

# HaRakevet

הרכבת

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*87:01. . 755 hauls five Gornitz-built double-deck coaches through track works between Tel-Aviv and Beer-Sheva near Kfar-Menakhem; the new double-track and less sharply-curved alignment is almost ready for connection. (Photo courtesy of Shazar Wiessman, IR Spokesman).*

## EDITORIAL.

Another Series draws to a close - a bit delayed, alas, due to the usual personal factors affecting the Editor and the illness of a family member. But the work goes on, and we hope you will find the Renewal Form and use it wisely and well. There are times when one wonders what effect the magazine has in an age of Internet links, but it is somehow comforting to look at the folders with the copies of each issue - it is quite amazing what even I find when rummaging through old issues to find some information to answer a query! And this is the point - one forgets, very quickly, and although recent issues have tended more towards the Present than the Past, this is partly because so much is happening at present but also because within a few short years the details of which section of line was built or doubled or realigned when, and which level crossing was replaced by a bridge when - will soon fade away, unless recorded. This past quarter saw also the end of the slam-door classic coaches in regular IR service - there remain hopes for some museum operation; How many readers of Harakevet in, say, ten years will ever remember that wonderful feeling of pulling down a vast glass window and leaning out of an almost-empty moving train on the old Jerusalem line to take photographs? Or even of the ability to walk up to or along a railway track and around a station without setting off security sensors! Times change and with it the whole art of Railway Enthusiasm. And the experience of a computer catastrophe has convinced this old curmudgeon once again, if he ever needed convincing, of the wonderful ability of paper publications to remain readable without expensive new software every three years.

There are welcome moves (involving a lot of work for a few people) to publish Paul Cotterell's (זל) last book in both English and, thanks to Martin Frey and his team, in German - the latter would include extra material linking both to ancient Biblical history and up-to-date developments. But it would be wonderful if these books could become available in 2010, as a memorial to a man who inspired so many of us with his enthusiasm and his standards.

### The Editor.

87:03.

: Aerial photo of new Grade Separation at Kfar Vitkin, opened on 25.12.2009. (Courtesy Shahar Weissman, IR Spokesman)

87:04.



## NEWS FROM THE LINE.

### (i). WORKS IN TEL AVIV AREA.

Announcements from the Isra-Rail Co. Ltd. Facebook:

„Between Monday, 12.10.09 and Wednesday, 22.10.09, the following night trains between Nahariya and Ben-Gurion Airport and vice-versa will be cancelled due to works to be carried over the railway line by the Israeli Electrical Co.:

Southbound: train No. 5 (normally starting at Lev Ha-Mifratz at 00:21), and trains Nos. 9, 11, and 15 (normally starting at Nahariya at 00:59, 01:59., and 02:59 respectively).

Northbound: trains Nos. 4, 6, 8, and 10 (normally starting at Ben-Gurion airport at 00:53., 01:53., 02:53, and 03:53. accordingly).

Between Sunday, 25.10.09 at 14:00 p.m. and Wednesday, 28.10.09 (including), the Tel-Aviv - Kfar-Sava line section between Bnei-Brak and Tel-Aviv University stations will be closed for traffic, due to erecting an under-track pedestrian passage at the Hadar-Yosef neighbourhood (west of Bnei-Brak station). The railways will provide bus shuttle services between Bnei-Brak and Tel-Aviv University stations coordinated with trains - arrivals/departures on the 'Fill-up and go' system.

The following changes will take place in trains traffic:

Trains to/from Kfar-Sava stations will start/terminate at Bnei-Brak and vice versa and operate at reduced frequency, namely 1 train an hour (instead of 2 regularly) each direction;

trains will depart from Kfar-Sava station each round hour + 40 minutes (XX:40), and from Bnei-Brak station each round hour + 1 minute (XX:01).

Trains to/from HaRishonim (Rishon-Le-Zion) station, will start/terminate at Tel-Aviv Savidor (Central) station.

Trains from/to Modi'in Central station, originally destined for Kfar-Sava, will start/terminate at Tel-Aviv Savidor (Central) station; traffic will return to regular on Thursday, 28.10.09."

### (ii). BEER-SHEVA LINE WORKS.

Between Monday, 26.10.09 and Wednesday, 28.10.09 the whole Tel-Aviv -Beer-Sheva line was closed to traffic, due to upgrading and double-tracking works to be carried out between Lod and Beer-Sheva.

Consequently, there were no services to/from Kiryat-Gat, Lehavim/Rahat, Beer-Sheva North/University, Beer-Sheva Central, as well as between Beer-Sheva and

Dimona.

The Railways' Administration had apologized for the temporary inconvenience to be caused.

During the last week of December 2009 the Lod - Beer-Sheva - Dimona line will be closed to traffic due to track infrastructure and development work as part of the doubling of the line; Works include two temporary alignments in order to enable construction of two bridges near Kfar Menachem, a temporary alignment near Yaritz (Na'an Junction) in order to build infrastructure for a second track, and maintenance work on a railway bridge over the Wadi Hebron on the Beer-Sheva - Dimona line.

From the close of traffic on Friday 15.01.2010 until 04.00 on Sunday 17.01.10 the Kiryat - Gat - Beer Sheva section of line was to be closed once more to allow for infrastructure works.



### **(iii). FAILURES.**

Two failures occurred on Sunday 04.10.09 on two different trains and locations, causing chain reaction delays and traffic disruptions:

A morning IC3-Flexliner d.m.u. which departed from Kiryat-Motzkin had to be halted at Atlit (south of Haifa) due to a failure reported to the Central Control by an inspector. The train was held for 40 minutes, then returned to Hof-HaCarmel station, where passengers were transferred to the next train, thus being able to continue to Tel-Aviv.

Unfortunately, this caused severe overcrowding to an already overcrowded train, typical of Sundays but with additional heavy traffic due to the Sukkot semi-holidays. The Railways' administrations explained that the solution had been the only available one; They had apologized and the station staff had provided the passengers with bottles of cold water.

Several hours later, while an empty Alstom push/pull train was on its way from Lod to Tel-Aviv Savidor (Central) station, the driver was informed of a fire that had broken out in the power car/driving trailer located at the rear. The driver stopped the train at the Tel-Aviv South training centre, accessible for fire-fighting vehicles; traffic returned to normal by 16:30.

### **(iv). A1 JERUSALEM LINE.**

From a press release of 11.10.09 by Isra-Rail Co. Ltd.:

The railways have announced today the selection of the 'Hofrei-Hasharon' company as the winner for implementing the tender of boring the eastern tunnels on the A1 fast rail link to Jerusalem, at a cost of \$171 Million; works are to start soon and include:

Tunnel No. 3A planned west of Cedar Valley and north of Mevasseret-Jerusalem (west of the city), consists of twin-bored tunnels 800m long with an elliptical closed cross-section.

Tunnel No. 4, planned east of the Cedar Valley, its western end is under Highway No. 1 (west of Sakharov Gardens), and its other end is at the entrance to the city within the new station now under construction (between Binyanei Ha'Uma congress hall and Egged Central Bus Station) at a depth of 80m under street level. This tunnel is 2.9km long, single-bored double-track at its western end, but splitting at its eastern section into twin bores 340m long and with a cross-section of 400 sq.m. each, leading to the station halls.

Also planned on this section is bridge No. 10 between the two tunnels (Nos. 3A and 4) and over the Cedar Valley at a maximum height of 90m; the bridge is not included in the works to be carried out by the winner."

### **(v). SIEMENS COACHES.**

In the magazine "Die Gemeinde" of the Jewish Community of Vienna, No. 655 October 2009 pp.22f. is an article about 'Siemens Israel' which "since a few months ago comes under the responsibility of the the Viennese Regional Holding concern of this international giant." (Hence its relevance). The article, by Reinhard Engel, describes the extent to which Siemens turbines provide electric power in Israel (in Gezer,

Haifa, Hagit etc.). Until 2000 the firm now known as Siemens Israel belonged to the Ziegler family and now has turnover in the 100-300M Euro range with a range of products including electrical switchgear cabinets.

"One of the largest single export deliveries from Austria to Israel has also taken place within the Siemens framework. These are the 87 railway carriages for the Israel State Railways. They are actually built at the Prague carriage works, but they receive components made in Vienna and Graz and are sold through the Austrian branch. The coaches are externally complete, but their interiors are fitted once they have made the trip across the Mediterranean. Siemens has hired halls from the Israel Railways for this work, and 60 employees there ensure that the relevant 'local content' in the contract is indeed provided. 60 of the coaches have been delivered so far, and are used on the north-south line from Nahariyya to Beersheba. The contract should be completed by the end of this year, and then Eliezer Tokman (head of Siemens-Israel) will at least provisionally close down his team of erectors. unless there is a follow-on contract. "The need is there, for around another 100 coaches", says the CEO. "But it is not yet certain whether the Railways will order these."

[As an aside, another side of the firm is revealed in 'Private Eye' No. 1247 (29.10.2009) p.31 in an article about corruption accusations against certain large or multinational companies, mainly British Aerospace, in which it is noted that in December 2008 Siemens paid a fine of \$450M in the USA and \$350M to the Securities and Exchange Commission, plus \$569M to settle a prosecution in Munich. Eye-watering figures. 'Siemens ,fessed up to paying bribes around the globe totalling

more than \$1.4 Billion..... Siemens did not plead guilty to bribery and was never charged with it; instead it pleaded guilty to bad bookkeeping - violating the internal controls and books and records provisions of the Foreign Corrupt Practices Act...." ]

### **(vi). NETWORKING TRAIN.**

On Tuesday 13.10.2009 the first journey of a 'Networking Train' took place - IR provided a special 'Networking Car'. During the journey, which started in the north, various businessmen from the north and centre of the country boarded the train and 'speed meetings' were held, as well as tasting and testing various products, all with the aim of stimulating business in the south.

The train arrived in the afternoon at Beer-Sheva, where at the Hotel Leonardo a further networking event took place, with the participation of 200 businessmen, 70 of them from the south of the country.

The Deputy Mayor of Beer-Sheva, Mr. Tal El-Al, greeted the participants and thanked the organisers Bizmakebiz, adding that the aim is to make Beer-Sheva into the southern capital for such networking.

### **(vii). PARKING IMPROVEMENTS.**

From an IR press release of 19.10.09:

As an integral part of efforts to improve passenger services, several parking areas at railway stations have been significantly increased, including special facilities for the disabled and stands for bicycles. The aim is to encourage passenger to use the Kiss-and-Ride system, thus reducing traffic congestion, air pollution and accidents.

At Kiryat Shmuel (the western parking area adjacent to Kiryat Motzkin station) the access road has been widened and 200 places added at a cost of ca. \$808,000 - fully financed by the Railways but designed, built and to be maintained by the Haifa Municipality. This side of the parking area belongs to Haifa.)

At Netanya an eastern parking area has been built with space for 300 cars and a convenient access road. Additionally places have been prepared for both bus and taxi stations. This was financed jointly by Netanya Municipality and the Railways, but built and maintained by the Municipality. Cost was about \$1.62M.

At Hadera West space for cars has been increased from 110 to 330, a new bicycle lane as well as bicycle parking areas have been added in addition to parking areas for buses, an area prepared for a bus station, and an area for dropping-off passengers ('Kiss-and-Ride'). This project was fully designed and financed by the Railways but built by Netivei-Ayalon and will be maintained by the Hadera Municipality. Works on lighting, enlargement of the access road and other upgrading is still uncompleted. The project for this parking area is relatively complex, since works have to be integrated with the nearby grade separation still under construction.

At Yavne East the parking area has been expanded by 60 places and linked (at the request of the Yavne Municipality) to an adjacent open area also suitable for overflow parking.

The Railways are additionally upgrading parking facilities at Beit Yehoshua, Ashdod Ad-Halom and Modi'in Central stations.

### **(viii). LECTURERS ON RAILS.**

On 22.10.09 an extraordinary cooperation was announced to the public -the Hebrew University and the Israel Railways will jointly arrange for 'Lecturers on Rails' - a series of lectures to be given by the university's senior teachers, so that the passengers will be able to enjoy not just a safe journey but an interesting and stimulating lecture.

This is free of charge but requires early registration. The first lecture was to take place on Wednesday 04.11.09 on the train departing Modi'in Central at 09.04 and arriving Tel Aviv Savidor 10.26, to be given by Prof. Hanoch Gottfreund, the former President of Hebrew University, and entitled 'The Spiritual Heritage of Albert Einstein'.

On 16.12.09 passengers on train 50 which departed Modi'in Central at 09.04 enjoyed a lecture from Prof. Yeshayahu Gafni

on the war of the Maccabees against the 'Greeks', which took place over 2,000 years ago and began around Modi'in. This was the middle of the Chanukah festival, which commemorates this conflict.

#### **(ix). CUSTOMER SATISFACTION SURVEY.**

On Wednesday 21.10.09 'The Marker' - one of Israel's most important economic journals - announced that according to a survey by the Israel Marketing test Institute regarding the experience of customers on different public transport modes, the Railways came first with a final average of 8.1 out of 10; thus beating the two biggest bus operators Dan and Egged. This success repeats the similar results from last year.

#### **(x). PRIVATE CHARTERS.**

On Sunday 25.10.09 the Railways announced a new marketing initiative - hiring a train for a private journey! The advantages are: A common journey for up to 800 passengers on one train; comfortable seating with tables; the possibility of holding a variety of group activities; toilets and electrical sockets in each car; and the passengers enjoy security services during the whole journey!

[It will be interesting to see what sort of timetabling restrictions would apply, but of course the continuous doubling of lines has led to a great increase in capacity and flexibility. Ed.]

#### **(xi). MUSEUM JOINT VENTURE.**

On 01.11.09 the Railways announced a special benefit for passengers to Nahariyya; those wishing to visit the Holocaust Museum at Kibbutz Lohamei HaGetaot ('the Ghetto Fighters') can gain free entry on production of a rail ticket valid on the day of the visit. This does not however include the bus ride from Nahariyya (the nearest station).

[Aharon Gazit adds: Ironically there is no combined ticket to visit the Railway Museum at Haifa East station! Nor is it accessible by train, since no public trains call there!]

#### **(xii). FOOTBALL SPECIALS.**

On 03.11.2009 IR provided special additional trains from B'nei Berak station for the fans watching the Maccabi Haifa - Juventus game; the trains again used the 'fill-up-and-go system, and called at Netanya, Hadera West, Binyamina, Hof Carmel, Bat-Galim, Haifa Central-The 8, Hutzot HaMifratz, Kiryat Motzkin, Akko and Nahariyya; the first was due to depart at 00.35.

#### **(xiii). CONSTRUCTION WORKS.**

During November 2009 the following line-closures were due to take place to enable infrastructure works, and thus train schedules would be affected.

- Monday 09.11.0900-01 to Wednesday 11.09 23.59, the section between Haifa Central the 8 and Nahariyya would be closed for traffic. Consequently the last two trains from Modi'in on the Sunday (Nos. 196 & 198) would terminate at Haifa Central at 00.02 and 00.57

respectively. On these three days trains between Tel Aviv and Nahariyya would also terminate at Haifa Central the 8, thus leaving Lev HaMifratz, Hutzot HaMifratz, Kiryat Haim, Kiryat Motzkin, Akko and Nahariyya closed for traffic. Traffic would return to normal on Thursday 12.11.09. The works included: replacing double track at Kishon, installing a turnout on the new alignment of the siding to the fertilizer factory, dismantling an old turnout, performing horizontal boring at level crossing No. 55, repairing the asphalt at level crossing No. 41, cleaning ditches, cutting weeds, cleaning and painting stations. When completed 700m of track will be on a new alignment and of improved quality. The works were carried out in collaboration with Yefe Nof and National Roads Company, and will enable the latter to build a planned Krayot By-Pass road.

- The Beit Shemesh - Jerusalem Malcha section would be closed for traffic on Friday 13.11 from 00.01 to 16.00. Consequently all trains would start/terminate at Beit Shemesh, with no service to Jerusalem Zoo or Malcha. Traffic should return to normal by Saturday night 14.11. The works include upgrading level crossing No. 225 by replacing concrete slabs with rubber 'Strail' ones, and upgrading the line's structure.

#### **(xiv). ASHDOD AD-HALOM STATION NAMING.**

On 29.10.2009 a ceremony took place at Ashdod Ad-Halom station, in memory of General (Retd.) Moshe Bar-Kokhba, (known as 'Brill'), who was the General Manager of Israel Railways in 1991/1992 and died suddenly due to a heart attack. The station will bear his name from this day.

#### **(xv). NEW SOUTHERN LINE.**

On 09.11.2009 a press release was issued by the Transport & Road Safety Ministry: 'Good news for hundreds of thousands of citizens of Southern Israel as Minister Yisrael Katz announced that IR had published the first two Tenders for the building of the new line between Ashkelon, Sderot, Netivot, Ofakim and Beer Sheva. These refer to the section between Yad Mordechai and

Netivot, at a cost of \$107M.

Although only a single track will be laid at the present time, to save costs, the infrastructure will be built from the outset for double track, to save extra costs and complications at a later stage."

The energetic minister explained that publication of the tenders had been enabled thanks to an agreement signed at the end of the week between the Transport and Road Safety Ministry, the Finance Ministry and Isra-Rail Co. Ltd. Katz has also instructed the Railways to reduce the time for constructing the 60km. line at an overall cost of \$535M. Additional tenders will soon be published.

Katz also told the press that "the line, which will also be used by freight trains, will change the whole image of the area by enabling people to reach both Tel Aviv and

Beersheva quickly and comfortably, thus also increasing their employment possibilities."

The two Tenders are listed below.

#### **(xvi). SPECIAL OFFERS.**

The Railways are currently undertaking several efforts to encourage the public to use rail. Organised groups of over 20 people, boarding and disembarking at the same stations, will enjoy a 50% fares reduction, provided that notice is given 72 hours before desired departure time. This travel at reduced fares is possible between Sundays and Thursdays all day except 06.30-09.00 and 16.00-19.00, excluding Fridays, Saturday nights and holidays.

#### **(xvii). GREEN.**

Transportation Today and Tomorrow organised on 25.11.2009 a conference entitled 'Arriving at Work on Green 4', which refers to employees of large companies who are encouraged to use rail (and other 'green' modes of transportation) to get to work.

#### **(xviii). ATLIT BRIDGE.**

From an IR press release of 23.11.2009: A new grade separation consisting of a road bridge over the Tel-Aviv - Haifa main line has opened south of Atlit. The \$7.9 M. project connects road No. 7110 with the main Road No. 2 (Tel-Aviv - Haifa) running east of the main line, and serves the people of Neve Yam, Atlit, a nearby industrial zone, a water park as well as the coast, and a naval base - all without suffering from traffic disruption caused by the frequent passing of trains.

#### **(xix). ROLLING STOCK MAINTENANCE.**

Yitzhak Harel is proposing what amounts to a revolution in rolling-stock maintenance by proposing three new hubs in the south of Israel, in Beer-Sheva and Ashkelon for passenger carriages and in Dimona for freight wagons - in addition to the existing centres in Haifa and Lod.

The centre in Dimona is planned to be constructed together with the Israel Chemical Co., which owns a fleet of ore wagons. The main idea is to outsource the maintenance activities which currently amount to \$6M a year; this however would require the agreement of the workers' union. The planned centres may create hundreds of new jobs in the South, where they are badly needed.

#### **(xx). MORE ROLLING STOCK ORDERS.**

Mr. Harel is also checking the possibility of purchasing four further trains of single-deck push/pull coaches from Siemens, in addition to the 87 coaches which the company is committed to supplying by the end of 2009. A report by Aharon Gazit indicates on 03.01.2010 that negotiations between IR and Siemens had broken down due to IR's request that Siemens increase the penalty for late delivery from 7.5% to 15% of the total deal value. Siemens had at this point delivered 81 of the 87 coaches ordered, but refused to agree the increased penalty clause. Consequently IR considered asking

Bombardier to supply at the earliest available date four more six-car double-deck sets; this however would require special approval from the Finance Ministry for non-tendered purchasing.

The Railways also await the approval of the Finance Ministry for publishing tenders for 15 new diesel-electric locos and 74 double-deck push/pull coaches (consisting of 12 6-car sets, each of five trailers and one power car/driving trailer, and two reserve power cars.)

Later these tenders were issued:-

**Tender No. MC/RC/02/09. For the Supply of Diesel Electric Locomotives.** The manufacture and supply of new Diesel Electric Locomotives, with an option to be exercised at ISR's sole discretion, to purchase additional locos, during a period of five years, which may be extended by an additional period of up to seven years. The initial purchase shall be for Fifteen locos. Bids by 24.03.2010."

**Tender No. MC/RC/03/09 - For the Supply of Double-Deck Push/Pull Coaches** - to include "Double-Deck Trailer coaches, Trailer coaches with facilities for people with reduced mobility, and Power Coaches ('units') suitable for operation on railway track in Israel

as specified in the technical specification .....

with an option, to be exercised at ISR's sole discretion, to purchase additional Units. ISR shall be entitled to order Units during a period of five years, which may be extended by an additional period of up to seven years. Initial purchase will be for a total of seventy-four Units. Bids by 25.03.2010."

**(xxi) . TUNNELLING UNDER JERUSALEM.....**

\_\_\_\_\_ Lew Seltzer has written earlier this year: „A neighbor of mine was working on plans to connect the new underground railway terminal at the Jerusalem city entrance to the Malcha railway terminal, with at least one stop at Kikar Tzion (Zion Square) in the centre of Jerusalem. This would be similar to the Parisian RER. The majority of this line would be underground. I don't know if it will ever be built, but the plans were made."

**(xxii) . POLITICAL ARGUMENTS OVER LIGHT RAIL VERSUS HEAVY RAIL IN JEZREEL VALLEY.** (From „Ha'aretz' 14.12.2009)

"A plan for a light rail that would connect Arab towns in the Galilee to Acre and Carmiel was scrapped by the transportation minister and the minister for the development of the Negev and Galilee, Haaretz has learned. Instead, the ministers are seeing an ordinary train line operated by Israel Railways, which would not make a single stop in important Arab areas.

The railway plan is backed by Prime Minister Benjamin Netanyahu, who intends to bring it to a cabinet vote over the next few weeks. Finance Minister Yuval Steinitz enthusiastically supports the light rail project. According to Finance Ministry sources, Steinitz has said in internal discussions that an ordinary railway would

do little to resolve the lack of public transportation in the north.

Steinitz pointed out that although both projects will cost an estimated NIS 3.5 billion, a light rail would serve three times as many passengers.

Local council heads in the north have long been calling for a railway to connect towns to larger cities, which would allow new people to enter the labor force. The ministers' agreement to promote the railway was welcomed by Jewish local councils. However, this would come at the expense of a plan drafted by Haifa municipal company Yafe Nof, at the request of the Transportation Ministry. The Yafe Nof plan would use the railway budget to set up a network of light rails that would serve a considerably larger proportion of the Galilee population. The proposed network would have 85 stops, and would encompass Shfaram, Iblin, Tamra, Nazareth, Majdal Krum and others.

Supporters of the plan point out that it would not necessitate confiscation of Arab lands, as the light rail would run along Highway 85. In contrast, building a full railway would entail confiscating 500 acres of land owned by Arab towns along the Acre-Carmiel road. It would also involve digging a five-kilometer tunnel, setting up three new interchanges and finding a way to avoid damage to ancient graves in the area - which alone could hold the project up for several years. A source in the planning authorities said the decision was „absurd." „You'll be confiscating all these lands from Arab villages to build the track, but the people in those villages won't be able to use the train because no stops are even planned there," he said.

The railway is supported by Carmiel Mayor Adi Eldar, who said it would enable connecting to Kiryat Shmona and the northernmost panhandle of the Galilee in the future. „If they set up a light rail instead, the people of Kiryat Shmona will be waiting for the train for another 100 years," he said. „Only a train can link Carmiel to the centre of the country in an hour and 15 minutes. Israel Railway already planned the line and I support the ministers' decision," he said.

When asked why the railway plan did not take into account Arab residents, the Mayor said, „A light rail would have to stop at dozens of stations, including Tamra, Shfaram and Iblin. This would only prolong the journey for Carmiel residents. If they want train service over there, they can set up their own separate light rail network."

Other sources confirmed that the train would be faster than a light rail. Light rails can travel at up to 90 kilometres per hour, they said, while trains can go up to 120 kilometres per hour. „But apart from speed, the train really doesn't have any advantages over the light rail. They even cost the same," one of the sources said. Yafe Nof said in response that modern light rails can travel at speeds of up to 120 kilometers per hour.

Sources in the office of the minister for the Negev and Galilee, Silvan Shalom, said that he had long opposed the light rail plan, as he thought it was better to build a track than can link up with Kiryat Shmona.

The media advisor for Transportation Minister Yisrael Katz told Haaretz that „a light rail has more stops, which slows it down and makes it less attractive for the residents of the North. Maybe in the future the Arab residents will get „shuttles" to the stations along Highway 85."

Notably absent from

the decision-making process were heads of Arab towns and villages. „Nobody talked to me or to other Arab council heads about it," said Muhammad Mana, head of the Majdal Krum local council. He estimates unemployment is 30 percent in his district. „All I know is that they'll be taking our lands without considering our needs." ,

And from the „Jerusalem Post' 26.11.2009:- „Transportation Minister Yisrael Katz announced Thursday that the planned railway between Akko and Carmiel will be a heavy rail route. Katz chose heavy rail over the alternative light rail option that was discussed because he estimated it would better serve the residents of the north. The route will be made up of a 23-kilometre track that runs parallel to highway 85. Two stops are planned along the tracks, one in Achiyehud and the other at the entrance to Carmiel. The cost of the project is estimated to be NIS 2 Billion and the proposed deadline is 2014. After the track is completed, it will take passengers an hour and fifty minutes to travel from Carmiel to Tel Aviv. Katz said that choosing the heavy rail option made it possible to continue the track northwards, towards Safed and Kiryat Shmona."

**(xxiii) . MORE POLITICAL STRESS BETWEEN TRANSPORT MINISTRY AND ISRAEL RAILWAYS:** Moshe Lichtman and Amiram Barkat. (from Jerusalem Post 24.12.2009).

„Minister of Transport Israel Katz has initiated a plan to take away Israel Railways' responsibility to plan and build new railway lines. The initiative appears in the minister's new transportation development plan that will be submitted to the cabinet for approval in two weeks. Katz coordinated the NIS 42 Billion transportation development plan with National Economics Council chairman Ori Yogev, and it has the support of Prime Minister Benjamin Netanyahu. However, the Ministry of Finance has reservations to the plan, and Katz intends to have the cabinet force the ministry to allocate the funding.

The reason for taking away Israel Railway's responsibility for planning and building new railway lines is its problematic track record and cost overruns. The highspeed Tel Aviv - Jerusalem line, for example, is costing billions of shekels more than planned. Israel Railways CEO Yitzhak Harel told „Globes" that he suggested to Yogev that the company should no longer be responsible for building new railway lines. He said that the company had enough work through 2018 on projects already underway. „It was clear to me that the work had to be shared if the vision to expand the railway network in such a short time is to be realized. That's why I recommended handing projects over to

Israel National Roads Company Ltd. and to Cross Israel Highway Company."

The railway lines in question include a two-track line between Hadera and Lod along the route of Road 6 (the Cross-Israel Highway), the Acre - Carmiel and Carmiel

- Kiryat Shmona line, the new Jezreel Valley line from Haifa to Afula and Beit She'an, Afula

- Tiberias, Hadera - Afula, and Beersheva -Eilat. The cost of these lines is estimated at NIS 24 billion. Ministry of Finance sources said in response that the ministry was not a party in the preparation of the transportation development plan, and that it had not yet formulated its position on it. A source said, "We've only seen a presentation, but not the staff work with targets and timetables. We therefore cannot comment on the reports."

#### (xxiv). FINANCIAL REVOLUTION - PAYMENT BY RESULTS.

A financial revolution will affect Israel Railways; during 2010 the annual subsidy given to the Railways will cease and will be replaced by a subsidy based upon the levels of service provided, including punctuality, cleanliness of stations and rolling stock, passenger satisfaction and the number of monthly season tickets sold annually -these indicate increased passenger traffic and a transfer from private car to rail, thus reducing congestion, road accidents and pollution.

Also to be taken into account will be the Railways' ability to increase freight traffic and remove lorries from the roads -steps are already being taken to add tracks at Ashdod and Haifa Ports to enable more direct transport by rail. These changes result from ideas of Yitzhak Harel and Messrs. Lang and Adiri of the Finance Ministry's Budget Dept. Eventually the Railways will be treated as a purely commercial unit within the Transport Ministry, and should all the parameters be fulfilled the revenue will rise. A new Salaries agreement will also be prepared soon, whereby those who joined the company before 2003 will enjoy a 4% rise in salary, those who joined after 2003 a 6% rise. The aim is to encourage younger people to join the railway service.

A press release of 30.12.2009 reported that the Finance Ministry's Accountant-General and the General Managers of the Transport & Roads Safety Ministry and Israel Railways had signed the agreement, which is due to last for 8 years. For the first time in the history of government-owned companies the subsidy will be calculated on a purely commercial basis.

#### (xxv). ASBESTOS REMOVAL.

IR has recently started work to remove waste asbestos from the area around the tracks north of Nahariya station and along the coast. This is the result of a request by the Environment Ministry, and IR are the first public body to undertake such works. This covers an area of about 1 acre and will cost \$263,000.

#### (xxvi). FARE RISES.

From the beginning of January 2010 ticket prices will rise in accord with the Transport Ministry's policy - the average increase will be

4.4%. From 01.01.2010 also, the combined 'Rail/Egged' tickets will be withdrawn on the Tel Aviv - Hod Hasharon, Hod Hasharon - Rosh haAyin and Dimona -Beer-Sheva routes.

#### (xxvii). K FAR VITKIN GRADE SEPARATION.

On 25.12.2009 the grade separation No. 23 near Kfar Vitkin station (on the Tel Aviv - Haifa main line between Netanya and Hadera West) was opened at a cost of \$9.2M. This is a part of improvements to east-west Road No. 5720 which links north-south main roads Nos. 2 and 4 and replaces a problematic level crossing which has existed here for 56 years.

The project involved building a 105m bridge, two ramps, traffic roundabouts and other infrastructure.

#### (xxviii). OVERCROWDING.

'Haaretz' 19.11.2009 had a full-page feature (p. 7) on problems of overcrowding on IR trains - the problems being of course exacerbated at peak periods -Sunday mornings when soldiers and students are on their way from their weekends at home, in addition to the regular commuters. Journalists travelled by the 07.57 Modi'in - Tel Aviv, 08.29 Beer-Sheva - Tel Aviv, 07.58 Lod Tel Aviv ("like canned pickles"), 08.19 Haifa - Tel Aviv, 07.30 Jerusalem - Tel Aviv, and commented on the reactions of passengers. IR gave a formal response, pointing to the plans for further rolling stock acquisitions and the problems caused by a 10% rise in ridership each year.

#### (xxix). LEVEL CROSSING ACCIDENT.

On Sunday 27.12.2009 a private car broke through the barrier arms at a level crossing north of Kiryat Gat on the Beer-Sheva line - where a grade separation is currently under construction. An approaching train was only 20m away and hit the car, dragging it some 400 metres. The car was cut into two and the driver killed; there were no casualties on the train. Normal traffic was resumed after 10.00.

#### (xxx). FATE OF OLD COACHES.

All loco-hauled slam-door coaches were withdrawn from regular IR passenger service with effect from 17.09.2009. A Summary of the status of this stock as at 25.11.2009 has been received from Steve Tish. (See his article in 'Notes & Comments.'). The following were purchased new or secondhand by Israel Railways:

Boris Kidric (Metalka) : Total 43.  
British Railways (purchased 2nd.-hand): Total 8.

Carel Fouche : Total 14.

Carel Fouche (purchased 2nd.-hand from SNCF): Total 8.

Esslingen & Linke Hoffmann Busch: (Refurbished from Railcar sets.) Total 7. Orenstein & Koppel: Total 8.

Therefore a total of 89 coaches were operated in the period 9.1955 - 9.2009 - over 54 years - albeit not all at the same time. At 25:11.2009 there were:  
Haifa, Withdrawn: 10.

Preserved or still in existence: 4.

Kishon Works awaiting Scrap: 14.

Kishon Works, Withdrawn: 8.

Tel Aviv South station, awaiting Scrap: 3.

Tel Aviv South station, Withdrawn: 23.

Lod, awaiting Scrap: 1.

Already Scrapped: 26.

#### 87:05.

## **TENDERS.**

#### (i). Tender No. HN/KB/1/09: Double-tracking and Upgrading works on the section Akko - Nahariyya, between km. 21.400 and km. 28.900.

Works include: preparation, earthworks, paving of roads and tracks at level crossings, drainage, supporting walls, lighting, signalling and communications, irrigation and gardening. The tender includes two components - No. 1 Works at constant and fixed price, No. 2 Other Works not included in No. 1. Implementation time is 20 months and bids are due by 22.11.09.

#### (ii). Tender No. TC/MT/06/09. Planning and Design Services for the new Railway Administration Complex at Lod Station.

These to include: Initial design work and final design, detailed design, plans prepared for implementation with all the required legal approvals. Time for detailed design: 9 months; Bids by 19.11.09.

#### (iii). Tender No. MS/RC/2009/19. Operating a Taxi Service at Tel Aviv Savidor (Central) Station.

The contract is for 12 months with optional extension of up to additional 24 months. Bids by 24.11.2009.

#### (iv). Tender No. HN/KB/11/09. Track Infrastructure works for the new double-track line between Yad Mordechai and Netivot, between km. 0.000 and 21.400.

To include: Preparatory and dismantling work, nature rescue, moving systems including communications lines, infrastructure works for tracks, roads, service and agricultural roads; Earthworks, excavation and filling, including transportation of surplus soil to approved disposal sites; track structure including roadbed and ballast layer, fences and gates, drainage, embankments and slopes stabilisation, concrete walls and supporting walls including piled walls, earth anchors, covering walls with styled stone, bridges, culverts, underbridges for agricultural access, concrete channels, area development, gardening and irrigating along the whole alignment, roads and junctions, lighting, temporary traffic arrangements, including signage and marking safety devices.

The tender includes the following structures:-

- (i). Track infrastructure works
- (ii). Bridging works at Wadi Oved.

- (iii). Railway bridge over Wadi Rabia.
- (iv). Road bridges at km. 7.525.
- (v). A road bridge at km. 8.425.
- (vi). An access road to Kibbutz Nir Am.
- (vii). Railway bridge over Road No. 232.
- (viii). Railway bridge over Wadi Hanun.
- (ix). Railway bridge over Road No. 25.
- (x). Agricultural underpass for UAg-8.
- (xi). Agricultural underpass for UAg-6.
- (xii). Culverts.
- (xiii). Supporting walls.
- (xiv) Communication infrastructure works for Bezeq, Cellcom, Parner and cables.
- (xv). Various works.

Implementation time is 36 months, bids by 24.12.2009.

**(v). Tender No. HN/KB/13/09. Construction of Two Railway Bridges over Wadi Shikma and Wadi Bohu, as well as infrastructure works for double track near these bridges on the Ashkelon - Beer Sheva line, between km. 4.525 and 5.100, and 21.400 and 22.075.**

Works include:- Preparatory and dismantling works including trees, earthworks including test excavation, refilling, tamping, concrete works; railway bridges with all their components, passage & access plates, drainage, sealing, locksmith work, bridge foundations, security rooms, concrete works, electricity and communications for security rooms; infrastructure works for electricity and communications for bridge's security and electricity and communications systems, rearranging the gorges of the Wadis Shikma and Bohu, track infrastructure, including ballast layer; railway communications works, landscape architecture, including gardening and irrigating, covering slopes, stone works, bridge piers, irrigation, rearranging and enlarging road No. 34, temporary safety works and traffic arrangements, and various additional works.

The tender is divided:

- (i) A13 - railway bridge over the Wadi Shikma.
- (ii). A8 - railway bridge over the Wadi Bohu.
- (iii). Various works.

Implementation time: 24 months.

Bids by 29.12.2009.

**(vi). Tender No. TM/KB/02/09. Framework agreement for Flush Butt Welding of UIC54 and/or UIC60 rails,** including use of a Mobile Flash Butt Welding Machine. Agreement is for 24 months with optional extensions of up to additional 36 months. Bids by 21.12.2009.

**(vii). Tender No. MS/RC/2009/23: Allowance for operating Automats for snacks at railway stations.** The contract is for 12 months with optional extensions of up to additional 24 months; Bids by 07.12.2009.

**(viii). Tender No. RC/TN/05/09. Production, Manufacture and Delivery of Timetables.** Bids by 23.12.2009.

**(ix). Tender No. MS/RC/2009/21. Permission to operate Non-Food Selling Points:** At the following stations, with the area available:-

Tel-Aviv Hashalom: 24 sq.m.; Petah Tikva Kiryat-Arieh: 16.5 sq.m.; Modi'in Central 34 sq.m.; Acre 22 sq. m.; Tel-Aviv Savidor / Centra: 64 sq. m. consisting of two sites of 32 sq. m. divided by a wall. The contract is for 36 months with optional extensions of up to additional 24 months. Bids by 21.12.2009.

**(x). Tender No. HN/KB/08/09:** Double tracking and upgrading works on the Lod - Na'an junction section. Tender No. 1. Works include: track infrastructure works, roads, service/agricultural ways, preparatory and dismantling works, rescue of natural protected sites, moving of systems, earthworks - excavating and filling, track structure including roadbed and ballast layer, fences and gates, concrete, supporting walls, walling, acoustic walls, preparatory works for under-track passages, culverts, concrete channels, drainage, gardening and landscape architecture, pavement of roads and sidewalks, railway communication infrastructure works, arrangements of level crossings, moving of existing infrastructures, and traffic arrangement.

The tender includes the following 6 structures:

- Structure No.1: Track infrastructure works.
  - Structure No. 2: Preparatory works for under-track passages.
  - Structure No. 3: Optional: a steel overhead pedestrian bridge at Lod station.
  - Structure No. 4: Optional: an under-track pedestrian passage at RamLod interchange area.
  - Structure No. 5: Optional: arranging level crossing No. 208.
  - Structure No. 6: various works.
- Implementation time: between 16 and 20 months. Latest bidding date: 09.11.09

**(xi). Tender No. MS/TH/MT:** Surveys and checking services for railway bridges. The services will be provided for three areas: No. 1; Coast line; No.2: Central; No. 3: South. The services will be provided by three different winning bidders, one for each area. The contract is for 12 months with optional extensions of up to additional 24 months. Latest bidding date: 17.11.09.

87:06.

## LIGHT RAIL PROJECTS.

**(A). JERUSALEM.**

**(i). SPEED-UP!** From a press release of 26.10.2009 by the Transport & Roads Safety Ministry: "The Minister met yesterday (25.10) with the President of Alstom, Mr. Patrick Kron, and requested him to expedite works on the Red Line, thus keeping the Company's commitment to finish the project on schedule. Mr. Katz insisted on

increasing the number of employees at works sites in order to raise the tempo to enable operation of the line on the (new) target date of 08.10.10, clarifying that this is expected from Alstom as a partner in the CityPass group. Mr. Katz stated further that he will not permit any further delays in the project, due to the implications that this might have on other Israeli rail projects."

At present CityPass has completed laying of about 12km. of the whole length of 13.9km., the remainder being of about 1.8km. at Pisgat Ze'ev in northern Jerusalem, and at Nablus Gate (Old City Wall) - these should be completed within the next few weeks.

Meanwhile the Knesset Economics Committee has approved traffic regulations in preparation for the test run some time in November 2009, in order to check the system's reliability and integration with other transport modes.

**(ii). FINAL STRETCH.**

,Jerusalemites need to brace themselves for light rail's final stretch", by RON FRIEDMAN, 'Jerusalem Post', Oct. 31, 2009.

,With the infrastructure nearly complete for the Jerusalem light rail system, the Knesset Finance Committee has given a green light for Citypass, its operator, to start the next stage for the much anticipated and much maligned project. In two months, capital residents will start seeing trains chugging along the tracks as the project enters its year-long testing and commissioning phase, when all the rails and cars are to be meticulously examined, the operating controls worked out and the train's integration in city traffic perfected.

Earlier this week, Citypass sent transportation reporters to France to see how, the trains operated in Paris and in the northwestern city of Angers, population nearly 160,000. The tour highlighted the need for increased municipal involvement and improved community outreach.

,The testing and commissioning phase is often the period that people find most frustrating," said Emmanuel Fargues, product line strategy director for Alstom, the train's French co-owner and the company in charge of supplying the cars and conducting the testing phase. ,For them it's like seeing the promised land and not being allowed to enter."

Alstom, the world's second largest supplier of trams, has experience in light rail projects in 32 cities around the world and knows that the eight-to-12-month period it takes to complete the final stage before launching can be the most difficult. Fargues said that people often don't understand that though the system appears to be in full working order with the tram running as it would in normal traffic, it is impossible to allow on passengers before all the systems are thoroughly tried and tested. ,With room for 250 people in each car and a tram passing every five minutes, we can't take any risk of things not working properly," said Fargues.

Parisians, like their Jerusalem counterparts, are currently suffering the congestion woes that accompany the construction of a new tram line. Paris is

undergoing the construction of an extension to its existing T3 line that circumvents the southern part of the metropolis. Like Citypass in Jerusalem, Regie Autonome des Transports Parisiens (RATP), the line's operator, knows that people are anxious to see the work completed. „But it is important to note that what the residents get in return is not just a rail line, but a complete renovation of the parts of the city where the works take place," said RATP spokeswoman Joel Assimon.

One of the most important things to make sure of is an open line of communication between the line's operator and the public, he said. „We knew that the works would cause problems for people and drive them to complain and we wanted to make sure that they had an address to direct their anger and frustration... To do so we created a team of public relations experts who offered answers to the public's questions and make available real time updates on the progress of the works," he said.

Assimon said the RATP also made sure to inform the residents that despite their current suffering, the tram would eventually lead to an improved quality of life, reducing noise and air pollution, reducing traffic congestion and providing an invigorated facade to the city. Another initiative that the Paris operator undertook was putting in place a system of compensation for local businesses whose turnover was reduced because of the construction work. According to RATP figures, of 360 affected businesses there were 246 requests for compensation. Of those requests, 169 were given payments and 77 were rejected. Only five businesses sued the company after being rejected.

This sort of awareness to the importance of public cooperation was also stressed during the tram project at Angers. There, the city set up a specially designed visitors center to provide immediate responses to any issues or concerns that residents have. The visitors center features an exhibit outlining the project's goals and objectives, constantly updated information regarding the costs of construction and a timeline for completion. The center even features a life-size model of the train, so that people can familiarize themselves with all its features.

The Angers line, like that of Jerusalem, has experienced its share of setbacks and delays, including a ballooned budget, but, as opposed to the Jerusalem project, because it is a project paid for and operated by the local municipality there seems to have been less friction and tension.

In Jerusalem, the city has little or no responsibility for the success of the project and is thus far less interested in or accountable for its results. In Angers, the mayor and his staff are involved in every aspect of the project, from the color of the decals to the design of the bridge, and as a result a far greater impetus to see the project move forward smoothly.

In Angers, 1.5% of the \$300 Million project budget was dedicated to public relations and according to project manager Jacques Landreau, it was money well spent.

Aside from the visitor's center, the project employs five section liaisons who have offices along the line, and whose sole job is to provide outreach to businesses and the public.

„Throughout the years of construction, every section has someone they are familiar with who they can approach and know they will receive answers from. These people have their fingers on the pulse of their sections and can find fast solutions to any problems that arise.

The project also maintains a Web site that is updated on a nearly daily basis, which provides information to journalists and residents, so they can see exactly how the construction is proceeding on a regular basis," Landreau said.

As is the case in Jerusalem, digging up the 2,000-year-old city of Angers uncovered a fair share of archaeological artifacts, including human remains, but Landreau explained that unlike in the Israeli capital, they didn't let the discoveries hold back construction for long.

„When we found an ancient tomb, we thought it belonged to a long-deceased saint. We called in an archaeologist from the nearby university. He came by and determined it wasn't the person we thought it was, so he took photos and marked the spot and allowed us to proceed in the works. It didn't take more than three days," said Landreau. „We figured that if we didn't go forward with this project, in 15 years our city would be dead, congestion and pollution would make life unbearable and our aging population would not be able to move about freely. I believe the tram will keep our city running for many years into the future and with some luck and if oil prices keep climbing, we should be able to start seeing a profit in 18 years," said Landreau.

**(iii). POLITICS.** On 18.11.2009: Jerusalem Light Rail on Fast Track to Keep Capital United'. By Tzvi Ben Gedalyahu.

Jerusalem Deputy Mayor David Hadari vowed on Tuesday to derail Palestinian Authority threats of an Arab boycott of the builder of the city's light rail system that reaches eastern Jerusalem.

Responding to PA declarations earlier in the day, Hadari described the PA threat as „scandalous." He stated, „We will not allow the PA to interfere in such a crass way with the domestic matters of Israel in general, and of Jerusalem in particular. I think the government must block this attempt with all its means, and the city will do everything possible to strengthen ties with the contractor:"

The Palestinian Boycott, Divestment and Sanctions National Committee said the light rail traverses „occupied territory" and allegedly violates international law. PA officials said they are trying to recruit Saudi Arabia and the United Arab Emirates, among other Arab countries, to boycott the French-based firms Veolia and Alstrom. The latter is also building a multi-billion dollar project in Mecca.

Hadari drew a connection between the PA's attempted boycott and a request by the

American government that Israel stop building in the Jerusalem neighborhood of Gilo, on the southern edge of the city. He said both issues are a result of what he called the "stuttering" policy of the Netanyahu government, which he said „needs to make clear to the entire world that Jerusalem is our united capital, will not be divided and is not a subject for negotiations."

The Deputy Mayor suggested encouraging construction in all areas of the city with grants and benefits, „to help the world understand that we are serious in our intentions, and then they will stop interfering in our internal affairs."

**(iv). APPITRACK FAREWELL.** From a press release of 30.12.2009 by City Pass: „After three years the Appitrack machine has completed its task of laying 80% of the tracks along the 13.8km, Red Line; almost 90% of the track length is now completed and the remaining 10% (mainly at junctions) will be carried out manually soon. The machine has now been sent back to France to carry out similar tasks at other worldwide LRV projects."

#### **(B). TEL AVIV.**

From a press release of 02.11.2009 by the Finance Ministry: "The State-appointed authority for implementing the Tel Aviv LRV/Metro project today invited the winning concessionaire group MTS for a special hearing prior to a decision being taken as to whether to continue the concession, due to the Group's inability to fulfil the commitment. Back in December 2008 the MTS Group, comprising Siemens Germany, Africa Israel, CCECC of China, SDCC of Portugal and Egged of Israel had been selected as the winning bidder. As a part of the concession contract, MTS was committed to reaching financial closure with all financing factors

clarified by May 2008.

However, so far, some 18 months later, MTS has not succeeded in completing the financing arrangements despite the State's efforts to assist. Recently all discussions between the sides were frozen due to the financial situation which Africa Israel is facing; the last round of talks ended when MTS requested a significant change in the concession which would have meant a large budget increase.

The aim of the hearing - due to take place within a few weeks - is to reconsider the decisions including the possibility of cancelling the entire concession due to the concessionaire's failure to raise the money. MTS will need to explain how the financial coverage can be attained (if at all) in a short time, as well as discussing other commitments

The participants will be, from the State: the Finance Ministry's Accountant-General Mr. Shuki Oren; the Budgets Manager Mr. Udi Nissan; and the Transport and Roads Safety General Manager Mr Ya'akov Ganot."



## RISHON LE-TZION WEST AND YAVNEH WEST STATIONS - AND THE SHORTEST RAILWAY LINE!!

On 3rd. October 2009 Jeremy Topaz wrote:

A week ago, I passed the Rishon West station and saw these sleepers and ballast being spread on the road bed. This in itself is peculiar as this is the middle of the new line from Tel Aviv to Yavne and Ashdod. It was even in the section from Rishon West to Yavne which won't be opened until 2012. I thought the normal way to lay track on a new branch line is to start where it joins the existing line and bring pre-assembled sections of track on flat cars. Here they are bringing the sleepers and rails separately by lorry and assembling them on site. But then I passed again on Wednesday and saw these three wagons standing on the short piece of track

that had been laid. They must also have been brought by road and lowered onto the track by crane. But why in the middle of the route? The nearest existing line is 18 km away. And are they going to bring a locomotive on a lorry? Perhaps they plan to use horses, like they did before George Stephenson.

Most of the road bed from Tel Aviv to Rishon West is ready except for the part between HaHagana Station and Wolfson. Much is ready from Rishon West to Yavne except some bridges and a few sections.

You can see pictures on the Israel Railway site





/,

# Yavne new station and rebuilt Yavne East station



## MUSEUM PROJECT FOR OLD BEER SHEVA STATION

From the Jerusalem Post 'Metro' supplement, in October 2009:-

"The old Turkish railway station in Beersheba will be turned into a small historic train museum and tourist attraction in a new initiative proposed by Mayor Danilovitch and agreed to be Israel Railways, reports [www.local.co.il](http://www.local.co.il). According to the report, Danilovitch raised the idea for the museum with IR head Yitzak Harel during a meeting several weeks ago. Harel agreed, saying that Beersheba was becoming one of Israel Railways' most important centres, and that special projects should be advanced in the city, especially when they had historic significance. Danilovitch also asked President Shimon Peres for assistance in obtaining an original Ottoman-era train and carriages from Turkey and the President reportedly was 'very impressed' and agreed to help immediately.

The report said the old train station, built in 1915 at what is now Kikar Ataturk, was a central hub in the transport of equipment, food and ammunition between Nablus (Shechem) and Egypt. It said the initiative will see the restoration of the original train tracks and the placement of an authentic train at the site, alongside a small museum and visitors' centre.

'This is big news for residents of Beersheba and the Negev'. Danilovitch said. 'We are speaking about an historic area with an important legacy and important for tourism.' He added that the project would be carried out in conjunction with the Society for the Preservation of Israel heritage Sites, and the Ministry for Environmental protection, as well as Israel Railways. The report said an architect for the project would be chosen soon."

### **COMMENT by the Editor:**

Well well well. The idea is intriguing but a bit late - where will one find 'Ottoman-era' stock now, even in Turkey? Only in Syria - at Cadem Works - are locos and rolling stock, and this is unlikely to come to Israel! And what is 'authentic' - the Turkish 105cm. gauge



tracks or the standard-gauge built by the British in 1917 and used until 1927? I believe there is still an old ESR 6-wheel coach at Haifa depot, and of course we would welcome the preservation of any vehicles - especially goods rolling stock, and especially in an area which is dry - but whether that is 'authentic' is another matter entirely.

### 87:09 **Track laying near Rishon West**





# OTHER MIDDLE EAST RAILWAYS.

## A. EGYPT.

### (i). NARROW GAUGE SUGAR LINES:

Here is an English summary of the article by Rudiger Fach which appeared in "Eisenbahn-Kurier" April 2009 pp. 66-70 on the Egyptian sugar plantation railways. This was based on a short tour by a group of railfans in late January.

#### Sugarcane in Egypt:

Sugarcane is the most widespread crop on both sides of the Nile in southern Egypt, while sugar beets and cotton are the dominant crops in the north. Sugarcane is used in the production of sugar and industrial alcohol, as well as for side products such as straw for animal feed, paper, etc...

The six factories known to have railways are Nag Hammadi, Deshna, Qos (north of Luxor), Armat, Edfu and Kom Ombo (south of Luxor). All of the railways have 600 mm gauge.

To visit the factories, an authorization is required from the police as well as from the central headquarters of the national sugar factories authority in Cairo. For security reasons, visits by tourists require a police escort. Line side photography on the other hand is limited by the large extension of the railway network (Kom Ombo alone has a rail network of around 480 km), especially given the fact that the mobility of tourists outside of the towns is often limited to the tourist sites. The numerous police barriers along the roads enforce this. The obligation for tourists to travel in police-escorted convoys has only been lifted a short time ago.

#### The Railway Operations:

Bogie cane wagons (built 1890-2008) are dropped off at the various loading stations along the lines during the night and picked up full in the afternoons. Trains of around 30 wagons are brought into the yards of the factories at sunset, where the sugarcane is weighed and processed. The finished product is taken away by road. Sugarcane is also brought to the factories by road, river or Egyptian Railways.

German and Austrian loco works alone have supplied the Egyptian sugar industry with more than 500 locomotives since 1898. Presently there are about 150 diesel locomotives, including about a third built by German and Austrian factories such as Schoma, Diema and Jenbacher Werke. The German locos are esteemed as being high quality, but too expensive.

Present motive power consists of the following types:

The standard type in use on line-work is the Romanian L26H from Faur/U23A (0-6-0DH, 260 hp, 15-20 tonnes). The frames and transmission were built in Romania, with final assembly taking place at the Hawadia steel works in Egypt, using Scania/Volvo engines.

Heavier and more powerful, a few L30H (0-4-0DH, 300 hp) remain in use. Also in line-work are some six-wheel locos from Kyosan Kogyo and from Diema and Schoma (180/200 hp), some with centre-cabs.

Locos used for shunting the factory yards include the Romanian type L15H, smaller Schomas and Diemas, and some Japanese locos, all four-wheeled. A few older 100 and 200 hp-strong locos from Jenbacher Werke (types JW100 and JW200) could also be found on shunting duties. A single specimen of the East German LKM type V10C was found in use at Qos (N°. 100/9, LKM 250639/1972), one of 80 units delivered to Egypt 1957-72.

The hopes and rumours of remaining steam locomotives could not be confirmed. The last ones were set aside in the late 1960s and all appear to have been scrapped.

The author is planning to organize another trip in January 2010 and can be contacted at fmev @ feldbahn-ffm.de. Thomas Kautzor"

Accompanying photos (all by Rudiger Fach) include: Schoma locos 1 & 14 (the latter 2769/1964) shunting at Nag Hammadi; at Kom Ombo a Jenbacher JW200 No. 23, as well as a standard-gauge Rumanian 0-4-0D of Type L30H, No. 3 and 0-4-0D No. 17; at Edfu Rumanian/Egyptian 6wD of type L26H Np. 29, and Japanese Kysan Kogyo 0-4-0D of ca. 1960 No. 4; At Qos the last surviving ex-DDR V10C-type 0-6-0D Babelsberg 250639/1972 (see last issue) and a rare Jenbacher JW100 0-4-0D, also L26H No. 6; at Armand an L26H No. 10, and Rumanian L15H No. 1 shunting at the Nile wharf; and a red (all others locos pictured are green) loco hauling a heavy train at Qos, with a man on the front beam sanding the rails.

### (ii). RECENT ILLUSTRATIONS.

Photos from Egypt taken by Richard Gennis in October 2009 are now online in the Phantasrail Galleries. Link to the World Gallery page is <http://www.phantasrail.net/page71.html>

## B. IRAQ.

### THE RAILWAY TO BASRA IN THE 1920's.

David Green of Calais writes:

"I recently found in a charity shop in Dover a copy of Glubb Pasha's 'War in the

Desert'.

Glubb, then a young Army officer, was seconded to the R.A.F. who were, at his instance, involved in trying to pacify the bedouin and shepherd tribes in the desert area abutting Southern Mesopotamia. His tale, quite as readable as Popski's one about the Western Desert, throws a little light on workings of the railway between Samawa, where it crossed the Euphrates, and Basra.

This upstream crossing was perhaps chosen by the German engineers who built the line as an easier site for a bridge than anywhere nearer to Basra. Thus, the line ran in the desert, parallel to the river, and entered Basra from the south. The line was important to Glubb as a place to send telegraph messages to headquarters, and on occasion to transport refugees from Wahhabist raids to havens further north. Others used it, too. On one occasion, a tribal sheikh wanted by the Iraq Government decided to give himself up, and to do this boarded the train to Baghdad at a wayside station, unnoticed. He felt safer, surrendering at the capital.

The local principal town, Nasiriya, on the Euphrates itself, justified a branch line south of Baghdad. This left the main line at Ur, no other than Ur of the Chaldees, the first home town of Abraham. Ur lay at the northern end of important desert tracks from the archipelago of oases in Central Asia. One may imagine Abraham's forebears arriving in Ur along one of these tracks. Nasiriya had been a major Turkish army encampment before the First World War - hence the branch. The British continued its use under the Mandate.

Glubb recounts that the station master at Jaleeba, half-way from Samawa to Basra was then an Indian. One one occasion Glubb arrived there hungry from a lengthy desert mission and was given a cup of tea and a plate of curry and rice.

The use of the railway to the desert nomads can be seen from a photograph of a bucket-hauling device in a remote desert well - and made from rails. These are unlikely to have been bought - more probably they were lifted during the night by tribesmen with a penchant for simple engineering."

## C. IRAN.

### (i). THE CAMEL AND THE SF.

Not 'News' - The story is well known to many, but in 'Black Eight' No. 125 (Autumn 2009) pp. 69-71 is an obituary of Don Speight, the driver at the time, and this is an opportunity to repeat it in its entirety - albeit as an extract from a fuller account of his military service which appeared in issue 109..

"Don joined the LMS as a cleaner in 1934, becoming a fireman three years later at the age of 18. Military service followed in June 1939, followed by a transfer to the regular army on the outbreak of WW2. Around March 1940 he was part of the newly-formed 190 Railway Operating Company (ROC) at the Longmoor Military Railway in Hampshire,



where he undertook a 6 week training course on diesel locomotives - with further training at Derby and Toton in the summer of 1941.

Following embarkation leave, in September 1941 he sailed in a convoy from Liverpool to Iran - where he was part of the Aid to Russia project operating the Trans Iranian Railway to supply the Russian army. Postings to Ahwaz, Tehran and Andimeshk followed.

The incident "... took place on August 4th. 1942 at which time the Company was based at Ahwaz and worked the trains from Bandar Shahpur on the Persian Gulf to Ahwaz and forward to Andimeshk. On the day in question my colleague Albert Crowder and I received a request to undertake a 'short trip'. We were to go and collect a train of Permanent Way Maintenance Engineers working in the desert undertaking some repair works. I can't remember how we were selected for this particular duty but Albert Crowder and myself drew the 'short straws'. It was perhaps that we two were in the best physical condition as this was the hottest part of the day. [Note - at this point he was just 23 years old. Ed.]

We duly left Ahwaz depot at approximately 10.00 with engine 41.109 and two or three wagons to run to Dez and collect the Permanent Way Engineers train. 41.109 was a coal fired locomotive - the majority of the engines that were used in the desert for long distance heavy freight trains were oil fired (and consequently made less physical demands on their train crews.) The climate in Iran did not lend itself to working on any steam locomotive. Doing nothing in the heat of the day was hard work and firing a coal fired locomotive was very demanding. At this distance in time I find it difficult to describe just how hard footplate work was under the desert sun with a blazing firebox in front of you. It was unpleasant and very demanding - to put it mildly!

It was agreed between Albert and me that, owing to the fact that we were on extended duty that day, he would drive on the outward part of the journey and I would be the driver on the return to Ahwaz. We set off with the train on a journey of approximately 45 miles overall. When we arrived at Dez we started to marshal the permanent way maintenance train for the return journey to Ahwaz. I can't recall the exact composition of the train but I do remember that there was a water tank, a brakeman's cab, a long bogie wagon loaded with rails and I suppose there would have been further wagons for tools and materials. I do remember clearly that we had an empty [4wh.] flat wagon in front of the loco which we intended to marshal into the train proper when we reached an appropriate section of track - perhaps at Khavar.

The train left Dez and I took over as driver. The next station and crossing point was Khavar, a matter of some 20 miles. As we approached the halfway mark the line took a slight curve. We were not going very fast on account of the flat empty wagon leading the engine.

As we approached the slight curve I noticed a group of camels walking at the side of the railway some distance ahead and I started to brake

the train accordingly. At this point it appeared that the camels had all crossed the line and the way ahead was clear. I asked Albert to confirm this, which he did, and we were able to get under way again. We had just started to pick up speed when Albert called out to me that the camels had turned about and were coming back towards the track. I started to brake the train again. Albert came across the footplate to see if the camels had all managed to cross the track and the way was clear - he shouted out that one of the camels had turned back. Almost immediately there was a terrific grinding sound and the footplate was engulfed in a dense cloud of dust. My immediate thought was that we were badly derailed but in fact we had rolled violently to the right and Albert had been flung off the footplate. I was thrown across the cab and banged my head on the cab side. I must have been slightly dazed for it took a few moments for me to realise that some fire had been thrown out of the firebox and my overalls were on fire.

It was only at this stage that the full impact of what had happened hit me. I was now lying against the right hand cab side and looking up across the sloping footplate at the sky. Looking below me out of the right hand side cab window all I could see was the sand of the desert. It was very fortunate that nothing broke on the footplate - if a steam pipe or joint had fractured I would have been covered in scalding steam. The intermediate water feed pipes between engine and tender had burst and the tender water was pouring out.

When I managed to crawl out of the cab I was able to see exactly what had happened - the flat wagon must have lifted when it hit the camel and had derailed the engine, causing it to roll. After leaving the footplate I had to find Albert and as can be imagined I was in a rather shocked state and had a very sore head. I could see Albert lying in the desert some way back. I well remember thinking the worst as I approached him as he was lying quite still. I was very relieved to find out that he was just knocked out, but was obviously hurt and injured. My priority after ascertaining that Ahwaz had been informed and given all the details was to get Albert to the shade and out of the sun. I propped him up against the derailed water tank which was now lying on its side.

Albert and I duly arrived back at Ahwaz and went to hospital for examination. I suffered from a bang on my head and had a badly grazed right forearm. It turned out that Albert had damaged his ribs and sustained graze burns to his bottom. I suppose it was the way he landed on the desert when he was thrown off the engine following the collision. It was quite a while before we were fully fit again and were able to resume normal duties."

In January 1943 Donald moved to Baghdad (Iraq), from where he worked trains to the Turkish border. A posting to Basra in southern Iraq followed - then it was off via Egypt and Lebanon for invasion landing

training. In July he went from Sicily to Italy, where he trained on electric locomotives before moving to Venice and working the East Coast Adriatic line from there to Reggio via Foggia.

Following transfer to the 8th. Army, in 1945 he was involved in the repatriation of Cossacks and Russians who had been fighting on the side of the German army. This brought about the worst moment of his railway life. He wrote, "This work was taking over the railway from Villach to Judenburg (Austria) using the German locomotives and all the other railway equipment between the two places mentioned. The trains consisted of about 80 freight vans and a very big German WD loco. Under normal circumstances we would have enjoyed doing this, but it was the worst part of my railway life owing to the suffering of the people we were taking back to Russia to be treated as traitors. They included men, women and children.... The trains were guarded throughout by Allied infantry units to prevent any escapes. At the start of the Russian section only the loco crew were allowed to take the train forward into Judenburg, and stay under guard until the train was empty. We then had to propel the train back into the Allied section."

Donald finally arrived back in the UK in mid-1945, but it was the following year before he was demobbed. Resuming his civilian job, he returned to the LMS at Wakefield MPD and spent the rest of his career in Yorkshire - also at Healey Mills, Normanton and Knottingley."

## **D. U.A.E.**

Translated from the NS 'Koppeling' magazine 2009.10: (Thanks to Marc Stegemann):

„Emirates build Railway Network. UAE have planned to build a common railway network costing billions of Euros. This network will stretch over 1,100 kilometres to connect all 7 Emirates. Construction will start next year. Every Emirate will pay for its own part of the network.

Dubai, one of the seven Emirates, is currently building a local subway line. Cost have soared to 5 Billion Euros, which is 80% more than originally estimated.. "

## **E. LIBYA.**

Via David Notarius came a link to [World-Diesel-Loco@yahoogroups.com](mailto:World-Diesel-Loco@yahoogroups.com) and [pitschni@yahoo.com](mailto:pitschni@yahoo.com); This refers to two trains on 19.11.2009 & 20.11, each conveying eight large diesel locomotives for „Libyan Arab Railways" locomotives heading to Newport, Va. for export.

It was noted: „Came via Manassas Virginia on two trains - 8 yesterday and 8 today. These were all tarpaulined, with numbers and owner painted on the tarpaulin. Appear to be in the 2401 series, and similar to the Egyptian ES40ACi units that came through earlier this year. Train No. 098 departed Bristow VA at 00.10 hours formed of:

NS 2686, Conrail gondola 588113, 8

# NOTES AND COMMENTS

## (i). SUEZ PROBLEMS.

David Green of Calais writes:-  
, I can explain to Colin Jacks (Milepost 47, E.S.R.) exactly why in February 1952 there were no trains to be seen on the Ismailia-Port Said section running alongside the Suez Canal. The reason was simple; a minor war was in progress.

When I arrived in August 1951 trains were running normally. We disembarked from an old Orient Line troopship, spent the night in the Rest Camp at Port Fuad, on the opposite side of the Canal, and then entrained for our destination, Tel el Kebir, the farthest-west camp in the still British-occupied Canal Zone. I think our party travelled on the ordinary Express to Cairo in a reserved coach. The train was quite lightweight, seemingly of a smaller loading gauge than the Continental one. The livery was green and grey (or possibly cream); I did not see the loco. At every wayside station small boys pelted our carriage with stones, because anti-British feeling was already mounting.

At Tel el Kebir station we had to 'stand at ease' for some time, with hostile

*Continued from page 13*

tarpaulined locomotives, NW gondola 189678. All of the covers were marked:

RD No. 2401

LIBYAN ARAB RAILWAYS

RAILROAD PROJECT

EXECUTION AND MANAGEMENT BOARD

SWANI STREET TRIPOLI LIBYA

(telephone numbers)" and then the

following numbers superimposed in smaller font over 2401 (each locomotive

had a different number): 74013; 74015;

74012; 7400; 74011; 74006; 74005; 74014. Some

views of the first train can be found at:

<http://www.flickr.com/photos/atstf/p4595/http://members.cox.net/dbdavies/news/news.htm>

## SYRIA.

(i) . This website is recommended for photos:- <http://trains.future.ec/gallery/index.php?cat=85> .

(ii) . An extensive illustrated article by Matthias

Hille appeared in 'Eisenbahn Kurier' 1/2010 pp. 74-78.

## G. JORDAN

Photos from Jordan taken by Richard Gennis in October 2009 are now online in the Phantasrail Galleries. Link to the World Gallery page is <http://www.phantasrail.net/page71.html> .

There are also four HD video clips of phosphate trains across the desert hauled by GE diesels belonging to the Aqaba Railway Corporation. These are available in the PhantasrailUK YouTube pages at

<http://www.youtube.com/user/PhantasrailUK> boys around us like angry flies, while a train of boxcars was sent down from the camp. These boxcars were perhaps the same kind as those used by the American army (and of which some were left behind in Germany). The camp itself was enormous - 30 miles around the perimeter - with an extensive railway system of its own, with very LMS-looking locos. The camp had been the main supply depot of the 8th. Army, hence its size.

Not long after arriving, my mother came through Suez on a visit to relatives in New Zealand, and I was able to go and meet her at Port Said. A truck took me to Ismailia where I bought a ticket to Port Said in French, the main second language in Egypt at that time. I made out I was a Belgian, to avoid trouble. So my return trip was uneventful. Along the line I noticed the swing bridge which took the E.S.R. branch to El Arish, thence to what had been Palestine.

Not long after the Wafdist government abrogated the Treaty by which Great Britain occupied the Canal Zone. There was mostly desultory and 'unofficial' fighting, then a heroic defence by the Egyptian Police of Ismailia police station, their bravery being praised by the British commander. This would have interrupted train services."

## (ii). SCHWEIZERISCHE LOKOMOTIVFABRIK WINTERTHUR - NOTES ON CURRENT SITUATION

The letters 'SLM' or 'Winterthur' are connected with many steam locomotives of the former Beirut-Damascus and Hedjaz railways. An article by Hans-Peter Bartschi in 'Eisenbahn Amateur' 10/2009 pp.512f. describes the current situation at this former works complex.

....The history of Winterthur as a city with heavy industry goes back to 1834 when the Sulzer Foundry was founded; in 1854 came the Klosterkirchen Workshops of Riester and in 1871 the Schweizerischen Lokomotiv- und Maschinenfabrik. SLM's formation (supported by the Winterthur Bank as a major investor) came at the time of the railway expansion boom, and was initiated by Charles Brown Senior (1827-1905); Brown had worked for 20 years at Sulzer's, after his training with Maudsley in England - a major manufacturer of machinery. The fact that Brown, the former Sulzer employee, built his factory on land immediately adjacent to Sulzers Works was perceived as an act of provocation. Matters even led to a physical fight between Albert Sulzer-Grossmann (1844-1910) and a textile industrialist who had let himself be voted onto the SLM Board!

From 1884 the SLM was the only firm in Switzerland offering locomotives, with an aggressive sales policy directed at all Swiss railway companies and also abroad. In the same year that SLM also opened an Electrotechnical department Charles Brown took over the direction of the similar department at the Maschinenfabrik

Oerlikon, but by this time SLM had already built up an experienced and successful team of engineers, both Swiss and foreign - Olaf Kjelsberg and Jakob Buchli especially became well known later. SLM also built up a monopoly in the construction of rack locomotives using the complex systems of Roman Abt and Winterthur. By 1929 SLM reached its peak with 3,000 employees; the plant was known for its gears and drives, and also built engines for tanks and aeroplanes, pumps or the well-known SLM three-wheel drive.

The Second World War spared Swiss industry any destructions ..... From 1960 the competition through cars became more noticeable, branch lines were closed, investment flowed into road construction, and there was overcapacity in the electrical industry. The resulting struggle for survival saw SLM taken over by Sulzer in 1966. In 1969 BBC absorbed Oerlikon and Secheron. Construction of locomotives continued; The SBB and several private railways purchased between 1963 and 1985 a total of 303 Re4/4 II and 89 Re 6/6 locos. In 1992 came the 'Locomotive 2000', the most powerful four-axle locomotive and with an exterior design by Pininfarina. The 119 locos of this class built for the SBB, plus those built also for the BLS, for Finland, Norway and Hongkong were the last locomotives to be wholly developed and constructed in Switzerland.

Globalisation and the end of the Cold War saw industries losing any national protection, and much work was moved to countries with lower labour costs. For example, the mechanical parts for the locos based on Lok-2000 were built in Australia, brought to Oerlikon by cargo aeroplane and lorry, fitted out there with the electrical equipment and then conveyed by lorry and ship to the customer in India ..... Even the Swiss railways began to purchase locos built in Spain.

The most successful Swiss electrical manufacturer BBC merged with the Swedish Asea in 1988 to form the multinational ABB. This in turn merged in 1996 with the car manufacturer Daimler Benz and the result was named ADtranz, which in 1997 took over the carriage construction works of Schindler in Pratteln. Daimler merged with Chrysler and transferred locomotive construction to the Canadian industrial concern of Bombardier, which had originally been established to manufacture weapons. The name-plaques on the doors in the Zurcherstrasse in Winterthur were changed with ever-increasing frequency!

The Sulzer firm, which had classified locomotive construction as one of its main activities even during the production of the Lok-2000 model, then renamed the business Sulzer-Winpro after 126 tradition-

*continued on page 16*

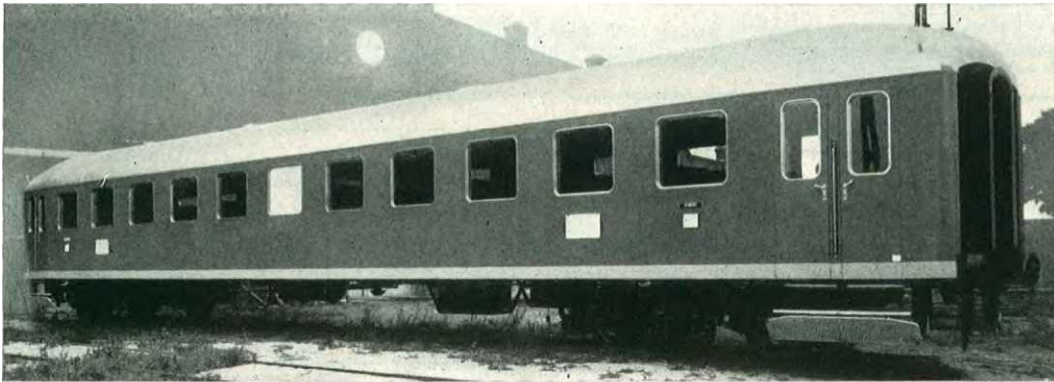
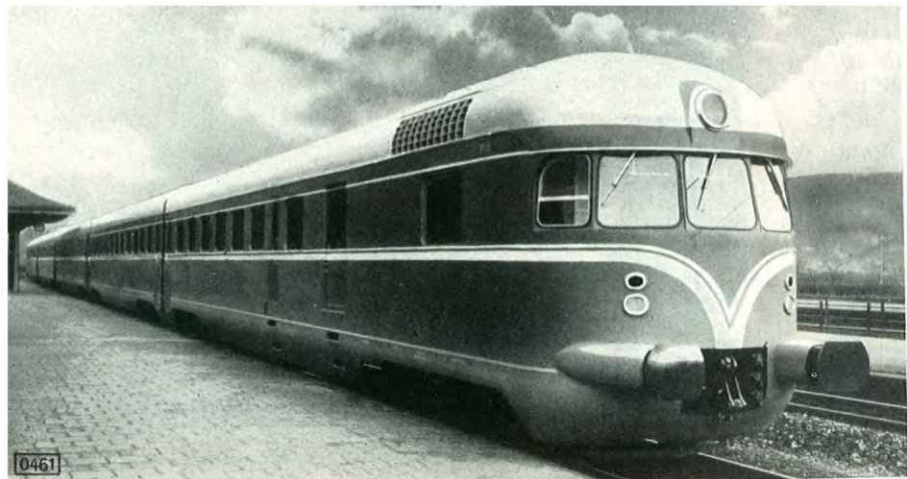


Abb. 387. Reisezugwagen für Israel

Werkfoto O & K

German built stock for Israel, mentioned in item VI on next page.



87:11a

## DISPOSING OF TEL SHERIA STATION

by Paul Cotterell.

File 134.1/1 in the IRM Archives deals mainly with the Rafa-Beersheba standard gauge line, but in the middle of these proceedings there is a flurry of correspondence concerning the WW1 Turkish station at Tel Sheria between Irgeig and Wadi Surar. In May 1926 one Ibrahim al Oqbi offered to buy a part of the station buildings. At this time thought was being given to replacing the existing Rafa-Beersheba line with a new line from Gaza to Beersheba, using the old 105cm gauge Turkish formation between Tel Sheria and Irgeig for part of the proposed new standard gauge route. On 10/6/26 the District Engineer noted that the Tel Sheria station buildings still stood and that „They are stone buildings with wood work demolished but they could be repaired and possibly this Station would replace Imara if the deviation [to Gaza] is made. A well also exists at this station". He was of the opinion that no buildings at Tel Sheria should be sold while the new line to Gaza was still being discussed. Nevertheless, he was sent off to inspect the abandoned property at first hand and made out a detailed report of his findings. Just a month later the decision was taken to close the Rafa-Beersheba line and soon after came final dismissal of the suggestion to replace it with a new railway to Gaza. However, there is nothing more in the file relating to Tel Sheria station, so we do not know if the buildings were eventually sold off. At least we can learn a little of the derelict station from the District Engineer's report and also from a sketch layout, presumably in his own hand, in File 134.1/1. My copy of this rough plan, with only minor omissions, is appended here. It may be compared with the aerial photo on page 73 of Hedjaz Railway and image no. P02041.014 in the Australian War Memorial photo database (others are „currently unavailable"). I assume from the DE's sketch that no rails remained at Tel Sheria in 1926, and that the „English" engine pit had been put in by the British army during the short period they used this line to Wadi Surar as a diversionary supply route in 1918.

\* the plan referred to is not currently available for this issue of HaRakevet.

filled years and offered this department for sale. Since there was a shortage of buyers, several segments were subjected instead to management buy-outs. Roger Waller formed the Dampflokomotiv- und Maschinenfabrik AG (DLM); Three SLM managers continued to lead a part of the business as Winpro AG, until the most active of them, Roland Michel, died in the tsunami in Thailand in December 2006. Winpro was then purchased by Stadler Rail which had been formed by Peter Spuhler, who had already purchased the Gearbox and the worldwide Rack Railway vehicle monopoly from SLM. In 2009 Stadler Rail took possession of a new building within the Sulzer site at Oberwinterthur, for bogie production. From September 2009 the removal from the original SLM site to the new works at the Sulzer site in Oberwinterthur is being carried out."

The article continues by describing how the Russian Billionaire Viktor Vekselberg managed to take over Sulzers in 2009 and began a process of asset sales; the City of Winterthur however slapped full or partial preservation orders on 16 of the 100 buildings, to prevent demolition and redevelopment; the SLM Archive is still situated in the basement of the main Erecting Shop, run now by SBB Historic, and there are hopes of moving historic machinery into the hall for museal conservation.

### **(iii). BOOK REVIEW.**

In the 'PEQ' (Palestine Exploration Quarterly) Vol. 141 No. 3, November 2009, p. 233f is a very positive review of Tony Travis' book 'On Chariots with Horses of Fire and Iron', by Michael Schwartz. 'Historians looking at this book might think it written for railway enthusiasts. The latter, looking at this colourful title and subtitle, might feel that it is a work of travel literature. Tony Travis has succeeded in catering to both types of reader, precisely by combining contemporary impressions with technical detail .....

### **(iv). TRACK FOR MIDDLE EAST.**

In 'Narrow Gauge World' No. 53 (Sept/Oct 2007) pp. 26-29 is an article by Don Gatehouse on the Kangra Valley Railway in Himachal Pradesh in Northern India from Pathankot Junction (333m over sea level) to Joginder Nagar (1,139m). The line is 2' 6" gauge (762mm) and 164 km. long. "Construction commenced in May 1926 and the section between Pathankot and Nagrota was opened on 1. December 1928. The final section of the route, Nagrota to Jogender Nagar, [ca. 55km.] was opened on 1 April 1929. In April 1942, this latter section was closed by the British and the permanent way materials removed for use in the Middle East. However, following independence the line was restored by the Northern Railway..... A plaque at Joginder Nagar station confirms the reopening of the second section of the Kangra Valley line by the Minister of Railways and Transport on 15 May 1954."

### **(v). IRAQ IN 1957.**

'Locomotives International' No. 81 of 2009 has an article pp. 10-27 on a visit to Iraq in 1957 and 1958, with many photos.

### **(vi). GERMAN RAILWAY EXPORTS TO ISRAEL IN 1950'S.**

Rolf Heinisch has provided copies of a few relevant pages from a book by Heinrich Lehmann and Erhard Pflug on German railway exports: 'Der Fahrzeugpark der Deutschen Bundesbahn und neue, von der Industrie entwickelte Schienenfahrzeuge.' 1st. Ed. Pub. Georg Siemens Verlagsbuchhandlung, Berlin, 1956. 255 pp with 573 pictures and 61 Tables. (The Rolling Stock of the Deutsche Bundesbahn and new stock developed by the Railway Industry.") Taken from this book:

#### **(a). p.97f. 3-CAR DIESEL-HYDRAULIC MULTIPLE UNIT FOR ISRAEL.**

The diesel train for Israel designed by Maschinenfabrik Esslingen with cooperation from Linke-Hofmann-Busch was conceived as a vehicle that would provide modern standards of comfort in the conditions of the country for which it was intended, combined with limited construction effort and acceptable levels of maintenance, and as versatile in operation as possible. For this reason steel was chosen for the bodies, for the use of St37 steel and welding allowed for economical construction and made repairs relatively simple. The wheelbase was designed taking into account the length of existing traversers of 16m.

The close-coupled three-car unit consisted of a Motor Car with Engine Compartment, Luggage compartment, and 3rd. Class saloon with 2 + 3 seating; a Centre Car with 3rd. Class saloon seating, and a Driving Trailer with two large compartments, one of 2nd, and one of 3rd. Class - the 2nd. Class had 2 + 2 seating. Here was also the second driving cab. At the ends the coaches had normal buffers and couplings and could be coupled together and driven from one cab, although in such cases the second cab still had to be manned as someone had to watch over the instruments. It was also possible to insert a further trailer into the 3-car set.

The engine and the driving bogie were equivalent to the Diesel Railcar of VT 08 of the DB. A Maybach motor of 1000hp was used, that at an altitude of 850m and an outside temperature of 42deg. C could still produce 850 hp. The top speed of 120km/h could be reached with plenty in reserve and even at a gradient of 2 % a speed of 50km/h could be achieved. Both axles of the bogie were driven through the Maybach-Mekydro gearing and Kegel axle gearing. The cooling system was also derived from the latest Bundesbahn version. For the cooling of the engine, transmission lubrication and cooling of the machine oil via a heat exchanger only one

water circuit was envisaged. Two hydrostatically-driven ventilators of the Behr

הרכבת

roof-mounted cooler are controlled by Behr-Thomson thermostats, connected to and regulated by the cooling water temperature.

As well as the oil pressure pump for the ventilator and the Still Lighting machine, the air compressor was also driven hydraulically from the primary side of the transmission.

The carrying bogies are of the 'Gorlitz III light' type with four-point suspension. All bogies have disc brakes. The coach body is very light and flexible due to the force-transmitting linkage between frame, ends and side walls. With the platemwork steel sheet with 0.25 Cu was used to ensure easy preparation.

The frames include tanks for 1500 litres of fuel, the batteries, brakegear and other necessary equipment. The grooves in the steel plate flooring is filled with cork fragments and a further sheet of cork some 10-15mm thick was laid over the top. The inner cladding of the walls comprises polished wooden sheets, the roof from wood composite sheeting, the floor is covered with linoleum. Noteworthy is the arrangement for the folding steps at the doors. The lowest step reaches to 370mm above rail level and is opened and closed by the door movement. In the closed position it matches the underfloor external skirting profile. The niche for the steps is covered thus. The windows are fastened with rubber in light metal frames.

The braking equipment includes a Knorr air compressor VV 100/100 driven by bands. Safety controls (the German SiFa) are built in. The 110V lighting equipment is driven from the gearing and together with a 250 Ah/110V battery supplies the whole train with electrical energy. The coaches have bulbs for lighting. Each coach is ventilated through four electrically-powered ventilators, of which each removes 16 cu.m per minute when powered at 100W, which is equivalent to a total exchange of the air 30 times per hour. For heating Eberspacher air heaters (188) are fitted, which are fuelled with diesel oil. Each such heater can warm the half of a coach at 10,000 kcal/h with a fuel consumption of 1.4 litres per hour. The supply of fresh air is independent of the amount of fuel used, so that an even ventilation of the passenger accommodation can be achieved."

#### **(b). pp. 177f. 3rd. Class Passenger Coaches for the Israeli State Railways.**

The firm (O&K) delivered eight of the coaches in 1955. The main data are:

Gauge: 1,435 mm  
Length over buffers: 23,400 mm  
External width: 3,080 mm  
Internal width: 2,920 mm  
Height over rail level: 4,130 mm  
Length between bogies : 16,000 mm  
Wheelbase of bogies: 2,500 mm  
No. of seats: 96  
Tare Weight: ca. 32 tons.

The Frame and the framework of the body are of welded light-steel construction.



The coaches are similar in construction, in external appearance and also in their internal layout to the 26m. Semi-Fast Train (Eilzugwagen) coaches of the DB. However, the interior is divided into two equal-sized large compartments through two centrally-located toilets. The seating is arranged 2 + 3 with upholstered steel-tubular-framework seating covered in plastic; the luggage carriers of steel framework are fitted above the windows lengthwise. The windows, set in light steel frames, can be lowered and in the interior of the coach are fitted with light metal blinds.

Each saloon has three static and two electric ventilators fitted into the ceiling. The interior panelling is different to that of the DB vehicles, comprising brown LIWA (Plastic) sheets on the floors and walls. The light bulbs (Pintsch/Bamag type) is powered by a band-driven axle generator D 120 or a 24 V battery with 180 Ah. No heating is fitted. At each end of the coaches on each side there are two doors opening outwards with a central pillar and steps, whose lowest step folds upwards as the doors close. At the ends are sliding doors and vestibules with a folding bag seal and special gangway security measures.

The running gear is provided by Minden/Deutz bogies, which due to the special running conditions are modified as follows: The cylindrical liners in the axleboxes have a movement of plus/minus 2mm. The shock absorbers are fitted with an especial protection against dust. For this purpose each bogie has a dust filter fitted, that is connected by pipes to the absorbers, so that when the air is sucked in or pushed out it passes through the filters. The absorbers themselves are protected against entry of dust by rubber rings. The braking system includes a vacuum brake of the Korling type, with two brake cylinders, and a screw-handbrake. Later installation of air brakes is envisaged and provided for."

### **(vii). ISRAEL RAILWAYS - THE END OF AN ERA. by Steve Tish**

Thursday 17<sup>th</sup> of September was a date that passed just like any other day at Israel Railways. The usual delays, overcrowding, hordes of soldiers travelling home from their bases, while others make the opposite journey. It is doubtful whether any of them, let alone the majority of the 2,200 employees who work for I.R., noticed that this day was in fact **VERY** different from all the others that proceeded, since September 1955. This was the day that marked an end of an era for Israel Railways. **The end of the old "slam-door" passenger coaches.**

It was originally proposed that this ,event" was to take place around 10 days earlier, from 5<sup>th</sup>, and then Sunday 6<sup>th</sup>, (being the start of a new working week), then the 13<sup>th</sup>, but due to delays in I.R receiving a further rake of the new Siemens push-pull coaches, it was finally deferred until the above date.

While perhaps in Europe, the USA, and other „railway enthusiast oriented countries", this surely would have been marked by a special farewell journey with the old stock, Decorative commemorative headboards etc. etc., in Israel, it was not looked upon with hardly any importance, except for a very brief press release, which brought only the minimal attention from the two daily ,afternoon papers" (or as they were once).

Your writer at least would have thought that in view of the constant negative publicity received by Israel Railways (not all of it justifiable) together with the somewhat ,bad taste in

87:12

the mouth", resulting from the considerable delays caused by the late deliveries of the new stock from Siemens, it could only have been a positive experience for the press in general, the general travelling public, and not least, for the ever growing number of railway enthusiasts in Israel, to have had this occasion marked by a celebratory last slam door journey, continuing to push Israel Railways into in a new era, which had started in 1992, with the initial delivery of the first Diesel powered railcar set from the then ABB SCANDIA in Denmark. (No, I am not forgetting the Esslingen Rail sets of the mid fifties, which is a topic well left alone).

The bottom line means that the oldest I.R passenger stock is now from only 1991 (2 of the second-hand refurbished diesel railcar sets purchased from S.J Sweden, were manufactured in 1991, although purchased in 2004, and entered service in 2005).

This is quite an achievement for a railway network, that upon the writer's arrival in the country in 1982, was quite dilapidated, under invested, and generally miserable, something that I am sure few would have argued with at the time. It is now, in general, a modern, efficient system which despite criticism, stands up well with similarly sized networks in Europe today.

Despite the above, it must be said that there are ,plans" in the offing to renovate and preserve up to 10 coaches of the old stock, with the intention of forming a special tourist train, which it is hoped will operate to and from Jerusalem, on the old scenic route, at high holiday times.

This, of course, like many other more major current projects, is subject to special funding, and at the time of writing, with a certain lack of co-ordination between the Transport ministry and I.R, these plans could be in serious jeopardy. As an enthusiast myself, we can only hope that these plans do eventually come to fruition."

## **MODELLING REPORT.**

**We have not covered Modelling matters for some time,, but Yaron Dozetas attended a Model Railway Exhibition in Koln, Germany, in October 2009, and the following is based on his personal notes and observations.**

„In general the three days were crowded, the people were all in good humour, and fascinated by the action on the layouts, the figures, landscapes, models, rolling stock, lighting effects, control panels, the memorabilia, the sales stands and more. I ed early on that two major companies Roco and Fleischmann had halved the size of their regular sales stand - indeed, ironically they shared a stand, back-to-back. For some unknown reason Heljan - who used to manufacture the Israeli IC3 (and is still a medium-size company that produces some rolling stock and buildings), was not present, even though they appeared in the exhibition catalogue - probably a last-minute cancellation. The financial situation concerns almost all the manufacturers and they plan to reduce their stock in order to prevent funding problems. More and more companies now charge money for their catalogue (□2-10) and the ,freebies' that used to be distributed have vanished. Most of the visitors bought merchandise as though there were is no tomorrow, though some sellers reported that the clients were not in a hurry to spend money. It was the first time that Jeco and Hobby Trade came to this fair. There are a few details in the following list. The top manufacturers or dealers whom I highly appreciated include Preiser, Erbert Modellbahn Technik, Hobby Trade, Naumann, Artitec.

**PREISER:** The well-known producer of models of figures. This company and its owner, Mr. Volkert Preiser, have warm connection to Israel. They support all the modellers' needs with very precise moulds and painting. Although some other companies have started to make figures, Preiser is still in the front line. The new items are related to all of the skills and scenes of daily life all over the world. Not new, but especially related to Israel and USA, is the 5 figure- set No. 10462 in which two of the figures are rabbis. In No. 10471 - 6 figures of Americans, one of them is a rabbi; No. 13002 is a 100-assorted figures that seen the streets. No. 10568 - carpet workers; No. 33244 - Ford Transit taxi driver with passengers; No. 10567 - crime scene investigation team. Assorted new animal figures include a camel, No. 29506, clowns etc. there is also No. 17218 and No. 17217 - sets of tablea and chairs. Among their large selection. the highlight of Preiser is 4 figures whose hands are moving. These are made with cooperation with viessmann: No. 2700 2- a street worker; No. 27003 - a policeman; No. #27001- a signal man.

From **MERTEN**, I noted No. 2561 which comprises 6 figures of German Democratic Republic police - with a minor change of the colour of the uniforms these would be similar to Israeli police. Also: Nos. 0948, 0954, 0960, 2361, which are bathers seen on the beaches or at the pool. The highlight of Merten is No. 3000, which comprises 2 moving figures having sex in a tent! This item is provided with light.

**HOBBY TRADE:** Tnew manufacturer from Denmark is in general producing rolling stock that relates to Denmark, Luxembourg and Germany. The highlight is their double deck coaches and the driving coach which are all with interior decoration and interior lighting. They were the first to manufacture the Gornitz driving coach with the same basic design as used in Israel. The driving coach has a directional headlights and tail lights and may be operated also with digital system. It has a 21-pinconnector to accept the ESU decoder. It is to exact HO scale - unlike Fleischmann, who shortened their model. The prices are very fair, compared to the competitors : A double-deck Trailer coach €60, Driving coach €70, available via dealers worldwide or directly from Hobby Trade.

**Erbert Modellbahn Technik:** this company there is a human bulldozer named Willfried Erbert, who can fulfill easily 36 hours of work during a day. . if that were possible. Model trains are his hobby and from 1994 he started his company, named Herei. which specialized in manufacturing kits and ready-made signals. From his kits parts I built the Israeli Railways signals, using LEDs. Lthe company became „ERBERT", and is one of the best for signals. His line of his products is very wide, though the catalogue is a small one. The new items are the plastic signals with LEDs, or without LEDs in order to be used as dummies, when only the back of the signals is seen on a layout. The signals are very precise and 100% made in Germany. For the

Israeli modellers it is recommended to purchase the easy-to-build kits and to make the changes in the signals plates prior to placing the LEDs. The design of the signal is very clever and contains curves and channels for the hidden wiring. The signal's maximal voltage is 16V, so it can be used also with digital systems. Another line of items comprises lineside furniture made from plastic - including Nos. 042320 point motor, 042302 telephone box, 042301 Indusi track magnet, 042305 narrow cable channel and 042306 wide cable channel. All items are fairly priced. If somebody is looking for a real control panel, like those used prior to the computer control panels, Erbert have the 1:87 answer: an exact duplicate made from a real control panel that is seen widely in signal boxes, including direction of the trains changing, panel signals, track scheme, axle counters e t c . ! ! The „bus system" must have computer connection; the „loco net" may be used with the common Uhlenbrock or other „twin center"(Fleischmann) systems.

**NAUMANN:** small...but big company managed by Mr. Ferenc Vorosvary-Naumann, this specializes in small, and limited-edition models. This company is not a manufacturer - the manufacturers are for example: DOM models, Tillig, tutto treno, Alpha models, Electrotren, Norbrass etc. For our region, I found the modern Syrian coach Nos. D 0121 and D 0122, both in orange-cream livery with CFS logo in English and Arabic in the middle; some of the windows are provided with curtains (made of paper). The model, made by Sachsenmodell, is a smooth running and is limited to only 500pcs. Each coach costs € 55.

For the first time in my life I saw also two models that are real masterpieces: 1- a Norwegian railways locomotive that has a moving engine door. the motor is like the real motor and it moves as the model runs; the loco driver cab is highly detailed. This is made by NORBRASS and the price is € 549. 20- a tank wagon with all the details on it. This model is heavy, though it runs smoothly. It is made by the famous Korean manufacturer

AJIN and costs € 240

**ARTITEC:** Very nice models that are made from dental stone or plastic, ready to use or as kits. Among their precise models there are some relevant to Israel: No.10.194 is a synagogue that is located at Holland; No.10.157 is a crossing gate structure similar to the one at Jerusalem.; No..214 a warehouse; No.10.209 a signal box that reminds me of some of the signal boxes along the Tel Aviv - Haifa line; No.87.027 an HO Centurion Mark 5 Israeli tank of the IDF.

**KIBRI:** Plasser& Theurer line: though not quite like the IR vehicles, Kibri is the only company that offers these permanent way equipment vehicles, unmotorized. Motorized models can be purchased from SB modellbau.

**KLEIN Modellbahn:** Not present with its own stand, though it was possible to see its logo on Model booth from Austria. The company KLEIN Modellbahn closed in December 2008 and the only models that will be available are those that are now in the market. Their No. 5223 SGNS container wagon is very light, even with the two 20' containers. The wagon has holes in it to accept the containers.

**JECO:** The number 1 manufacturer of the T44 model. This is the first time this Swedish company was present at this fair. Tare only 2 real models of the T44 outside of Sweden: one in Israel and one in Norway, all made by KALMAR VERKSTADT in Sweden, now a division of GENERAL MOTORS E.M.D. The history of the T44 No.131 of IR is well-known: there were a lot of problems, a severe accident with chassis damage, and from being a main line loco it became the Haifa East yard shunter. Personally, I bought the T44 model from Jeco 10 years ago as a metal kit and painted it into the 3 IR livery, after making the necessary changes to the headlights. That model, equipped with a Roco motor and drive gears, is one of the most special models I ever had. Jeco is still making the model from a very good metal in SJ and NSB liveries as DCC ready or with ESU sound; the drive gear and motor are from China. It is not possible to purchase it as a kit any more. Ready-to-run model prices: DCC ready €250; with sound €350. **MEHANO:** new VOSSLOH 333.3, which is very similar to the locos used by IR, made its first appearance to the public as a finished model. It will be marketed first in France in the first quarter of 2009, later in Spain and the rest of the world. It is a heavyweight model (about 500 grams) that has a metal chassis and plastic body shell. The main changes to IR are the headlight and the 2 small direction lights that are rounded and in the wrong location. Since it is a RENFE model, the bogies are wider (the track in Spain is wider than the standard gauge). Two models were present from their wide livery line: the red and the blue-yellow. The models are DCC ready or DCC sound. Prices from €250 - 355.

**PIKO:** No. 54822 is a container wagon with 3 „China Shipping" 20' containers on it. It is similar to the 63 tons container wagon of IR, although it is in a different livery.

**FLEISCHMANN:** A usual, a very nice catalogue. They have the Gornitz double-deck driving car No. 5620 (€110) which was shortened a bit to adapt it to the double-deck coaches (€65) from Fleischmann (Nos. 5625 and 5620). Another interesting item is No. 550502 - three Talbot weathered wagons with ballast. 524101 is an SGNS container wagon of the SBB, with containers. It has, as is usual from Fleischman and like the prototypes, the pins in the wagons accept the containers that have holes. Cost of a 3 wagons set is €150. This wagon replaces the other SGNS wagons, such as 5245 (the good old brown wagon with Maersk container).

**ROCO: A** remarkable 330-page catalogue with European models. No. 66625 is Roco's new SGNS container wagon, with 20' containers. Price €31 47765 is like the ex-SNCF 63 ton container wagon that is in use in IR.

**TRIX / MARKLIN :** nice 300-page catalogue. Trix is the DC line part of Marklin and they use the same moulds from Marklin. also manufacture the Gorlitz double-deck driving car that is in use in IR, made by this company in the DB livery. Again, my attempts to persuade them to make the Israeli version failed, due to the high cost of making a different colouring line and modifications in the moulds. A HO model of this set was presented. No.23440 is the trailer coach (€85), 23443 is the double deck coach (€63).

At the Nuremberg toy fair exhibition held in February 2008 they presented the SJ T44 model, like the loco in use on IR. The catalogue number is 22352, but now it not represented and I have been told that they decided to suspend its production. Anyway, it exists in the catalogue and is priced at €240.

#### **Moba Art / Adam Modellbau / KTD:** KTD

hosted in their booth 2 new companies: Adam Modellbau from Austria presented a set of 2 SGNS 70 ton containers wagons from metal. The model is well done with some yellow coloured plastic parts; The wagon have pins to accept the containers that have holes, with a standard pattern of the pins as the prototype. The model has an NMRA socket so one may choose one's own coupler: a pair priced €50. This company also has open top containers, but they are totally different from our green garbage containers.

**KTD/Moba art:** Some village-style laser cut houses; they sell also very nice isolated wires with resistors and LEDs, to light all kinds of houses. €27 per 10pcs.

**Brawa:** Na new item, but definitely worth remembering - No. 45705, a Wu rtemberg coach, similar to those still in use in Syria and had once been in use on the Israeli part of the Hedjaz railway. This model is with interior lighting and interior decoration. The colour is the same brown as the prototype.

**Kuswa:** A small company from Germany No.hg124 is a kit of a small flat wagon as we see here in IR way equipment stock. A partly-finished item is No. hg324 - one could just paint it yellow and add decals. Another interesting item is No. hg271, a kit of highly-detailed parts made from brass for 4-axle tank wagons. The tank wagon that I saw is from Piko wagon and these details made a real upgrade.

**Electrotren:** No available catalogue, but there is a 63 ton containers wagon, with Maersk, Genstar and Evergreen 20' containers.

**Car lights:** A one man company with impressive results. This company sell buses, trucks, cars and

other vehicles, with built in LEDs of front, back, side and roof lights. Some of the models are seen in Israel as well. The most common LEDs are the warm white. In the future he will make also LEDs for coaches and wagons. A strip of 10 LED cost €10. The company is not offering a catalogue at the moment.

**XRI Software:** Interior lighting for coaches (LED), from 6-25 Volts and even to 50 Volts... but not for a long time. This will fit to analog and digital systems. An interior lights kit to install for a double-deck coach that include a capacitor and lights calibration is sold for €15. Ask for the warm white lights.

**ESU:** This company specialized in sound decoders. now they introduce an interior lights for coaches.

**Schienenreiniger:** A company with a useful idea for all scales, to solve the dirt on the track problem: a telescoping tube with a disposable cloth that sticks to Velcro; this pad is on a flexible hinge, and makes it easy to access the hard-to-clean places. An HO beginner kit price €47.

**Lenz:** Four years ago this company offered the V60, that was used also here. It is a very good model, made from metal chassis and metal body shell. The model is analog and digital; with digital operation the lights control offers even a shunting operation.

**Viessmann:** A cooperation with Preiser leads to moving figures: a man with brush painting, street workers, No. 5055 awaving women, No. 5023 asignal man, etc. No. 5048 is a pair of couplers that transfer the voltage from coach to coach.

**Conrad Electronic:** About 300 pages of all the modeller's needs. Among the interesting flat wagons that they sell from other known manufacturers, I found No.244792 65 a bus stop, No. 244957 65 - a garbage can -green colour and a paper recycle cans with blue colour; No. 211471 65 mobile toilets. A considerable collection of street lights, house lights, stations and shunting yard light posts are available, as well all your electronic needs.

**PMT:** No. 35201 Two small flat wagons, black, usually used for maintenance crew. Price:€12; No. 33102 - small flat motorized wagon, yellow, usually in use with unmotorized maintenance vehicles (Kibri).price:€99..

**Auhagen:** Now offer also some stations, buildings and houses, made from paper. No.41204 -telephone poles; No. 42630 -high-tension masts.

**Herpa:** In the past they offered a wider selection of containers; Now the only available containers are: 76128- Hapag Lloyd, 40' and 76104 -2pcs. Hamburg Sud, 20'. 154253 - a road maintenance truck with blinking arrows.

**NPE:** The item DB692.5 .has a front reminding immediately of the same front on IR Esslingen railcars. 2 buffers, the directional lights are the

same, just the headlight is smaller. Railcar livery is black and red.

**Vampisol:** Offer a very nice selection of tunnel portals, culverts and small railway bridges as we still see along the Valley train line and even on some of the main lines. Precise work!!!!

**T-L DECALS:** A impressive catalogue was present for looking through. There is a considerable representation of decals for Israel... :1297-IDF - air force jets; 1072 yellow and black stripes for locomotives (eg IR 261-263); 1084 - warning signs for gas wagons, 1197 - decals for Israeli ambulance, in Hebrew, Arabic and Russian. There is a big collection of decals for containers: 2156- MSC for 20', 2160 - Hamburg Sud-for 20', 2173 Maersk SeaLand for 20', 2185- K Line for 40', 2186-K Line for 20', 2187 Evergreen for 20', 2189 Maersk SeaLand for 40'.

**ELG:** A magnificent collection of lighting and electronic accessories. a 15cm strip of LEDs with a possibility to connect 2 strips together. 5 pieces. The strips cost 45€. The main news are: 5 photographers with blinking flash (□11), lightened balloons, road warning cones with lights, blinking lights, welding workers, fire and tents lights, harbour lights - including the red and green floating marking lights.

**DINGLER / Deutche Post:** The German postal company also offers some items for modellers, such as the V60 locomotive (in blue/beige livery) produced by DINGLER especially for the Deutche Post. Dingler is one of the prestigious companies that produce locomotives and rolling stock for larger scales. The loco is prepared for DC. In N scale Deutsche Post offer the V36 in red livery, also made by Dingler. All items bear the Deutche Post logo.

**Dapol:** A massive cleaning wagon that looks better than the LUX cleaning wagon; It contain a vacuum cleaner with removable dust box and foam + wide brush."

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Track laying and track laid on the Jerusalem 'Red Line' LRV route, as at November 2009. (Source: CityPass.)

