

A Quarterly Journal on the Railways of the Middle East
Edited and Published by Rabbi Dr. Walter Rothschild
Passauer Strasse 4, D-10789 Berlin, Germany
e.mail:Rothschild-Berlin@t-online.de



89:01.

Say Goodbye to the Greenery! Brand-new SD70ACS Co-Co No. 4002 for Saudi Arabian Government Railways on a test run on 11.06.2010. It is not known whether this is the final paint scheme. The photographer adds ,Note the expected considerable configuration differences over conventional SD70ACe to deal with the hostile environment.'. Soon it will be sand, sand and more sand!
(Photo: Geoff Williams, courtesy of David Notarius and www.rpicturearchives.com.)

EDITORIAL.

June 2010 is not a good time to attempt to distribute factual as opposed to emotional or politicised reports about the Middle East - or perhaps it is exactly the most important time to be doing so. In the week in which this issue is (a little belatedly) being put together the news in Germany is dominated (for whatever reason) by the Egyptian-Israeli Blockade on the Gaza Strip, the need for sanctions against Iran (to which Germany is busily exporting locomotives!) and violence in Kyrgyzstan, Afghanistan and elsewhere. At such a time it is almost a relief to turn to the internal political processes at Israel Railways that have seen the General Manager resign, be replaced and then make a comeback! Or steady progress on actual building rather than destruction. Arguments about trams and tenders, and infrastructure projects in various countries, will in the long term have a much greater impact on the daily life of inhabitants of the area than the hot air and live ammunition being expended elsewhere. This, at least, is our belief.

A correspondent sent me a reference to Daniel 4:12, part of a complex prophecy text in Aramaic which nevertheless seems to refer to 'bands of iron and of brass' („di. parzel un'chash“) as being a part of any vision of future peace. I am not a fundamentalist Bible-Basher, but it would be nice to think that one day bands of steel, maybe accompanied by copper communications or catenary cables, would unite the troubled region.....

There is a lot going on. Not all of it is bad! Read, and Enjoy.

The Editor.

Starting the works of boring Tunnel No. 2 on the A1 fast rail link to Jerusalem near Sha'ar Hagai by Shafir Engineering; (Source-Mr. Shahar Wiesman. Israel Railways.)



89:04. NEWS FROM THE LINE.

(i). TOURIST PROMOTION.

The Railways, together with the Tourism Ministry, are promoting the use of rail services to reach the following tourist destinations: Acre; Haifa (the Franciscan monastery on Mount Carmel known as the Stella Maris, Star of the Sea); a special cave on Mount Carmel known as the Finger Cave; Zikron Ya'akov with its unique character; the beach near the Alexander River; Tel Aviv; the Yarkon River source near Rosh HaAyin; Jerusalem, and Beer-Sheva - the creek near the central railway station.

(ii). SUMMER TIMETABLE.

With the introduction of Summer Time on 26.03.2010 train operation on Fridays will terminate between one and several hours later (due to sunset on Friday, the beginning of Sabbath, being moved backwards); Trains will recommence on Saturday evenings (after the end of Sabbath) also some two hours later.

(iii). SPECIAL TIMETABLES FOR YOM HAZIKARON; YOM HAATZMA'UT.

On 19.04.10 - the Memorial Day for Israel's Fallen - trains will operate according to the regular timetable until ca. 14.00, following which services will be gradually reduced, to end at the latest by 20.00.

On Tuesday 20.04.2010 (Israel's Independence Day) services will run until 20.00 according to the Friday timetable, and then return to normal.

On these days bereaved families have the right to a 50% reduction in fares.....

(iv). MORE TIMETABLE CHANGES FOR TRACK WORKS.

(a). From Wed. 24.03.2010 22.00 till 05.00 next morning and the same again on Thursday night, road No. 4613, which crosses the Lod - Rosh haAayin line at Grade Separation 121, was closed to traf-

fic to enable rebuilding, ballast tamping, lining, location of Strail rubber plates as well as asphaltting, painting and marking works.

(b). On Monday 5th. April 2010 - the Seventh day of Passover - a Saturday Night timetable was in effect. Due to works on the Lod - Rishon LeZion and Lod-Ashkelon lines all trains to/from the North started or ended at Lod. On Tues./Wed. 6th/7th. April Binyamina - Ashkelon trains would turn back at Lod, Netanya - Rehovot services would turn back at Kfar Habbad and Hod HaSharon - Rishon trains would turn back at Lod-Ganey Aviv. Services to resume from Thursday 8th. April.

The works involved include boring four holes for bridge foundations at Grade Separation 133 near Be'er Yaakov, plus surfacing and asphalt laying on both sides of the track at Grade Separation 134; erection of safety fence alongside the track at Grade Separation 144, Bet Gamliel; pruning of vegetation, weeding, cleaning of track drainage channels.

(c). Further works were planned between Haifa Central-The Eight and Nahariyya between Sunday 11.04.2010 22.00 and Thursday 15.04.2010 04.30; However, this was later postponed and the timetable changes cancelled. Intended works included: Preparation of 200m of track infrastructure and installation of temporary points at Lev HaMifratz station, replacement of points at Haifa Central; upgrading of 600m of track between Na'aman and Akko - plus weeding, clearing of tracks and track drainage channels.

(d). Services were suspended between Kiryat Gat and Beer-Sheva from Tuesday 20.04.10 (Independence Day) at 22.00 until Saturday night 24.04 (inclusive); a free shuttle bus shuttle service ran between Kiryat Gat and Beer-Sheva via Lehavim-Rahat. All this as part of the works to enable the 'Beer-Sheva in 50 Minutes' project to be continued.

(e). Services were suspended between Tel Aviv University and Hod HaSharon-Sokolov from Wednesday 21.04.2010 22.00 to Saturday night 24.04.2010, inclusive, services to resume as normal from Sunday morning.

(f). From a press release of 25.04.2010: From Sunday 09.05.2010 22.00 and Thursday 13.05 04.00 the section between Haifa Central-the 8 and Nahariyya will be closed for rail traffic due to the following works: Carrying out the first of three stages of building an underground road passage as part of the Carmel road tunnels project; replacing turnouts in the Haifa Central area and upgrading 600m of line on the Na'aman - Acre section.

(g). Between Sunday 23.05 02.01 and Friday 04.06 01.59 the Lod - Rehovot - Ashkelon (including Rishonim) lines will be closed to rail traffic due to infrastructure works: Completing a Grade Separation 134 to replace existing level crossing near Beer Ya'akov station. Alternative bus lines run by Egged (to Rehovot, Ashkelon and Yavne) and Veolia (Connex) to Ashdod, Ashkelon and Yavne, are recommended.

(v). TRAVELLING THE WHOLE NETWORK IN A DAY!

On Sunday 28.03.2010 Danny Amir, a computer analyst, and his son Yoav of Hod HaSharon took on the challenge of travelling over the entire Israel Railways network within 24 hours - and succeeded. Their feat was covered in 'Yediot Aharonot'. The overall journey took 20 hours and 42 minutes, of which almost 6 hours and 15 minutes was spent waiting for trains. 942.3km. were covered at a cost of about \$76 per person. The travellers stated that most trains were punctual (very surprising for a Sunday in Israel!) with only a few minutes' delay on some trains, and the behaviour of the railway staff was outstandingly good and helpful.

For the record their route was:-

Tel Aviv Central 06.54 -
Jerusalem Malha 08.37. (01.43).
Jerusalem Malha 08.43 -
Tel Aviv HaShalom 10.09. (01.26).
Tel Aviv HaShalom 10.48 -
Hod HaSharon 11.26. (00.38).
Hod HaSharon 11.40 -
Rishon LeTzion 12.45. (01.05).
Rishon LeTzion 13.22 -
Lod 13.30. (00.08).
Lod 14.21 -
Ashkelon 15.03. (00.42).
Ashkelon 15.29 -
Lod 16.05. (00.36).
Lod 16.28 -
Beer Sheva North 17.34. (01.06).
Beer-Sheva North 17.40 -
Dimona 18.04. (00.24).
Dimona 19.00 -
Beer-Sheva North (19.24. (00.24).
Beer-Sheva North 19.34 -
Beer-Sheva Central 19.43. (00.09)
Beer-Sheva Central 20.27 -
Tel Aviv HaHaganah 21.48. (01.21).
Tel Aviv HaHaganah 21.55 -
Modi'in Central 22.29. (00.34).
Modi'in Central 23.03 -
Nahariyya 01.40. (02.37).
Nahariyya 01.59 -
Tel Aviv Central 03.36. (01.37.)
Total: time travelling, 14.30 hours; Total duration 20.42 hours.

When contacted later by both Aharon and Sybil it transpired that the pair have no interest in railways as such and it had been merely an intellectual and physical challenge for them! Sybil had also worked out a slightly different and shorter schedule but has yet to try to achieve it.

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The big challenge is of course the poor service to and from Dimona.

(vi). 22% MORE SEATS

When the double-deck coaches were introduced in 2001, they ran in sets of four coaches. Later most trains were increased to five. Recently, the majority of the trains on the Ashkelon line consist of six coaches including the driving unit. As the latter has only half the passenger space of the other coaches, because of the power unit installed in the version for Israel, the increase in the number of seats is more than 20%.

(vii). STATISTICS - 2010 FIRST QUARTER.

Several statistics have recently been released showing progress over the first months of 2010. Service improvement is noticeable particularly in Punctuality which reached 90.7% (up from 89.06% over same period in 2009), A rise of 1.83%. This resulted in a reduction in complaints from passengers from 3,277 in the last quarter of 2009 to 2,433 in the first of 2010 - a reduction of 26%. The number of average daily journeys rose by 6.1% to 130,476 against 122,988 in the same period in 2009. This resulted in a total of 8.76M journeys as opposed to 8.46M.

Revenues rose by 11.6% from \$32.05M in first 2009 quarter to \$35.80M in 2010. Within the development programme for building new lines and upgrading existing lines, 21.2km. of new lines and 19 turnouts have been laid as against 10.2km. of lines and 6 turnouts laid in the first quarter of 2009.

No less impressive is the recovery of freight haulage, which rose by 71% from 1.07M tons in 2009 first quarter to 1.83M tons in the first 2010 quarter; This resulted in a 72% rise in revenues from \$5.41M to \$9.31M.

The Railways are organising themselves to implement the government's decisions on 'Israel Ways'; the following projects especially being prioritised: A fourth track in the Ayalon Corridor in Tel Aviv; checking various possible alignments for the link to Eilat on the Red Sea; and creating basic principles for the electrification programme. Additionally the railways are carrying out regulated transfer procedures on the Acre - Carmiel and Haifa - Afula - Beit She'an projects, as the responsibility of the National Roads Co. and the Cross Israel Co., according to the government's decision.

Yitzhak Harel, still the General Manager, said: "From the 2010 first quarter summary we can see the continuous growth and development of the Railways; the company has proved its ability to survive and grow even during the recession of the last two years, and now we are facing growth in both passenger and freight traffic, resulting in increased revenues. There

is no doubt that massive investments in development, infrastructure, service improvements and changes in the company's structure have convinced many private car owners to move to rail."

(viii). SALE OF OLD COACHES.

Around fifty of the Railways withdrawn passenger coaches which were last in service in September 2009 are now for sale. There is as yet no official tender. These include the coaches purchased second-hand from SNCF. Details are available from Mr. Moshe Loewenkron: moshel@rail.co.il

(ix). A LINE TO JENIN??

From the 'Jerusalem Post' 05.05.2010, by Tovia Lazaroff: „From Jenin to Jerusalem: Ministry plans West Bank train line: Easier transport of consumer goods and passengers could advance the peace process.“

„Jenin could one day be only a train ride away from Jerusalem or Jordan, according to Transportation Minister Yisrael Katz. His ministry has drafted a plan for a train that would link West Bank Palestinian and Jewish communities with the existing railway system that runs from Jerusalem to Tel Aviv and from Nahariya to Ashkelon.

Katz spoke of the plan as he toured Samaria on Tuesday. He said that when the Emek rail line is revived, which would link Haifa with Afula, Beit She'an and then on to Jordan, an additional line could be developed with a connection to Jenin as well as to nearby West Bank settlements.

In the 1930s, there was a line that went from Haifa to Jenin and Nablus. Katz also said he envisioned a line that would go from Jenin to Jerusalem. „We are planning, together with the international community, to connect Jenin to the Emek line and to Jerusalem,“ he said. Easier transport of consumer goods and passengers would „advance the peace process,“ Katz said. „We want to extend our hand in peace. There is room for dialogue.“

Plans have been drafted for such a rail line, but the approval process had not begun and a cost estimate had yet to be prepared, the minister's spokesman said. He added that it was easier to devise a security plan for a train than for other modes of transportation.

Hagit Ofran of Peace Now said she had not heard for such a plan, but that the state had referenced a possible rail line between Ramallah and Jerusalem in a court document.“

(x). THE ISRAELI WAYS' SCHEME - A PROBLEMATIC ANALYSIS:

'Yediot Acharonot' recently published an in-depth analysis of this ambitious railway expansion scheme. (See issue 88). This shows some potential major

problems between the published theory and the practical reality.

According to the plan, the daily number of trains is to be increased from current 338 to 586 in 2012 and 663 in 2017; daily train sets from 75 to 127 and 153 accordingly. The number of double-deck train sets is to grow from about 30 to 71 and 79 accordingly. The daily number of checks of rolling stock is planned for 24 in 2012 and 27 in 2017 - whilst actual availability will be only 12! The railways are building two rolling-stock depots, at Beer-Sheva and Ashkelon, but these will not be ready until 2014.

Another problem is that the contracts for supplying the double-deck trains will not be ready before the end of 2010, if then, due to the fact that the Railways' Chairman of Directorate, Mr. Jacob Efrati, is currently under house arrest under suspicion of involvement in the corruption affair scandal around Mr. Olmert (former Prime Minister) and the Jerusalem Holy Land real estate site. Efrat was at the time the head of the National Land Property Directorate; now he is also chairman of the committee to appoint a new IR General Manager; without him the committee is paralysed, and without a new General Manager no new rolling stock contracts can be signed!!

Finally, there is difficulty in recruiting and then training new drivers; the current drivers are already working six-day weeks and complaining bitterly. But without new drivers no new trains can be run!

(xi). TEMPORARY GENERAL MANAGER.

(Following from the above item, from a press release of 09.05.2010 we learn that the IR Directorate has decided not to stand still but has appointed Mr. Amir Shavit, the Deputy General Manager for Finance, as Acting General Manager until a new full-time appointment can be made. This appointment will be valid from 12.05.2010 and enables a smoother transition from the time of Mr. Harel, who has been formally thanked for this achievements during his two years in the post.

Mr. Shavit had been brought into IR by Mr. Harel, and is responsible for the new development agreement as well as a new subsidy agreement, retirement arrangements etc. He has previously worked in the budgetary departments of energy, water and transportation concerns and was involved in the reform and privatization of public transport, creating the Water Authority etc. He is 38, married to Michal, with two daughters, and lives at Kibbutz Na'an.

(xii). MANAGEMENT U-TURN.

For a period of the chaos concerning the appointment of a new General Manager continued, despite the existence

of three good candidates. Mrs. Aviva Woolf, one of the Directorate members, even resigned due to what she described as 'pressure from the Governmental Commission for selecting the General Manager', involving favouring one candidate and then changing the opinion, and she even accused the Commission of an illegal intervention in the regular procedure. She is the second Directorate member to resign, following the former Chairman Mr. Efrati. He was under house arrest until the end of an investigation into his involvement in the 'Holyland affair'.

The Directorate is therefore now being re-stocked. But Minister Yisrael Katz has appealed in the meantime to the State Comptroller Prof. Mochael Lindenstrauss (retired Supreme Justice) to ask him to become involved in the selection process, due to the current chaos.

There are unofficial reports that members of the Employees' Council who belong to the Likud Party (the party of the Minister) also tried to persuade employees to join. This is against the law.

A part of the consequences has been the postponement of the tender for diesel-electric locomotives to 13.06.2010. According to IR it was Siemens who claimed that "due to the volcanic ash dust it had logistical difficulties." (Did this reach the internet and e-mails too?) The truth is however different; Siemens had tried to offer the single-cab locomotive now being supplied to Iran in order to reduce the price. Regarding the power car/driving trailer of the tender for the double-deck trains, Siemens attempted another trick by offering to use the single-deck coach used on the single-deck trains already in use, and thus losing the seating capacity on the non-existent upper deck but reducing the price. Both of these ideas were rejected and therefore they asked for more time!

There are also unofficial rumours that when the Italian Prime Minister Berlusconi visited Israel recently he asked Prime Minister Netanyahu to ease the conditions for bidders for the double-deck trains, by altering the number of trains already sold in Europe by the bidder from 100 to 60. The reason for this - according to these sources - is that the senior person at FIREMA happens to be a personal friend of Berlusconi and this firm has until now only supplied sixty train sets and only to Italy!

On Sunday 06.06.2010 IR suddenly announced that the former General Manager Yitzhak Harel would, despite his resignation in February, now after all return to his job! The Directorate had already approved the decision and so the activity of the committee seeking a successor has stopped. Uri Yogev, a newly-appointed member of the Directorate and a close friend of Prime Minister Netanyahu, said

that his return "has been approved and encouraged by all those involved, including Prime Minister Netanyahu and Transport & Roads Safety Minister Yisrael Katz." He added that this was the best step to be taken for the Railway and its employees and, no less important, for the customers and passengers. It will enable a return to some stability and enable better focussing on continuous development.

This also ends the rumours which have been circulating concerning the poor relationship between Harel and Katz. Of course, not all were pleased, some employees were surprised or even shocked, and some senior members of the Company who are also Likud Party members wondered how it is possible for a General Manager suddenly to return to his post following a resignation.

Sources in the Ministry are pleased, many assume that Uri Yogev will become the successor eventually to Mr. Efrati as Chairman of the Directorate, whilst Harel focusses on the day-to-day management.

Whatever the circumstances, we wish both success in their posts; at least there will be somebody able to make decisions on the new tenders!

(xiii). PASSENGER PROTEST.

On 27.04.010 passengers on train 208, departing Rehovot at 08.14, were asked to leave the train at Kfar Habad as there was a train stuck on the track ahead. After a wait, another train entered the platform and stopped, but the doors were not opened to enable the waiting passengers - now quite angry - to board. When they discovered it was about to depart without them, some invaded the tracks to prevent this. The entire incident took 20 minutes, until the Station Master gave permission for the doors to be opened and the passengers to board. Clearly some indecisiveness and poor communication with the central Control contributed to this chaotic situation.

(xiv). GRADE SEPARATION.

On 29.04.10 Grade Separation No. 16 was opened, replacing a level crossing on the road to the fishing resort and nature reserve at Kibbutz Ma'agan Michael, north of Binyamina. Works on access roads and landscape treatment will be completed by August 2010, the entire project has cost some \$20M.

(xv). TEL AVIV TOURS.

IR has recently signed an agreement with the Dan bus operator for a reduced fare ticket (\$9.40 instead of \$12.00) on the company's panoramic tour bus service when rail passengers show their rail ticket. The tour covers 50 locations in Tel Aviv, and depending on the traffic lasts be-

tween 2 and 2.5 hours.

(xvi). BLOOD PRESSURE.

On 24.05.2010, in connection with the world-wide Blood Pressure Awareness Day tests were carried out at Beer-Sheva Central, Haifa Hof-ha-Carmel, Tel Aviv-Savidor and Modi'in Central stations, from 07.00 to 11.00. The slogan was 'Don't Miss the Train - Treat Blood Pressure in Time!' Doctors and blood specialists also visited the stations.

(xvii). WORKS ON B'NEI BERAK LINE.

From an IR press release: 'From Wednesday 16.06.10 and Wednesday 30.06.10 (inclusive) the line between Tel Aviv Savidor-Central and B'nei Berak will be closed to traffic in both directions due to infrastructure works to be carried out. Traffic will resume from Thursday 01.07. Free shuttle buses would link Tel Aviv Universita and B'nei Berak stations during this period.'

(xviii). CAR HIRE.

The Railways have recently opened a car rental service at Tel Aviv-Savidor-Central station. This is provided by the CAR2GO Co. and payment is by credit card according to hours of use. This saves the use of a private car, while offering the same flexibility. Each registered user gets a smart-card for the purpose.

(xix). TUNNELLING AT LAST.

From a press release of 01.06.2010: 'The Railways have recently begun preparations for boring Tunnel No. 2 on the A1 fast rail link to Jerusalem, on the section near Sha'ar HaGai (Bab-el-Wad in Arabic)). Following approval by the District Council, the contractor, Shafir Engineering, has started operating a horizontal boring machine at the northern entrance to the tunnel. The company is further commencing an 'umbrella' boring made of steel tubing to support the first section. The tunnel will be 1.2km. long, located between bridge 7 at Sha'ar HaGai and bridge 8. This is a significant step forward in this important project.'

(xx). ELTON JOHN

The singer Elton John will give a show on Thursday 17.06.10 at the Ramat-Gan Stadium near B'nei Berak station. The railways will provide additional trains to be operated on the 'fill up and go' system; northbound to Nahariya (though only some of the trains will serve Akko and Nahariyya) - last departure 23.45; southbound to Tel Aviv stations and then Lod, Rehovot, Yavne East, Ashdod and Ashkelon, last departure 23.45; to Modi'in services will depart instead from Universita station, a short walk from the stadium, serving Tel Aviv stations, Ben Gurion, Modi'in Outskirts and Modi'in Central; last departure 23.54.

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In consequence the infrastructure works on the Tel Aviv - B'nei Berak section originally scheduled to be carried out between 16.06 and 30.06.2010 have been postponed to between 21.06 and 05.07.10, traffic to resume on the morning of 06.07.

89:05:

TENDERS.

(i). Tender TF/MT/10/07. Providing management services, coordination, planning control, implementation, quality control and inspection of building operational sites in the Southern Region of the network. (Beer-Sheva, Ashkelon, Ashdod, Dimona.) The Railway Administration reserves the right to extend these services to additional projects at the Railways' site at Lod, as well as other sites according to need. Contract is for 84 months with optional extensions of up to additional 60 months. Bids by 05.05.2010.

(ii). Tender BT/SR/03/10. Supply, Installation, Delivery, Guarantee and Preventive Maintenance of Revolving Gates, emergency accessories, and additional accessories for railway stations and sites all over the network. Contract is for 12 months with optional extensions of up to additional 72 months. Bids by 11.05.2010. (Later extended to 06.06.10)

(iii). Tender TF/MT/07/09: Providing control, integration, schedules and follow-up services for the A1 Route management team. Contract to be valid from day of signing with the winning bidder until completion of the line's construction. Bids by 06.05.2010.

(iv). Tender MH/SR/02/10. Framework agreement for providing a Help Desk for Computer Users and users of other end-equipment. For 60 months with optional extension up to an additional 60 months. Bids by 14.06.2010.

(v). Tender BN/KB/91/10. Framework agreement for Fencing work on the network's southern region, along lines and at railway sites as required. To include: measuring and marking of fence alignment, supply and installation of fences, supply and installation of passages, gates, and pedestrian guard-rails, and dismantling and removing old fences replaced by the new at any point necessary. The contract is for 12 months with optional extensions of up to additional 36 months. Bids by 29.04.2010.

(vi). Tender BN/KB/92/09. Upgrading the Ventilation and Suction systems at Haifa East Depot. To include: Supply, installation, guarantee and service for the various systems, electricity, construction etc. Implementation time: 6 months, Bids by 31.05.2010.

(vii). Tender MS/RC/2010/6: Operating

an Ice Cream and natural Fruit Juices stand at Tel Aviv Savidor Central Station. /7 is the same for **Tel Aviv HaHaganah station.** The contract for each is for 36 months with optional extensions for up to additional 24 months. Bids by 20.05.2010.

(viii). Tender HN/RC/01/10: For Manufacture and Supply of Rail Fastening systems. Specifically SKL W14 rail fastening systems for concrete sleepers and components, for a period of 2 years plus option to extend up to 8 years. Bids by 28.06.2010.

(ix). HN/KB/02/10. Upgrading Mamshit Station and laying a track between km. 117.420 and 118.520. (South of Dimona). To include: preparatory works, uncovering and dismantling, preparing infrastructure for communications, earthworks, building culverts and concrete channelling, roadbeds for track and a service road, ballast, electricity and lighting, uncovering and cleaning the area, excavations, filling the tamped area, concreting, purchasing and installation of pre-stressed or cast-on-site stairs, purchasing and laying geo-textile sheets, filling area with concrete, etc. Implementation time: 12 months, bids by 24.05.2010.

(x). HN/KB/06/10. Preliminary works for planned Realignment of the Lod - Ramla section. Works include: Widening of existing roadbed westwards, building concrete drainage channels, piling for supporting acoustic walls, track crossing communication channel and openings, earthworks, sealing, basic grounding, infrastructure and communication etc. Implementation time: 5 months, bids by 09.06.2010.

(xi). TC/MT/06/10. Providing Preliminary Statutory Design Services for Railway Infrastructures. To include: Track design, (main line track and sections, sidings, links and junctions), planning implementation stages, planning temporary tracks and bypasses; design of operational stations and passages, access roads, turnouts, lower and upper track structure, drainage, surveys, preparing technical specifications and design instructions, acquiring second opinion on track design, drainage of tracks and adjacent areas, providing engineering solutions, checking on engineering changes, including economic analysis, higher inspection as required. The hope is to receive bids from a large number of bidders; this is a frame agreement only and involves no commitment to order from the winner. Contract is for 36 months with optional extensions up to additional 24 months. Bids by 12.07.2010.

89:06.

LIGHT RAIL.

A. JERUSALEM:-

(i). MORE FINANCIAL PROBLEMS.

From the „Jerusalem Post‘ 10.05.2010, by Ron Friedman:-

„Capital's light rail veering off track again - Project's lenders cease funding for project as CityPass fails to return €43 million in outstanding loans.

The financial newspaper Calcalist revealed on Sunday that the project's lenders, Bank Leumi and Bank Hapoalim, have ceased funding for the project since CityPass, the company charged with constructing and operating the project, has failed to return €43 million in outstanding loans.

According to CityPass, the company was supposed to receive the money from the state, having concluded the seventh phase of works on the track, but had yet to receive it because of disagreements with the Finance Ministry.

„Because of delays in the transfer of money from the state, the banks have told CityPass management that as of the end of April and until the loans are repaid, funding for the light rail project will be stopped. Because of that and because of the harsh damage that was caused to the company, CityPass may have to cease operations at the end of the month,“ read a statement by CityPass.

„Despite the fact that an engineering expert assigned by the adjudicators determined that the state was the one responsible for delaying the project, and despite the arbitrator's decision that the state must transfer €43m. to CityPass by the end of April, the state has failed to stand by its commitments and decided not to heed the adjudicator's recommendations to transfer the money to CityPass.

CityPass managed to carry on through the month of May under its own budget, but if by the end of May the state doesn't change its position or the arbitrator's decision become binding, we are at serious and immediate risk of ceasing work on the project,“ read the statement.

In response, the Finance Ministry said that the money was not transferred because CityPass had not completed all that was required of it in the current phase of the project.

„The grant was not transferred because CityPass did not meet the benchmark under which it was supposed to receive it - namely completing 20 out of 30 sections. We offered them a 80% advance on the payment minus financing costs, but CityPass refused and turned to arbitration,“ said the ministry spokesman.

The Jerusalem light rail is currently in the testing and commissioning phase, during which the 14-kilometre long track is inspected thoroughly and every one of the 46 trams is tested on the track multiple times at different speeds and carrying different loads.

The project has known its fair share of delays and hardships in the last decade from planning difficulties to the discovery of graves along the proposed route. Throughout the project, CityPass has butted heads often with both the municipal and national government.

The project is currently scheduled to start commercial operations on April, 7 2011 after multiple delays. The project was originally scheduled for completion in February 2009.

(ii). A VIDEO CLIP.

Sybil Ehrlich has put online a short clip she made of a Jerusalem tram actually moving! <http://www.jpost.com/Local-Israel/InJerusalem/Article.aspx?id=175144>

(iii). EXTENSIVE EXTENSION PLANS.

By Ovadia Sirey on 27.05.2010: „Jerusalem Light Rail On Track“.

„Jerusalem Mayor Nir Barkat and Transportation Minister Yisrael Katz have unveiled a new plan for public transportation in the capital that spans half a decade, costs 8 Billion shekels, and includes additional light rail lines. Israel National News spoke with Shmuel Elgrabli, strategic advisor for the Light Rail and Rapid Transit project, which operates under the auspices of the Ministry of Transportation and the Jerusalem Municipality.

Elgrabli said that the first stage of the project will be up and running by approximately April 2011, less than a year from now. That includes a light rail line running from Pisgat Ze'ev to Mt. Herzl, and the Rapid Bus Transit line from Talpiyot to Har Hotzvim. This first stage will enable 250,000 passenger trips per day. „The goal is to bring Jerusalem to a new level of public transportation,“ he said. „The CityPass company will operate the Light Rail, and the Egged Bus Company will operate the bus line.“ But this is not enough, it was realized, and additional light rail and bus lines are at the heart of the new plan. „We realized that to solve the problem, one light rail line and one bus line are not sufficient,“ Elgrabli explained. „The first additional line will connect the university campuses, running from Mt. Scopus in the east to Givat Ram and the museums on the western side of the city, via the centre of the town. This line will extend 11 km in total, 8 km of which are part of the initial light rail line. This makes optimal use of the existing light rail infrastructure, but adds another 50,000 passengers per day.“

The new plan also includes an extension of the initial light rail line as far as the N'vei Yaakov neighborhood in the north, and Hadassah Ein Kerem in the south. This extension will add tens of thousands of additional passengers. The plan also includes a new rapid bus line from Ammunition Hill and Ramat Eshkol to the Central Bus Station, intended to provide a solution for hareidi-religious residents. Part of the challenge, says Elgrabli, is getting people to change their habits. „It's hard to make car drivers move over to public transportation. The way to do it is by making a major, modern change. This has been done in Europe, but also in Israel. The high speed railway line from Tel Aviv to Haifa, which now takes less than an hour, attracted many car drivers to switch over to the train. We hope to do something similar with the light rail and rapid buses in Jerusalem.“The light rail is not incredibly fast, but Elgrabli says it will be faster than cars travelling in the city. „The top speed is 60-70 km per hour, and the average speed is 28 km/h. That doesn't sound like a lot, but in reality it is, since a car travelling through a traffic-congested city has an average speed of 5 km/h because of traffic, pedestrians, and traffic lights. When the light rail goes through the centre of town, it will slow down too, for safety reasons. It will be kind of like a moving sidewalk.“ Elgrabli is proud of the size and frequency of the light rail as well.

„500 passengers can fit into one car. During rush hour, there will be a train every three minutes. At each stop, there will be a machine for buying passes [tickets]. A card will be available to which people will be able to add credit. There is even a company now that is offering to enable payment via cellphone.““People are going to be attracted to the light rail due to its punctuality and the ease of entry and exit. There will be eight doors on each train. There are, of course, security considerations that will slow things down a bit, but we are working with Israel Police and Israel's security authorities to ensure the safety of the passengers and at the same time keep the traffic moving smoothly.“

When asked when the first trip will take place, Elgrabli said he couldn't promise that it would happen by the target date of April 2011, „but it should happen within no more than 2-3 months from that date.““There will also be shuttle buses that will take passengers from Jerusalem's surrounding areas to the light rail, for example, from the Binyamin Region northeast of the capital,“ Elgrabli noted. Elgrabli says that the work included in the new plan will be completed by 2015 or 2016, adding that while these years will be difficult for Jerusalem residents, „a few years of discomfort are worth it. What are three or four years, compared to 3,000 years? It's nothing.“When asked about the anger of Jerusalem residents over the two-year delay on delivering the light rail, Elgrabli says the anger was justified in part: „They should understand that the infrastructure and the state of the city center was no less than archaic, with even remnants of Turkish times, and to revive it, the transportation had to be improved. This revival is historic. I hope that after this period of labour pains, the citizens of Jerusalem will enjoy the fruits of the labour. We also learned many lessons along the way, and we believe that the future lines will be

built much more efficiently. The additional lines will not be added to the city centre, and therefore we are letting the centre rest for five years. We ask the populace to be patient. It is said that anyone who builds a building in Jerusalem brings closer the building of the Holy Temple. I truly believe that what we are doing is for the good of Jerusalem.“

B. TEL AVIV LRV/METRO PROJECT.

BUSES FOR THE TIME BEING?

Due to the 'complex' and conflict-ridden situation between the concessionaire MTS and the Finance Ministry, an initiative by some Tel Aviv activists has led to the formation of an organisation called 'A City for All of Us.' The idea is to create two BRT (bus rapid transit) lines to be operated by Dan and which would work around the clock, including weekends, one circular and one transversal; these would use existing infrastructure with priority for the buses at all junctions, and would be a part of the reorganisation which the current bus network is undergoing, to be operational in 2011.

However, all have said that this would not replace the stalled LRV/Metro project; only that, due to the complex situation and the bad experience gained during implementation of the Jerusalem LRV project, which also implies that such projects take a very long time to implement, their idea would be the best solution for the nearer future. The Transport & Roads Safety Ministry has declared that Tel Aviv

89:07.

NOTES AND COMMENTS.

(i). INDUSTRIAL RAILWAY SOCIETY. To 88:10 (ii):

Amith Ben-Shalom adds:

„This was the 11th article in the series called "Industrial Railways of Palestine and Israel", which started in the IRR May 1991 issue 124. A full list of the articles appears in the "Industrial Railway Record" index, in the IRS web site (<http://www.irsociety.co.uk/>). A few more articles (three or four) were sent by Paul z.l. to the author, and would be published sometime, soon I hope.

A final article (by me) will close the series, as an epilogue.“

(ii). KELSTERBACH CARRIAGE AND WAGON WORKS.

As Rick Turret's book indicates, some rolling stock for the Hedjaz Railway was built by 'Kelsterbach'. On p. 54 is a list of CFH (Chemin de Fer du Hedjaz) Passenger Carriages as at August 1918

Series BC/H 251 - 256, originally Type Cf (i.e.. 3rd. Class with Brake - Frein), 4 of which still in service in 1918, Nos. 253, 256 captured by the British.

Series C (3rd. Class) Nos. 307 - 315 (see p.. 60 Fig. 43). Nos. 313, 314 captured by the British.

Goods Stock - p. 63 - List of August 1918 - shows tank wagon R 5001 built in muslim year 1319, and Rf 5002 (ditto), from Kelsterbach.

On p.. 45: "The original freight wagons consisted of 100 vans and 145 low-sided wagons. The vans had a floor space 27ft. x 6 ft. 10in. and two double sliding doors 4 ft. wide in the centre of both sides. Their tare weight was 8.5 tons and their capacity 15 tons. The

open wagons, with low sides that could be lowered, had a floor space of 31ft. x 7ft. 10 in., and weighed 8 tons and had a capacity of 15 tons. These wagons were built by Süddeutsche Waggon Fabrik-Kelsterbach of Frankfurt-am-Main and Gothaer Waggonfabrik Fritz Bothmann & Gluck.“

Though no date is given, the context indicates these were built between 1900 and 1904.

An article by Hans-Joachim Knupfer in 'Die Museums-Eisenbahn' 1/2010 on the coaching stock of the metre-gauge railway Amstetten - Laichingen in Württemberg (pp. 20-35) refers to the stock being built by "Süddeutsche Waggonfabrik A-G. Kelsterbach am Main" in 1901. It appears that this firm existed only from 1899 to 1904 - a footnote in 'Eisenbahntechnik der Gegenwart' (pub. 1909) p. 523 describes the Kelsterbach works as 'in the meantime closed.' This would at least explain why no further stock for the Hedjaz came from here! Kelsterbach is just north of Frankfurt.

(iii). WAGGONFABRIK WEGMANN & CO, KASSEL.

In a brochure of 1988 on the 'Hessencourier' museum railway society at Kassel is a brief history of this firm as a part of Kassel's railway background. The 'Casseler Waggonfabriken von Wegmann, Harkort & Comp.' was founded on 2nd. Nov. 1882; Two years later the 1000th wagon left the works. In 1886 Harkort left the company and the name was changed. By 1907 16,000 wagons had been built; by 1914 25,000. Wagons and coaches were exported to many countries - "including in 1927 a Saloon Coach for the Founder of modern Turkey Atatürk, which became famous and was seen as a climax of carriage construction." In the 2nd. World War the factory was 85% destroyed... High point of post-war production was a Royal Train for the Shah of Persia, delivered in 1959..... Due to a shortage of orders production of rolling stock ceased in 1976."

(iv). PAUL COTTERELL'S BOOK:

The book 'Make Straight the Way' now exists in English but has been privately published by Israel Railways and is not really 'on the market'. Chen Melling has kindly offered to coordinate a form of bulk ordering for anyone who is interested (no price or postal cost details yet available) .He writes: "Any interested party is welcomed to send me an email with contact details to: museum@rail.co.il ." It costs around NIS 85, which is ca. 20 Euros at present - plus postage. The Hebrew edition is also available. Contact person at IR is Aviad Shafir, e-mail: aviads@rail.co.il .

Jeremy Topaz has written: "The English edition of the book by the late Paul Cotterell "Make Straight the Way" has now been published by Israel Railways. Like the Hebrew version, the book is a collection of photographs from the early days of railways in Israel (1892) to modern times, with extensive explanatory captions in Paul's inimitable style of dry, sometimes caustic humor. Many of the later photos are by Paul himself. Both books are beautifully produced by Keter Publishing. See the review on www.harakevet.com ."

(v). EILAT LINE - A GLIMPSE BACKWARDS.

In 'Lok Magazin' 1/2004 p. 33 is a brief note by Thomas Meyer-Eppler that 'The Israeli Cabinet discussed once more the construction of a railway line to the southernmost point of the country. Whereas in earlier discussions passenger traffic was the main priority, it is now freight traffic. The line would be 180km through the desert and would in any case be laid out to allow for 180km/h running in case this is required in the future. Passenger trains could then travers the 350km from Tel Aviv to Eilat in two and a half hours. This would

then be a good alternative to bus and car traffic. The Israelis hope also that this line would assist urgent cargo shipments, that currently find the transit of the Suez Canal to take too much time. Goods trains could traverse the 300km from Eilat Port to Ashdod Port in three and a half hours."

Six years on, and talks still continue.....

(vi). NOTES ON 'PALESTINE' LMS 'JUBILEE' LOCO.

Thanks to Chen Melling for a direct link to a web page by Simon Robinson on the history of this Stanier 5XP 4-6-0 locomotive: It was built at Crewe in October 1934, Lot No. 112, Maker's No. 184. The original LMS Rly. No. was 5623, and in December 1936 it was formally named 'Palestine'. In June 1948, following the nationalisation of British Railways that January, it was renumbered 45623. In September 1950 it was based at Edge Hill shed (Liverpool), in June 1958 transferred to Crewe North, in June 1960 to Longsight (Manchester), in February 1962 to Newton Heath (also Manchester), and withdrawn from service in July 1964. It remained in store at Newton Heath until November 1964, following which (between November 1964 and September 1965) it was cut up for scrap at Central Wagon Co., Ince, Wigan.

There is no information as to what happened to the nameplates!

(vii). 'BAHAMAS'.

But by coincidence, two days after typing this up I opened the new issue of 'Push and Pull', the magazine of the Keighley and Worth Valley Railway Preservation Society, No. 182. And there on p. 4 is a photo of Chen Melling himself holding a replica nameplate of the Jubilee locomotive 'Bahamas'!! The accompanying story explains how Chris Bates, a volunteer Guard on the KWVR, was on holiday in Israel, visited the Haifa Railway Museum, bumped into Chen and discovered that Paul Cotterell z"l had bequeathed the plate to the Ingrow Railway Museum on the KWVR! But Chen had been looking for a way to get the plate there.....

Maybe there ARE no coincidences.....

(viii). GENERAL MOTORS EMD IS PURCHASED BY CATERPILLAR!

David Notarius has sent a link to a Press Statement by Caterpillar, dated June 1st. 2010. "Progress Rail Services to acquire Electro-Motive Diesel, creating Global Locomotive Manufacturing and Rail Services Company. Albertville, Alabama: Progress Rail Services has signed a definitive agreement to purchase Electro-Motive Diesel (EMD) for \$820 million in cash from

Berkshire Partners LLC and Greenbriar Equity Group LLC. Upon completion of the transaction, EMD will become a wholly-owned subsidiary of Progress Rail. Progress Rail is a wholly-owned subsidiary of Caterpillar Inc.

"This acquisition represents the latest step in our strategic plan to aggressively grow our presence in the global rail industry" said Caterpillar Vice Chairman and CEO-Elect Doug Oberhelman. "Including today's announcement and our acquisition of Progress Rail, Caterpillar has invested about \$2 billion since 2006 to grow our profitable rail and transit businesses. Rail has proven to be a highly efficient and sustainable method for moving freight and people, and we see a positive long-term future for the continued growth of the rail industry."

Progress Rail Services is one of the largest providers of rail and transit products and services in North America, including locomotive upgrade and repair, railcar remanufacturing, trackwork, rail welding, rail repair and replacement, signal design and installation, maintenance of way equipment, parts reclamation and recycling. 'The acquisition of EMD will enable us to provide rail and transit customers an industry-leading range of locomotives, engine and emissions solutions, as well as unmatched aftermarket product and parts support and a full line of rail-related services and solutions', said Progress Rail CEO Billy Ainsworth.

With 2009 revenues of \$1.8 billion, EMD has the largest installed base of diesel-electric locomotives in the world and offers the most extensive range of locomotive products in the rail and transit industry. "We feel this is an ideal fit for EMD and our customers and we look forward to developing and providing an even greater portfolio of products and services for the rail and transit industry that we have proudly served for more than 85 years", said John S. Hamilton, president and CEO of Electro-Motive Diesel. The acquisition is expected to close by the end of 2010, pending final regulatory approvals. EMD will remain headquartered in LaGrange, Ill. John Hamilton will continue as president and CEO of EMD and will report to Billy Ainsworth....

Progress Rail Services...is a leading supplier of remanufactured locomotives and railcar products and services to the railroad industry, operating one of the most extensive rail service and supply networks in North America. We serve our customers through a network of more than 125 locations across the United States, Canada, Mexico, Brazil, Italy, Germany and the United Kingdom, with more than 4,300 employees. Progress Rail Services is headquartered in Albertville, Ala."

(ix). FROM THE HIGHLAND TO IRAQ.

In 'Backtrack' Vol. 24 No. 6, June 2010, is an article by Neil T. Sinclair (actually part 2) about engineering staff of the Highland Railway and their subsequent careers. This includes (p.349):

"IAN ROBERTS, IRAQ. Ian Roberts, unlike his father and three brothers who were civil engineers, decided to pursue a career in mechanical engineering. He served as an apprentice from 1909 at Lochgorm Works, and was involved in fitting and turning, also working in the drawing-office and in running sheds. Ian Roberts joined the Lovat Scouts at the outbreak of war in 1914. When he returned to railway employment in 1920 it was to the Caledonian Railway Works at St. Rollox.

The period at St. Rollox was to be a short one as in 1921, on the recommendation of the works manager, Ian Roberts was appointed assistant locomotive superintendent of the Mesopotamian Railways in Baghdad. He held several different senior positions on what became the Iraqi State Railways in 1936. His final post was works manager at the Shalchayah workshops in Baghdad where he was responsible for 1,000 staff who maintained not only locomotives and rolling stock but also the wagon ferry over the Tigris and the Railways' electricity generating station. Ian Roberts left Baghdad on the outbreak of the Second World War to work for the British Ministry of Supply in Canada. He later retired to Ireland."

(x). THE HR JUNG 2-8-2 TYPE.

(See 88:)

In issue 86:08:(d) we included an item from Brazil of a sister loco to the Jung 2-8-2's which were supplied to the Hedjaz Jordan Railway in 1955. Here is a little more information to this engine.

'Lok Magazin' No 97 (July/Aug. 1979) includes an article on steam loco-

motives in Brazil by Günther Koch based on a recent visit. 'Rede Ferroviaria Federal S.A. (RFFSA) was one of the State systems, divided into 14 'Divisaos' which effectively were the previous pre-nationalised railways. Division 12 was formed by the E.F. Dona Teresa Cristina, some 150 km. south of Florianopolis in the State of Santa Catarina, named after the wife of Dom Pedro II (1840-1889). The metre-gauge line at this time was exclusively steam-worked and ran roughly south-west from the harbour at Imbituba to Capivari (km. 45.7), shortly after which a line branched off right to Tubarao (the headquarters and workshops) and a line had previously continued another 60 km. on to Lauro Müller mine - but this had closed after a washout in 1974. The 'main line' continued to Esplanada (km. 84.7), where one 32 km line branched to Rio Deserto and the other continued to Rio Fiorita (km. 126.4). Coal, of a high slack and sulphur content, was loaded at the mines, brought to Capivari to be washed, then reloaded and conveyed to the harbour.

Capivari was therefore a coal-washing complex; Koch wrote: "The 'Lavador de Capivari S.A.' possesses two 2-8-2 2-cyl. superheated locos from Jung, built 1954; one, No. 4 (works 11943) was at work during my visit, the other, No. 5 (works 11944) was awaiting repair after a slight accident."

(xi). ARTICLES BY AHARON GAZIT.

Aharon is one of my faithful 'sources' and has recently published two illustrated and detailed articles on developments in Israel Railways - one in 'Railway Gazette International' May 2010 pp. 56-59; one (in French) in 'Le Rail' No. 164, March 2010, p.42-47 (plus a cover showing tracklaying for the tram in the centre of Jerusalem).

(xii). THE YO-YO'S.

In 'Lok Report' 4/10 p. 34 is an article by Helge Deutgen on the RENFE (Spanish State Railways) Class 311 Bo-Bo's. This is relevant to Israel Railways too...

In 1983, as part of a programme for the provision of new diesel shunting locomotives for the Spanish railways a prototype of a four-axle loco was developed by the National Institute for Technology together with the firms MTM, Ateinsa and Babcock & Wilcox. Diesel-Electric transmission was chosen but with a.c. motors. In 1985, using a diesel engine from MTU and electrical systems from Siemens a further prototype was prepared and delivered to RENFE as No. 311.001 Following a lengthy period of trials from 1989 to 1991 a further 60 engines were ordered from MTM, Ateinsa, Babcock & Wilcox and GEC Alstom. They had a lengthened roof and were therefore classified as 3311.1. The Diesel engine provided 786kW at 1,800 revs. per minute. The four traction motors provided the locomotive with 504kW. The driver's cab was in the middle and had two driving positions. The highest tractive effort was provided at a speed of 7.5km/h, the loco weighed 80 tons and had a top speed of 90km/h., so that it could be used also for light freight trains on branch lines. They cannot however be worked in multiple.

These engines are used in the centre and northern sections of the Spanish broad-gauge network..... As well as the 61 engines built for Spain, other foreign railway systems also purchased this design. In 1994 forty engines went to the SBB as Class Am 841, in 1997 the Israel State Railways received two [sic - actually three] machines and the GEO Rail Mexico three. In 2000 a further 30 such engines went to Egypt, and the SNCF acquired 175 engines between 2004 and 2009 as Class BB 460000, which were built at the Alstom works in Valencia (from 2005 called Vossloh Espana)."



Room on top? A typical scene of crowding on an IR double-decker coach at peak times, demonstrating the need for triple-deckers! (Photo - Y-Net.)

OTHER MIDDLE EAST RAILWAYS.

A. TURKEY-IRAQ.

According to BBC News Online, from mid-February 2010 trains ran through again over the 500 miles from Mosul to Gaziantep, the first train requiring 18 hours for the journey.

B. ETHIOPIA.

(From 'C.R.J.' No. 161, Spring 2010), p. 112.

CF Djibouti-Ethiopiën. 'Further to previous reports (CRJ 154 pp. 356/7) work continues to rehabilitate this 781km. metre-gauge railway. Services on the western end of the route to Addis Ababa have been suspended, so that contractors Costa of Italy and Ineco-SPT of Spain can carry out an 18-month infrastructure renewal programme, funded by a grant from the European Union. According to the General Manager, this should allow the line to carry around ten trains per day. In August 2009 work was in progress around Metahara, where embankments are being strengthened and new bridges built. Around 25,000 concrete sleepers are being laid to replace steel sleepers, and the remaining 20kg/m rail is being replaced by 40kg/m on about a third of the route. However, the project is reported to be running three months behind schedule after claims that some of the track alignments had been miscalculated.

Some derailments have occurred between Dire Dawa and Djibouti on the section still operating, carrying fruit and vegetables, coffee and livestock for export, and construction materials in the opposite direction. At the end of July 2009, a Djibouti-bound freight train carrying around 1000 tonnes of export coffee and livestock left the rails, killing 13 ticketless travellers and injuring a further 20 people including the train crew.'

C. IRAN.

(i). REY RAILWAY. (From 'C.R.J.' No. 161 (Spring 2010) p. 123): 'This 5.5-mile long metre gauge line from Tehran to Rey, opened in 1887, was the first railway in Iran. Its motive power comprised five 0-6-0T's, 1-4 (Tubize 662-665/1887) and 5 (Tubize 1436/1905). CRJ 145, p. 555, carried a report and photograph of one of these locos preserved at Arak. Now another has been found on a plinth in the Mallat Park in Tehran accompanied by a coach. It is painted green and has been installed within the last year or so. Thus at least 40% of the motive power of this little railway still survives, nearly 60 years after it closed in 1961. So far, neither of the two survivors has been precisely identified.'

(ii). ACQUISITION OF FORMER DEUTSCHE BUNDESBahn COACHES.

See 84:08:(E). Sometimes one simply has to keep looking. In 'Lok Magazin' No. 118, Jan./Feb. 1983 pp. 60 - 72 is a lengthy article on 'Recent Developments in the DB Passenger Rolling Stock Department' by 'MT' - covering rebuilds, repairs, withdrawals, the fate of former Nazi official saloons, etc. One section on p. 61 is on 'Sale of Passenger Coaches to Developing Countries' and will be cited here fairly extensively:-

„The sale of coaches is not an everyday matter for the DB, although now and then withdrawn coaches are sold to private railways, societies or individuals. The first large-scale sale of coaches post-war came in 1966 when the Greek State Railways (at the time the CEH) bought 50 B3yg after lengthy negotiations with the BZA Minden. [These were rebuilt post-war 6-wheelers on older frames, with steam heating and Kk-GP brakes.] They were transported to Greece overland..... A second major action took place ten years later, in 1976. At that time the Iranian State Railways (ISR), still under the government of Shah Reza Pahlevi, acquired initial twelve Bue coaches [2nd. class, with vestibules] and for the spring and summer months hired a further thirty Am of type 202 and 203, twenty-five Bcm 241 and 251, seventy-three Bue of types 362, 363, 366, 368-370 and 372, and six BRyl type 446, which they then also purchased.

The vehicles to be sent to Iran were formed into several special trains at the end of February 1976 and sent via Austria, Yugoslavia, Bulgaria and Turkey to Tehran. The special trains each had a heatable Bcm with oil heating attached for the accompanying personnel (German carriage inspectors).

[Note: A Bcm is a 2nd. class Couchette car; A = 1st. class, B 2nd. class, R = Restaurant, m = compartments, c = Couchette; ü = ‚Übergang‘, i.e. a vestibule connection at the end of the coach. The ‚Type‘ numbers refer to sub-groups with minor variations.]

Due to the increasing wave of withdrawals of older Eilzug coaches, at the moment there are several similar carriage sales under way. They are not carried out directly by the DB but through the BZA Minden which then contracts the Federal-owned Industrie Verwaltung GmbH (IVG) in Frankfurt to dispose of the available carriages. Until now this has sold 15 carriages to the State Railways of the Republic of Uruguay (AFE), which wants them for local

services in Montevideo. Recently 75 Bye Eilzug coaches [postwar rebuilds on pre-war bogie frames] were sold to the Democratic Republic of Zaire, the unit price of 80,000 DM including regauging to 1067mm (3' 6") with Henrycot bogies and fitting twelve coaches for use at set ends with automatic central couplings as well as diesel generators for energy provision. The rebuilding was carried out by the firm Vulkan in Bremen. The vehicles are required for service in the suburban network of the capital city of Kinshasa (formerly Leopoldville).

A further 70 Bye coaches were acquired by Sudan Railways, though the rebuilding to suit their own local conditions will be carried out by Sudan Railways themselves. Technical assistance and spare parts will be supplied through IVG. Coaches of this type are in relatively good condition for many received extensive overhauls until 1978.

Further sales are rumoured of fifty coaches to the Algerian State Railways (SNTF).

These passenger coaches, built between 1929 and 1944 for the Deutsche Reichsbahn and now having served almost fifty years until written-off by the Deutsche Bundesbahn, will remain in service for many more years on the railways of these developing countries and provide witness to the solid quality of German construction.“

Presumably this article indicates also how the DB Schienenbüsse were sent to Lebanon, or V100 diesels to Turkey....

D. JORDAN.

(i). FAST TRAIN FOR THE FAST.

(From 'C.R.J.' No. 161 (Spring 2010) p. 123):

HEDJAZ JORDAN RAILWAY.

'Since the demise of the international train between Amman and Damascus in 2008, there had been no regular trains around Amman. However, HJR decided to operate a commuter train between Amman and Zarqa during the period of Ramadan which began on 22nd. August 2009. There was just one train each way, at 07.50 from Zarqa and 15.00 from Amman on Sunday to Thursday. A diesel loco hauled five coaches which were built a few years ago on the frames of tank wagons. According to HJR, 2,500 passengers used the train during the one-month period, and it was announced that operation would continue after the Ramadan holiday, but when checked on 18th. October it was found that the trains were not running.'

(ii). PICNIC TRAINS.

'On 2nd. October 2009 HJR started operation of picnic trains every Friday (the Muslim holiday) between Amman and Al-Jizah, targeted at local families. Departure time from Amman is 09.00, with an arrival at Al-Jizah about 11.00; the return journey from there starting at 14.00. Passengers carry their own food and enjoy staying inside the boundary of Al-Jizah station, in a large tent set up by HJR, or under the trees. On the first day of operation, a seven-coach train was planned, but because of the number of passengers, three more coaches were added before departure, and a second diesel provided as motive power. Locos available in Amman are 40210/2, GE type UM10 of 1976.'

(iii). STEAM SPECIALS.

'In September 2009 steam specials were operated for the Railway Touring Co. of Great Britain. On the 19th., 2-8-2 23 (RSH 1951) hauled five coaches from Amman to Al-Jizah. The train was scheduled to go to Qatrana, 103.8km. south of Amman, but after the run-past at 'Ten Bridge' in Amman the loco had mechanical trouble. A diesel came to the rescue and hauled the train back to Amman. After 23 had been repaired, it left Amman in the afternoon, but there was no time to go further than Al-Jizah, 37.3 km. from Amman. There the tour group transferred to a bus and went south for sightseeing while 23 returned to Amman with the empty coaches. On the 22nd. 4-6-2 85 (Nippon Sharyo, 1953) hauled five coaches from Amman to Zarqa, 19.7 km. north from Amman. This loco was used in 2008 to haul the passenger train between Aqaba and Rum for the Centennial of the Hedjaz Railway. For this it received white decorations on the smokebox and tender, which it still carried in September 2009. The train could not go beyond Zarqa because one of the bridges between there and As-Samra was damaged. The tour group transferred to a bus, which conveyed them to As-Samra, where a train from the Hedjaz-Syrian Railway was waiting. Consisting of 2-8-0 91 (Hartmann, 1907), three coaches and a wagon, this carried the group north across the border to Dera'a. After several steam trips in Syria, the group returned to Jordan on the 26th., and next day 2-8-2 71 (Haine-Saint-Pierre 1955) hauled four coaches the short distance from Amman to Qasr.'

(iv). HUNGARIAN ARTICLE.

Always keep your eyes open! While changing planes at Budapest airport the Editor went scouting through the Press shop and found a railway magazine in Hungarian, 'Indohas', the 6.5.2010 issue. Although he cannot read a word of it, the glossy and well-illustrated magazine was purchased - because on p. 47 is an arti-

cle on the 'Jordánia foszfátvonatai' or the Aqaba Railway Corporation with two photos of double-headed trains of phosphate hoppers.

E. LEBANON.

(From 'C.R.J.' No. 161 p.125.)
'....A reader was able to gain access to the railway facilities at Beirut Mar Mikhael (St. Michel) and Rayak (Riyah). Management and staff of the bus company occupying both sites were very helpful and friendly, but only limited photography was allowed at Beirut and none at Rayak because of adverse local media coverage. All facilities were very dilapidated and overgrown and all locos were in very poor condition. Although all numbers and maker's plates had been removed, the numbers of the narrow gauge locos were still easily discernible from their 'shadows'. Locos at Beirut, all 1.05m gauge, were B 0-6-2Ts 8 and 10, A 0-8-2Ts 36 and 37, S 0-10-0T 303, all SLM-built as rack and adhesion locos, and Moysé 0-4-0DE 201. At Rayak. 1.05m gauge locos were B 0-6-2T's 6, 7 and 12, A 0-8-2Ts 31, 33, 34, 35, and S 0-10-0Ts 301, 302, 303, 4, 305, 306, 307, again all SLM-built... Standard gauge locos there, with painted numbers were G8 0-8-0s 104, 105, 106, plus four unidentified 0-8-0s, of which at least two were Cail G class. Three of these four may well have been G class 27 and 34 and G8 109, which have been seen here in the past. On the way back to Beirut on the main road, a plinthed narrow gauge loco with coach was photographed at Saadnayal. By a process of elimination, this should be A class 0-8-2T 32.'

(N.B.: A photo shows this as having been repainted and bearing no identification; there is a snowplough attached to the front, the coach is in a two-tone livery.)

'There is a useful website on Lebanese railways:-

(<http://almashriq.hiof.no/lebanon/300/380/385/railways/index.html>), which relies quite heavily on information extracted from 'Middle East Railways' by the late Hugh Hughes.'

F. SAUDI ARABIA.

(From 'C.R.J.' No. 161, Spring 2010, p. 127.)

(i). AL MADINAH RAILWAY MUSEUM. 'Operations at this museum were described earlier (CRJ 155 pp.414f.). Now, a little more information and some photographs have been obtained from an Indian source. Hedjaz Railway 2-8-0 No. 5 made a trial run on 6th. August 2005 under the supervision of Mr. A. Abdul Wajeed, an Indian citizen and formerly a driver at Bangalore shed. The former loco-shed has been nicely restored and is reported to house rebuilt steam locos 'some in working order'. The area around the shed was at one time filled with tracks, but most of

these have now been removed. The photographs, which are thought to date from August 2006, make an interesting comparison with those published in CRJ 75, p.6, showing the dereliction which prevailed in 1981.'

(ii). PICTURE OF NEW SD70ACS LOCOS:

This is a link to a tiny photoshopped picture, but this is apparently what they will look like.

<<http://www.sar.com.sa/zimages/project-32-mnral-1.jpg>>

G. TURKEY.

(i). (From 'C.R.J.' No. 161 p.129.) **'IZMIR:** G8 0-8-0 44062 has recently been positioned on one of the tracks inside Alsancak Gar along with coach 3-5003 'Izabey'. The station is being lavishly redecorated and the loco and coach were originally positioned with the former facing inwards as though it had just arrived, but in September 2009 they disappeared for a few days and are now the other way around. Since the publication of the article 'Preserved Railway Carriages in Turkey' in CRJ's 135 and 137, it has been found that Sir Winston Churchill made a private visit to Izmir in 1910 while cruising in the Mediterranean and Aegean. Churchill made a special request to the manager of the ORC, that he and his party should view the length of the railway seated on a bench seat mounted on the front buffer beam of the locomotive. This the manager, Mr. F. C. Holton, agreed to on the condition that when they came to a tunnel they retired to a carriage, as the tunnels were not lined. The manager supplied his personal saloon for this purpose. As 3-5003 had been built at Smyrna Works in 1908 for personal use of the manager of the ORC, it seems reasonable to believe that this was the carriage used by Winston Churchill.'

(ii). GERMAN LOCOS FOR TURKEY.

Old News. 'Eisenbahn Kurier' 9/85 p. 15 has a brief note on 'From Krauss-Maffei to Turkey'. 'After the TCDD had acquired second-hand locos of class 211 from the Deutsche Bundesbahn, they have now received from Krauss-Maffei in München a series of fifty brand-new Diesel locomotives. The first three have just left the works and, incorporated in a freight train, have started their long journey to Turkey. 15 of these locos will be built completely in Germany, a further five will be assembled at the TCDD workshops in Eskisehir. The remainder will be built at Eskisehir using many parts delivered from München, the Turkish proportion of the final product will be 30%. The contract for Krauss-Maffei is worth 81 M. Deutschmarks.

The four-axle, bogie engines are fitted with electric transmission this comes mainly from General Electric in Manchester. Five locos will however be fitted with the newest BBC-Direct-current transmission. The Diesel motors come from MTU in Friedrichshafen. The locos will be capable of 1000hp in shunting and line work, they have an axleload of 17tons and a top speed of 80km/h."

(iii). PHOTOGRAPHIC STEAM CHARTER.

In 'Lok Report' 4/20 pp. 10-13 is an article on a recent (19-22. September 2009) photographic charter on TCDD employing 2-10-0 56548 (the former DRG 52 7429, built Floridsdorf 16882/1944.) Also still available and in working order is 56508, built Henschel 27742/1943, one of those delivered direct to Turkey.

"The Ottoman Empire existed from 1299 to 1923. in November 1922 the Sultanate as the highest authority was dissolved. In 1920 Greece had occupied large sections of Western Anatolia, but Mustafa Kemal Pasha (later named Atatürk - 'Father of the Turks') organised resistance against the Greeks... which ended with a victory over the Greeks and the formation of the Republic on 29.10.1923. Many reforms were implemented in the Republic. In the Second World War it remained neutral.

Railway construction in the Asian part of Turkey began on 23rd. September 1856, when the concession for a line from Izmir to Aydin was granted to an English company (later 'Ottoman Railway Company'.) The line was opened in stages via Saraköy and Dinar to Egridir, reached on 1st. Nov. 1912. The company built also several branch lines, including that to Ödemiş. In addition the English built a line from Izmir northwards to Manisa and further via Turgutla and Soma, whilst the Ottoman State constructed the line from Turgutla to Alasehir on its own account.

In 1893 the 'Société ottomane du Chemin de fer de Smyrne - Cassaba et Prolongements' was founded by French financiers and eventually built the line from Alasehir to Afyon (opened December 1897). Here the line met the Anatolian Railway (built with German capital) from Eskisehir via Afyon to Konya, that opened in July 1896 and was followed by the Bagdadbahn.

Following the formation of the State the State took over certain lines or purchased them from the private companies. The State Railways now formed occupied itself with connecting different parts of the country, and built a line from Ankara via Kayseri - Sivas to Kars as a West-East link, also links to the Black Sea from Sivas to Samsun, and a link to Kurtulan via

Diyarbakir or Tatvan to the Lake Van. Following the Second World War there was a change in transport policy. The railways, apart from the important coal or ore lines, were given less priority, and investment went into the extensive road network. The result is nowadays an excellent service of express buses, whereas the railways - apart from the electrified line and the high-speed line Istanbul - Ankara - have basically lived from their existing substructure. This is the reason why the line Alasehir to Usak, used for this photographic charter, remains largely 'unspoiled by modernisation'. Even though the Izmir - Afyon section was largely rebuilt eight years ago and the tunnels overhauled or even opened up, and shelters against rock falls built, the line as such remains scenic and worth visiting.

How did the Class 52's come to Turkey? One must look to the early years of the Republic to get the answer. Through good experience with German locomotives, plus the need to standardise the mixed and varied and uneconomic variety of locomotive types inherited from the previous companies, it was decided to introduce a standardisation similar to the Prussian norms and later even a series of standard types based on the system used by the Reichsbahn. This scheme was continued. Since the German Reich had interest in good relations with Turkey during the Second World War, in 1943 it sent the TCDD ten brand-new Class 52 2-10-0's with their typical bathtub ('Wannen') tenders. The TCDD numbered these 56501 - 56510. By the beginning of 1944 Turkey also received a further 43 machines after they had been initially delivered to the Reichsbahn - TCDD 56511 to 56553, (ex- 52 364 - 368, 4855 - 4864, 6062, 6063, 6066 - 6073, 7285 - 7292 and 7425 - 7434). They were very welcome, for they had a high tractive effort but a low axleload of 15 tons, therefore highly suitable for the lightly-built lines especially in Western Turkey. The 56's remained in use until 1987, mainly on the lines around Izmir, Usak, Afyon and Konya. The first ten machines were delivered with smoke deflectors, those that came later not so."

The article points out that even the provision of a '1980's freight train' took a deal of effort for the TCDD is now repainting its goods stock from brown to grey; also the Prussian G8 0-8-0 44071 was externally cleaned and posed for photographs at Usak Depot. At one point the loco suffered from damage to the regulator; it is hoped to hold another such charter in May 2010 on the section Alasehir - Afyon, possibly using both serviceable Class 52's!

H. LIBYA.

(From 'C.R.J.' No. 161 p. 113).

RAILWAY CONSTRUCTION. „Further to

הרכבת

CRJ 156 pp. 454/5 & 158 p. 547: In Autumn 2009 it was announced that a total of 3,500 workers from Libya and Russia would be involved in the four-year construction process phase, and housing for more than 400 was nearing completion at the future Ras Lanuf station. Some of the heavy construction and railway equipment had been delivered, including a track laying machine, flat wagons and a 100-tonne crane. The Surt - Banghazi route parallels the Mediterranean coast, with six major and twenty-four minor stations planned. The double-track line will initially be operated using 16 diesel locomotives, currently being built by GE Transportation, but electrification is planned to permit 250km/h running..

China Railway Construction Corporation has a series of contracts covering the 625km. section of the coastal railway west from Surt to Al Khums, Tripoli and Ras Ejder on the Tunisian border, and an 800km. line running inland from Misratah to iron ore deposits near Sabha."

From Marc Stegeman: „The NVBS Magazine 2010-05, page 234 (News source unknown) reported: Presently, Russian railway company RZD are building a 554 km railway line in Libya for 2.2 billion Euros. This line along the Mediterranean connects Surt in the west with Benghazi in the east. Farther to the west is Tripolis. The only other railway line (from Benghazi to Barce-al-Marj, more to the east) has been out of order since 1964. So far 14 km of the new line is ready and the project will take four more years to complete. The line is laid out for 160 km/h with possible increase to 250 km/h. For the line, 1000 civil works, 6 large and 24 minor stations are being built. Until recently, Libyan government gave priority to road transport."

These two reports sometimes overlap and sometimes slightly contradict each other!

I. ERITREA.

In 'C.R.J.' 161 pp. 96ff is an article on 'Eritrean Motive Power Lists' compiled by R.N. Pritchard - as an Addendum and update on previous lists: It is too long and complex to include here but worth mentioning. Also worth mentioning is a new book 'Red Sea Railway, the history of the railways in Eritrea' by Jennie Street and Amanuel Ghebreselassie (the General Manager of the Eritrean Railway) which it is hoped to obtain and review in due course.

J. DUBAI. Underground and Up in the Air. In the free newspaper 'Heute' in Vienna (hardly a deep analytical journal) on 18.05.2010 is a photo on p. 11 of the Antonov AN 124 heavy cargo jet plane 'International Cargo Transporter' owned by a Ukrainian firm (sales@antonov.kiev.ua is the e-mail) which had arrived at Wien-Schwechat airport. The plane is 70m long

and 20m tall. And - "It had come to collect U-Bahn carriages to take to Dubai."

(The Editor actually witnessed it taking off from Vienna at 16.20 on Wednesday 19.05.200.)

K. AFGHANISTAN.

A First for 'Harakevet', this report (thanks to Ovidia Sirey for the link) from the 'Daily Telegraph' online version, is by Ben Farmer, Kabul, datelined 13 Jun 2010. „Afghanistan to complete first railway by end of year.“

„Afghanistan will complete its first ever railway by the end of the year, providing a potential new supply route for Nato forces whose convoys are being harried in Pakistan. The Picture shows an Afghan policeman standing guard near a new railway track inaugurated in Hairatan, on the northern border with Uzbekistan. (see back cover)

The 47-mile route will link the trading city of Mazar-i-Sharif in northern Afghanistan to Asia's extensive rail network. The GBP 110 million railway project funded by the Asian Development Bank has already laid 20 miles of track through desert from Hairatan on the Uzbek border the deputy minister for public works said. Dr Ahmad Shah Wahid said work by engineers from the Uzbek national rail company was ahead of schedule for completion by the end of the year.

„Progress is going very well, the work is good. We are two or three months ahead of schedule,“ he said.

Afghanistan's first ever railway comes more than a century after her ruler deliberately refused to join the rail age fearing track would only be used by foreign conquerors. The new route will allow Afghan exporters to transport fruits, carpets, nuts and minerals the length of the continent and beyond into Europe and prevent bottlenecks of trucks at what is already one of the country's busiest border crossings. It will also offer an alternative route to supply 140,000 Nato-led troops in Afghanistan after convoys have faced ambushes travelling from Pakistan.

In the latest attack Taliban militants burned 50 supply trucks near Islamabad last week. Coalition commanders seeking safer routes have struck a deal with Moscow to allow supply trains to pass through Russia and Central Asia. Trains are currently unloaded at the Uzbek border, but when complete will travel to Mazari-i-Sharif's airport.

The decision to build a railway contrasts with the desires of Abdur Rahman Khan, who ruled between 1880 and 1901. As the competing Imperial powers of Russia and Great Britain closed on Afghanistan from the north and south, he forbade railways, fearing they would bring only foreign soldiers. When the British built a railway to Chaman, close to what is now Pakistan's border, he described the line as „a knife pushed into my vitals“. „As long as Afghanistan has not arms enough to fight against any great attacking power, it would be folly to allow railways to be laid throughout the country,“ he vowed.

The closest Afghans came to train travel was in the 1920s when the modernising King Amanullah built a private line the five miles from his European-style palace in Darulaman to the centre of Kabul. When he was deposed in 1929, the track fell into disrepair.

The Hairatan railway is one of several tracks currently proposed under an Afghan government 25-year-plan to build a rail ring road. Works has begun on linking the western city of Herat to Iran and a Chinese state-owned mining firm won rights to a huge copper deposit after promising to build a railway to transport ore.“

The article doesn't say, but one assumes it is broad gauge.

89:09.

A MYSTERY SYRIAN INDUSTRIAL LOCO IN ISRAEL

by Paul Cotterell z"l.

A visitor to the Haifa Railway Museum, Gil Giladi, mentioned in conversation that a small locomotive had been discovered on the Golan Heights after the Six Day War of June 1967. It was found, along with some side-tipping wagons, somewhere above Hammat Gader (El Hamme) at the southern end of the Golan. The loco and one or more of the wagons were taken to Kibbutz Kinneret on the south-west shore of the Sea of Galilee. Gil said that the loco had been used for giving rides during Israel's Independence Day celebrations in 1968 or 1969, had then fallen out of use, and was apparently disposed of eventually as scrap, possibly to the Kiryat Plada steelworks. These details are less than precise and, despite making enquiries, Gil was unable to come up with anything more definite. Nor did he find any photos of the loco taken during its stay at Kibbutz Kinneret, though I feel sure that shots would have been taken and may still survive in someone's private album.

I assume that the loco was a 4-wheel diesel, probably of 60cm gauge, and guess that it had worked in a quarry of some sort. Does anyone have details of such locos in pre-1967 Syria which just might throw more light on this particular example?

Amith Ben-Shalom and Chen Melling add:

According to a note found in the Amud Anan Israeli topography and maps web site (amudanan.co.il), a locomotive was found in a tunnel east of El Hamme, part of the "Chaled Floodgate" project, which was built by the Syrians as part of the Headwater Diversion Plan for the Jordan River Basin in 1966.

The tunnel was planned to be 5 km. long, but only 400 metres were dug before the six-day war in 1967. According to the note on the web site, when IDF forces took over the area, they found the small loco on a track of probably 60cm gauge.

The tunnel still exists, but the area is very close to the Syrian border, and visiting it is very complicated.

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POST-WAR RAIL AND ROAD TRANSPORT IN PALESTINE.

By Dr. K. Navratzky.

An extract translation from "Haboker", Special Economic Issue No. 2568, 13th. April 1944.

From the papers of Arthur Kirby. The translation is clearly clumsy in places but we reproduce it as it was given, with all infelicities. The meaning is in any case clear. In all likelihood Kirby asked a member of his staff to prepare this translation for him to assist him in his work at the Transport Coordination Committee.

"12000 cars running over a distance of 3000 kilometres railway lines covering 1100 kilometres, the construction of which, including cost of trains, amounts to 6.5 million pounds - a mutual rail and road transport program is essential for Palestine development after the war.

Lines of communication are important factors in the development of agriculture, industry and commerce everywhere and are the spinal cord of the country's economy in general. An acute competitive war has however broken out between the various means of communications thus presenting a problem which was not completely settled in any country up to the present emergency and was particularly protruding as a competition between 'Rail and Road', i.e. between railway services and road transport.

It is not surprising therefore that problems of tariffs of transport and fares, transit arrangements and export tariffs at Ports were important subjects discussed by various Transport Committees of International Institutions and International Chambers of Commerce similarly to problems of Customs Tariffs.

Palestine and Surrounding Countries.

These problems have not been examined in public in Palestine except on various occasions and unintentionally. We have no central recognized public institute having the requisite legislation similar to those existing in other countries. Furthermore while Turkey, Syria and Lebanon are bound by the international agreement of the European railway, the Headquarters of which is at Bern in Switzerland, our country as well as Iraq and Egypt are excluded from that agreement. Time is opportune for Palestine Railways to become a party of that agreement.

Since last war there was a railway line between our country and Europe through Haleb-Rayak-Damascus-Samakh-Haifa, but the railway coaches and trucks could run through on these lines because of different gauges (line Homs to Damascus to Haifa is of a narrow gauge one and transshipment had to be arranged.) With the completion of the new line Haifa-Beirut-Tripoly (250 kilometres) which has been constructed of the same gauge as the European Railways (already existing between Haifa and Egypt) it will be possible for coaches and trucks to run through (without the necessity of transshipment) from Egypt to Haleb (Aleppo) and therefrom to Iraq till Basra or to Turkey up to the Bosphorus and therefrom ferried over to the European Railways. It will thus be seen that even from technical point of view only it will be essential for the Palestine Railways to become a party of the international Bern agreement.

The future for Rail and Road Services.

One frequently hears the incorrect opinion that Palestine is not in need of a Railway service and that the future inland transport in our country is the road

transport. We should however, learn from experience gained in other countries. This proved that the economic development in any country requires suitable means of communication and the natural division between the competitive means of communication is ruled by practical factors. Road transport is practical for conveyance of light loads and previous goods, transport on short distances, where it is not worth while to incur additional expenses of double loading and offloading and transport to or from the railway station, and travel to short distances. Having regard to the fact that the main transport requirements have hitherto been, in our country, to short distances, the road transport was therefore more practical. On the other hand travel and transport to long distances particularly to Ports and for transit trade outside the Palestinian boundaries (which became possible with the opening of the Haifa - Tripoli line) is more practically carried out by rail.

3000 kilometres of Roads.

Many roads have been constructed in our country during the war and there remains only little to be done in this respect after the war, except some short connecting roads. After the war we will have 3000 kilometres of first class roads, i.e. approximately ten times more than ten years ago, excluding roads of the second and third class. It will however be necessary, now and not after the war only, to maintain these roads and keep them in a good state of repairs. In this connection we have to face, among other countries which use road transport for internal communications, a new problem. More than 90% of the rubber sources are outside the control of the United Nations, and there are no prospects that good quality tyres will be obtainable in sufficient quantities for a long period to come. In view of the enormous use of tyres in the whole world this problem will not be solved for many years after the war.

It should be further recalled that the number of road vehicles in our country was proportionally big, 11874 vehicles were registered in 1940 as having traffic licenses, excluding about 10,000 bicycles. That number comprises 936 omnibuses and the remain-

der private cars and taxis. [lorries? Ed.] Since then there was some considerable decrease in these numbers as a result of restrictions in the granting of licenses, restrictions of road traffic and confiscation of vehicles. The percentage of amortisation of the vehicles which are now in motion has considerably increased as a result of the inability to carry out the necessary renewals during the war time.

Non-Existence of Trains for Passenger Services.

The road transport plays an important part in the suburban passenger traffic particularly in view of the non-existence of train service. The three main cooperatives for suburban traffic conveyed during 1941 approximately 407,000 passengers per month compared with 11230,000 passengers in the inter-urban services.

It is desirable that a minimum programme for cars required immediately after the war is set out now for indenting abroad. It is also desirable from Palestinian economy point of view to foresee the difficulties in matters of transport and communication and to prepare a mutual rail and road transport programme. It is particularly important that the Palestine Railways Administration will prepare a plan suitable to the economic requirements of Palestine. In this connection I may mention that in accordance with Middle East Supply Centre demands arrangements have been made for conversion of the railway engines to oil burning instead of coal thus saving considerable shipping space and enormous daily expenditure for coal. It is worth while mentioning that the conversion of engines into oil-burning locomotives and construction of the required plant, a non-recurrent expenditure, was only a part of the saved expenditure which the Palestine Railways should have spent yearly during the war for the importation of coal as compared with the present expenditure on oil. It may be further pointed out that such conversion resulted in Egypt in a saving of one million Egyptian pounds during the first year.

1100 Kilometres of Railways.

The Palestine Railways are composed of four different lines the total length of which is about 1100 ki-

lometres of which only 360 kilometres of standard gauge are within Palestine. The gross income of the Palestine Railways during the recent years amounted approximately to two million pounds. A considerable share of the new works carried out was made from the current revenue and reserve funds and the expenditure incurred in this way may be estimated to be over LP. 2,500,000.

The Palestine Railways is the biggest employer in Palestine, spending a sum of about one million pounds for salaries and wages. Approximately one thousand workmen are employed in the railway workshops and from this point of view, it may be considered the biggest industry in Palestine.

The Palestine Railways, the income of which is derived from passenger and goods transport, has to bear, as in the past, undesirable proportion of expenditure for maintaining the general service of the railway lines under this Railways Administration. A further burden is the payment of part of the Government debt. In addition to the above it will be recalled that approximately half of the railway lines were constructed from current revenue; if the HR line which has not been completed is excluded from the account the capital invested in the Palestine Railways up to 31st. March 1944 may be estimated to 6.5 Million pounds.

This method of investment in addition to being a burden on the Palestinian Tax Payer gave the impression that the Railways is a bad business. By this method of investments without programme proportionally big sums were invested without producing suitable value in exchange.

What did the Railway Carry?

912,458 tons have been transported by rail during 1939 and it may be estimated that the turnover of traffic amounted to over 1.5 million tons which, during 1939, building materials (particularly cement, wood and iron) amounted to 108,000 tons as compared with the maximum of 475 tons during the prosperous building in 1935. Approximately 250 tons of food and fodder were transported and during the three years preceding the war approximately a quarter of a million tons of citrus traffic was conveyed annually. 150,000 tons of fuel oil products and coal were conveyed annually, the balance includes livestock, manure, citrus packing material, heavy goods, mainly potash, in increasing quantities.

The increased production and output of potash is an important factor in the transport problem and will itself justify the construction of new railway lines thus economising in the unrational use of motor transport. Instead of transporting more than 100,000 tons of potash by road from the Dead Sea to a height of 1200 metres i.e. Jerusalem Railway Station for onward despatch at a reduced rate to the Ports, it is preferable to construct a standard gauge railway line for a distance of about 90 kilometres from Beisan to Haifa thus making it suitable for standard gauge trucks. A construction of a double line from Ras el Naqura to Kantara will facilitate a more rational use of these railways.

The construction of the line from Qalqilya through Tel Aviv to Rehovot, as suggested by British experts long time ago, is one which should be undertaken for development of the railway service. The use of motor-driven trains particularly along the sea shore, as already done in certain regions in Egypt, Syria and the Lebanon, should be considered.

The road motor service should be developed partly for transporting passengers and goods to the railway stations and for this purpose a mutual programme for rail and road service should be prepared.

The development of lines of communications within Palestine in accordance with the economic requirements of the country and cost of obtaining additional vehicles required will be partly covered by receipt of the necessary materials etc. through the lease/lend programme from which Palestine has hitherto received only small benefit compared with that granted to the surrounding countries."

Some interesting ideas here, even through the fog of translation.



An Afghan policeman stands guard near a railway line inaugurated at Hairatan, on the northern border with Uzbekistan. Photo AFP/Getty; from Daily Telegraph website.