Department steam locomotives in Iraq were photographed long after WW2, mostly by Basil Roberts in 1967. These can be viewed in a carousel:

www.gwrarchive.org/site/sitel2pg/Iraq/ng/ng.php

(iii). BAQUBAH

* Note on Baqubah (WW1): apparently a refugee camp in the 1920's, according to www.aina.org/books/brc.htm ; Here an excerpt:

"The metre-gauge railway from Baghdad to Kizil Robot and the Persian frontier was commenced shortly after the British occupation of Baghdad, in order to facilitate the operations undertaken against the Turkish forces in those regions.

It crossed the Diala by means of a lofty wooden pile bridge after traversing a great easterly loop of the river a mile or a mile and a half downstream from Baqubah. A large supply depot was established at Marshall's Bridge Railway Station at a fairly central position within the loop of the river. The light 2 ft. 6 in. line starting from this depot, alongside the metre-gauge railway, greatly facilitated the distribution of supplies by means of hand-propelled one-ton trucks. Able-bodied men in camp were utilised for unloading of supplies arriving by train from Baghdad, transfer to the supply depot, and their further distribution throughout the camp; also in the construction of roads, drains and bridges, the light railway and later on a high embankment for the new metre-gauge railway alignment skirting the Western confines of the camp and leading to a new permanent railway bridge then being built across the Diala about a mile up-stream of the camp."

You may wish to explore www.iwm.org.uk/collections/item/object/205359464 for the Herbert Phillips Collection of Photographs of Armenian refugees at a camp in Baqubah and railway construction.

This refugee camp and their inhabitants have also been photographed by W. J. Grummett.

(iv). MESOPOTAMIA CAMPAIGN

Not directly related are some pictures of the 1917-1918 Mesopotamia campaign light railway, also by W. J. Grummett:

<https://wjgrummettphotosandhistoryww1.blog/2018/02/09/post-3-training-and-deployment-to-england-with-the-eaton-motor-machine-gun-brigade/#jp-carousel-1474>

& <https://wjgrummettphotosandhistoryww1.blog/2018/02/09/post-3-training-and-deployment-to-england-with-the-eaton-motor-machine-gun-brigade/#jp-carousel-1475>

And a rare photo of the horse tramway car No. 15 in Bagdad:

<https://wjgrummettphotosandhistoryww1.blog/2018/02/09/post-3-training-and-deployment-to-england-with-the-eaton-motor-machine-gun-brigade/#jp-carousel-1418>

(v). MAQIL

"The book 'Middle East Railways' by Hugh Hughes mentions that: "A very interesting metre-gauge link was established at Maqil in December 1943 ... "The line led to exchange sidings at Tanuma on the east bank from where a standard-gauge railway was built to the Iraqi border and on to join the Iranian system. This link closed July 1945. The Iranian line (operational from 1943 to 1945) ran to a junction at Hoseyniyeh with the Ahwaz - Khorramshahr line (commissioned in May 1942)."

(vi). IRAQ: SIGNAL TECHNOLOGY FROM THE DDR (From 'EM' 11/72)

"The Iraq State Railways (IRR) recently began modernisation of the railway line Baghdad – Mosul – Rabiah. The line is to be brought to the best current level with semi-automatic signal and safety equipment from the DDR. The Minister for Transport of the Republic of Iraq, Khaled Makki Hashimi, formally inaugurated the planting of the first signal mast at a ceremony. The modernisation works are planned to last two years."

(e). SAUDI ARABIA

CONSTRUCTION PLANS IN SAUDI ARABIA (From 'Eisenbahn Magazin' 6/74):

"Japan may possibly build a railway right across Saudi Arabia. The line would run from the residence city of Riyadh across the desert via Mecca and Jiddah to Medinah, where it would have a connection to the existing railway line to Jordan and thus to Europe.

The Deputy Prime Minister of Japan Takeo Miki made this offer during a meeting with King Faisal in Saudi Arabia at the end of 1973. The offer is to be seen in conjunction with Japan's efforts to arrange adequate and cheap oil deliveries. Construction of the railway would, according to estimates by experts, cost the Japanese at least 3 Billion Dollars."

[Editor adds: Maybe the Japanese did not realise the line to Medinah was (a) derelict and (b) vanished and (c) narrow gauge!]

H. A GENERAL OVERVIEW IN 'THE ECONOMIST'

Frank Adam writes: "I have just seen 24. Sept. issue pp.46-47 - overall very optimistic with mention including a map that Israel and Saudi Arabia have built rail up to the Jordan borders and if the Jordan link were completed the container throughput would double pronto. However Jordan has not done anything yet as it is angling for a branch into the "West Bank". Why they have not revamped the entire Irbid - Akaba line is a bit of a mystery.

As it was Israel offered Arafat, after Oslo, a Gaza - Taqumia [NW of Hebron] link in the 90's. It would have only needed refurbishing the British line from Rafah - Gaza - Ashkelon and the only entirely new work would have been the Kiryat Gat - Taqumia spur. Gaza had more than enough unemployed men to do the work and repair and paint the stations but as with everything Arafat touched he tried to lever extras and the whole thing got shelved, as his aim was never prosperity but only the death of Israel by little cuts.

I think a lot of Route Six motorway ended up using the original WW I rail roadbed but even so it would have been still possible to refurbish the Turco-British line from Lod to Qalqilya and Tulkarm and then the Nablus branch. Even now it should not be too difficult to repair the Afula - Nablus branch if the PA extracted its digit. There would be a stampede for the jobs involved.

Since then - I think in one of Dershowitz's books - there is a scheme by which a line could leave Afula and skirt the East - desert side of the West Bank towns Jenin, Tubas, Nablus and Ramallah to Jerusalem and then Bethlehem and Hebron before sweeping down to [Beer Sheva and] Gaza. It would need quite a few cuttings and viaducts and the areas between the stations and the existing towns would be prioritised for colleges, hospitals and industrial zones. The whole however depends on some positive PA agency which is not plentiful other than when trousering for foreign aid."

(i). RAN HEDVATI

From Sybil: "Ran was a leading light in the preservation of historic machinery, farm tractors, etc., and for us his supreme achievement was building Rakevet Ha'alonim ('The Oaks Railway', 60cm gauge) at Kibbutz Ein Shemer.

Here is the link to an obituary notice on the website of the Council for the Preservation of Historic Sites in Israel, published May 5, 2021:

"Ran Hedvati, the former coordinator of technology at the Council for the Preservation of Historic Sites in Israel, one of the pioneers of technological preservation, a man of the Land of Israel and its landscapes, has passed away at the age of 85. He received a commendation from the Chief of Staff during the Yom Kippur War, and he lit a torch at Israel's 65th Independence Day celebrations. The Council for the Preservation of Historic Sites mourns his death and shares the grief of the Hedvati family. The funeral is on 23 Iyar 5781, May 5, 2021, at Kibbutz Ein Shemer."

Sybil watched a lengthy video of a programme about him made a few years ago and takes the following from it:

"He knew how to talk on and on, and I remember it was hard to get a word in edgeways! He started by saying how he got involved with preservation. He was born in Kibbutz Ein Shemer. His father, who came from Russia, had been offered a good job as an accountant in a textile firm there, but he had made up his mind to go to the Land of Israel instead, and he was among the founders of Ein Shemer (in 1927). He (Ran's father) was told to take the train to Hadera and keep walking east from there until he saw a two-storey stone house... that was Ein Shemer!

Ran talked about the inspiration for building Rakevet Ha'alonim: the old Turkish railway that had passed 200 metres from his home, about how the Turks cut down all the non-fruit trees, and every 10th fruit tree, for fuel for the locomotives, and that they planned to build a railway to the Suez Canal but never got that far.

As for the locomotive for his Rakevet Ha'alonim, a friend had told him that he had got hold of two locos from the salt works at Atlit, one of which was in a junkyard. He said to his friend, "Give me the loco and I will repair it." The friend said he could take it, nobody would care.

Then there was some long convoluted story about getting replacement parts for the loco, a British Ruston. He wrote to the company in England, who gave him the details of a firm in Israel, with a four-digit telephone number [which would have dated from the 1960s probably!] And to cut a long story short, he managed to find the company and get the parts.

There were a lot of anecdotes relating to the railway and to other things he has rebuilt, one of which was a crane in Tel Aviv port. A fisherman working at the port asked him "Why, isn't an old photo of it enough?" So Ran asked the man, "Are you married? Do you have children?" The fisherman said, "Yes, I'm married". "Is a picture of your wife good enough? I will restore this crane to working order."

Ran talked a lot about the importance of preservation, that these old machines are of more significance than the towers in Tel Aviv."

Clearly a character and a gifted mechanic.

(ii). HAIFA RAILWAY MUSEUM OPEN DAYS

From Steve: "IT IS FREE. To mark 130 years of trains in Israel : The Railway Museum invited the general public to a free visit for three days on Chol-HaMoed Sukkot, 11-13.10.2022.

On September 26 1892 the first railway line in the country was inaugurated, the Jaffa-Jerusalem railway line. Since then the railroad network in Israel has undergone many incarnations and upheavals,

expanded, shrunk and expanded again, under the rule of the Ottoman Empire, the Mandate and the re-born Jewish country. The Railway Museum presents the whole story, with an extensive collection of historical locomotives and vehicles, many of which are accessible, and hundreds of additional small items that reveal more and more of the existence and work of the railway in Israel

At the event we will hold special activities for families:

On the first two days of the event, Tue-Wed 11-12.10, we will be presenting the train model activity of the museum volunteers and host the little ones in a play area with wooden trains. On these days the train museum will be open between 09:30-15:00 and arrival will only be possible by the museum train that will operate free of charge between Haifa Center HaShmona station and the railway museum.

On Tuesday 13.10 we will host the annual exhibition of the Israeli Lego Lovers Association LUG. On this day the museum will be open until 18:30 (last entry: 17:30). Between 09:30-15:00 arrival will only be possible via the museum train that will be operated free of charge between Haifa Center HaShmona station and the Railway Museum.

Departure hours of the Museum train from Haifa HaShmona station: 09:35, 10:05 then every half hour till 14:35; The trains back from the museum will run every half hour, from 09:55 to 14:55.

Visitors with mobility difficulties are asked to coordinate with the museum in advance of their arrival to ensure accessibility - 04-8564293.

In the event of overload the Israel Railway Administration reserves the right to suspend visitors' entrance to the museum or the museum train without prior notice, for safety."

(iii). CHEMNITZ TRAM

In late October a tram in Chemnitz (pop. 250,000) was formally named 'Kiryat Bialik' at the Adelsberg depot in honour of the city's twin town in Israel (40,000 inhabitants) at a ceremony with representatives of both towns.



• Haifa Railway Museum exhibits



(iv). ROBERT STEPHENSON & CO. IN EGYPT

In the 'Friends of the National Railway Museum 'Review' No. 181 for Autumn 2022 is an article by Hugh Fenwick on the locomotive building firm Robert Stephenson & Co. From this:

"Towards the end of 1859 Robert sailed to Egypt in his yacht 'Titania' accompanied by two associates. Following an audience with the Viceroy of Egypt, Pasha Abbas, the party explored the Suez area seeking the route for a proposed railway.

Back in London in early 1851 the Pasha asked him to undertake the task of Chief Engineer to design and build this railway, the first on the continent of Africa. The project resulted in six engines being sent to Egypt from late 1852 to work on the first section of the line under construction, from Alexandria. The company also designed and built a chain ferry for the railway to carry trains across the Nile. When completed in 1855 it was the largest item to have been fabricated at the Newcastle factory. Robert's relationship with the Egyptian Pasha resulted in orders for several special locomotives for his exclusive use. The most ornate locomotive ever built by RS&Co was a 2-2-4 locomotive for the Pasha, with a luxurious saloon behind the footplate. According to a contemporary account in the 'Newcastle Courant', 'the exterior of the train is decorated with arabesque designs of black, white and gold, in the first style of art, from the designs of Mr. Digby Wyatt.'

One of the Pasha's special locos and an RS&Co 0-6-0 goods engine are preserved in the Cairo Railway Museum

The first RS&Co 4-4-0 bogie locos were built in 1859 for the Ottoman Railway and South Australian Railways. They represented the stage of RS&Co locomotive development at the time. Sadly Robert Stephenson died on 12. October that year, a few days before his 56th. birthday, having overseen the work of the company for 36 years from its inception in 1823..... Robert's cousin George Robert Stephenson inherited Robert's shares in RS&Co and took over as managing partner.... (He) had experience for the task. He had been employed on railway projects since 1837 with both George and Robert Stephenson. He had designed the Nile ferry. Following an incident with the ferry, when the Pasha was delayed because one of the chains broke, RS&Co was contracted to build a bridge to replace the ferry. George Robert designed a wrought-iron structure that comprised two 80ft swing openings and eleven 114ft fixed spans. It was fabricated at the Newcastle factory, shipped to Egypt and opened to traffic in 1859. Egyptian Railways continued to be a valuable customer with more locomotives being purchased between 1862 and 1868...."

(v). THE GEZIRA LIGHT RAILWAY: A HISTORY by Iain Logie.

This is an excellent new publication by the Narrow Gauge Railway Society. The Gezira is a flat, almost featureless plain near Khartoum and in 1904 a scheme was investigated and proposed to divert some of the waters of the Blue Nile and create a network of irrigation channels to permit cultivation of cotton. This involved barrages across the river and a network of light railways, not for construction purposes but for delivering supplies and transporting the produce.

42 pages; many maps and illustrations; ISSN 978-1-013837-05-01. price GBP 7.95 plus about 2.60 for p&p (UK)

(vi). NORMAN HARVEY VC

I am indebted to Jeff Ryan of the Stanier 8F Society whose locomotive, Stanier 8F 2-8-0 LMS 8233, acts also as a memorial Locomotive for British Railway Sappers, members of the Royal Engineers, who died, for the following.

The list of Royal Engineers casualties includes:

Norman Harvey (1899-1942) was born on 6th April 1899 in Newton-le-Willows, Lancashire, the son of Charles William and Mary Harvey. He was baptised in Newton-le-Willows on 22nd October 1899. By 1901, the family were living in Newton-in-Makerfield. He was one of oldest of six children, with brothers named Jack, Thomas and Joseph and sisters named Ada and Esther.

He enlisted into the South Lancashire Regiment in November 1914 at the age of 15 and was posted to France on the 6th August 1915. Wounded twice, the second being serious, he was evacuated to England, where his true age became known.

Posted back to France in 1918, now aged 19, he joined the 1st Battalion, The Inniskilling Fusiliers. It was on the 25th October 1918 at Ingoyghem, Belgium that he performed the following deed for which he was awarded the VC.

'On 25th October 1918, his battalion (the 1st Battalion, Royal Inniskilling Fusiliers) was held up and suffered heavy casualties from enemy machine guns. On his own initiative he rushed forward and engaged the enemy single-handed, disposing of twenty enemy and capturing two guns. Later, when his company was checked by another enemy strong point, he again rushed forward alone and put the enemy to flight. Subsequently, after dark, he voluntarily carried out, single-handed, an important reconnaissance and gained valuable information. Pte. Harvey throughout the day displayed the greatest valour, and his several actions enabled the line to advance, saved many casualties, and inspired all.'

His VC was gazetted on 6th January 1919 and he was demobilized later that year. Later that year he married Norah Osmand Osborne Treadwell in Neath, South Wales. They went on to have two children, Avril Joyce in 1920 and Norman in 1924. By the time of Norman junior's birth he had returned to the North-West and was living in Warrington, and later moved to Liverpool.

On the outbreak of World War Two he enlisted into the Royal Engineers and joined 199 Railway Workshop Company. He was promoted to Company Quartermaster-Sergeant in April 1941. He was killed in action, near Haifa, Mandatory Palestine (now Israel) on 16th February 1942. He was buried in Khayat Beach War Cemetery, Haifa. His medal group including the Victoria Cross, 1914-15 Star, British War Medal 1914-20, Victory Medal 1914-19, 1939-45 Star, Defence Medal 1939-45, War Medal 1939-45 and King George VI Coronation Medal 1937 are held by the Royal Inniskilling Fusiliers Museum, Enniskillen, Northern Ireland.

LOCATION OF MEDAL: ROYAL INNISKILLING FUSILIERS, ENNISKILLEN, N.I.

BURIAL PLACE: KHAYAT BEACH WAR CEMETERY, HAIFA, ISRAEL."

This account is sad enough in itself but a look at the War Diary of 199 Rly. Wksps. Coy. for 1942 reveals an even sadder story. One almost hesitates to publish it, but it is after all a part of the historical record. From this:

"16th. Feb. CQMS (Company Quartermaster Sergeant) Harvey N. died of wounds from rifle bullet in brain, apparently self-inflicted, 06.30 hrs.

24th. Feb. Coroner's Inquest - verdict 'Suicide while of temporarily unsound mind'.

MARCH 1942. (Commanding Officer: Major H. K. Bostock RE).

"Personal private kit of Harvey auctioned. L.56.5.0 was raised and proceeds and subscriptions despatched to the widow."

Thanks to Sybil we have the Commonwealth War Graves entry :

COMPANY QUARTERMASTER SERJEANTNORMAN HARVEY

Service Number: 6973652

Regiment & Unit/Ship: Royal Engineers. 199 Rly. Workshop Coy.

Date of Death Died 16 February 1942 Age 42 years old

Buried or commemorated at: KHAYAT BEACH WAR CEMETERY. A. A. 4.

Israel and Palestine (including Gaza)

Personal Inscription"ONE CROWDED HOUR OF GLORIOUS LIFE IS WORTH AN AGE WITHOUT A NAME"

(vii). OLD NEWS.

From 'Eisenbahn Magazin' 6/74 Israel

NEW LINE TO THE RED SEA. "The Israeli Railways (IR) are planning the construction of a new railway line from Tel Aviv to Eilat on the Red Sea. This line would be of especial interest to foreign tourists because it would lead through the impressive scenery of the Negev Desert. Currently there in Israel railway links only along the Mediterranean coast between Tel Aviv and Haifa and between Tel Aviv and Jerusalem."

From the next issue of the same magazine, 7/74:

"Israel's Railways are planning a large expansion. As an indirect result of the recent events in the Near East the Israeli State Railways are planning a substantial expansion of the network over the coming ten years at a cost of some 900 Million DM.

Since during the Yom Kippur War the majority of road lorries in the country were taken for service at the Fronts the railways had to cope with the entire internal transport needs which, due to inadequate network and line capacity led to difficulties. The plans include construction of an 18km line between Qiryat Gat and Ashqelon which would form a direct link between the Beer-Sheba and Gaza lines and thus shorten the distance for transport of phosphates from Oron to the harbour at Ashdod by 28km.

Between the two main centres of the country, Tel Aviv and Jerusalem, a totally new 59 km link should replace the current very steep and curving line.

The two termini at Tel Aviv should be linked by a new 4.5km double-track line to permit through running.

The double-tracking of the coastal line has already reached a length of 120km via Haifa as far as Nahariyya.

On several lines modernisation of the signalling and communications will increase line capacity.

The construction of a 62 km urban metro or S-Bahn system in the Tel Aviv area is also a part of this expansion programme. Since the Israeli State Railways have often been improved thus far with the efforts of West German engineers and firms, it could be that this time too numerous firms from the Bundesrepublik will be involved in the railway construction work."

139:09

PTG ISRAEL TOUR REPORT :

By Ian Hutton.

The Editor also went on this tour and enjoyed it a lot but it is good to have a different – and well-informed perspective, so thanks to Ian for his summary of events. I have edited only slightly. Ed.

"The three times Covid-postponed Tour to Israel by UK-based international railtour operator PTG Tours finally went ahead from March 26 - 2 April 2022. Six days in the country combined two-and-a-half days of escorted (and paid for by PTG) service train travel with a three-day chartered special. The latter was the first run for enthusiasts since the German Society DGEG visited in 1998 to include freight-only lines and non-passenger curves and was arranged with the considerable help of the Haifa-based National Railway Museum. Chen Melling, a senior member of its staff travelled on the special train as the liaison link between the PTG Tour Manager and Israel Railways [IR] train crews and as might be expected, with no experience of such a Tour for some years, some advertised inclusions didn't happen for a variety of reasons. But through considerable efforts other lines that could easily have been omitted were travelled, so overall all on the Tour were pleased at what was achieved.

As an introduction to Israeli Railways, the network is modern, mainly double track with track-kilometres expanded significantly in recent years and more pending, in fact a passenger service using a brand new 3km connecting line opened whilst the group were in the country. See: Israel Railways Lines and Stations Much evidence of lengthy new or re-instated lines on both the National network and the Jerusalem and not-yet-opened Tel Aviv tram systems were observed, plus many lines are being electrified which will eventually be worked by 62 [plus option for 32 more] still in delivery TRAXX 25kv locomotives using the existing German style (and Neurot liveried) Bombardier Görlitz and Bautzen-built double deck coaches and DVT's, with some local services using Siemens Desiro partially single/double deck EMU's also still in delivery. Limited services based on Tel Aviv are already electrified, with most long-distance services currently worked by diesels in push/pull mode by either Spanish-built RENFE-style 335's or Vossloh EuroDuals 3200, plus a few 4000's "borrowed" from the freight sector. All services are normally very busy as fares are cheap, [unlike the rest of the country...] and traffic congestion in cities is horrendous. Unfortunately three services have been suspended since the pandemic commenced, one to the disappointment of all being the highly-scenic and historic line from Bet Shemesh to Jerusalem Malcha. The official position on this service is that it is suspended indefinitely, but realistically it is thought it will never re-open as since 2018 Jerusalem is served also by a new-build high-speed line from near Tel Aviv Ben-Gurion Airport, taking a third of the time of the old route. Additionally the new line's terminal station is much better located for Jerusalem city centre and connects with the open tram line. Even a suggested heritage operation is unlikely as there is no suitable stock nor route available locomotives in the country, as due to severe line curvature the service could only be operated by the "Scandinavian" IC3 rubber-ring-nosed DMU's introduced from 1992 and those remaining are due for withdrawal. The other suspensions were the one-station branch from Lod to Rishon LeZion-HaRishonim, which is being incorporated into a newly-constructed line from Modi'in to Rishon LeZion – Moshe Dayan on the coast line, (unclear when opened if a service from Lod will remain), and from Be'er Sheva North/University to Dimona, which was covered by the PTG Charter.

Day 1 in Israel was a service train day, with participants waiting with anticipation at their isolation Hotel in Netanya for the results of a mandatory arrival airport PCR Test, this to go with the requirement for a negative PCR test taken within 72 hours in your departure country with associated Fit-to-Fly paperwork, those hoops unfortunately justified as two participants tested positive in Germany so had to drop out. Israel is divided into 10 fare zones, Search Our Region Map (ravkavonline.co.il) with a day ticket for all of Israel trains, buses and trams costing just under £14, that is if you use a Rav Kav "Oyster" [purchased for around £1.50] which is then loaded with all future ticket purchase details or by amount at station machines/booking offices or website listed shops. Quite a bargain considering there is a maximum north/south one-way journey of around 270km. Paper ticket single fares can also be bought at stations or again loaded onto a Rav Kav but as might be expected all stations machines/booking offices can only be accessed after passing through airport-style security, then by gate lines onto platforms.

After breakfast on day 1 in Israel, most participants had yet to receive their PCR results by the scheduled escorted travel departure time, plus by then web research, in addition to confirming part of the Tel Aviv suburban loop line was closed all the week of the visit for engineering work, the IR Updates page was showing no services through Lod nor Ashkelon as a contractor's bulldozer had severed a crucial signalling cable. Guess where the plans were heading that day....! Suffice to say rapid re-planning was required to go where trains were running once able to leave Hotel isolation to make good use of the day ticket, with everyone's fingers crossed for a repair by the following day as if the signalling was not restored by then it would scupper the complete Charter plans. [The Editor was with a group who had set off earlier and were held up at Kfar Chabad, the train then being forced to return to Tel Aviv as the whole southern area was blanked off by the severance of this cable at Lod!] The suggested reopening time kept slipping, but by the start of

Day 2 and the first day of our Special Train, fortunately one route of the two to the south had reopened, but not that through Lod, so the booked route via freight lines to Lod could not be taken. Additionally, it was known in time for the brochure printing that our three-coach special [1996 Spanish-built single-deck air-conditioned coaches, [including a DVT] doubled-headed by a 1979-built GM G26 diesel No 604, a freight sector loco but one of the two able to work with passenger coaches, plus passenger sector RENFE 335-style no 764] could not start from the advertised Rosh-Ha'Ayin North. This was due to Rosh-Ha'Ayin North being the terminal station of the truncated loop line service, so reversing there in the morning peak was allegedly an issue. This meant the hoped-for

- *Israel Railways Freight Sector GM JT42CW No. 705 & Passenger sector JT42BW No. 764 and PTG Tour Train at the [dry...] Zin stream in the Negev Desert on Tuesday 29 March 2022*

north-to-south freight curve was moved to the next day so the Charter started from B'nei Brak but heading in the opposite direction from that planned thanks to that bulldozer. So through the four-track Central Tel Aviv stations, missing the curve and the freight only line to Lod [but see day 4...] and not going via Lod also meant the north-to-west curve access to the Ashdod docks branch was not possible as our revised route meant the branch could only be accessed from the south. So after an excellent 7.5km into the docks complex, the Tour returned via the same side of the triangle, where after Ashdod station the Tour was clear of the bulldozer-affected area, so could take the freight-only line south of Ashkelon across to the other passenger line south from Lod, joined just south of Kiryat Gat. Anyone looking at a map may think this an unnecessary and odd survivor, the explanation being the route south from Sderot [within sight of the Gaza Strip] to Be'er-Sheva only opened in 2016! Freight traffic to/from the south is heavy with exported phosphate and imported grain the main cargoes amongst others, the IR Freight Manager advising they currently convey 4M tonnes of traffic per year, mainly from Ashdod and Haifa docks and are currently turning away traffic due to the amount of ongoing infrastructure work. They hope to increase this ASAP towards 10M tonnes.

Now on passenger track to Be'er-Sheeva, the special continued on to visit the freight branch to the Chemical plants at Ramat Hovav, [12km] and a close-to-schedule arrival back in Be'er-Sheva gave those keen on travelling as much track as possible the opportunity to load up their Rav Kav with the 2 Zones needed to fill in 1. a gap in planned escorted travel and 2. missed by the diverted special train by heading back north to the now fully-reopened Lod via Rehovot line. Travellers either returned the same way to cover both sides of two substantial grade separated junctions, or via Kiryat Gat which the Tour was booked to do northbound the next day. Also on most participants Be'er-Sheva plans either that afternoon/evening or early the next morning was a visit to the long- closed Hedjaz Railway station, not least because an ex-WD/TCCD Stanier 8F is plinthed there masquerading as a long-scrapped Israeli Railways example apparently made famous in a popular Israeli song '70404'. LMS Stanier Class 8F - Wikipedia

Day 2 of the railtour, day 3 overall was the highlight for many on heading south from Be'er-Sheva onto two freight branches deep into the Negev Desert via Dimona and its suspended three-pairs-a-day passenger service. On arrival at Dimona there was a Depot visit, continuing after exchanging overheating 604 for GM JT42CW No. 705 to the triangular junction at Mamshit with convenient dunes alongside for a photo halt.

Israel Railways Freight Sector GM JT42CW No. 705 & Passenger sector JT42BW No. 764 and PTG Tour Train at Mamshit loops in the Negev Desert on Tuesday 29 March 2022

Here the Tour train was overtaken by a short freight taking Tel Aviv's rubbish to a landfill site at our next destination, 12.5km along a branch to a large and busy container/chemical/phosphate loading depot at Rotem. A short talk there by the Depot Manager revealed the phosphate travels 18km to the railhead



from a mine by the Dead Sea by conveyor belt, and like the 2017 Branch Line Society visit to the Jordan - Aqaba Port Railway, a proportion heads for India. On returning to a triangle just south of Mamshit we expected to take the north to east curve to the branch heading south to Zin but didn't, our liaison officer advising it was no longer in use and not maintained so deemed unsafe. Reversing at Mamshit led to discovering how close the Tour had come to being refused the 50km branch towards the now-closed phosphate mine at Zin as the UK bush telegraph had become aware the line had no traffic, confirmed by a local enthusiast invited on board advising the last loaded train had run on 25 March 2021 as he had photographed it... But there are allegedly still workable phosphate deposits, currently considered uneconomic to mine, but just in case traffic resumes a light loco travels the line approximately once a month to inspect the all-CWR track as fortunately the sand type here is larger grains than say Jordan, so doesn't get blown over the tracks. Even so the Tour brochure advised signalling at the only passing loop had been vandalised two weeks previously [and after the last loco inspection] which meant large sections of this line in the Negev Desert were contact blackspots. Final approval was apparently only given a few days before our visit after a PW machine and shadowing road vehicle ran to Zin to confirm satellite phone reception was good enough for our train to safely run!! Therefore stopping before entering the mine complex was a minor annoyance as without a lot of last-minute IR effort our visit could easily

have been refused. The lengthy run through the desert moonscape was enjoyed by all, despite a surprising amount of industrial remains being visible and an ear



Perhaps understandably in the circumstances it took 4½ hours for the 100km round trip from Mamshit to Zin, so following the additional 66km back to Be'er-Sheva via Dimona most of the journey north via Kiryat Gat to Lod was in the dark. Then Israeli Railways showed they could react to short-notice requests as we diverted from our schedule route from Lod via the freight line and south-to-west curve to B'nei-Brak we had missed the day before thanks to that Bulldozer... unfortunately not via the also-omitted south to north curve but it was getting late... and all with the coach lights turned off to help visibility; we were getting IR trained to our unique requirements...

Day 3 on the Special, day 4 overall was as scheduled from B'nei Brak to start with the freight-only East-to-North curve towards Haifa, but then excluded the itinerary-quoted branch to Hadera East as it has been lifted prior to reinstatement as part of a through route from the Tel Aviv suburban loop line. We were later told this was originally planned as a freight-only line for traffic between Haifa Docks to/from the south linking in with the freight line to Lod, but it had been politically hijacked and would now have four passenger stations on it... the details of its passenger service not yet decided. In Haifa our special had unfortunately been refused access to both the Container terminal ["too busy"] and an Oil Refinery branch but the train took the furthest track away from the main line to stop alongside the Haifa locomotive Depot for a visit.

- IR Passenger sector
JT42BW No. 760 on
Haifa Depot Tuesday 29
March 2022

After this it continued through stabling sidings and the freight yard onto the 2km Qishon Docks branch for a Tour highlight, right to the end of a line onto a quayside, surprising workers unloading steel coils from a berthed ship... H&S eat your your heart out, as we were allowed off for photos...

Returning to the freight yard, after a



reversal the Tour train continued north into the main Israeli locomotive and carriage workshops at Kishon beyond Haifa Hutzot HaMifratz and after an informative visit returned past the Loco Depot on the main line, to turn off into a loop line/yard to stop alongside the Haifa Railway Museum for a visit. Exhibits there ranged from the one remaining original Israeli (Hedjaz 0-6-0T) steam engine, through long-withdrawn coaching and diesel loco types including ex-Hedjaz, Palestine Railways and captured Egyptian Railways stock to a British-built steam crane and even an ex-British Railways Mk2c TSO coach, one of eight acquired in 1977 for use in as-UK condition except for the addition of air-conditioning pods. The special train part of the Tour then ended at the nearby Haifa Center station, in time for many to again top up the Rav Kav to visit either the two cableways (the one at HaMifratz found to be closed, in fact not yet opened due to a dispute] and/or the Carmelit Funicular. That is unusual inasmuch as it is completely underground, 1.79km long and in climbing 279m has six stops! This had reopened in October 2018 after a fire on 4.2.2017. Carmelit - Wikipedia Carmelit Haifa - Connecting between city centers

Day 5 was more PTG paid-for all Israel Rav Kav card top-ups with the escorted plan being simply to Jerusalem for a tram ride and Tourism. That was ignored by most serious line collectors who came up with their own plans as this Thursday 31 March was the opening day for the hourly direct Modi'in Center - Jerusalem Yitzhak Navon service. Launch of the Modi'in Center - Jerusalem Yitzhak Navon Line (rail.co.il) This uses a new 3.2km double track line which is grade-separated at the south end, with the junction at the north being 0.2km beyond the platforms of the only intermediate station.

Many also planned to complete what they could of the Jerusalem Tram line as their website suggested the northern end of the single route would be closed for engineering works. That proved to be incorrect and all of the current line [extensions planned at both ends] taking roughly an hour end to end could be travelled, with some party members also visiting the closed 1892-built Jerusalem station, [now a museum] plus the line from Lod to Bet Shemesh, some reaching Bet Shemesh by bus to/from Jerusalem. Others contented themselves purely with tourism, or a combinations of the above options, the beauty of having a "Rover" ticket... Many had also planned to include a ride on the one-stop-shuttle from the junction at the north end of the Tel Aviv suburban loop at Herzliya to the engineering work block station, but at one days' notice it ceased running after the morning peak thwarting some travellers' hopes of completing all IR-available passenger track whilst in the country!

Day 6, a Friday was spent covering the three branches north from Haifa, two of which only opened in 2016 [to Beit Shean] or March 2017 [to Karmiel], but needing to finish around 13.30 as the whole IR network closes down each week with no services from then until dusk on Saturday evening. A coach was therefore needed to move the group to the last night Hotel in Tel Aviv ready for flights home the next day, where it was a challenge to find open restaurants with spare slots that night...

Summary

Despite the hassles of the double PCR tests, Israeli documentation,



• *PTG Tour at Qishon Docks on Wednesday 30 March 2022*

unfamiliarity with the ticketing system, security train access issues, the disappointment of missing some hoped-for bits of track plus only doing some freight lines in the dark, overall the Tour did not disappoint and the Israeli rail network is recommended. It is clear that rail will play a major part in plans for Israeli development going forward with numerous new, upgraded and reinstated lines in the next few years, potentially even a line to Eilat on the Red Sea for a land bridge alternative to the Suez Canal, possibly even with a connection to the increasing Saudi network.

There are also plans for additional tram/light rail lines in Jerusalem and Tel Aviv, although opening of the first line in the latter has apparently slipped from this November to summer 2023. Also most diesel traction currently in use will disappear with electrification as Israel has a rapidly-modernising and increasing in size rail network. Then on coming home this popped into your scribe's in-box which was not mentioned at all by the IR officials... Israel to build new 7km freight railway - International Railway Journal (railjournal.com).

Ian Hutton

• *Opening day hourly service to Modi'in Center at the underground Jerusalem Yitzhak Navon station. The station is so deep it takes five escalators to exit the station*



HEDJAZ RAILWAY STAMPS

I am grateful to Diane Romm who was a participant in a Zoom lecture I gave, moderated by Gary Goodman who then acted as our intermediary. In the talk I mentioned how the Hedjaz Railway had been partially financed by special Ottoman postage stamps and she has sent me a link to a website which discusses these in some detail. I too much detail for here, but anyone interested is encouraged to check the link:

<https://www.paperheritage.co.uk/articles/hejaz/OttomanHejaz.html>

and then

<https://www.paperheritage.co.uk/articles/hejaz/OttomanHejaz.html#find-HejazP>

Here are brief excerpts from some of the descriptions on the website. I please look at the website itself for more particulars and illustrations of even more stamps in various forms and colours. They indicate that, while Philately will get you anywhere, one really does require specialised knowledge to make sense of all the terms and abbreviations. This is a far wider field than I personally had ever realised!

"Hejaz Railway Revenue & Postage Stamps : Part I Under Ottoman rule in the Empire (1904-18) and in Turkey (1920-22)

This is a large and complex subject tied into the fate of the Ottoman Empire and the rapid, often short-lived changes during, and immediately after, wars. Our initial intention was to limit this 2-part article to the revenue stamps alone. However, after World War I, the ensuing turbulence gave rise to numerous revenue and postal surcharges and their story is more intelligibly told by taking an inclusive approach, especially as a few Hejaz Railway stamps may possibly have been put both to revenue and postal use. The lack of certainty evident in this last statement pervades these articles, particularly in the Part II territories.

Hejaz Railway & Philately :

The Hejaz Railway is almost certainly unique in history for being fully built and debt free before a single ticket was even sold. The project was enthusiastically supported by the worldwide Muslim community who made donations to bring the line to fruition without the need to take out bank loans for its construction.

As well as the private donations, there was a contribution levied in the Ottoman Empire in the form of a special tax on official documents, a fee payable towards the building, and later the running costs, of the Hejaz Railway. The fee varied according to the nature of the document and the fee paid was usually receipted by use of Hejaz Railway revenue stamps. This fee was additional to the other taxes already payable on the document.

This article is ordered as follows:

1. Ottoman Empire : Hejaz Railway Revenues, 1904-1918. 2. National Government, Angora (Ankara) 1920-1923 3. Other : A small

miscellany of related material. 4. Non-Hejaz Railway revenues showing a steam train : 1923 : Treasury Tax : Steam Train and Ox-drawn Plough.

I. OTTOMAN EMPIRE : Hejaz Railway Revenues, 1904-1918

The McDonald catalogue lists these stamps with brown lines on the back but, where we have encountered stamps of such appearance, this has proved to be streaks of brown gum, running vertically down the stamp. We have also seen one stamp with whiter, smooth gum but



we do not list gum varieties. These stamps have a green underprint of an Islamic pattern, for which we list two shades.

1904 : Central tughra in Orange-Brown : Main Design in Colour given :

1 pi. Deep Purple-Brown; underprint in greyish-green

- ditto - Offset of tughra on the back

- ditto - with Perfin 'BATTAL'

1 pi. Bright Purple; underprint in pale bluish-green

- ditto - with Perfin 'BATTAL'

We are relying on notes which accompanied the stamps with a perfin for the translation. The note simply reads 'BATTAL (GOD)'

However, we have been unable to match the perfin to an Arabic translation of 'God' and this therefore needs verification.

The top four stamps (illustrated on next page) show shades of the 1905 issue. McDonald lists two shades, Violet-Brown & Red-Brown (both with Green underprint). We have chosen to list them as three shades; one could extend the list. Below these, we have shown three further examples of the 1905 issue of interest and, on the right above, a detail scan of the map of the Hejaz Railway present on both the 1905 and 1910 stamps. Differentiating between 1905 & 1910 Designs :

Left : 1905 Issue : Panel WITH inscription.

Right : 1910 Issue : Panel WITHOUT inscription.

1905 : Steam Train, Map etc. : Inscribed Panel to left of map : Green Underprint : Main Design in Colour given :

1 pi Grey-Brown (pale to deep)

- ditto - Deep Reddish-Brown

- ditto - Brown-Lilac

I pi Any Shade : Green Underprint Omitted

I pi Any Shade : Green Underprint standing out strongly

I pi Any Shade : BATTAL Perfin

We have examined numerous examples of this stamp and the underprint is often very faint but we have never found one with absolutely no evidence of an underprint. For example, the first stamp in the second row of stamps above only has the very faintest of underprints. The second stamp in the second row of stamps has a (misplaced) very strong green underprint, which is uncommon and which we have listed as a variety above.

In 1917, during a shortage of low value currency, sheets of the 1914 Hejaz Railway revenue stamps were surcharged 10 paras. The stamps were then affixed to relatively thin paper in view of the intended purpose and then re-perforated to permit easy separation. They then served as 10 para paper money. In our scan, the additional perforations are very evident.



TREASURY TAX revenue stamps, 1923. These do not really belong in this article but we include them as we have no plans to mention them elsewhere in other articles. These Treasury Tax revenues are unrelated to the Hejaz Railway but the design, common to all 14 values, shows a steam train on a viaduct. 1914 : Steam Train & Camel :

This is a stamp familiar to most railway collectors as it was widely used as a revenue but also saw service as a postage stamp, both for the Nationalist Government of Turkey in 1921 and for Mosul in 1919 (Iraq under British Occupation). It was also adapted for use as emergency currency, as described later in this article. In Syria and Grand-Liban (Lebanon) under French occupation, it had further revenue usage and these are to be found in Part II of this 2-part article.



The stamps are usually on white paper but wartime economies appear to have affected paper supplies in Turkey, resulting in the use of lower quality paper. On this issue we have only seen the audit handstamp in Violet but we have assumed that it probably also exists in Black and have provisionally listed that. Various Surcharges were applied to the Steam Train and Camel design in 1918, by which time the Ottoman Empire was contracting very quickly. Many of these surcharges were probably made outside today's Turkey either by Ottoman officials or Arab forces which had filled the vacuum left by the retreating Ottoman armies. One or two may even have served for postal use in the ensuing chaos. We have never seen any of them on documents, which would shed some light on their place of issue and perhaps the issuing authority as well. Jakob von Uexkull lists these fascinating stamps in his excellent book 'The Early Postal History of Saudi Arabia', which includes the revenue stamps issued for the Hejaz Railway throughout the Ottoman period. We have little

idea when (other than 1914 and later) or where they were used and therefore, for the present, list them here in Part I as general Ottoman Empire issues. We have based our listing on Jakob's, as it is the most complete we have seen, and have also provided his numbering for ease of cross-referencing. These are his Numbers 9-16, except that we have moved No. 11, a re-purposing of the stamp as paper money, which we do not believe ever served with this surcharge as a Hejaz Railway revenue, into its own section near the foot of this article. We show stamps where we can, just the surcharge where none have yet surfaced and pages and pages of detail for the specialists in this field.

STOP PRESS

Because of the madness which grips the world in December our press date for this issue was 4th December. However this very morning some important news comes in which we should not like to hold back until March.

(i). SIGNALLING FAILURES

On Saturday night 26.11.2022, at about 19:00 Israel Railways announced that due to a network-wide failure of the signalling system, that caused it to work intermittently, it had been decided to suspend all traffic until further notice. At about 23:30 it was announced the problem had been resolved and services resumed first on the A1 line (night trains) and then on Sunday morning 27.11.2022 a full resumption of traffic.

However on Thursday morning 01.12.2022 at about 07:00 a signalling failure caused traffic between B'nei-Brak and Tel-Aviv stations to cease for about an hour; the second failure of its sort within five days.

(ii). QUADRUPLING TO HAIFA AND NEW TUNNEL AT HAIFA

On Thursday 01.12.2022 the National Committee for Planning and Construction voted to begin the planning for the building of two new tracks between Tel-Aviv and Haifa Hof-HaCarmel for 250 km/h to cut journey time to 30 minutes. This involves building a new underground station at Hof-HaCarmel, a huge underground car park and then an underground line up to the government offices complex between Haifa Central the 8 and Haifa East, where a new station is to be built; the new line will replace the historical line laid in 1920 by the British Army. No doubt this will take time; more details when available.

(iii). KIRYAT ARIEH INTERCHANGE

On Friday 02.12.2022 Israel Railways announced



that works linking the LRV Red Line Kiryat Arie station with the northern platform at Petach-Tikva Kiryat-Arie railway station had been completed and passengers can freely move between the platforms; when operational, LRV Red Line passengers will enjoy easy access to the railway station and vice versa.

(iv). NEW JERUSALEM CENTRAL STATION

Further to the information in 139:04 the Committee has released computer-generated pictures of the planned new Central station. (Courtesy of Israel Railways; credit for the pictures: Peleg Architects.)



139.12

IR 604 & 764 on a runpast on the freight-only Heletz line, using carriages 329, 322 & 302. 28.03.2022 during the PTG Tour.

These carriages had officially been withdrawn from regular service shortly beforehand but were retained for the raitour.

