

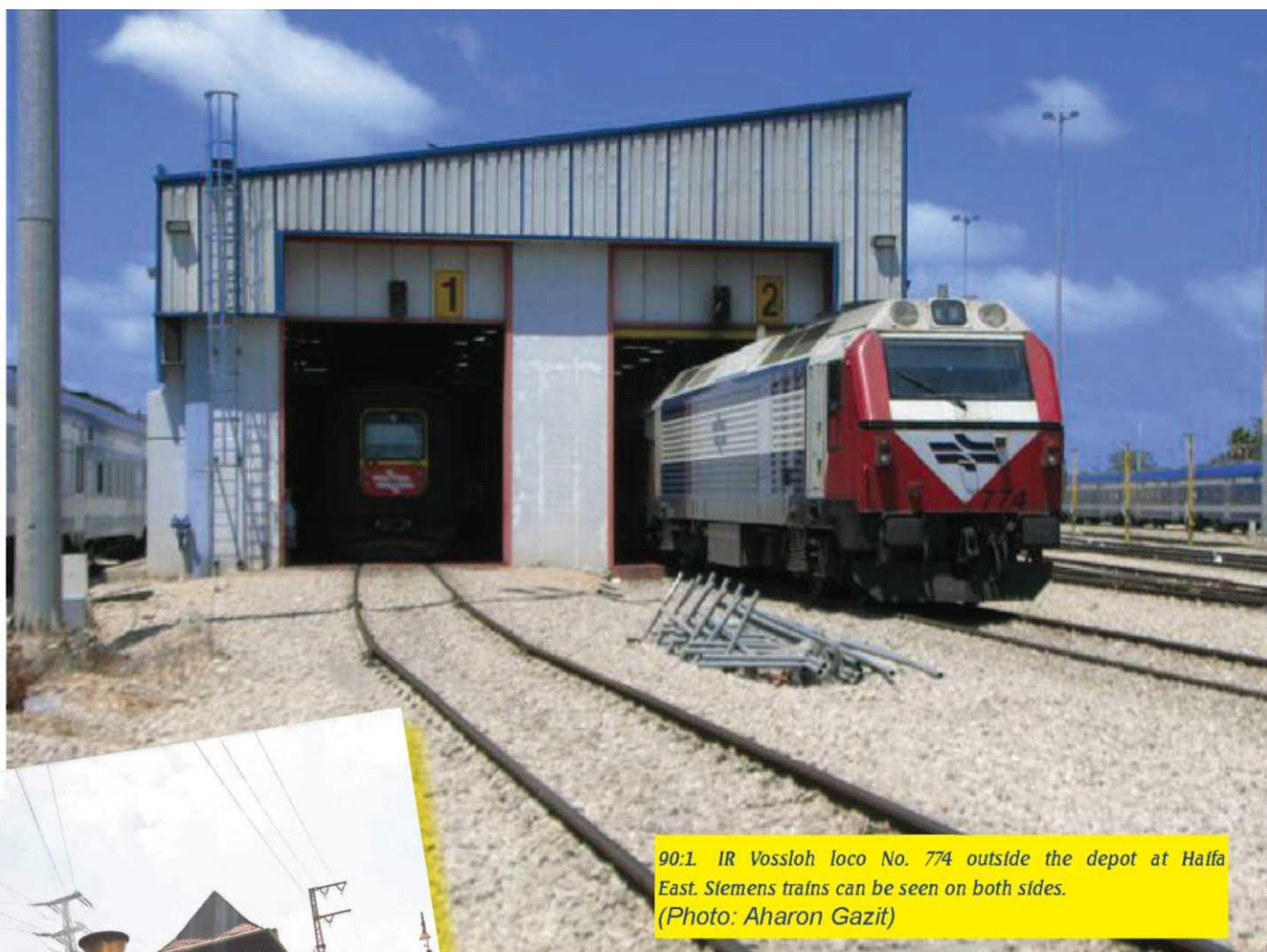
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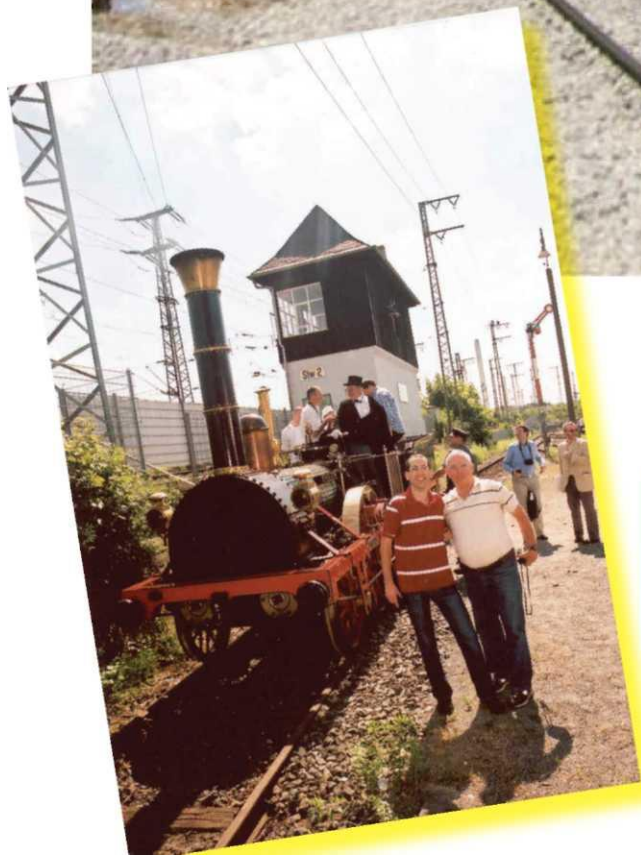
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הרכבת

A Quarterly Journal on the Railways of the Middle East
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90:1 IR Vossloh loco No. 774 outside the depot at Haifa East. Siemens trains can be seen on both sides.
(Photo: Aharon Gazit)



Chen Melling and his father in front of the 'Adler' replica. The invitation to Nürnberg can be seen as a special honour for the Haifa Railway Museum and its Deputy Director! See 90:09 page 22
(Photo: Martin Frey)

90:02:

EDITORIAL.

In September 2010 - this issue is being put together just before Rosh Hashanah - yet further 'Peace Talks' are under way in Washington, yet more concerns are expressed about Iran's policies and aims (though this does not stop Germany selling diesel locomotives there!) and the general feeling seems to be 'yet more of the same'. The Editor confesses to an increasing cynical weariness, and in such circumstances it is even more important to look occasionally at good news, at news of railways being built and modernised, of nations and individuals thinking constructively rather than destructively.

The sorry saga of tramways (sorry, 'Light Rail') in Israel continues - it is amazing that a country capable of so much should get so bogged down in intricate and pointless disputes about putting some rails into the street, when the city traffic is in constant gridlock and threatening to get worse!

But there are some intriguing flashes of History too - including renewed interest in a murder in 1929, and something which is technically not of 'Middle East' but more of general Jewish interest - a fascinating piece of 19th. Century liturgy that has come to light. Maybe, at this time of year, and with the world situation the way it is, it would be appropriate to end with a prayer ..

Enjoy!

The Editor.

90:03.

Haifa man crusades for honor of unsung British hero's grave

By JOSHUA FREEDMAN

Due to one Haifa man's persistence, the disturbing neglect of a British railway official's grave has been brought to light.

Michael Gottschalk, a native of London who moved to Haifa within months of his birth in 1936 and has lived there since, discovered the story of George R. Hughenden Sykes by chance. In January 2009, while helping to locate the graves of two Italian soldiers killed in the Haifa Bay area during World War II, Gottschalk stumbled across the city's Jaffa Road cemetery, which contained Sykes's grave.

Once inside, Gottschalk was shocked to discover that Sykes's metal headstone had been stolen, and speculated that it had been sold for scrap metal.

Gottschalk then spoke with several history experts in the Haifa area and discovered that Sykes had for a time been the superintendent of the Palestine Railway in the city during the British Mandate. He was stoned to death in his car on August 23, 1929, during the Arab riots, while out for a drive with his wife. His wife was saved from death by members of the Hagana.



MICHAEL GOTTSCHALK stands at the gravesite of George R. Hughenden Sykes, whose headstone was apparently stolen.

A *New York Times* article written after his death reported that he had been part of a British convoy sent to the settlement of Kastina - modern-day Be'er Tuviya - to help Jewish settlers ward off rioters. In response to Sykes's death, the British sent a warship to Palestine, the *SS Barham*, filled with a large contingent of marines to quell the riots.

Since his discovery, Gottschalk has personally taken it upon himself to ensure that Sykes's grave receives a new headstone, which is expected to cost around NIS 3,600

See 90:07:(vi). *The current state of the grave of George Sykes. (Photo taken from newspaper - we apologise for the quality.)*

90:04: NEWS FROM THE LINE.

(i). PUBLIC TRANSPORT STATISTICS.

According to statistics published on 6.6.2010 by the Transport and Road Safety Ministry, out of 760M passengers carried by the various public transport modes, 654M (86%) were conveyed by buses (46.5% by Egged, 23.5% by Dan and the balance by various other operators). Rail's share, at 36M is only 4.8%, while public taxis (5-7-seater minibuses) carried 70M., i.e. 9.2%. As far as rail is concerned, of course this does not show the full picture, since on some routes such as between Tel Aviv - Haifa - Nahariyya, Modi'in, Beer Sheva and Ashkelon, it has become the main transport mode. [Plus issues such as length of journey would be relevant.]

(ii). THE SLIPPERY RELIGIOUS SLOPE.

A new tension between 'religious' and 'secular' passengers has arisen on the Tel Aviv - Beer Sheva line. Several regular 'religious' passengers have begun holding prayers en route. This was no problem as long as there was enough space for all. However, when space became cramped, plus a request was made to store a Torah scroll, this activity became a subject for clashes between the two groups of passengers and led to discussions with the Transport and Roads Safety Ministry.

Minister Katz explained that granting this group official status would effectively mean that one of the coaches would become equivalent to a synagogue, and if so Christian and Moslem passengers could also request space for a church or a mosque, which was presumably not the intention. In addition, storage of a scroll would mean additional costs for the railways, such as insurance.

(iii). JERUSALEM OLD STATION.

Following the 'revamp' of the former Jaffa station, the Jerusalem Municipality have issued a press release on 16.06.2010: The historical 1892 railway station, not used and neglected since 1998, has been entirely rebuilt into a summer events site and would be opened as such on 29.06.2010; events will include rock shows, musicals, a beer festival, a

moonlight cinema etc. There are 2000 seats available.

(iv). IR COACHES IN GERMANY.

On 26.06.10 the Editor was travelling from Hamburg to Berlin, and looked as usual at the carriages standing outside the carriage works at Wittenberge - sometimes one sees remarkable vehicles as well as the 'staple fare' of suburban single- and double-deck coaches, occasional sleeping cars, coaches in NS livery, once a rake of DB IC coaches with Turkish markings - and this time was puzzled by what looked like the IR logo on a typical DB double-decker.

Two days later all became clear with an article in 'Eisenbahn Kurier' July 2010 p. 17: "The DB Wittenberge Works will repair double-deck coaches of Israel Railways, built by Bombardier in Gornitz. A total of seven trailers and two driving trailers with diesel generators arrived at Hamburg Harbour by ship in the second half of May. The carriages show differing degrees of collision damage."

A photo shows a rake of at least eight vehicles at Hamburg Harbour on 31st. May awaiting transfer by rail to Wittenberge. The two driving trailers are 407 and 416. According to sources, a total of 25 vehicles need repairs and will be sent to Germany eight at a time, the first batch is due back in November, at which point a second batch will be sent. But there are those in IR embarrassed that the Railways are unable to manage this specialised work themselves!

A further report is in 'Eisenbahn Revue' 7/2010 p. 360. According to this, twelve coaches arrived at Hamburg harbour on 24th. May; five driving trailers and seven intermediate carriages. Two of the driving trailers, which have substantial damage, will be repaired at the Gornitz works (where they were built in 2001/2), the others will be dealt with at Wittenberge. DB won a tendering process for the repairs, which involved four separate lots - two of these required the repairs to be carried out in Israel, two involve shipment of the carriages to Germany, and a further eight carriages will come 'in the future'.

(v). IN THE HEAT.

Tuesday 22.06.2010 was the hottest day so far in all of Israel; temperatures passed 50° C, while in the Negev temperatures were even greater. In consequence the Railways decided to reduce speed to between 80-100 km/h until 20.00,

due to possible effects of rail expansion.

(vi). WORLD LEVEL CROSSING DAY.

22.06.2010" was also marked throughout the world as the international day of awareness of safety at level crossings. 45 countries, including Israel, participated. Several bodies, including the Transport & Roads Safety Ministry, the National Authority for Road Safety, the Traffic Police, the National Roads Company and the Council of Youth Movements joined forces with IR in a nationwide campaign, costing \$1.5M, to increase awareness. The police also acted with enforcement staff at level crossings. Whilst the phenomenon of violation of the laws at level crossings is known worldwide, Israel is especially characterised by bad behaviour of car drivers and pedestrians crossing tracks and ignoring dangers. Between January 2009 and March 2010 there were over 2,000 incidents of violation of the law at level crossings: in 289 cases the barrier arms were broken; there were 102 occasions of emergency braking, 1,547 road vehicles stopped actually under the arms, 465 vehicles stopped on the tracks. During the past three years Isra-Rail Co has built dozens of grade separations at a cost of over \$150M, thus reducing the number of active crossings from 149 to only 96. IR is a world-leading investor in resources and means of safety at level crossings, especially in relation to network size; in addition the railways employ a variety of technologies at crossings, including radar scanners, VMD cameras, early warning flashing lights and early warning boards.

(vii). YET ANOTHER LEVEL CROSSING' SMASH.

Exactly one day after Level Crossing Awareness Day, on 23.06.2010, Train 10 formed of IC3 Flexiliners, departing Ben Gurion Airport at 03.53 and destination Kiryat Motzkin, hit an abandoned truck on the tracks south of Beit Yehoshua. The crash occurred at a speed of 140km/h after the experienced driver Arkady Golod had applied the emergency brakes. The truck was cut in two and dragged for some 800m, but with the exception of one woman who suffered shock there were no casualties. However, passengers had to be evacuated onto another train, formed of double-deckers, and since one track was blocked severe disruption to traffic for several hours ensued.

Police investigations revealed that

the truck had been stolen from a nearby settlement and as the thieves tried to cross the track they saw the approaching train, dumped it and fled!

(viii) . AND ONE AT BEER YA'AKOV.

On 30.06.2010 a private car driver did not follow instructions and slow down when approaching a level crossing at Beer-Ya'akov; The front of the car was hit by a train heading towards Harishonim, though the train driver had applied the emergency brakes. Fortunately there were no casualties. However, the Police have confiscated the man's driving licence for 30 days as a deterrent punishment. Yitzhak Harel said "The Railways work actively with all relevant bodies to promote better enforcement and strictness in punishing drivers who violate the law at level crossings, thus endangering their own lives as well as those of hundreds of train passengers. We welcome the punishment imposed on this driver, but we still have a long way to go in order to change the behaviour of Israeli drivers at such crossings."

(ix) . AND YET ANOTHER NEAR KOMEMIYUT.

On Thursday 05.08.2010 there was a further tragic collision on the level crossing with road 353 near Komemiyut on the Beer-Sheva line - where, ironically, a grade-separation is currently under construction and should be opened fairly soon. The driver of a minibus from the ultra-Orthodox Jewish town of Upper Beitar who was on his way to Komemiyut, broke through the barrier arms while he was engaged in conversation with the passengers, got stuck on the rails for no discernible reason and then at around 19.00 was hit by the IC3 forming train 123 en-route to Beer-Sheva. The result was the deaths of seven persons, of the same family, including children and a pregnant mother, whilst the driver and another passenger were lightly injured. The driver was a friend of the family and had offered to take them to visit friends for the weekend.

(x). INFRASTRUCTURE WORKS.

[As usual there is a matter of tenses, for the press releases we receive through Aharon are set in the future, but by the time this is published the events will be in the past. We retain the original. Ed.]

- (a). The Akko - Nahariyya line

will be closed in both directions from 21:40 on Monday 28.06.10 to 05:30 on Tuesday 29.06. In consequence the last train to Na-hariyya (126) will terminate there at 21:35; Trains 192, 194 & 198 will terminate at Akko; Train 197 will start from Akko. On the Tuesday the first service from Nahariyya will be Train 139 at 06:00; Trains 4, 6 and 8 will terminate at Akko, Trains 9, 11, 15, 19, 101 and 135 will start from there. During the pause, track panels will be replaced at the level crossing at km.22.156, just north of Akko station. A bus shuttle service will be provided during the service interruption.

- (b). From Friday 16.07.10 till Saturday night, both Lod - Jerusalem and the Lod - Beer-Sheva lines will be closed, meaning no rail services to Beit Shemesh, Jerusalem Zoo, Jerusalem Malcha, Le-havim-Rahat, Beer-Sheva University, Central, and Dimona. A double turnout will be laid at Devira station, switching traffic to Beer-Sheva from the western to eastern track; upgrading and infrastructure works at Kiryat Gat station, signalling and communications works on the Lod - Na'an Junction section, erecting three culverts on the Lod - Beer-Sheva section and switching traffic to the eastern track also between Devira and Lehavim-Rahat.

- (c). From Saturday night 24.07 to 04:00 on Sunday 25.07 the Kiryat Motz-kin - Nahariyya section will be closed due to infrastructure works; bus shuttles will be provided between the stations.

- (d). The Tel Aviv University -B'nei Berak section, closed from 21.06.07 for works, will reopen on Thursday 01.07, earlier than originally planned.

- (e). Tel Aviv - Jerusalem, from Thursday 19.08.2010 and Saturday night 28.08.2010 (inclusive), affecting also Ram-la, Beit Shemesh and Jerusalem Zoo stations. Traffic should resume from Sunday 29.08.2010.

- (f). Tel Aviv - Beer-Sheva: from Wednesday 18.08.2010 to Saturday night 28.08.2010. Trains for/from Nahariyya/ Haifa will start/terminate at Tel Aviv HaHa-ganah. Last train will be 131 which normally arrives Beer Sheva Central 23.43 will instead terminate at Kiryat Gat 23.04; traffic should resume Sunday 29.08. Works will include moving an existing track on the Lod - Na'an section, laying a double turnout on the section between Beer-Sheva North/Universita and Beer-Sheva Central, building four culverts at Na'an and Yatztiz, and replacing turnouts as part of the annual maintenance programme.

(xi). HIGH-LEVEL MEETINGS.

From an IR press release:

On 24.06.10 Transport & Road Safety Minister Yisrael Katz visited the railways today for the first time, for a working meeting with the Railways Directorate members and the senior management. He mentioned the recommencement of works both on the A1 fast link to Jerusalem and the Ashkelon - Beer-Sheva line. He added that the 'Israel Ways' programme will bring the railways hitherto-unforeseen new records and weld the country together. General Manager Yitzhak Harel stressed that the railways have now become the most important transport mode and must be made available to all the country's inhabitants.

(xii) . ASHKELON - BEER-SHEVA LINE.

From an Isra-Rail Co. press release of 04.07.10:-

„Today the railways started the infrastructure works for building the railway line between Ashkelon and Beer-Sheva, which has been defined as a National Project. The \$0.5 Billion line of 60km. will have three new stations at Sderot, Netivot and Ofakim, as well as four grade separations and fourteen railway bridges. So far, development works have been carried out on the Ashkelon - Yad Mordechai section, where grade separations have been built and track laid; now infrastructure works are to commence onwards from Yad Mor-dechai. On this section, two bridges at a cost of \$17.5M will be built by the Israeli winning sub-contractor, Shikun-u-Binuy (Solel Boneh): Shikma bridge (450m long) and Bohu bridge (250m.) Both are named after the creeks they cross. Works will last some 24 months.

Additionally, within days, an injunction will be published to start works on Tender B, won by the Israeli sub-contractor Elyakim-Ben-Ari, who will carry out earthworks and preparatory infrastructure works on this 22km section, at a cost of \$61M; these will last 36 months. „

According to the Government's decision, the line - which will be built for double track although initially only a single track will be laid - is expected to be opened by the beginning of 2015; Expected travel times between Ashkelon and Beer-Sheva is 45 minutes.

(xiii) . EXCAVATIONS IN JERUSALEM.

The works of excavating the 80m-deep Jerusalem HaUma station - the end of the A1 link - are advancing at a fast rate.

(xiv). MOSCOW METRO EXTENSION? - A1 LINE TENDERS ISSUED.

From an IR press release on 01.08.2010: The Railways Higher Tendering Committee has selected the Israel company Minrav Engineering and Construction Ltd. and the Russian joint stock company 'Moscow Metrostroy' (OJSC Mosmetrostroy) as winner of the tender for construction of section B of the A1 fast link. This \$146M project includes twin bored tunnels of 3.5km. (tunnel No. 1 between the long bridge 6 near Latrun monastery and north of Sha'ar HaGay (Bab el Wad); a bridge/underground section east of tunnel 1 comprising two concrete boxes with an internal cross section of 5.0 x 7.2m each, the southern 13m and the northern one 8m long (bridge No. 7); and finally a power and control building alongside the eastern portal of tunnel 1, at the northern side. The works are to be completed, according to the tender, within 40 months.

A 'Globes' report of 01.08 adds a little detail: „Minrav estimates the value of the project at NIS 558 Million.... The Tel Aviv - Jerusalem high-speed two-track railway line includes laying a 38km. double track from Ben Gurion Airport to Jerusalem; it involves the construction of ten bridges and three tunnels, and an underground terminal between Jerusalem's Central Bus Station and the Binyanei Ha'Ooma International Convention Centre at a depth of 80 metres. The complex project is due to be completed in 2016. The project includes Israel's longest tunnel at 11.6km. and longest and highest bridge, at 1.25km at a height of 90m. Travel time between Tel Aviv's HaHaganah station and Jerusalem should be 30 minutes. Israel Railways expects 3M passengers a year on the route.

Minrav and Moscow Metrostroy own the consortium in equal shares. Section B of the line is a 3.5km. stretch running east from Latrun. The companies will build two parallel tunnels, one for each track. Digging will begin in a year, because the companies have to order the special equipment. The companies will begin preparations and earthworks as soon as they get the work permit."

(xv). NIGHT TRAINS.

Following the recent introduc-

tion of 'throughout the night' bus services between main cities and satellite cities, IR have announced that from 01.07.2010 and 31.12.2010 all night trains will in addition call at Haifa Central - The Eight.

The Railways are also now adding night train services from Tel Aviv Savi-dor (Central) station to the following destinations, using the 'fill-up-and-go' system. (i.e. not to a fixed timetable!)

- To Ashkelon - calling at Rehovot (Ehud Hadar); Ashdod Ad-Halom (Brill); and Ashkelon.

- To Beer-Sheva - calling at Kiryat Gat, Beer-Sheva University and Beer-Sheva Central.

- To Hod HaSharon - calling at Rosh HaAayin North, Kfar Sava Nordau, Hod HaSharon - Kfar-Sava Sokolov.

- To Modi'in - calling at Ben-Gurion Airport, and Modi'in Central.

This activity is parallel to night-time bus services introduced recently by various bus operators.

[Ed. adds: This is a remarkable development for a railway network, for there are freight services and maintenance works to be coordinated, and locos, stock, crews, station staff employed all night. Notice that not all stations are served.]

(xvi) . ROAD AND RAILWAY PROJECT.

The Transport and Roads Safety Minister Yisrael Katz told the press on 05.07.2010 that the government has decided to instruct the National Roads Company to start immediately on construction of Road 531, one of the most important transversal East-West routes. This is very important also for the Railways, since the missing link between Hod HaSharon-Kfar-Sava Sokolov and the Tel Aviv - Haifa coast line will be included in the project - this will mean a 7.2km. double-track line running in the median of the road through Ra'anana and Herzliya, including up to four new stations, with bridges and a tunnel to be integrated with the road interchanges.

(xvii) . GAM ZOO LETOVA.

The Railways, in cooperation with the Jerusalem Biblical Zoo, are encouraging passengers to use a combined ticket giving a 10% reduction in price - from \$12 to \$11 for adults. In addition, during the period 18.07 - 31.08.2010 (the school summer vacation) train 528, departing Jerusalem Malkha for Tel Aviv at 19.43, will also call at the Zoo station (though passengers will find problems from 16.07 - 24.07

due to line closures for infrastructure works near Lod!)

(xviii). MORE STOCK TENDERS.

Benny Attar wrote on 27.07.10: "I've heard that IR is issuing a tender for more carriages and locos. The carriages will be more of the standard double-deckers, but the question of locos is still open - not necessarily the same Vossloh (ex-Alsthom) Spanish-built 3000HP Bo-Bo "Pri-ma" type, but maybe a Siemens diesel.

Two of IR's diesel loco's returned recently to Spain for repairs after collision damage (Not sure, I think they are numbers 739 and 741). Both were involved in collisions with road vehicles on level crossings."

(xix).WITHOUT RESERVATIONS.

On 26.07.2010 IR announced that due to the rise in passenger traffic during August, there would be no seat reservations that month. [i.e. exactly when one is more likely to need to make a reservation to guarantee a seat! Ed.]

(xx). CARRIAGES FOR CARMEN.

On 26.07.2010 IR announced on their internet site additional services from Tel Aviv University at the end of the opera 'Carmen' to be held on 29.07 at the nearby Ganei-Yehoshua park. Services will again be provided on a 'fill up and go' system, to Nahariya around 23.45, to Modi'in at 23.54, Ashkelon, Beer-Sheva at and Kfar Sava at midnight.

(xxi). ASHDOD FOOTBRIDGE TROUBLES.

On 29.07.2010 IR announced that the new pedestrian bridge over Ashdod Ad-Halom station had opened on 22.07. However, the badly-needed elevators for the disabled do not yet exist, due to disagreements between the railways and the National Roads Company concerning who is responsible for paying for these! In the meantime IR simply recommends disabled passengers to use the main entrance, where there are sufficient parking facilities. This however caused negative press reactions, since the bridge had been standing unopened for some months due precisely to the lack of these elevators - so how come it had been opened now, and had the disabled been ignored?

(xxii). NEW LINES IN JUDEA AND SAMARIA?

From a

<http://www.israelnational-news.com/News/News.aspx/139330> item by Hillel Fendel, on 26.08.2010: Clearly a very political issue: Minister of Transportation Yisrael Katz of the Likud declared this week that just one month from now, when the ten-month freeze on Jewish construction in Judea and Samaria officially expires, building will resume in a frenzy. In addition, he said, a comprehensive train network in Judea and Samaria is already being planned.

Katz made the remarks in a meeting with party loyalists in the Haifa area. Attorney activist Aviad Visoly, who heads the Likud chapter in the Haifa area, told Israel National News that Minister Katz "is among those non-defeatists who feel that we are going to remain in Judea and Samaria for a long, long time."

Katz said that the planned rail lines will run both east-west and north-south. One route will lead from Rosh HaAayin (just east of Petah Tikva) to Ariel (central Shomron), and another will connect Latrun/Modi'in with Ramallah/Beit El area. In addition, the northern Shomron area will be connected to Be'er Sheva, 150 kilometres to the south. The routes would feature connections to the existing train routes connecting the Haifa area with Ashkelon.

Planning rail tracks can take well over a decade, Visoly said, beginning with planning the basic route, checking ownership of the various tracts of land involved, and more.

This is not the first time Katz has spoken of train-route plans in Judea and Samaria. This past May, while touring the Shomron, he said that a train network could advance peace in improving transport of consumer goods and passengers, both Arab and Jewish.

In the early 20th century, Jezreel Valley Train route was built from Haifa to the Tiberias area, via Afula and Beit She'an. An extension was later added, connecting Afula with Jenin. The Valley Train was discontinued in 1951.

Minister Katz said that despite the announcement of direct talks with the PA and the accompanying PA threats regarding continued Jewish construction, "the freeze ends on midnight of September 26, and it will not be renewed." [Editor notes: This is the day after Shabbat Chol HaMoed Sukkot.] He said that a minute later, the heads of Judea and Samaria regional and

local councils will sign "thousands" of building permits, leading to construction on a vast scale.

Judea and Samaria is officially under IDF governance, and therefore Defence Minister Ehud Barak's approval is required for much of what occurs in these areas. Asked if Barak can hold up the construction by not granting his signature, Visoly said that anywhere there is already an approved building plan - as there is in many communities and towns in Judea and Samaria - Barak's signature is not needed."

(xxiii). JORDAN LINK?

At the end of July there were suddenly several reports, vague and conflicting: Here from the 'Jewish Telegraph' 30.07.2010 p.13: "A train link between Israel and Jordan was discussed when premier Benjamin Netanyahu made a surprise two-hour visit to Amman to see King Abdullah at the royal palace. Netanyahu said the king saw no reason to object to a railroad track linking Eilat, Aqaba and Ash-dod. The threat posed by Iran was also on the agenda - but the main reason for the meeting was to ask Abdullah to encourage the Palestinian leadership to enter into direct negotiations with Israel as soon as possible. It was only the second time that Netanyahu has met the king since he became prime minister."

90:05. TENDERS

(i) . TENDER No. MS/RC/2010/08. OPERATING A STAND AND SEATS AND TABLES FOR SELLING COF-FEE, DRINKS AND KOSHER BAKERY PRODUCTS AT HAIFA BAT-GALIM STATION. CONTRACT IS FOR 36

MONTHS WITH OPTIONAL EXTENSIONS FOR UP TO ADDITIONAL 24 MONTHS, BIDS BY 08.07.2010.

(ii) . No. MS/RC/2010/09. Operating a non-food selling point at Tel Aviv Savidor Central station; also MS/RC/2010/10 - the same at Rehovot station. Contract for both tenders is for 36 months with optional extensions for up to 24 months. Bids for both: 08.07.2010.

(iii). Tender No. HN/RC/01/10. For Manufacture and Supply of SKL W124 Rail Fastening systems. Bidding postponed until 19.08.2010.

(iv) . TENDER No. HN/RC/03/10: FOR MANUFACTURE AND SUPPLY OF VARIOUS TYPES OF WOODEN SLEEPERS. TRACK SLEEPERS 260CM., BEARERS AND CROSSING TIMBERS 230-500CM., BRIDGE TIMBERS 25 X 25 X 280CM. BIDS BY

(vi). Tender No. TC/MT/11/10: Provision of preliminary statutory design services, as well as Supervision of railway sites. To include: Preliminary/statutory detailed design as well as inspection of railway stations, control buildings, business centres and offices, depots, transformers, water reserves, pumping stations, air-conditioning and ventilation systems, roads network, traffic and parking including platform development, underground passages and bridges, escalators and elevators, city planning, engineering systems including communications channels, water and sewage lines, approvals etc. The railways intend to select up to six winners. The contract is for 36 months with optional extensions of up to an additional 24 months. Last bids by 26.08.2010.

(vii). TENDER No. BN/KB/93/19. CONSTRUCTION WORKS OF SMALL TO MEDIUM SIZE. THE WORK IS DIVIDED INTO THREE GEOGRAPHICAL AREAS: NORTH, CENTRAL AND SOUTH. THE CONTRACT IS FOR 24 MONTHS WITH OPTIONAL EXTENSIONS OF UP TO ADDITIONAL 36 MONTHS. BIDS BY 24.08.23010.

(viii) . TENDER No. SN/MT/09/10. PROVISION OF CONSULTING, ASSISTANCE, FOLLOW-UP, AND CONTROL FOR VARIOUS ECONOMIC ISSUES; INCLUDING THE PREPARATION OF ECONOMIC REPORTS, REVIEW OF SUBSIDY AND OTHER AGREEMENTS WITH GOVERNMENT OFFICES. CONTRACT IS FOR 12 MONTHS WITH OPTIONAL EXTENSIONS OF UP TO ADDITIONAL 36 MONTHS. BIDS BY 30.08.2010.

(viii) . TENDER No. SN/MT/14/10. PROVIDING SERVICES FOR DEVELOPING TRAINING SYSTEMS FOR TECHNICAL POSTS AND INTEGRATING THEM INTO THE EXISTING TRAINING SYSTEM. CONTRACT FOR 12 MONTHS WITH OPTIONAL EXTENSIONS OF UP TO ADDITIONAL 24 MONTHS. BIDS BY 17.08.2010.

(ix). TENDER No. HN/KB/05/10. BUILDING GRADE SEPARATIONS TO REPLACE EXISTING LEVEL CROSSINGS ON THE ACRE-NAHARIYYA LINE SECTION NEAR BUSTAN HAGALIL SETTLEMENT. WORKS INCLUDE; UNDER-TRACK ROADWAY, OPEN PIERS AND SUPPORTING WALLS, PLUS A PUMPING HOUSE, TWO UNDERGROUND PEDESTRIAN PASSAGES, NEW ROADS AND REARRANGING EXISTING ROADS, LAYING TRACKS OVER THE NEW UNDERPASSES, RAILWAY COMMUNICATIONS, DRAINAGE, WATER AND SEWERAGE, LIGHTING AND COMMUNICATIONS, LANDSCAPING, IRRIGATION AND AERIAL DEVELOPMENT, CONSTRUCTION OF CULVERT OVER YASSAF CREEK, AND AN AGRICULTURAL ROAD, ETC. IMPLEMENTATION TIME: 24 MONTHS. LATEST DATE FOR BIDS: 19.08.2010.

(x). TENDER HN/KB/07/10. DOUBLE-TRACKING AND IMPROVING THE ALIGNMENT OF

AGRICULTURAL/SERVICE ROADS, COMMUNICATION COMPANIES' INFRASTRUCTURES, EXCAVATION AND FILLING OF EARTHWORKS; LAYERS INCLUDING BALLAST FOR TRACK, CONCRETING, WALLS AND PILES, SUPPORTING AND ACOUSTIC WALLS, PREPARATORY WORKS FOR UNDERGROUND PASSAGES, PEDESTRIAN PASSAGE, CULVERTS, CONCRETE CHANNELS, FOUNDATIONS, DRAINAGE, RAILWAY COMMUNICATIONS, FENCES AND GATES, LOCKSMITH WORK, REARRANGEMENT OF LEVEL CROSSING No. 201, AERIAL ARCHITECTURE, AND TEMPORARY TRAFFIC AND SAFETY ARRANGEMENTS.

THE TENDER COVERS THE FOLLOWING STRUCTURESE:-

1. COMPLETION OF INFRASTRUCTURE WORKS FOR TRACK 2 EAST BETWEEN LOD AND RAMLA STATIONS AS WELL AS AT THE ENTRANCE TO RAMLA STATION.

2. INFRASTRUCTURE WORKS FROM THE ENTRANCE TO RAMLA STATION UP TO LEVEL CROSSING No. 210, ON BOTH SIDES OF THE TRACK.

3. BUILDING A PARKING AREA NORTH OF RAMLA STATION.

4. VARIOUS WORKS.

IMPLEMENTATION TIME: 9 MONTHS; BIDS BY 23.08.2010. [NOTE: THESE WORKS ARE AN INTEGRAL PART OF THE DOUBLE-TRACKING AND UPGRADING OF THE LINE TO BEER-SHEVA, FROM WHICH THE OLD LINE TO JERUSALEM WILL ALSO ENJOY OPERATIONAL BENEFITS FROM THE SHARED SECTION UP TO NA'AN JUNCTION.]

(xi) . TENDER No. BN/KB/07/10. DESIGN AND CONSTRUCTION OF AN ACOUSTIC WALL AT HAIFA BAT-GALIM STATION. TO INCLUDE:

BUILDING AN ACOUSTIC WALL ON THE PLATFORM SIDE AND A

LIMESTONE-COVERED WALL BOTH ON THE EXTER-

NAL SIDE OF THE STATION AND AT THE RAILWAY

OFFICES; MOVING MOBILE BUILDINGS AND RETURNING

THEM AT COMPLETION OF WORK; RAISING A BLOCK

WALL IDENTICAL TO THE EXISTING ONE; DRAINAGE,

WATER PIPELINES, ETC. IMPLEMENTATION TIME: 11

MONTHS; BIDS BY 06.09.2010.

(xii) . TENDER No. RC/2010/11: SALE OF PASSENGER COACHES WITHDRAWN FROM USE

LAST SEPTEMBER. THE CARS MAY BE VIEWED AT

FOR BOTH DIRECTIONS.

CityPass is currently testing all the 46 LRVs at the French Hill depot, while pavement works are being completed at the future pedestrian area of Jaffa Road, as well as planting trees all along the alignment, and junctions are being finally adapted for traffic of the LRV. At Jaffa Road, the alignment has been temporarily covered with asphalt (except the rail grooves), in order to enable bus traffic until LRV will start running. The works of overhead wiring are also advancing."

(ii). REAL PROGRESS OR ILLUSIONS?

From Aharon Gazit. "From my personal impression on Sunday 11.07.10 it seemed that although there are many completed sections between Jaffa Road and Herzl Boulevard, including on the Calatrava bridge, and this includes the catenary poles, there are still small uncompleted works scattered everywhere. There are reports of pavement stones springing out when LRV's ran past on test in the French Hill section.

But the most important fact is that the constant mutual accusations between CityPass and the Government regarding the periodic payments continue. Until a month ago the Government had offered to provide €42 M., amounting to 60% of the periodic payments; since the whole subject is under arbitration, the arbitrators Supreme Court Judge Mr. Boaz Okon and senior solicitor Dov Weinglass have decided to reduce this sum to 70% while the further payments are preconditioned on the progress of the works. They also requested CityPass to present a detailed work schedule which should bring the project up to the point of 07/04/2011 when the first commercial services run after all testing has been completed. It should also be mentioned that the government and municipal bodies have accused the concessionaire of not properly designing the traffic lights at rail and road intersections, and of not providing clearly-defined traffic priorities at these points."

(iii). UNCOVERING YOUR TRACKS.

From a press release of 05.07.1 by Jerusalem Municipality: - The Municipality has approved the concessionaire's application to start tonight removing the asphalt layers which were temporarily laid on the pedestrianised area of Jaffa Road to enable buses to operate. The street, which has been classed as a work site for

far too long, thus causing problems for the population and for tourists, will at last start functioning. New street furniture will be erected, and work on overhead wires continues at full speed. Work on asphalt removal will last some three weeks, and will be carried out at nights to avoid disruption to bus traffic.

There is also distinct progress in erecting the LRV stations along the route, and LRV test runs will commence immediately after wiring works are completed. The first section between Heshin Square (near the municipality) and Zion Square has been successfully completed.

- A later report of 14.07.10 by the Jerusalem Transportation Master Plan Team stated that on 13.07 CityPass workers continued the removal of the temporary asphalt layer over the tracks on Jaffa Street, now westwards from the Generali building; within a few weeks the overhead wiring works will be completed and the LRV will perform test runs along Jaffa Street, the Calatrava Bridge and along Herzl Boulevard.

Wolfgang Buckentin, who visited Jerusalem at the end of June, found: "Strolling through Jerusalem looking for any progress concerning the Light Rail we saw, and perhaps it fits Sybil Ehrlich's experiences, that for example at Yafo Road, nothing happens. The rails are under tar, and no one was seen working there. Coming down from Ammunition Hill few workers were to be seen but no big effort, two train units were standing close to A. H. (wonder how they got there?) but never seemed to be moved whereas the depot was full of dusty tram units. Going on to En Kerem works were under progress but with "applied brakes". Our impression was, and a comment in the Jerusalem Post seems to underline, that progress at the moment is undermined by the struggles between CityPass and the other parties involved, perhaps Sybil has more background. I hope I'll live long enough to see this project under working conditions."

(iv). CALATRAVA.

In 'Metropolitan' July 2010, the on-board magazine of the 'Eurostar' trains, pp. 74-80, is a rather breathless hagi-ographic article in English / French / Dutch on 'The Calatrava Connection'. Though obviously focussing on other projects than the Jerusalem tramway, it makes for interesting insights into the man and his work - and weaknesses.

"IF EVER A TRAIN STATION NEEDED BULLDOZING, IT WAS LIEGE GUILLEMINS, AN UNFORTUNATE FUNCTIONAL STRUCTURE THROWN UP DURING THE REBUILDING AFTER WORLD WAR II. THE SURROUNDING AREA SUFFERED PARTICULARLY FROM CHEAP AND UNIMAGINATIVE BUILDING AND MUCH OF THE BAROQUE AND 19TH-CENTURY SPLENDOR OF LIEGE WAS OBSCURED. BUT IN THE LAST 12 MONTHS ALL THAT HAS CHANGED, WITH THE OPENING OF SANTIAGO CALATRAVA'S GLORIOUS TEMPLE TO TRANSPORTATION, AN EXTRAORDINARY SOARING WHITE STRUCTURE THAT HAS SHOCKED THOSE NOT FAMILIAR WITH HIS WORK.

THE FACADE OF CALATRAVA'S HUGE GLASS AND STEEL STATION IS OPEN TO THE ELEMENTS, DESCRIBING THE SHAPE OF AN EYELID. PASSENGERS DISEMBARKING HERE NOW SHARE THAT VIEW, GAZING TOWARDS THE CITY OF LIEGE THROUGH THIS GREAT APERTURE. ALL THE CITY HAS TO DO NOW IS MAKE SURE IT OFFERS SOMETHING REALLY WORTH LOOKING AT.

OCCUPYING A STRATEGIC POSITION BETWEEN GERMANY, FRANCE AND THE NETHERLANDS, LIEGE WAS IDEALLY PLACED TO BECOME A NEW TGV HUB. BUT TO DO SO IT NEEDED IT JUST THE TRACKS FOR HIGH-SPEED TRAINS, BUT A NEW FIVE-PLATFORM STATION TOO. IN 1997 CALATRAVA'S DESIGN WAS SELECTED, HAVING SEEN OFF IMPRESSIVE COMPETITION FROM THE LIKES OF BIG GUNS SIR NICHOLA GRIMSHAW AND ALDO ROSSI. BUT THE CHOICE WAS NOT WHOLLY UNEXPECTED. THIS ENGAGING SPANISH ARCHITECT HAS BECOME THE GO-TO GENIUS WHEN FUNCTIONAL SPACES NEED TO BE TRANSFORMED INTO WORKS OF ART. TRAIN STATIONS IN LUZERN, LYON, LISBON AND ZURICH HAVE BEEN NOT JUST DESIGNED BUT REDEFINED BY CALATRAVA.

SANTIAGO CALATRAVA'S BRILLIANCE LIES PARTLY IN HIS SCULPTURAL APPROACH TO FUNCTIONAL BUILDINGS, BUT ALSO IN HIS RECOGNITION THAT BASIC CONSTRUCTIONS SUCH AS AIRPORTS, STATIONS AND BRIDGES ARE NOT AS EASY AS THEY MAY APPEAR. "BUILDING IN THE HORIZONTAL IS MUCH MORE DIFFICULT THAN BUILDING VERTICALLY", HE HAS SAID. "PEOPLE THINK A STATION IS JUST A ROOF, BUT IT IS MUCH MORE COMPLICATED THAN THAT." CALATRAVA HAS MADE A SPECIALITY OF THE HORIZONTAL AXIS, HAVING BEGUN HIS CAREER WITH SIGNATURE BRIDGES FOR BERLIN, BILBAO, BARCELONA, DUBLIN, JERUSALEM, SEVILLE AND TORONTO.

A CALATRAVA STRUCTURE IS ALWAYS INSTANTLY RECOGNISABLE. AS AN ARCHITECT, HE USES WHITE SCULPTURAL FORMS - BUTTRESSES, CANTILEVERS, AND CANOPIES - TO CREATE WHAT MIGHT BE DESCRIBED AS AN

BRUTAL MANIFESTATIONS OF FUNCTIONALISM IN THE PAST - THE POMPIDOU CENTRE IN PARIS, WITH ITS INSISTENCE ON DISPLAYING ITS DUCTS, IS A PRIME EXAMPLE - CALATRAVA HAS MADE USE OF ORGANIC FORMS TO TEMPER THE FUNCTIONALITY, EVEN TO CREATE A THING OF BEAUTY OUT OF IT. EVERY ARCH AND COLUMN IS CREATED WITH A SCULPTOR'S EYE. THE ROOF ABOVE THE NEW LIEGE STATION, SOARING 115 FEET ABOVE NEWLY-ARRIVED PASSENGERS, RESEMBLES A GIANT RIBCAGE. JUST AS NATURE IS INCAPABLE OF AN UGLY LINE, SO IS CALATRAVA. HIS PLATFORMS, ESCALATORS AND GANTRIES HAVE A FREE-FLOWING ELEGANCE REMINISCENT OF THE SINUOUS LINES OF THE ART NOUVEAU MOVEMENT.

DESPITE HIS UNDOUBTED VISUAL GENIUS, CALATRAVA'S PROJECTS HAVE NOT BEEN WITHOUT CONTROVERSY. IN VALENCIA HE WAS RESPONSIBLE FOR ONE OF THE MOST BEAUTIFUL NEW OPERA HOUSES IN THE WORLD, THE €332 MILLION PALAU DE LES ARTS REINA SOFIA. WHEN IT OPENED IN 2007 IT WAS IMMEDIATELY APPARENT THAT THERE WERE ACOUSTIC PROBLEMS IN ITS 'SALA PRINCIPAL' (LYRIC STAGE). CALATRAVA - BEING CALATRAVA - HAD NOT DELEGATED THE DESIGN OF THE AUDITORIUM TO THEATRE SPECIALISTS, AS MANY ARCHITECTS DO, BUT DESIGNED EVERYTHING HIMSELF, RIGHT DOWN TO THE CERAMIC DOOR HANDLES (BLUE-GLAZED HUMAN TORSOS). MUCH OF THE WALL FINISH WAS IN CALATRAVA'S SIGNATURE 'TRENCADIS' (A CATALAN STYLE OF MOSAIC THAT USES BROKEN CERAMIC TILES). UNFORTUNATELY THESE PRODUCED A BRITTLE ACOUSTIC AND EXPERTS HAD TO BE CALLED IN TO MODIFY IT - AN EXPENSIVE UNDERTAKING.

IN BILBAO THE TILES ON HIS CAMPO VOLANTIN FOOTBRIDGE PROVED SLIPPERY WHEN WET. THEY WERE ALSO PRONE TO BREAKING. IN VENICE HIS PONTE DELLA COSTITUZIONE, ONLY THE FOURTH BRIDGE TO BE BUILT OVER THE GRAND CANAL, INITIALLY PROVED TOO HEAVY FOR ITS EMBANKMENTS, WENT OVER BUDGET AND WAS CRITICISED FOR BEING TOO STEEP FOR PEOPLE IN WHEELCHAIRS.

IT IS TYPICAL OF CALATRAVA THAT HE HAS ATTRACTED CONTROVERSY BUT IT HAS NEVER BEEN FOR HIS VISION, BUT FOR IGNORING PRACTICAL CONSIDERATIONS OR GOING OVER BUDGET. NO-ONE WOULD CRITICISE HIS IDEAS OR HIS AMBITION. IN LIEGE ONE COULD QUESTION WHY THE TEN

GREAT BRIDGE-DESIGNER, HAS USED HIS STRUCTURE TO LINK TO SIDES OF THE CITY HITHERTO DIVIDED BY THE RAILWAY. MOREOVER, PLANS ARE BEING PUT INTO EFFECT TO CLEAR THE AREA IN FRONT OF THE STATION AND CREATE A WIDE BOULEVARD DOWN TO THE RIVER MEUSE. A NUMBER OF LAMENTABLE BUILDINGS FROM THE POST-WAR PERIOD THAT USED TO STAND BETWEEN THE STATION AND THE RIVER HAVE ALREADY BEEN DEMOLISHED, THE GREAT STEEL EYE THAT CALATRAVA CREATED HAVING THROWN THEIR UNSUITABILITY INTO SHARP RELIEF....

LOOKING TO THE FUTURE, CALATRAVA IS CONTINUING HIS RELATIONSHIP WITH BELGIAN RAILWAYS BY DESIGNING A NEW STATION IN THE WESTERN CITY OF MONS, WHICH WILL BE EUROPEAN CAPITAL OF CULTURE IN 2015..... CALATRAVA'S NEW €110 MILLION STATION WILL REPLACE A RATHER UNIMAGINATIVE BOX-LIKE STRUCTURE FROM 1949 AND, AS IN LIEGE, WILL ALSO ACT AS BRIDGE BETWEEN TWO AREAS OF THE CITY CURRENTLY SEPARATED BY RAILWAY TRACKS. THE DESIGN RESEMBLES A PTERODACTYL THAT HAS LANDED ACROSS THE TRAIN TRACKS, ITS SPINAL COLUMN PROVIDING A LONG BRIDGE THAT EXTENDS ACROSS TO NOUVEAU MONS, WHILE ITS MOUTH OPENS INTO GREAT CANOPY OVER THE STEPS UP TO THE BODY OF THE STATION "

(THE EDITOR TRANSCRIBED THIS ARTICLE WHILST ON AN ICE BRUSSELS - KOLN PASSING THROUGH LIEGE; ON THE NORTH SIDE OF STATION - A GRASSY AREA, A HAMBURGER BAR, A 'SALLE DE JEUX' AND A VIEW OF CONCRETE BLOCKS... ON THE OTHER SIDE IS THE SLOPING HILLSIDE. THE EDITOR CONFESSES TO A DEGREE OF CYNICISM ABOUT STATIONS AS 'WORKS OF ART'; HE PREFERS ONES WITH DECENT SHELTERS AND CANOPIES, THAT ARE COOL IN SUMMER AND WARM AND DRY IN WINTER, WITH ADEQUATE SEATING AND CLEAR SIGNAGE AND ALL THE FACILITIES ONE REQUIRES, INCLUDING LIFTS OR ESCALATORS (THAT WORK!) FOR THOSE WITH LUGGAGE. THEY MAY BE 'NOT JUST A ROOF' BUT THEY ARE ALSO A ROOF, A SHELTER FOR PAYING PASSENGERS WAITING FOR A TRAIN. NOTICEABLE IS HOW THE FLOOR TILES AT THE NEW EUROSTAR SECTION OF BRUXELLES ZUID STATION ARE CRACKED AND BROKEN; AND TION....)

(v). POLICE COSTS.

IT IS REPORTED THAT UNLESS THE BUDGET OF AROUND \$1-6M ALLOCATED TO THE POLICE TO ACCOMPANY THE TEST RUNS ALONG THE WHOLE OF THE RED LINE REACHES THE POLICE, FURTHER TEST RUNS MAY BE

THE FIRST TRAINS ACROSS THE BRIDGE MIGHT RUN BY THE END OF AUGUST, IF ALL NECESSARY PERMITS HAD BEEN SORTED OUT IN TIME.

(vi). LADIES ONLY?

From an article in 'The Guardian' by Harriet Sherwood, 26.08.2010: „The company building a light railway across Jerusalem is considering segregating some carriages along gender lines to serve the city's ultra-orthodox population. The railway, which is due to be operational next spring, could have separate compartments for men and women, Yair Naveh, the chief executive of CityPass, said yesterday.

„THE TRAIN WAS BUILT TO SERVE EVERYONE', HE SAID, „IT IS NOT A PROBLEM TO DECLARE EVERY THIRD OR FOURTH CAR A MEHADRIN (KOSHER) CAR.' THE SUGGESTION WAS SWIFTLY CONDEMNED BY JERUSALEM CITY COUNCILLOR RACHEL AAZARIYA, WHO SAID: „NAVEH WAS APPOINTED TO RUN A PROJECT - THAT DOESN'T MEAN THAT HE CAN TELL PEOPLE WHERE TO SIT AND WHERE NOT TO SIT, NOR DOES IT MEANS THAT HE KNOWS ANYTHING ABOUT VALUES AND DEMOCRACY.'

UNDER PRESSURE FROM THE INFLUENTIAL AND GROWING ULTRA-ORTHODOX COMMUNITY, SOME BUS LINES IN JERUSALEM HAVE INTRODUCED SEGREGATION, WITH WOMEN CONFINED TO THE REAR OF THE VEHICLE. THE SEGREGATION PROPOSAL IS THE SECOND POINT OF TENSION BETWEEN THE CITYPASS CONSORTIUM AND THE COUNCIL WITHIN A WEEK. THE COMPANY EARLIER DISTRIBUTED A CONSUMER SURVEY ASKING JERUSALEM RESIDENTS IF THEY WERE 'BOTHERED' THAT THE LIGHT RAILWAY IS TO INCLUDE STOPS IN ARAB NEIGHBOURHOODS EN ROUTE TO CONNECTING TO ISRAELI SETTLEMENTS IN EAST JERUSALEM. ANOTHER QUESTION ASKED, „ALL PASSENGERS, JEWS AND ARABS, CAN ENTER THE TRAIN FREELY, WITHOUT UNDERGOING A SECURITY CHECK. DOES THIS BOTHER YOU?'

OFRA BEN-ARTZI, A SISTER-IN-LAW OF SARA NETANYAHU, THE PRIME MINISTER'S

B. TEL AVIV.

[Major and disturbing news here - but let us follow the sequence. Ed.]

(i). COMPLETION PLANS. The Government has „firm intentions" of completing Tel Aviv light-rail project. From the Jerusalem Post, 09.07.2010, By Sharon Wrobel:-

„The government has agreed to renew talks with representatives of Metropolitan Transportation Solutions in a last-

ditch effort to complete the NIS 11 Billion Tel Aviv light-rail project. „We have a firm intention to have a light railway to Tel Aviv, and we hope to close a deal with a private company to build and operate the project," Accountant-General Shuki Oren said Thursday. "But we will still be leaving the option open to apply alternative solutions and to nationalize the project if talks with the private contractor fall through."

The Finance Ministry agreed to hold marathon negotiations with MTS during July to finalize financial details on the project. „After the private contractor understood we are serious about cancelling the agreement and applying alternative solutions to develop the project, it retreated from previous conditions," Oren said. „As a result of this progress, we agreed to another attempt to come to an agreement on financial arrangements of the project and to enter into intensive negotiations."

The Finance Ministry said at the end of May it was seriously considering alternative solutions.

MTS is jointly owned in equal parts by Israeli construction giant Africa-Israel, Germany's Siemens, the Egged bus co-operative, Chinese civil-engineering co-operative CCECC and Portuguese infrastructure firm Da Costa Soares. The Tel Aviv light-rail project has been on hold since May 2008, when the global economic crisis and MTS lost its financing. It has since been stuck at an impasse due to the inability of the two sides to agree on financial terms.

Negotiations between the two sides have been frozen since March 16, when MTS sent a letter to Oren proposing solutions to the financial differences of opinion. The Tel Aviv light-rail project will be the largest infrastructure project ever undertaken in Israel. The first line, the so-called Red Line, is the backbone of the system. It starts in Petah Tikva, runs through Bnei Brak, Ramat Gan, Tel Aviv and Jaffa and ends up in Bat Yam. The 23-kilometre line, half of it underground, will take about 45 minutes from one end to the other."

(ii). FURTHER TALKS.

From a report by Aharon Gazit of 13.07.2010. „It seems that a solution is in sight for the project, which has been effectively stuck for two years. The concessionaire MTS, headed by Africa-Israel, will - despite the disagreements with the Finance Ministry - continue to implement the project; however the opening date will now be 2017, which even then may be optimistic.

Discussions will soon commence between the two sides to remove the remaining

NOTES AND COMMENTS.

(i). AFGHANISTAN.

Following on from 89:08K In 'Lok Magazin' No. 74, Okt. 1975, pp. 418f. is a brief item "The Locomotives of Darulaman in Afghanistan' by Wolfram Kohler. Obviously dated and yet, curiously, still very relevant..

"The two photographs show the two 0-4-0T narrow gauge locos delivered by Henschel in the 1920's, a tried and tested Henschel design as had also been delivered to Bolivia, Turkey and the Philippines. The locos were parked here some forty years ago, and in 1974 they were still here!"

"Darulaman is a suburb of Kabul; my journey took me there and I obtained some interesting information from the First Consul of the German Embassy in Kabul. There is even today no railway line in the desert and mountain regions of Afghanistan. Financial weakness and natural obstacles have made any form of industrialising of this underdeveloped country, and any form of improving access, very difficult. Afghanistan is one of the few countries that is totally dependent on road transport. In such circumstances it is even more remarkable to be able to report on the efforts of the (too-)reformist King Amanullah (he ruled from 1919 - 1929) half a century ago. In this period the first railway line of the whole country was laid, to form a sort of inner-city transport mode between Kabul and the suburb of Darulaman. Not for long, however, for the idea of an extensive railway network was soon as deeply forgotten as the reforms of the King. The two locomotives, with Arabic markings, and the skeleton of a passenger coach, all dating from the 1920's, are left from the time of Amanullah. They have survived the years untouched and unaltered, in their sooty shed in Darulaman, seen only by a few curious tourists who come to the nearby Kabul Museum. It is clear that things will not stay like this much longer; When a new technical project requires it, these two quite well-known museum pieces will have to disappear!

Incidentally: King Amanullah, son of the murdered King Habibullah, not only ordered the laying of the first railway line in his country but also achieved full independence for his country from Great Britain. As 'Thanks' for this and for his many other attempted reforms this king, too interested in reforms for this strong Islamic land and too much interested in the West, had to flee his country in 1929!"

(ii). VARIOUS COMMENTS:-

Reinhard Dietrich has also been doing some research:- **To 89:07 (ii):** „I have further information on the Waggonfabrik Kelsterbach on http://de.wikipedia.org/wiki/Waggonfabrik_Kelsterbach. According to this production lasted only from 1899-1902. Kelsterbach is actually not north of Frankfurt but to the south.-west, on the line Mainz-Frankfurt.

To 89:07 (iii) : More information (and sources) on the Royal Train of the last Shah of Persia, built by Wegmann of Kassel, can be found at <http://de.wikipedia.org/wiki/Salonwagen#Iran> .

To 89:08: More information on traffic between Turkey and Iraq (and further sources) can be found at http://de.wikipedia.org/wiki/Bagdadbahn#Sonstiger_Verkehr . It would appear that passenger traffic restarted for a while, but was soon suspended again.

To 89:08 C: A photo of the preserved locomotive and a coach can be found at: <http://commons.wikimedia.org/wiki/File:MachineDoudi.jpg?uselang=de> . In the Wikipedia-Article http://de.wikipedia.org/wiki/Teheran-Abd-al-Azim_Eisenbahn#1888_E2.80.93_Bahnbetrieb

a gauge of 800mm is mentioned. (89:08 C speaks of metre gauge)

To 89:08 K : I have gathered out of the internet all I can find on the railways in

Afganistan and placed it together at http://de.wikipedia.org/wiki/Schieneverkehr_in_Afghanistan ." (iii). **OBITUARY - STEWART**

CURRIE.

This appeared in 'Black Eight' No. 126, Summer 2010, p. 91f.

David Stewart Currie (16.03.1926 - 09.11.2009). Educated at Musselburgh Grammar School, Stewart went to Heriot-Watt College in Edinburgh where he studied Mechanical Engineering. His career started with Army service from 1945-48. Commissioned in the Transportation Branch of the Corps of Royal Engineers, he served with the Middle East Land Forces in Palestine and Egypt with 199 and 169 Railway Workshop Squadrons, RE.

As his Army service drew to a close, Stewart elected for a career in civil engineering and he was interviewed by the Chief Civil Engineer (CCE) for the recently-created Scottish Region (of British Railways). The final question enquired how he wanted to progress in the Department. With the confidence of youth, Stewart replied that one day he hoped to sit in the interviewer's chair - a response that prompted great hilarity. But 23 years later - in October 1971 - he was appointed CCE Scottish Region.

His BR career began as a Junior Assistant in the Permanent Way Drawing Office, followed by periods at New Works, Maintenance and the Bridge Office. Here he experienced highs and lows; whilst at the New Works drawing office, he was involved in the renewal of dock gates - a task which saw him donning diving equipment to explore the inky depths of Methil Docks. In the Bridge section, an opportunity came to work on the Forth Bridge. Stewart was part of an investigation to check the stresses on certain parts of the structure. The only snag was the location of the test sites - including the trestle legs which supported the internal viaduct carrying the tracks. As readings were needed on the main compression member of the suspended span, instruments had to be carried out along the top of this girder by the bridge riggers, while the two engineers followed - somewhat gingerly - to mid span. There were no handrails or other safety devices - simply a riveted girder some four feet wide for walking. The location was about 200 feet above the water, with a sheer drop from the edge of the structure!

He was recalled to the Forces in 1952 as part of the Z Reserve call-up. This meant serving with the Transportation

Branch of the RE at the Longmoor Military Railway for two weeks and thereafter in the Army Emergency Reserve for several years.

In 1963 he was appointed District Engineer, Glasgow South and two years later Civil Engineer (Permanent Way) at the CCE's Office, Glasgow. A move to British Railways Board HQ in London as Works Engineer followed in 1968 prior to his aforementioned appointment as CCE Scottish Region. From 1975-78 he served as Civil Engineer (Permanent Way) at BRB HQ, then BR Project Manager for the Channel Tunnel prior to his final appointment as Director of Civil Engineering (1985-86.)

Outside appointments included his time as President of the Permanent Way Institution (1978-80), whilst from 1980 -97 he was a member of the Engineer & Logistic Staff Corps, RE, with the rank of Lieutenant-Colonel.

He was an Honorary Member of 190 Railway Operating Company (responsible for operating 41.109 in 1942 - now 48773 on the Severn Valley Railway) and regularly attended their annual reunions until a halt was called in 2000. That same year, at the annual RE Transportation Dinner, he was involved with the Society's presentation of items to the RE Museum at Chatham...."

The Editor adds: 'D.S. Currie' was a frequent name to be found under photos of the period, for he served at Suez workshops and the Adaba - Atakiya Military Railway and took many photos of 8F and other locos being worked upon or prepared for transport back to the UK.

(iv). ALGAE?

Frank Adam has sent some musings on what will happen when the Oil runs out - possibly in two decades, when it may at least become prohibitive due to price. IR uses Diesel locos, much Israeli energy needs should be met for the next 20 years from the gas fields off Haifa, while water is to come from reverse osmosis plants from Hadera to Ashkelon - but then what?

Brussels buses ran on Ammonia (NH₃) in 1943-45 - no carbon. This was presumably from the established Haber process for explosives and fertilizers and, bearing in mind the switch was carried out in wartime, could not have involved a great deal in labour and overheads. Batteries are OK for small cars in a small country, but locos, tanks, buses and jets need some-

thing more independent. Ammonia has advantages - no carbon compounds and no exhaust, and it dissolves 800 vols in one of water and is easier to store and manage than compressed pure hydrogen would be at 800 atmospheres to equivalent volume. The exhaust NO_x compounds might be a problem for dispersal but if the fuel injection added extra water or steam a satisfactory solution might be engineered.

Given that Diesel's first prototypes ran on coal dust, the question is whether alternatives may be found and in this respect whether Israel is doing something with its knowledge of algae. Back in the 1970's and 80's they found that a type called Dunaliella was the oiliest available. However they seemed to concentrate on production of Beta Carotene for the food industry. 'The Times' recently reported that EADS (Airbus) had succeeded in running a light aircraft engine on some form or juice of algae. Does any reader know of any industrial algae production or breeding to produce 'vegan' ersatz petroleum?"

(v). BAGDADBAHN HISTORY.

In 'Eisenbahn Kurier' 6/2004 pp. 54-57 is an article on 'Railways in the First World War - Imperialism on Rails' by Andreas Knipping. Part of this deals with the Bagdadbahn.

"Even the railway link to the Balkans was a project for Central and West-European capital. The 'Orientbahn', (originally Compagnie Generale d'Exploitation des Chemins de Fer de la Turquie d'Europe', founded in Austria on 22nd. July 1872, was concerned in the 1870's with the construction of lines from Banja Luka (on the Croatian border), Saloniki (on the Aegean), Varna (on the Black Sea) and Constantinople (on the Bosphorus. Locomotive orders from Austria (Sigl), Germany (Hanomag, Maffei, Krauss, Henschel, Grafenstaden, Esslingen and Borsig), England, Belgium, France and Hungary demonstrate the variety of economic links of this enterprise. Sections of line opened in succession under the authorities of the states Austria-Hungary, Bulgaria and Greece - formerly part of the Ottoman-ruled Balkans.

In 1888, through close cooperation between Georg von Siemens, the German Bank and the German Government on one side, and Sultan Abul Hamid II (1876-1909) on the other, the 'Chemins de Fer Ottomans d'Anatolie' was formed. The aim of the company, financed with German and Austrian capital, was the opening up by railway lines of the Near East. Initially

it took over a 1,000mm-gauge line built by French interests in 1873 between Haydar-pascha (on the south-east side of the Bosphorus opposite Constantinople/Istanbul) to Izmit, and rebuilt it to standard gauge. On 31st. Dec. 1892 the 485km. new line Izmit - Eskisehir - Angora (Ankara) was opened to traffic. On 20th. July 1896 the firm Philipp Holzmann of Frankfurt(Main), which had been entrusted with the works, completed the 434km. extension to Kon-

ya. An Orient journey by Kaiser Wilhelm II in November 1898 strengthened the links between Germany and the Ottoman Empire. Georg von Siemens applied in May 1899 to the 'Sublime Porte' for the concession for a 2,400km. line extending to Basra on the Persian Gulf. The project was of a political nature, for its purpose was to push back British influence in the south-eastern part of the collapsing Ottoman Empire. The competing British project for a railway from the Mediterranean to the Persian Gulf was to be spoiled. The German railway investment in the Orient was to be an early symbol of the politically and militarily useless German-Ottoman Alliance in the First World War.

On 16th. January 1902 the Ottoman government and the Anatolian Railway Company signed a contract for the construction of the Bagdadbahn. In order not to intensify the conflict with the English any further, the Ottoman government on 21st. March 1903 issued the concession for the section beyond Bagdad without naming any final destination point (e.g. Basra or Kuwait). On 13th. April 1903 the 'Societe Imperiale Ottomane du Chemin de fer de Bagdad', with exclusively German capital, was formed. Even at this early point thought was given to future timetables. Express trains should take 60 hours from the Bosphorus to the Persian Gulf. Therefore the line outside the mountainous regions should be built for speeds of up to 75km/h.

Already on 25th. Oct. 1904 the 200km.-long line Konya - Bulgurlu could be opened. The line from Haydarpassa was now 947km. long. In the following period the discussion on the imperial German railway projects intensified - and there was initially no money for further construction. As it was in this period that the mineral oil reserves by Mosul and Kirkuk were discovered, interest in the region was strengthened. Only in 1908 did work begin again on the route, at different places. In 1911 the Bagdadbahn had to cede

sion for the line beyond Bagdad to the Persian Gulf. Further sections were opened as follows:-

01.07.1911 : Blugurlu - Ulukishla, 38km.

27.04.1912: Dorak - Jenidje - Mamure, 115km.

15.12.1912 Radju - Aleppo - Djerabisle. 203km.

21.12.1912. Ulukischla - Kara Punar, 53km.

01.11.1912. Toprak Kale - Aexandrette. 60km. (branch to Mediterranean).

02.06.1914. Baghdad - Sumikeh. 62km.

27.08.1914. Sumikeh - Istabulat. 38km.

In 1913/14 an agreement was reached between the German/Ottoman and the English sides; on 15th. June 1914 an extensive treaty regarding railway construction in the Near East was prepared; Article 1 read: 'England removes its opposition against the Bagdadbahn.' But just two weeks later the fatal shots were fired at Sarajevo and after a further five weeks the Great Powers had carried their conflicts onto the battlefields of the World War.

The 2,435 km. line Haydarpassa -Baghdad was not ready by the beginning of the war. The line between Kara Punar and Aleppo (now between Turkey and Syria) was still missing, and the crossing of the Taurus (42km) and the Amanus (54km.) mountain ranges. Between Aleppo and Baghdad a 591 km. section was missing. On 29th. Oct. 1914 the Ottoman Empire entered the war on the side of the Central Powers. The completion of the Bagdadbahn became a project of importance to the war, and the overcoming of the gaps became a major task for the German Feldeisenbahner."

(vi). THE DEATH OF MR. SYKES, AND HIS GRAVE TODAY.

We do not normally reprint full articles from earlier issues but suddenly an 'old' story has come to life again. In the 'Jerusalem Post' for 22.07.2010 appeared: 'Haifa Man crusades for honor of Unsung British hero's grave'. By Joshua Freedman. 'Due to one Haifa man's persistence, the disturbing neglect of a British railway official's grave has been brought to light. Michael Gottschalk, a native of London who moved to Haifa within months of his birth in 1936 and has lived there since, discovered the story of George R. Hughenden Sykes by chance. In January 2009, while helping to locate the graves of two Italian soldiers killed in the Haifa Bay area during

World War II, Gottschalk stumbled across the city's Jaffa Road cemetery, which contained Sykes' grave.

Once inside, Gottschalk was shocked to discover that Sykes' metal headstone had been stolen, and speculated that it had been sold for scrap metal.

Gottschalk then spoke with several history experts in the Haifa area and discovered that Sykes had for a time been the superintendent of the Palestine Railway in the city during the British Mandate. He was stoned to death in his car on August 23, 1929, during the Arab riots, while out for a drive with his wife. His wife was saved from death by members of the Haganah.

A 'New York Times' article written after his death reported that he had been part of a British convoy sent to the settlement of Kastina - modern-day Be'er Tuvya - to help Jewish settlers ward off rioters. In response to Sykes' death, the British sent a warship to Palestine, the SS Barham [sic. - should be HMS] filled with a large contingent of marines to quell the riots.

Since his discovery, Gottschalk has personally taken it upon himself to ensure that Sykes' grave receives a new headstone, which is expected to cost around NIS 3,600. Gottschalk thought the Commonwealth War Graves Commission would bear responsibility for Sykes' grave. The Jaffa Road cemetery is listed on its web site, which states under 'historical information' that 'Haifa (Jaffa Road) Cemetery contains 36 non-war burials in the care of CWGC.'

However, Gottschalk said the CWGC had rebuffed all of his attempts to get the commission's help, telling him when he contacted it last month that 'this casualty is not our responsibility.'

The British Embassy in Tel Aviv, Gottschalk said, was equally unhelpful, telling him, 'I find your perseverance admirable and wholeheartedly support your efforts. As you might imagine, we get many enquiries on military historical matters and the like, but sadly we are simply not resourced or funded to sort out every one of them.'

Gottschalk was also disappointed by Israel's failure to honor the British Christians buried in the country. 'The [Religious Affairs Ministry] only looks after Jewish graveyards, never British or Arab graveyards. When a Jewish graveyard in Europe is violated, the press goes out with pictures and protests to the government responsible in Europe' he told the J.P last week. 'Why should we not try to protect the Christian British graveyards?'

He has also tried to locate relatives of Sykes, but has been unable to link him to anyone specific since his last name is so common. Explaining his interest in Sykes, Gottschalk recounted, 'We, at school, always thought that the British were all bad fellows.' However, he 'then discovered that many gave their life for this country.' "

Efforts are now under way through various means to get the grave restored or contact to family members found.

And - in Harakevet 16:24, back in April 1992, we noted: 'From p. 15 of the 1929 Palestine Railways Annual Report:-

'The death of Mr. G.R.H. Sykes, Running Superintendent, who lost his life at Haifa under tragic circumstances on 26th August 1929, is recorded with regret."

Much further detail however is given in a private manuscript account by Rupert F. Scrivener, the Engineer of Way and Works, written in pencil and to be found in his papers at St. Antony's College, Oxford, in Box 1, file 8. It is headed 'Diary of the Riots in Haifa 25th.-31st. August 1929' with the sub-heading 'Following disturbances at the Wailing Wall in Jerusalem'. Here is a part of it:-

'Sat. 24th. August: The Railway was instructed to prepare troop trains to convey troops from Egypt to Jerusalem.

Sun. 25th. August. Troops from Egypt trained to Jerusalem and Jaffa, arriving in the early afternoon."

Mr. Sykes (who had been at the station in the afternoon in connection with the movement of troop trains) visited at 1pm. Mr. Bridgman's home with Mrs. Sykes, and at about 6.40pm. left to go home by car, choosing the route in the Bourg to reach his home which stands on the western outskirts of Hadar HaCarmel.

When proceeding up the Bourg he overtook and met a group of Arabs who, mistaking him for a Jew, stoned him,. One stone crashed through the back of the car and hitting him in the head injured him very severely. He was able to pull the car to a stop before he collapsed and lost consciousness. A young Jew boarded the car (the arab had by now run off) and drove it to the Technikum where Mr. Sykes was admitted into an emergency ward of the Hadassa Hospital.

A fracture of the base of the skull was diagnosed and the doctors held out very little hope of recovery. Mr. S. died at

13.15 hrs. on Monday 26th. August without regaining consciousness.

At 8pm. on Monday some 12- 15 members of the British community buried Mr. Sykes in the Protestant Cemetery by the light of three hurricane lamps - the A/DC having decided that a funeral in daylight was not advisable.

On Sunday night there were sporadic outbursts in various parts of the town but nothing very remarkable. The situation was however sufficiently serious for the A/DC to ask for troops to be sent to Haifa and a Company of the Green Howards (XIX Yorks Regt.) was entrained at Jerusalem on Sunday night and arrived in Haifa at 7.00 hrs. on Monday 26th. August."

That day Scrivener left his home in the German Colony at 07.15 to get to his office, but found the route blocked by rioters; it was only by going via Stanton Street that he could get to the station, by which time part of the riot was moving towards the bazaar, and later in the day he was instrumental in saving the life of a young Jew who managed to stagger, wounded and bloodstained, to the station.

At that time I also wrote - ironically as it has since turned out:- 'Moved by reading this account, I tried to find Mr. Sykes' grave last time I was in Haifa; there is a Protestant cemetery (one of three, I believe) combined with a small War Cemetery on the road corner by Bat Galim station, the cemetery itself abutting onto the railway track near the site of Carmel station. Although there are graves of several PR officers and Palestine Police officers, I could not find Mr. Sykes - an innocent victim of a sudden riot. One hopes that, despite being buried secretly at dead of night, his compatriots erected a proper tombstone for him."

Michael Gottschalk has done some internet research and found in the National Archives First World War records a George R.H. Sykes who was a Corporal in the Royal Engineers - the entry at WO 372/19 refers to 432503 in the Royal Engineers, Corporal 2114 in the Royal East Kent Yeomanry, and Corporal 9288 in the Royal Engineers Transport. (There is also a George R. Sykes, listed as RE 20881, a Driver in the Royal Engineers.)

Unfortunately in my own archives I have a copy of the Palestine Railways staff list from 1923 and from 1934, but nothing in between. In 1923 Sykes is not mentioned - the Traffic Manager was

J. Axler Bey, the Running Superintendent J. Mouchly, Scrivener was 'Assistant Chief Engineer' with M.S. Thompson as Chief Engineer.

(vii). Re: 89:09. A MYSTERY SYRIAN INDUSTRIAL LOCO IN ISRAEL.

from Amith Ben-Shalom.

'A breakthrough in the search for the mysterious ex-Syrian loco mentioned by Paul was made in June 2010 when Am-ith Ben-Shalom contacted Ya'akov Mela-med from Kibbutz Kinneret. Mr. Melamed revealed that the locomotive was a Czech-built mining loco (exact maker unknown) which was found in the tunnel with a few cement mixer wagons.

After being taken to the kibbutz, it was used for joy-rides for the kibbutz children, first near the kindergarten, and later near the Kinneret lake (Sea of Galilee), with the wagons converted for carrying passengers. After two or three years in service, its electric motor failed and was replaced with an engine from a Fordson tractor, complete with incorrectly-assembled transmission. This error led to the locomotive travelling much faster in the reverse direction than in forward gear. After a few more years the locomotive fell out of use and was dumped at the Kibbutz junkyard, later to be removed to an unknown location."

(viii). UNILOK NOTES.

From Andrew Wilson of Leeds, in a letter of 17.08.2010: He had recently visited Ireland and been to Unilok Ltd., 'now at Tuam, County Galway.... In their workshop they had

a locomotive being prepared for a customer, Lesico, a trackwork contractor in Israel. They said it was for shunting ballast wagons. They also said that they had supplied another machine to this customer last year. The first machine, definitely a road/rail machine, had originally been supplied to Irish Steel, who had a standard-gauge line with American rolling stock, at their works on an island in Cork harbour. This works had closed [*This will be Haulbowline Island where a steel-works was built in 1939, was sold for £1 in 1995 to Mittal who promised investment but instead closed it in 2001 leaving tens of thousands of tons of hazardous waste materials and a massive bill of over €30M for the taxpayer to clean the place up. Ed.*] and Unilok had bought back the locomotive, which then went on demonstration in the USA but no sales resulted, so it came back and next went to Bombardier for their Virgin

depot at Barton-under-Needwood, opened 18.09.2001. Ed.] near Burton on Trent, but was apparently not powerful enough. [There are 34 four-car Class 220 d.m.u. units built from 2000; also 44 five-car tilting Class 221 'Super Voyagers' introduced from 2002. All 220 and some 221 units are currently operated by Cross-Country rather than Virgin. a short-term hire to Northern Ireland Railways, with the wheels spaced out to 1600mm gauge, following which it was sold at standard gauge to the firm in Israel. It is model I type E55.



term investment for bridge renewals and between tasks they are stored at the IE Bridge Gang's depot at Mullingar.

To haul the bogies a Unilok locomotive was hired from the manufacturers. This was an 0-4-0 Model E125-s Tracktronic with a 190hp Deutz 6-cylinder water-cooled engine. The four

wheels are all independent and not axle mounted, allowing simple adjustment of the gauge. For this project they were, of course, set to 1,602mm (5' 3") as they had been for a NIR contract. The locomotive involved had also worked on

1,435mm (4' 8 1/2") gauge in the UK and USA. The rail wheels, which are 760mm diameter with UIC profile and are at 3,100mm centres, have a hydrostatic drive. The unit is a road-rail type with four road wheels in addition to the rail wheels. The front road wheels are retractable on a swivel-pinion suspension axle and the rear tyres are retractable independent trailing arm units. An important feature of the locomotive is its underside mounted, retractable, turntable making it a highly versatile machine."

I do not know what Unilok's model numbers signify. If any 'Harakevet' readers come across one of them, look for the data plate inside the cab, on or near the dashboard. These machines have separate wheels bolted to hubs fixed on the axles for standard gauge and wider gauges up to 1676mm are accommodated by using spacer rings and longer bolts.

Syrian Railways have about 36 Uniloks - they must be pleased with them. I saw two in 2008, one shunting coaches into a workshop at Jibreen main works, near Aleppo, and the other standing in a siding at the ex-Bagdad Railway loco depot in Aleppo." [Additions by Editor are from Internet sources.]

(ix). A PRAYER FOR RAILWAY TRAVELLERS.

Not the standard 'Tefilat HaD-erech'; Dr. Annette Boeckler of the Leo Baeck College Library has sent me a rather amazing prayer from a 19th. Century prayer book - exact details are hard to deduce, since the title page is missing, but the preface was written by a teacher in Stuhlweissenburg (the modern Hungarian Szekesfehrvar) - and the Prayer for the

Royal Family lists "Kaiser Franz Josef the First and his wife Kaiserin Amalie Eugenie and Kaiser Ferdinand the Good and the exalted Kaiserin Maria Anna Carolina of the glorious imperial Habsburg family." (Translation by the Editor.)

Quick Internet research reveals that Franz Josef I lived 1830-1916; His uncle Ferdinand I lived 1793-1875, was technically Emperor of Austria 1835-1848, also King of Hungary 1830-1848, but suffered from epilepsy and other medical conditions, and was unable to consummate his marriage; He abdicated in December 1848 and handed over authority to his nephew. He was given the nickname by Czechs 'Ferdinand the Good' and is famous for only one sentence - 'I am the Emperor and I want my dumplings!' Maria Anna of Savoy

(or Sardinia) lived 1803-1884); Kaiserin Elisabeth Amalie Eugenie, who was known as 'Sisi', came from Munchen, lived 1837-1898, married her cousin Franz-Josef in 1854 and (partly because her life at Court was so miserable) was a great traveller; but her son the Crown Prince Rudolf committed suicide in Mayerling in 1889 and she herself was stabbed to death by an Italian anarchist in Geneva. I shall leave the theological implications of all this and whether the prayers actually 'worked' for another time! But clearly the book's dedication means it is after 1854 and before 1884. On p. 663f is:

GEBET FCJR REISENDE AUF EISENBAHNEN:

"Allmachtige Gott, Herr des Lebens! die Enden der Welt, die weit gedehnten Meere bestimmtest Du als natuerliche Grenzen fuer die verschiedenen Volker der Erde. Jene, die Reisen nach fernen Landern unternehmen, den Wogen des Meeres sich anvertrauen, beschutest Du durch Deine got-tliche Milde gegen jede drohende Gefahr. Es war dies zu klein in Deinen Augen, da fandest Du noch einen Strahl von Deinem allbelebenden Angesichte, segnenreich die Weisen zu erleuchten und die kunstver-standigen zu belehren. So bahntest Du wunderbare Wege, die von jeher unbekannt waren. Fluchtige Rosse, ohne Odem und Leben, fliegen beschwingt auf eisernen Geleisen und durcheilen im Sturmschritt die wunderbaren Bahnen, von der Dampf-kracht der siedenden Kessel, wie die Adler zum Fluge belebt.

O Herr der Allmacht! Lass Dein Antlitz leuchten aller, die Dich anbeten; schutze sie auf ihrem Wege, dass sie kein

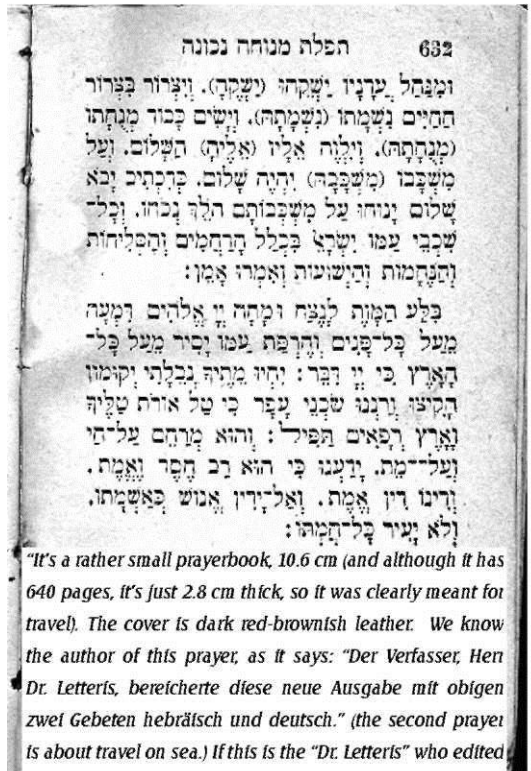
The second machine is stated to be a load transfer type (with an hydraulic arm which takes some load from the vehicle being moved, for increased adhesion). This was part of a kit of equipment for a bridge replacement project by Irish Rail last year. The whole outfit comprised special wagons with an automatic levelling facility, for conveying new girders from a road access, down the track to the work site which did not have suitable road access. Irish Rail bought the wagons but delayed a decision to buy the loco until after Unilok had negotiated the sale to Lesico, so IR will now have to wait for a replacement. This is model type E125. I do not know if it has road/rail capability - it was in a paint-spraying room which I did not enter.

[In 'Irish Railway Record Society Journal' No. 171 (Feb.2010) is an article on the replacement of the Shannon bridge on the Sligo line; from here is:-

"To transport the spans to the site, IE purchased two air-braked 4-wheel bogies from Unilokomotive Ltd. (Unilok), Tuam, Co. Galway. Each bogie has self-levelling cross members controlled by an inclinometer, which gives an electric signal to a process controller. This in turn controls the hydraulic lifting and lowering system to maintain the load level at all times; the cross-members are fitted with special pads at each end to receive a bridge span. The pads are adjustable to receive different width spans. The cross-member can be adjusted ±50mm. The bogies have 900mm diameter wheels at 3m centres. When travelling light they are coupled by a drawbar and when loaded they are attached to the underside of the end of the span or beams they are conveying. The bogies, which proved extremely useful for the Shannon Bridge renewal, are a long

Unheil bedrohe. Vor dem dunklen schnell hinraffenden Missges-chicke bewahre mich, denn Du bist ja mein Gott! Raume weg aus der von mir betretenen Bahn jegliche Gefahr welche wie der Geier auf Beute lauert. Kennt doch diess eis-erne Gespann keinen Zugel, keinen Zaum ausser Deine allmächtige Hand, kenne ich doch keinen Ret-ter, keine Stutze ausser Dich, Gott in des himmels Hohen! Leite mich zu meinem Ziele und führe mich ohne Gefahr dem Orte meiner Bestimmung entgegen. Bewahre mich wie den Augapfel, durch Deinen gottlichen Frieden, dann tont meine Lippe Deinen Lobge-sang, dann verkand' ich Dein Heil in grosser Versammlungen."

A PRAYER FOR TRAVELLERS ON THE RAILWAY.



"It's a rather small prayerbook, 10.6 cm (and although it has 640 pages, it's just 2.8 cm thick, so it was clearly meant for travel). The cover is dark red-brownish leather. We know the author of this prayer, as it says: "Der Verfasser, Herr Dr. Letteris, bereicherte diese neue Ausgabe mit obigen zwei Gebeten hebräisch und deutsch." (the second prayer is about travel on sea). If this is the "Dr. Letteris" who edited bible editions (we therefore have the "Letteris text", then the railway prayer would have quite a famous author. The Hebrew is rather German-influenced."

"Almighty God, Lord of Life! You ----- have established the ends of the Earth, the farthest spread of the seas as the natural borders for the people of the World. You protect with Your mercy those who undertake journeys to distant lands from all threatening dangers. When this was too small in Your eyes, You gave a ray of your all-life-giving gaze, blessing the Wise so as to enlighten them and to teach those who understand science and wisdom. So You have opened up wonderful ways, which were heretofore unknown. Swift horses, without breath or life, fly springing over iron tracks and rush at a storming pace along the wonderful ways, powered by the steam of the seething boilers, like the eagle itself is brought to flight.

Oh almighty Lord! Let Your presence shine on all who pray to You; protect them on their way, so that no harm may threaten them. Protect me from the dark, swift disaster, for You are indeed my God. Remove from the way I am to go all dangers which might lie in wait like an eagle for its prey. This vehicle of iron knows no strength, no rein or bit apart from Your almighty hand, and I know no saviour, no support apart from You, God in the highest heavens! Lead me to my destination and bring me without danger to the place where I intend to go. Protect me like the apple of Your eye, through Your divine peace, for then my lips will sing Your praises and I will bear witness to Your Salvation in the mighty assemblies." Page 14

90:08.

OTHER MIDDLE EAST RAILWAYS.

A. JORDAN.

(i). THE LAST SCHEDULED TRAIN ON THE HEDJAZ RAILWAY. This is the title of an illustrated article by Dirk Hollerhage in 'Eisenbahn Kurier' July 2010 pp.76-80.

" 'Achmed, do you know how you get best from here to the station?' the young lady at the hotel Reception calls to her colleague, who is in the stuffy room adjacent, busily stacking cases with jam for the hotel breakfasts. "Station? Who wants to know that?" Visibly irritated, Achmed comes to the counter and asks me, with amazement, "You want to go to the station? But nothing has worked there for years!" 'Are you sure?' I respond, unbelievably. 'Yes, absolutely, they closed down all the railway services in Amman a long time ago.' Worried, I return to my room, as I had been informed earlier that freight trains still rolled through Jordan. Nevertheless, in the early afternoon I decide to head for the station, even if this has indeed been closed, as the hotel staff say.

A taxi is quickly found, but the driver speaks only Arabic. With theatrical gestures worthy of an Oscar and using both hands and feet I make clear my intended destination. He seems also rather surprised that I should be heading for the station, believed to be long dead. But we force our way stop-and-go through Amman's traffic and eventually he halts at a busy road junction and points with his finger at a hill before us - and yes, there are rails there! However, rusty and bent, they slumber in the sandy ground and do not indicate anything good. A few metres further on a metal gate across the track bars the way. There is no way through, everything is locked off. But I don't want to give up! Somewhere there must be a gap I can get through? In the burning afternoon sun I wander, camera-laden, around the fenced-off area and finally reach the station building. Here, too, a gate blocks the way and all is locked up. As I stick my nose through the grille to see if there is anything at all visible, the gate suddenly opens. A gatekeeper has spotted me and welcomes me in Arabic. I am immediately led to the Station Master. What, a closed station with a living and physically-present 'Red-Cap'? Something here does not quite make sense.

On looking more carefully at the station area, I realise that this is not actually as dead

as I had been led to believe. There are wonderful picturesque coaches from the early days of the Hedjaz Railway, and a line of rails appears to be shiny with use! At the same moment I hardly trust my eyes as a loud brumming noise comes from the right and an old American diesel loco rolls calmly around and begins to shunt some wagons. Before I can get my camera clicking, however, I am politely shepherded into the office of the operations director. 'Of course trains run here!' he says to me, in a friendly manner, and serves me the usual cup of tea as welcome. My initial euphoria is however swiftly dampened when he continues, 'Only Saturdays - a train departs at 09.00 to the Market at Al Zaqar and returns around 12.30.'

What? Just one train, once a week? 20km. there and 20km. back? What has the good old Hedjaz Railway in Jordan come to? Rather sadly I nod my head, while the railway-men reveals further details. Nevertheless I am very happy to have found that any scheduled wheels turn at all here - one train is better than none!

Outside the yellow General Electric diesel potters around and my fingers itch to get some shots of the 33-year old loco. But once again no-one gives me a chance. One of the railwaymen grabs my arm and leads me into the neighbouring goods shed, and shows me, visibly filled with pride, what someone has built up here with lots of effort - a small museum! The history of the Hedjaz Railway is lovingly displayed with many photos and small items, and in the middle of the room there is even a model railway where the train runs round a bit of Amman in 1:32 scale! But now I really want to get at last to the platform! But - it is too late. The diesel loco has completed its shunting work and is making its way back to the loco shed. At the last second I manage to grab one photo, then the peace of the cemetery returns once more to Amman station.

Of course I can inspect the small depot and I discover true treasures. Next to the hall as well as in the dark shed itself there are well-cared-for steam locomotives from Japan, Belgium, England and even Germany! The operational locos are steamed several times a year for paying groups of foreigners and may stretch their legs around Amman as the subjects for photography. 'The next railway enthusiasts from Europe will be here in eight weeks', a workshop staff member tells me, and shows me in the workshop building the old machines from the original period of the Hedjaz Railway.

On the following Saturday I am of course punctually on the spot in order to travel to Al Zaqar with the last scheduled passenger train of Jordan. The GE Diesel has already marshalled and coupled onto her venerable coaches

and awaits departure. To my amazement the train is well filled with women, who are on their way to the weekly market some 20km. away. Finally a school class with primary school children also storms on board, for by now a railway journey has become a special experience in Jordan.

Then the station master gives the Right Away. Slowly we snake our way through the heavily-built-up valley northwards. The people who live next to the line clearly use the railway in front of their doors as a rubbish tip, and often the tracks can barely be made out through the rubbish, but the monotonous 'clack-clack, clack-clack' of the rail ends below us leaves me in no doubt that we are still on the correct, steel road. After about 15 minutes of travelling the train leaves the sea of houses of Amman behind and enters a bare desert.

After only a few kilometres we arrive at the suburbs of Al Zaqar; at walking pace our train pushes its way through the weekly market, only centimetres from the stands which have been set up exactly parallel to the track. Children make a game out of jumping onto the train and hanging onto the carriages for a few metres. The loud signal horn of the locomotive sounds repeatedly and keeps car drivers at bay - in the chaotic traffic conditions they would likely not otherwise have even noticed the train. Finally after a journey of 30 minutes the destination station of Al Zaqar is reached.

The women head off with their shopping baskets towards the market, the school class settles down under the shade of some trees next to the station building and under the strict eye of the teacher unpack their lunches. I follow with my camera as the diesel loco runs round. A short distance beyond the point a gate blocks off the line in the direction of Syria. The tracks are rusty and already to some extent covered by the drifting sand. It appears only very seldom that a train makes its way towards the border.

Now I have two and a half hours to wait. The engine driver has given me permission to take some pictures inside the cab. However I overlook a large wing nut sticking out and bang my head on it so severely that for a few seconds all is dark in front of my eyes.... Almost nauseous with the pain I stumble into the first carriage behind the loco and bump into one of the schoolchildren who had decided to stay in the train. Shocked, he looks at my face and runs outside. Only now do I realise the extent of my problem - blood is pouring down my face and dripping onto my white tee-shirt. A little dizzy, I lie down on one of the benches.

The youngster has apparently informed his classmates of his encounter with a man dripping blood in the train and now I am

surrounded by a crowd of curious children. The crowd attracts the attention of the engine driver. On seeing my condition he claps his hands above his head and hurries off, returning with a cloth in his hands. Carefully he approaches me on the bench and presses the cloth against my wound, until the bleeding stops. The whole situation is of course very unpleasant for me, especially as the women are now making their way back from the market. I am given drinks and fruit, and I recover from my accident quicker than I expected. Although my skull is vibrating, I don't want to turn down the invitation to the return ride in the cab - but this time I keep a wary eye out for that nut!

Shortly after Al Zaqar we encounter some children who have gathered to await the train, armed with stones. As we slowly drone past them the stones are like hailstones against us. The loco driver is furious and starts a full braking. Of course he has no chance of catching the little jobs, but at least they are scared by his braking and run off into the dust. 'Always the same game', the driver grumbles, and curses the children until the beams begin to bend

Once back in Amman the driver makes another emergency stop. Directly behind the unprotected and very busy level crossing somebody has parked their car so close to the track that the rear wing is within the profile of the train. Further progress is impossible. The men jump, annoyed, from their loco and go to the rubber-tired nuisance. There is no trace of the driver. Whilst ever-more people with loud voices gather round and offer advice or bewail the obstruction, the driver climbs back onto his loco and works the horn continuously. Perhaps the bad parker will be shocked and run along with a bad conscience! Stupidly, the train is now standing right across all four lanes of the road and is blocking the way for an uncountable number of cars.

The catastrophe develops. In only a few minutes all traffic in the area, always chaotic at the best of times, has come totally to a halt. Now the car drivers also go to the barricades. A wild concert of horns drowns out even the deep tone of the loco's klaxon. Furious car drivers run to the loco and set the poor engine driver under a barrage of insults. Finally, in order to avoid being lynched, he moves the entire train fifty metres backwards and makes the crossing free. After 15 minutes the wrongdoer is finally found. Like a guilty dog he slinks through the crowd and goes to his car, and gets away as quickly as he can. The final metres to the station are at last free.

Hardly has the last passenger left the train when the Diesel loco is uncoupled; it tumbles along to its shed, and will stand there motionless and bored for six days. On taking my

leave from the loco crew I inform them of my further travel plans and ask them whether there are still trains running in the south of Jordan? Just as at the hotel reception, my question is met with grins and a shaking of the head. „No, no trains run any more to the Red Sea, only here in Amman!“ But that is another story....”

(ii). WEEKLY EXCURSIONS TO DERA'A.

However, despite the above item, from the ‚Jordan Times‘ of 04.06.2010 comes the following, by Mohammad Ghazal:-

„AMMAN - The Jordan Hijaz Railway (JHR) has started operating a train service from Amman to the Syrian city of Daraa every Saturday, providing Jordanians with an opportunity to visit the tourist site, according to a senior JHR official.

The train departs from Amman at 7:30am every Saturday and leaves the Syrian city at 6:00pm for the return trip to Amman, according to JHR Director General Mahmoud Khazaaleh.

„We started the service last Saturday and will operate the day trip to Daraa every Saturday till the end of the year. The idea is to educate people about the history of the Hijaz railway,“ he said in an interview with The Jordan Times this week. Located 100km south of Damascus, the city of Daraa is the capital of Daraa Governorate, known throughout history as the Horan region, according to web sources. The city, which dates back to the Canaanites, was mentioned in Egyptian hieroglyphic tablets at the time of the Pharaoh Thutmos III between 1490BC and 1436BC. It was then known as Atharaa, and later mentioned in the Old Testament as Idraai.

The trip from Amman to Daraa takes about two-and-a-half hours, according to Khazaaleh, who added that upon arrival, passengers are taken to Mzereeb Lake and the Zaizoon area, where they are served lunch at a restaurant. „The idea behind operating these trips is not commercial. The price of the ticket is nominal and it includes a free meal in a very beautiful site by the lake in Daraa. We also take passengers to tourist areas in Daraa and give them enough time to do shopping before the return trip,“ Khazaaleh added.

The ticket for the first class is JD20, while for the second class it is JD15, according to the JHR director general, who said the total capacity of each trip is 350 passengers. He added that plans are under way to operate train service between Amman and Damascus during the next few weeks, noting that it will be a two- to three-day package trip and prices will be „nominal“.

According to Khazaaleh, the JHR op-

erates several trips Sunday through Thursday to different stations along the route of the railway. He said the JHR ferried 19,000 passengers, including those who went on the first trip to Daraa last week, during the first five months of this year till late May, adding that the JHR expects to ferry about 50,000 passengers by the end of this year.

The Hijaz railway was built a century ago at an estimated cost of five million Ottoman gold liras to facilitate the transport of pilgrims. In September 1900, Ottoman Sultan Abdul Hamid called on Muslims across the world to collect donations for establishing a rail track between Damascus and the holy sites in Saudi Arabia. Construction started the same year with a telegraph line alongside the track connecting Damascus with Medina via Amman. The 1,303km track reached Medina in 1908, but never made it to Mecca because work was eventually interrupted by the outbreak of World War I. Its first trip to Saudi Arabia set off on August 20 of that year, carrying a large number of Arab pilgrims for the Hajj - a 60-hour trip. Prior to that, pilgrims would travel in convoys for 60-odd days on camel, braving robbers, floods and disease.”

(iii). OBSERVATIONS, APRIL 2010. In ‚C.R.J.‘ 162, Summer 2010, p. 175 is a report from a visitor on 4th. April. At Amman station were noted:-

Outside shed: HStP 2-8-2 71; Nippon Sharyo 4-6-2 82 and 85, the latter with Aqaba Rum tourist train embellishments on smokebox and tender; GE UM10 40210, 40213.

Inside shed: RSH 2-8-2 23, Jung 2-8-2 51; HStP 2-6-2T 61; GE UM10 40212.

Plinthed next to museum: HStP 2-6-2T 62.* On road bridge: RSH 2-8-2 21*, HStP 2-8-2 72.

Asterisked numbers are deduced but not visible.

Aqaba Railway Corporation: The ARC operates about 294km of track from the Jordan Phosphate Mines Co. mines at Abiad/Abyadh, Hassa/Hasa and Shedyeh/Shidyia (various spellings) to Aqaba for export. Loco shed and workshop are at Aqaba, while the wagon workshop is at Ma'an. From about 3km. south of Batn El-Ghul to Abiad the formation consists of the rehabilitated original Hedjaz Railway formation plus new spurs to the mines, totalling about 178km. The spur to Hassa opened in 1975 and to Abiad in 1979. From where the original Hed-jaz Railway formation branches off, to Aqaba, an entirely new line was opened in 1975, about 116km. in length. Ore from Shedyeh mine is transported by road to a loading point at Aqaba-Hedjaz, which is about 5km. north of Batn el-Ghul. Trains, of which there are 6 or 7 a day, operating 24 hours a day, 365 days a year, con-

sist of double-headed GE diesel-electric locos of various powers and vintages hauling 33 hopper wagons. Empty wagons weigh 14-21 tons with payloads of 42-47 tons, giving a total train weight of about 2200 tons. Round trip times are 24 hours from Abiad and Hassa and 12 hours from Shedyeh. ARC loco details are:-

U10 A1A-A1A 1976 USA 850hp 2 in service, Nos. 40209, 40211.

U17C Co-Co 1974 USA 1700hp 3 or 4, Nos. 955? 956, 957, 963.

U18C Co-Co 1977 USA 1800hp 3 in service, Nos. 410-412.

U20C Co-Co 1980

Brazil 2000hp 12 in service,

301-6, 309-10, 313-6. C24MMI Co-Co 2006 Brazil

2400hp 4 in service, 701-4. Notes: All the above were seen

on 7th-9th. April except 40211 and 306. Type and nominal horsepower (output to traction motors) are as quoted by Aqaba workshop staff. ‚No. in service‘ is based on the presence of a maintenance file at Aqaba workshops. 955 did not appear to have a maintenance file but was present outside the shed alone on the south side, in a siding under a tree, with an Aqaba Railway Corporation Tourist Train Aqaba Rum sign on the cab side. The U10 type is used for shunting at the Ma'an wagon workshop. The suffix ‚MMI‘ is understood to be an acronym for Man Machine Interfaces. The C24MMI locos have GE's Brightstar technology, which is an advanced digital microprocessor system that controls and monitors all critical locomotive systems and has a self-diagnostic feature.”

B. IRAN.

(i). BELGIAN STOCK ACQUISITIONS.

In ‚Op de Baan‘ No. 97 Juni 2010, a Flemish-language Belgian magazine, p.25, is reported:- „At the beginning of this year two Type I5 couchette coaches, Nos. 14.501 and 14.504, were sold to Iran. They left Schaerbeek [in Brussels] during March for Antwerp Port, from where they were to be brought to Iran by ship.”

On p. 15 is a note: On 14th. March several withdrawn SNCB shunting locos were brought from Monceau to Stockem. These included 7336, 7376, 7381, 7384, 7386, 7388, 7389, 7390, 7392 - "these were intended to be sold to Iran, but the deal was called off at the last moment." On p. 17 is a photo of the convoy, which also included 8204 and 8270, which had been hired to TUC Rail and were intended for use on permanent way trains. 7827 and 7746 hauled the locos.

Clearly Iran is still in the market for

second-hand motive power and stock for its rapidly-expanding network - despite the international discussions on sanctions against the country. It is not known what went wrong with the deal, but on 2nd. April sister locos 7357, 7370, 7371, 7375 and 7379 were conveyed from Hasselt to Aubange, to the scrap yard of Recyclux. So this could become the fate of the others.

(ii). SIEMENS DIESEL LOCOS.

On p. 37: "The first of the diesels ordered by Iran from Siemens in 2006 have been delivered to the Iran State Railways. In total there will be 150 such locos, based on the 'Eurorunner' - with roughly the same body as the SNCB Class 18 or the Portuguese Class 4700. but with only one cab. The Iranrunner (Siemens type ER24) has an MTU 16V4000R45L diesel motor, with 2400kW. Total weight is 87 tons, maximum speed 160km/h. The first 30 locos will be built in Germany, the other 120 in Iran."

A photo shows 1502 (Siemens 21373 - ER24-002) on its way to the Siemens test track at Wildenrath, at Rheydt on 18th. Jan. 2010.

(iii). IRAN - ARMENIA RAILWAY. From the 'Railways Africa' Website:

Posted 01.07.10:-

„According to Armenian minister of transport and communication Manuk Vardan-yan, quoting calculations by Armenian engineers, the estimated cost of the proposed Iran-Armenia railway will be between \$US1.7 and 1.8 billion. The main object is to give Armenia access to Iranian ports. Armenia's only rail connection currently is via Georgia. Some \$200-300m will be required for the design works, and another \$1-2m will be spent on the feasibility study, towards which the Asian Development Bank has allocated \$1m. According to preliminary calculations, of the total length of 470km, 60km will be in Iran and 410km in Armenia."

This refers to an earlier story of 06.11.2009:-

„Armenia lost railway access to Russia via Georgia, its neighbour to the north, after the 2008 Georgia-Russian war. Lines running to Azerbaijan and Turkey are now blocked, though the Russian-operated Armenian railway service recently announced plans to build a rail link to Turkey. Rossiiskie Zheleznice Dorogi (RZhd - the Russian State Railway) subsequently announced plans to build a railway through Armenia to Iran. According to the RZhd magazine Gudok (Train Whistle), Russia's state-owned rail construction company Roszheldoproekt is looking for roughly \$US1.5 billion to finance construction costs. Most is likely to come from the Armenian and Iranian governments, according to RZhd spokesperson Alexei Averin. Mountainous ter-

rain along the Armenian-Iranian border is expected to pose technical difficulties and drive up costs."

(iv). IRAN - TURKMENISTAN LINE.

From the Railways Africa website 01.11.2009: "A delegation of Iranian experts was due to visit Ashgabat towards the end of October, to negotiate with authorities in Turkmenistan over the building of a proposed new railway linking the two countries. Iran's Ambassador in Ashgabat Mohammad Reza Forqani told Fars News Agency: "A delegation of Iranian banking and railroad experts is scheduled to visit Ashgabat to negotiate with the government of Turkmenistan about the construction of an Atrak-Barakat railroad." The project is expected to cost some \$US650 million, with Iranian firms assuming responsibility for construction.

"In the event of a final agreement between the Iranian delegation and the Turkmen government, construction will start soon," the diplomat was quoted saying. It is anticipated that an inauguration ceremony will be held during the upcoming visit to Ashgabat by Iranian President Ahmadinejad."

(v). MONORAIL AT QOM. 09.10.2010:

„Work has started in Qom on Iran's first monorail, to be completed within 30 months. The first phase of the project includes the construction of a 6km line to improve access to the city's grand mosque. The estimated cost of the first phase is over US\$120m. Eventually the monorail is to extend some 18km."

C. SAUDI ARABIA.

(i). MECCA METRO:

In 'Rail Magazine' Juni 2010 (a Dutch publication) p.275: „In mid-May 2010 the first 24 of an eventual total of 204 Metro carriages were shipped from the Chinese manufacturer CNR Changchun Railway Vehicles for service in Mecca. Planned arrival of the carriages at the harbour city of Jeddah was 20th. May. They are intended for the new 18.1km long Al Mashaer Al Mugadassah Metro line round Mecca. This line is intended to be opened on 13th. November 2010, so that it can be used by the thousands of pilgrims expected during the 2010 Hajj. The 204 cars will be formed into trains 276.8m long, which will have a capacity of 3850 passengers, 540 of them sitting. In order to function properly in the severe Saudi desert climate the metro carriages are fitted with air conditioning and the brakes are adapted to suit."

(ii). MORE ON THE MECCA METRO.

From 29.11.2009: French group Thales has won a D103 million euro (\$US144

million) contract to supply train control and communications systems for the 20km new elevated Al Mashaer Al Mugadassah metro in the Muslim holy city Makkah, scheduled to be running in time for the November 2010 Hajj pilgrimage. Some two million people visit the western Saudi city during a two-week period each year. Driverless operation is to be introduced in mid-2011, when the metro will reach its full capacity of 72,000 passengers/direction/hour in time for the 2011 Hajj. The line may be extended later to Al Haram and is the first of a proposed five-line network which would connect the area to Jeddah airport and the planned national rail network. The contract was awarded by China Railway Construction Corporation, which is building the 20km light rail system. Thales is to supply Seltrac communications-based driverless train control, an operations control centre, CCTV, SCADA and passenger information systems.

Platform screen doors will be supplied by Westinghouse, Siemens will provide the power supply, and Lloyds Register has been appointed as safety assessor. Systra will supervise the civil work whilst WS Atkins is responsible for electrical and mechanical systems and project management.

The metro will transport pilgrims to holy sites in Arafat, Muzdalifa and Mena during the Hajj, reducing congestion caused by buses and cars. The line will also carry Umrah pilgrims throughout the year. Each site will have three stations and will be served by 300m long, 12-car trains to be supplied by Changchun.

The metro will open in time for the November 2010 Hajj, operating at 35% capacity initially with automatic train protection to assist manual driving.

(iii). NEW MINERAL RAILWAY. From Rail

News International, by Tony Bailey, courtesy of David Notarius on 09.07.10:-

„Saudi Arabia is set to take delivery of six locomotives and 125 wagons for a mineral railway project that is due to launch in December, the Saudi Railway Company (SAR) has said.

Six of 25 locomotive engines being built in Canada are now ready while 125 out of a total of 688 wagons from China are also finished, SAR's Fawaz Al-Magati told Saudi daily 'Arab News'.

„We sent a team of five engineers to Canada and China to ensure the progress of the manufacturing of locomotives and wagons" he said in comments published in the paper on Thursday. „The rest of the wagons are due to arrive in August while the remaining 19 locomotives are due in October" he added. The North-South Railway will start at Hudaitha in Al-Jouf

province and passes through Hail, Qassim and Riyadh provinces. He said the 2,400 km North-South Railway had been given priority due to its importance to industrial development. It will ferry minerals from mines in the north and central zones at Al-Jalami and As-Zabirah to processing plants at Ras Az-Zawr in the east, the paper added. Sponsored by the Public Investment Fund, the rail line is integral to planned phosphate and bauxite mining projects in the north of the country that will link up with processing plants and smelters on the Gulf coast.

(iv). TUBULAR TRACK BEING USED.

There are several reports referring to a radical and potentially very important new development - 'Tubular Mounted Track'. Reference to related websites concerning this brings us the following which will be reprinted here in full:-

TUBULAR TRACK is a patented, ballastless railway system having rails continuously supported on twin reinforced concrete beams laid on a specially designed formation. The beams are tied together with galvanised steel tie-bars, the ends of which encircle the beams, and are therefore not cast into the concrete. The system is fully engineered, tested and quality assured, and Warranties are offered based on correct installation and maintenance procedures being followed.

The reinforced concrete beams and the formation form an integral system, and are designed as such by prominent consulting engineers, who have been appointed as the "System Designers". Site specific designs are done to suit the Clients' needs in respect of varying axle loads, operational speeds and annual tonnages, and are also optimised to suit prevailing geotechnical conditions.

Track and turnouts are designed and manufactured in precast modular sections, with lengths to suit varying applications and handling constraints. Applications include main lines, marshalling yards, ports, urban light rail, tunnels, tracks at passenger platforms, level crossings, and tracks in underground mines and at bulk loading sites.

In 1989 Tubular Track was first offered to the South African Mining Industry, and the first underground installation was done at President Brand Mine. Since then, some 600 km of track has been installed in the mining industry. The first South African and International patents were also registered in 1989. The first surface track for freight traffic was laid at Consul Glass in Wadeville in 1990. This has been followed by many successful applications, particularly in South Africa, but also in the USA and Canada. Some of the surface installations convey in excess of 2.5 million gross tons per

annum, with axle loads up to 32 tons.

In 1993/94, Transnet Freight Rail's world-class Track Testing Centre was commissioned to carry out comprehensive testing to validate the early theoretical work done by Ove Arup Inc. A control test was done on an equivalent length of conventional track. These tests validated the design procedure, and demonstrated very clearly the dramatically reduced stress levels and deflections in Tubular Track as compared to conventional track. Further confirmation was obtained from in-track tests, and on this basis Transnet Freight Rail approved the system for use in yards and sidings.

In 1995, Transnet Freight Rail approved the installation of a test section adjacent to a platform at Braamfontein Station in Johannesburg. This is one of the busiest commuter stations in the country, but freight and mainline passenger traffic also passes through. This Tubular Track installation carries in excess of 15 million tons per annum.

The successful development of Tubular Track turnouts followed. These have been constructed at sidings on the coal export line and at the Richards Bay Coal terminal, and carry axle loads up to 32 tons. Again, excellent geometric stability and reduced maintenance have been achieved. What is of great significance is that these turnouts were constructed on 48kg rail and have carried in excess of 30 million tons.

During 2003, precast modules designed for main line (22ton axle loads) conditions were tested at the Transnet Freight Rail Track Testing Centre in Johannesburg. A report on the successful tests has been prepared by Africon Engineering International and Transnet Freight Rail. After simulating a five year main line usage period, settlement in the system of about 1mm was measured, with absolutely no damage to the precast modules or the grout underlying the modules. In-track testing then took place on a clay section of the North West Ore Line where a total of one million nett tons of coal and iron ore are transported monthly. Some 25 million tons have since passed over this section, which has required no maintenance. Tubular Modular Track (TMT) and turnouts have now completely replaced cast in-situ system.

(v). TUBULAR TRACK IN THE KINGDOM OF SAUDI ARABIA.

You do not touch anything after 10.00 in the morning, especially not any steel items or metal tools. Temperatures at up to 55°C during the day and this, together with severe sandstorms, made it very challenging to complete the project."

Tubular Track (Pty) Limited, based in

Pretoria, South Africa, is a partner in a joint venture company with Central Mining Company Investment Limited (CMCI) named T-Track Saudi. Tubular Track Saudi Arabia in conjunction with the local railway authority recently installed a 900 metre section of Tubular Track on the main railway line between Harad and Al Tawdhiyah in the Eastern Province. This line carries mainly containerised freight between Dammam and the capital, Riyadh. The project was initiated approximately two years ago with the involvement of various role players including government institutions in both countries and private businesses identifying a specific need in Saudi Arabia for providing possible solutions in the form of Tubular Modular Track. The particular stretch of the main-line where the section is installed, some 40km, operates in some of the harshest conditions due to sand and associated sandstorms. Contractors are permanently on standby to clear the line of sand after these storms, to ensure a safe passage for the trains. Contracts Director for Tubular Track Craig Tengstrom, who recently returned to South Africa after the installation, highlighted some of the severe conditions that were experienced in the desert. "After a couple of weeks in the desert, a person partially acclimatises to the high temperatures; however, the sandstorms are intolerable and depressing".

The job could not have been done at a worse time of the year - right in the middle of most probably the hottest summer anywhere on the planet. To compound matters, July and August are also the months when the worst sandstorms blow through this region. "It is extremely depressing to arrive at work the next day, only to find that you must remove tonnes of sand before work can continue. We most probably removed 15,000 tonnes and only replaced 3,000 tonnes. It became difficult to keep morale up at that stage, especially with expat labour who did not understand a word of English. My sign language really improved", said Craig.

One of the main advantages of using Tubular Track in these desert environments is that there is no ballast that can be fouled causing loss in track resilience which ultimately leads to track failure. Tubular Track on the other hand maintains its resilience in the form of a continuous resilient strip between the modular beam and the rail. Sand cannot penetrate into this rail/beam interface, thereby ensuring continued designed track performance.

Tubular Track has completed the project in Saudi Arabia successfully and is now keenly awaiting the potential of more installations in the current and future expansion of the rail network in the country."

(vi). OLDER NEWS - RETENDERING NORTH-SOUTH LINE.

On 27.08.2009 ,Railways Africa' had noted:- „Saudi rail authorities have confirmed that the "landbridge" project linking the kingdom's Gulf and Red Sea coasts via the capital Riyadh is to be retendered on an engineering, procurement and construction (EPC) basis. Because future returns on the line are uncertain, the banks are said to have been unhappy about the viability of the project, even before the global financial crisis hit the region in mid-2008. Since then, Saudi Arabia has slipped into recession and international credit markets have collapsed, intensifying the bankers' fears.

As originally planned, the contract was to be implemented on a build-operate-transfer basis in terms of a 50-year concession. The bidding process has already been stalled twice. The Public Investment Fund (PIF), part of the finance ministry, will now assume financial control of the project, with the Saudi Railways Organisation (SRO) likely to oversee bidding and construction."

And on 14.09.2009: „The Saudi Railways Organisation (SRO - the state railway) has awarded a \$US720 million contract to a consortium that includes China Civil Engineering Construction Corporation (CCECC). The project involves civil works on the 500km new line from the capital Riyadh to Al-Qassim, as part of the mega north-south railway project. CCECC is to be responsible for providing and laying the track. The consortium includes the Al-Ayuni Trading and Contracting Company and the Al-Abdulaziz al-Omer Establishment for Trading and Contracting."

(vii). NEW PASSENGER STOCK.

Also from 27.08.2009: „Interfleet Technology has completed initial designs for passenger trainsets to run on Saudi Arabia's new north-south railway. The 200km/h equipment is to run with diesel-electric locomotives at each end, and has to cope with sandstorms and temperatures of 50°C in the Great An-Nafud Desert. Executive, business and economy class accommodation is to be provided, together with restaurant and sleeping cars. An industrial design team led by Luis Chomiak is working with the Saudi Railways Organisation (SRO) in developing conceptual designs, taking into account cultural and passenger requirements with input from SRO's in-house designers and consultants Louis Berger and Canarail.

It is expected that freight trains will begin using the new line by the end of 2010, with passenger operations starting in 2012. These are to run northwards from the capital Riyadh to the cities of Ha'il and Al Haditha. Eventually an

extension is envisaged to Amman in Jordan."

(viii). RIYADH LIGHT RAIL.

13.11.2009: „Saudi Arabia has started construction of a light rail line in the capital city Riyadh (population 6.5 million), with 36 stations in the first phase. According to Saudi Railways Organisation (SRO) spokesman Mohammed Abu-zaid, the project falls under the jurisdiction of the Arriyadh Development Authority (ADA).

Eight light rail trainsets are to be supplied by Construcciones y Auxiliario de Ferrocarriles SA (CAF) of Spain within three years

at a cost of about SR612 million (\$US163,000).

CAF signed a contract with the SRO for the supply of the trains and four years' maintenance.

ADA says final preparations to implement the project have been made. Construction has begun on two routes, one to have 23 stations and the other 13. The first phase comprises a 25km north-south route. It will extend from the northern side of the ring road to Olaya and Batha streets up to the southern ring road.

THE SECOND PHASE WILL INVOLVE A 14KM ROUTE EXTENDING FROM THE EASTERN SIDE OF THE RING ROAD ACROSS KING ABDULAZIZ ROAD, AS FAR AS KING KHALED ROAD IN THE WEST. DISTANCES BETWEEN STATIONS WILL BE 600 METRES IN MORE DENSELY POPULATED AREAS AND 1,100 TO 2,000M ELSEWHERE. THE SYSTEM IS EXPECTED TO SERVE 1,500 PASSENGERS PER HOUR PER TRACK INITIALLY AND LATER UP TO 8,000 PASSENGERS PER HOUR.

D. TURKEY.

Some years ago an LMS 8F-design 2-8-0, built during the war for War Department purposes but one of twenty sent to Turkey, TCDD 45160, which had earlier run as LMS 8274, was repatriated to Great Britain and overhauled at the Swanage Railway, where it even worked for a while in the 1990's. It has now worked on the Gloucester-Warwickshire Railway, at their 'GWR 175 event at the first week of June, repainted as 'GWR 8476'. - presumably to reflect the brief period when several such engines were operated also by the Great Western Railway.

E. SYRIA.

DAMASCUS-ALEPPO UPGRADE?

From the „Rail News Africa' website, dated 12.12.2009:- „A study on developing the Damascus - Aleppo Railway has been discussed between the ministry of Transport and the Italian Italferr company. It aims at increasing train speeds to 155km/h and improving safety aspects. According to Minister of Transport Yarob Badr during an inspection tour with representatives from the company ,This railway is going to be part of the network connecting Turkey with Europe and Jordan, Saudi Arabia and the Gulf. This, he said, meant that it had to be compatible with the interconnecting

lines and match the speeds used in other countries. Badr called for a regional joint study on regional rail networks and what is being done in neighbouring countries."

F. QATAR.

From „Railways Africa' website: 07.09.2010. „Qatar is to invite tenders for the construction of its planned express airport rail line from downtown Doha - one of five major rail projects the country is to undertake over the next ten years. The building of a new railway station terminal is included in a project called the passenger rail station box, expected to finish in 2011.

The construction of five new rail lines is part of the country's plans to build a national railway system within ten years. These include an east coast railway between Ras Laffan and Mesaieed, a high-speed line from Doha to Bahrain across the Qatar-Bahrain causeway, a freight link connected to the planned Gulf Cooperation Council (GCC) rail network, a Doha metro and a light rail system serving residential developments.

The Qatari Diar real estate investment company and the German firm Deutsche Bahn have developed conceptual bidding designs."

(On 17.07.2009 it had been reported: „Bahrain and Qatar are planning a railway to link major economic and industrial centres in the kingdom, including the airport and Shaikh Khalifa seaport, the paper Akhbar Al Khaleej reports. The proposed Bahrain-Qatar Friendship Bridge is to include a freight and high-speed passenger service that will also be incorporated into Qatar's planned national rail system.")

G. OMAN.

From Railways Africa website 16.04.2010: „The next phase in the development of the Oman Railway project, centred initially on a 475km network in the northern part of the country, is being prepared. Three key sections have been delineated for implementation in this phase. Section 1 extends from Misfat near Fanja on the outskirts of Muscat to Sohar. Section 2 is to go north from Sohar to Khatmat Malaha on Oman's border with the United Arab Emirates (UAE).

Sections 1 and 2, which together constitute the main core of the rail project, total roughly 300km in length. Section 3 involves a 147km branch line from Sohar to Al Ain on Oman's north-western border with the UAE. Branching off from this line there is to be a 28km secondary link to Buraimi. The alignments for all three sections have been finalised and set out in a feasibility study undertaken by a joint venture (JV) team of experts representing Systra Consulting of France and the National Engineering Office (NEO) of the Oman Sultan-

ate.

The JV has already completed its study of the Oman Railway project's design requirements on behalf of the supreme committee for town planning (SCTP), which has been tasked by the government with overseeing implementation of the project. Several stations are to be constructed at key points. Parts of the alignment traverse rugged terrain and wadis, necessitating the construction of major rail bridges, viaducts and tunnels. In later stages of the project, the railway is to be extended to Duqm on the Wusta coast and eventually to Salalah.

Possible extensions into Muscat city, via a system of metros and elevated lines, are also being explored. Development of Oman's rail network will run broadly in parallel with a plan by the six Gulf states to build an inter-GCC (Gulf Cooperation Council) rail system extending some 2,000km from Salalah on Oman's southern coast to Kuwait's border with Iraq. The estimated \$US25 billion project is likely to be operational between 2016 and 2018."

H. DUBAI.

From 'Railways Africa' website 07.05.2010: In mid-May, Dubai [was] to host the largest dedicated rail conference and exhibition ever held in the Middle East. Delegates will have the opportunity to meet representatives of the regional government authorities in the United Arab Emirates (UAE), Saudi Arabia, Qatar, Bahrain, Syria, Egypt and Algeria. At the conference, case studies are to be presented from the UAE, Saudi Arabia, Europe, Asia and North America on building world-class railway organisations from scratch. All the leading consultants and railway suppliers in the world are attending. For more information, e-mail: Ayusha.tyagi@terrapinn.com

I. YEMEN.

FROM 'RAILWAYS AFRICA' WEBSITE 26.10.2009: „YEMEN'S MINISTRY OF TRANSPORT HAS INVITED BIDS FOR A CONTRACT TO MANAGE CONSTRUCTION OF THE COUNTRY'S FIRST RAILWAY, WHICH WILL LINK THE NATION WITH NEIGHBOURING COUNTRIES IN THE GULF. ONE LINE IS TO FOLLOW THE COAST FROM YEMEN'S NORTH-WESTERN BORDER WITH SAUDI ARABIA TO THE EASTERN BORDER WITH OMAN. TWO OTHER LINES ARE TO RUN FROM THE NORTH-WESTERN POPULATION CENTRES TO RED SEA AND ARABIAN PORTS. The rail system is to connect with a 1,500km regional freight network to be built in Saudi Arabia, Kuwait, the United Arab Emirates, Qatar, Bahrain and Oman - scheduled for completion by 2017.

On 26 March 2010 'Railways Africa' had reported: „More than twenty companies - American, French, Canadian, Lebanese, Chinese, Spanish, Korean, Italian, Swiss, German, Turkish and Australian - have qualified to tender

for the first phase of Yemen's railway project, which includes preparing the tender documents, contract system and negotiating with investors. The first section is to be a 72km line linking Yemen to Saudi Arabia at an estimated cost of about \$US106 billion. The second is a 766km line connecting Yemen with Oman at a cost of approximately \$US1.1 billion. The third stage will connect Yemen's business capital of Aden with the Balhaf in Shabwa province. The fourth will be a mineral line running from Jawf via Mareb to Shabwa. The government is considering integrating the second and third sections and adding a fifth that will connect Sana'a with the western port city of Hodiada, the Yemen Post reports."

J. KUWAIT.

Railways Africa, 01.08.2009. „In 2010, Kuwait (the world's fourth-largest oil exporter) is to go ahead with three ambitious transport projects worth up to \$US5.23 billion that have been approved by the government in developing the country's first railway and monorail systems. Adel Al-Roumi, head of a developmental projects unit associated with the ministry of finance, was quoted by Reuters saying: "Three public joint-stock companies will be formed with the participation of the private sector through strategic investors." For each company formed, he explained, a 26% stake will be offered at auction for local or international investors. The government will own 24%, with the remaining 50% offered to Kuwaiti investors. The government is expected to review studies by international consultants for the three projects by the first half of 2010, after which the firms will be set up."

K. LIBYA.

From 'Railways Africa' website 26.03.2010: „Rossiskii Zheleznii Dorogi (RZHD) - the Russian State Railways - which is building the new railway along Libya's Mediterranean coast, has announced the completion of the first 14km. President Vladimir Yakunin visited the construction sites on 14th. March where he met Libyan Railways chairman Said Mohammed Rashid. The €2.2 Billion contract, signed in April 2008, currently employs 438 people on construction work, which is expected to take four years. In all, it is expected that a total of 3,500 local and Russian workers will help build the line.

Initially trains are to run at 160km/h., but the double track alignment makes provision for electrification, to allow eventual running at 250km/h. According to RZD the project includes the building of 1,000 structures, including 30 rail and 23 road bridges, and six major and 24 minor stations.

The China Railway Construction Corporation holds separate contracts in Libya, covering the 625km. of route westwards from Surt to Al Kuhums, Tripoli and Ras Ejder on the Tunisian border, and an 800km. line southwards from Misratah to iron ore deposits inland near Sabba."

On 02.06.2010 the same site reported: „An article in Revista Ferroviaria dealing with Brazilian firms working in Libya mentions the extensive rail network currently under construction, though this has nothing to do with Brazil." It includes:- „The peculiarities of the country have required additional effort from the Brazilian companies. Due to their culture, Libyans are not used to performing manual work. Therefore thousands of workers need to be brought from countries such as Thailand, Vietnam, the Philippines and Egypt to work at the country's construction sites. This blend of customs creates a few complexities. Odebrecht, for example, serves two kinds of lunch for its employees -an international cuisine and an Asian cuisine. In Libya, an Islamic country, the sale of alcoholic beverages is forbidden and the entertainment options are scant. There is no cinema, shopping mall or theatre."

L. IRAQ.

(I). MONORAIL.

From 'Railways Africa' 12.07.10: „Iraq's first monorail, in the city of Najaf, is to be built by TransGlobim International (Globim), a privately-owned Canadian consortium which has been awarded a \$600M contract. Najaf, one of Shi'ite Islam's holiest sites, hosts hundreds of thousands of pilgrims at rites several times a year, jamming its mediaeval streets.

The 37km. line is to be built in two stages and be complete in three years. Construction of a power plant is included in the contract. The first phase will link the three important Shi'ite mosques in Najaf - the Imam Ali, Kufa and Sahla shrines - and also connect with two important bus stations. The second phase will link to the new Najaf airport.

The BBC notes that Shi'ite rites at the shrines are a frequent target of Sunni Islamist insurgents such as Al-Qaeda."

(II). BAGHDAD METRO SCHEME. ALSO 'RAILWAYS AFRICA' 01.07.2010: „AT THE END OF JUNE, A DELEGATION FROM THE MAYORALTY OF BAGHDAD VISITED THE HEAD OFFICE OF ENGINEERING CONSULTANCY SYSTRA IN PARIS, TO DISCUSS PLANS FOR THE FIRST TWO METRO LINES IN THE IRAQI CAPITAL. THE DELEGATION WAS LEAD BY VICE-MAYOR IBRAHIM HUSSEIN, WHO WAS RECEIVED BY SYSTRA MANAGING DIRECTOR PHILIPPE CITROEN FOR THREE DAYS OF TALKS.

Line 1 is to run for 18km from Sadr

City in the north-east to the city centre, turning north-west to pass through Al Khulani and along the eastern bank of the Tigris River before terminating at Antar Square. It will have 20 stations . The second line will run from the south-eastern district of Al Fath, intersecting with Line 1 at Al Khulani before crossing the Tigris to serve the area west of the city. Line 2 will be 22km long with 21 stations. Design work could begin as soon as September.

A METRO NETWORK WAS FIRST PROPOSED IN BAGHDAD IN THE 1970S, BUT THE PLANS WERE SHELVED SOON AFTER THE START OF THE WAR WITH IRAN IN 1980."

ON 09.10.2010 IT HAD REPORTED:- "SE-VEN INTERNATIONAL COMPANIES HAVE BEEN CHOSEN BY THE IRAQI MINISTRY OF TRANSPORTATION TO BID FOR A CONTRACT TO BUILD A \$US3BN BAGHDAD METRO RAILWAY. THEIR SUBMISSIONS ARE DUE IN JANUARY 2010, WHEN A TECHNICAL COMMITTEE IS TO BE SET UP TO SELECT THE MOST PROMISING PROPOSALS. ACCORDING TO !MAYOR SA-BIR AL-ISSAWI, 17 FOREIGN FIRMS EXPRESSED INTEREST IN THE PROJECT - THE FIRST OF ITS KIND IN IRAQ. IT COMPRISES THE CONSTRUCTION OF TWO LINES, EACH ABOUT 20KM IN LENGTH WITH 20 STOPS."

M. AFGHANISTAN.

From 'Railways Africa' website 01.07.2010: „As work progresses on Afghanistan's first railway, a 1,000km standard gauge corridor is being planned across the north of the country. This would give Uzbekistan, Tajikistan and potentially China access to world markets via the Iranian port of Bandar Abbas without requiring transit through other CIS countries.

MINISTER OF MINES WAHIDULLAH SHAH-RANI SET OUT A \$US6BN PLAN FOR A 2,000KM NATIONAL NETWORK AT A RAILWAY DEVELOPMENT WORKSHOP IN KABUL IN MAY. THE FIRST PHASE WOULD START AT SHER KHAN BANDAR ON THE TAJIK BORDER, CONNECT AT NAIBABAD WITH THE LINE NOW UNDER CONSTRUCTION FROM UZBEKISTAN (ON 1,520MM GAUGE), AND CONTINUE THROUGH MAZAR-I-SHARIF TO HERAT, WITH THE POSSIBILITY OF A LINK TO THE TURKMENISTAN RAILWAYS LINE AT TOWRAGHONDI. A BRANCH WOULD RUN FROM SHIRBIRGHAN VIA ANDKHOVY TO THE AQINA BORDER CROSSING WITH TURKMENISTAN.

At Herat the railway will join a line under construction from Iran; civil works are complete on two-thirds of the formation within Iran, but the Afghan section of the route still awaits funding.

The minister said the corridor will be built to 1,435mm gauge, designed for 25 tonne axleloads and speeds of 100 to 160 km/h. A second phase would see a Chinese-backed line built from Mazar-i-Sharif to Kabul, Jalalabad and Torkham, near the Khyber Pass. The long-proposed extension of Pakistan Railways' Chaman line to Kandahar is also planned."

N. EGYPT.

USATC FILM LOCO.

In 'C.R.J.' No. 162, Summer 2010, p. 164 is an article and photo of the USATC loco at Cairo film studios. This topic was mentioned in Harakevet 25:9 and 30:18.

'EGYPTIAN MEDIA PRODUCTION CITY..... [HAS] AN OLD 4-WHEEL CAIRO TRAM THAT IS USED FOR FILMING STREET SCENES. EMPC IS LOCATED AT '6TH. OCTOBER CITY' ABOUT 20 MILES SOUTH-WEST OF CAIRO. AMONGST THE 'LOCATIONS' AVAILABLE FOR FILMING IS A SHORT SECTION OF STANDARD-GAUGE TRACK, ABOUT 200M LONG, WITH A LEVEL CROSSING, RURAL STATION, SEMAPHORES ETC. ON THIS TRACK IS A FORMER USATC 0-6-0T WHICH IS PROPELLED BY A DIESEL LOCOMOTIVE WHEN NEEDED AND APPEARS COMPLETELY INTACT, APART FROM A GROTESQUE CHIMNEY EXTENSION, AS SO BELOVED BY FILM PRODUCERS WHO SEEM TO FEEL THAT ALL STEAM LOCOMOTIVES MUST HAVE A VERY LONG CHIMNEY, BUT THANKFULLY NO COW-CATCHER. THE LOCO CARRIED EGYPTIAN 1160 NUMBER PLATES, BUT NO OTHER IDENTIFICATION COULD BE FOUND.... IT IS THOUGHT THE LOCO 'MAY BE VULCAN IRON WORKS 4467/1943, ORIGINALLY USATC 1994. LATER BECOMING WD 311 AND NAMED SAPPER. IT WAS DISPOSED OF AS LONG AGO AS 1952 AT SUEZ, AND HAS BEEN MISSING SINCE THEN. THE CRC'S BOOK 'MIDDLE EAST RAILWAYS' BY HUGH HUGHES HAS THESE DETAILS ON P.51, BUT THE 1160 NUMBER APPEARS TO HAVE BEEN INVENTED LOCALLY.

ALSO PRESENT AND AVAILABLE WAS EX-EGYPTIAN RAILWAYS 0-6-0DH 4339. THE METRE GAUGE TRAM, BUILT IN BELGIUM BY LA BRUGEOISE, RUNS IN A SEPARATE FILMING 'LOT' BASED ON THE STREETS OF ALEXANDRIA. THE TRAM WAS OPERATED FOR A VISITING PARTY BUT SADLY FAILED AFTER ABOUT TEN MINUTES RUNNING."

O. ETHIOPIA.

From 'C.R.J.' 162, Summer 2010, p. 166. „On 2nd. January 2010 it was announced in Addis Ababa that the Ministry of Transport and Communications had recently signed an agreement with a foreign country to launch a light rail transit system in the city. Over 30km. of line are envisaged, to alleviate transport problems in the city."

P. ERITREA.

FROM 'C.R.J.' 162, SUMMER 2010, P. 165: „THE MOTIVE POWER AND ROLLING STOCK SITUATION AT THE END OF JANUARY 2010 WAS AS FOLLOWS, ALL ITEMS BEING AT ASMARA UNLESS INDICATED OTHERWISE: Steam Locos.
202.002 Stored serviceable at loco shed. 202.004 Stored at workshops, awaiting repairs.
202.8 Under repair at workshops. (forge).
202.9 Derelict at loco shed.
202.10 Complete at loco shed.
202.11 Derelict at loco shed, by turntable. 440.008 Serviceable at loco shed.
442.54 Serviceable at loco shed.
442.55 Serviceable at loco shed.

442.56 Under restoration at loco shed (frames) and workshops (boiler).
442.59 Serviceable at loco shed.

PASSENGER CARRIAGES:

CARRIAGES 01 - 05. MAI SERVICEABLE; 02 AT ATAL.
Bar car 06 Serviceable. Composite car CD 61 Derelict, body only. Baggage cars DF 862/2 Derelict, bodies only. 3 x 4wh. open coaches Serviceable at Otumlo/ Amaterai, for Massawa commuter service. 3 x 4wh. open coaches Serviceable for tourist service.

DIESEL LOCOS AND RAILCARS.

25D STORED OUT OF USE AT DIESEL DEPOT.
27D Serviceable at diesel depot.
Fiat TL 150 Derelict at Mai Atal.
Drewry 2075 Awaiting repairs at Otumlo/Amaterai.
Drewry 2079 Serviceable at Otumlo/Armaterei.
Drewry 2083. (Not seen).
,Littorinella' No. 2 Serviceable at diesel depot.
,Littorina' No. 2. Serviceable at diesel depot.
,Littorina' No. 7. Under repair at diesel depot.
,Ural' No. 1. (white) Serviceable at Arbaroba, works trains.
,Ural' No. 2. (green) Serviceable for works trains.
Railbus Frame at workshops.
MotoGuzzi motor car Stored at diesel depot.
VAIACAR V504FC Road-railcrane, serviceable at Nefasit.
VAIACAR V704FV Stored out of use.

RAIL CRANES.

GRU 8.000 DERELICT AT WORKSHOPS.
GRU 8.001 Serviceable at workshops. Derelict
GRU 8.002 at Massawa station.

"A PARTICIPANT IN THE GERMAN FARRAIL TOUR IN FEBRUARY 2010 REPORTS THAT THE LOCOS USED ON CHARTERS INCLUDED 202.002, 440.008, 442.54, 55, 59 AND KRUPP DIESEL 27D, AS WELL AS ,LITTORINA' NO. 2 AND THE ,LITTORINELLA'. STILL DISMANTLED, WITH ITS BOILER AT THE WORKSHOPS, WAS 442.56, WITH NO OBVIOUS SIGNS OF PROGRESS DURING THE PREVIOUS YEAR, NOTHING MUCH HAS CHANGED SINCE PREVIOUS REPORTS, EXCEPT THAT SOME NEW TRACK HAS BEEN LAID IN THE FORMER GOODS YARD AT ASMARA STATION, AND THAT AT ARBAROBA THE STATION BUILDING IS UNDER RESTORATION. THE REPAIRS TO ,LITTORINA' NO. 7 HAVE BEEN COMPLETED, USING PARTS FROM FLAT LORRIES, BUT FOLLOWING TEST RUNS IT APPEARS THAT CONT

foot of page 22

A Railway Visit in Nurnberg

By Chen Melling, Deputy Manager, Israel Railway Museum

During July 2010 I was invited to Germany by Messrs. M. Frey and A. Ravasz to discuss the possibilities for publishing in German the late Paul Cotterell's book "Make Straight the Way" about the history of railways in Israel. The visit fell on the opening date for the Deutsche Bahn Museum's exhibition for the 175th anniversary of railways in Germany, titled "Planet Eisenbahn" and I was kindly invited by the DB Museum's Dr. Rainer Mertens (Leiter Sammlungen und Ausstellungen) to attend the opening events in Nurnberg.

On our arrival in Munchen airport we quickly took the S-Bahn train to Munchen Haupt-bahnhof and then the super-fast ICE3 train which covered the 171km way between Munchen and Nurnberg in just over an hour, reaching speeds of some 300km/h in large parts of the way. The short travel time allowed us to arrive in the DB Museum just in time for the press tour of the new exhibition. The exhibition was formally opened later that evening in an impressive ceremony which featured speeches by Deutsche Bundesbahn CEO Dr. Rudiger Grube, Bay-ern's Transport Minister Martin Zeil and the respective mayors of Nurnberg and Furth as well as the hosts, DB Museum's director Dr. Jurgen Franzke and above-mentioned Dr. Mertens, who lead the creation of the exhibition.

This new exhibition attempts to relate to the general public not only the course of the development of the railways in Germany, but more importantly their effect on the life of the German people and nation in the

past, present and future, as well as milestones of railway development around the world. The advent of the railway standard time, the difficulties of transporting everyday goods and freight and the state-of-the-art in railway technology development are all demonstrated in a graphic and "hands-on-experience" style, together with details and explanations on the finances of railway investments from the first Nurnberg-Furth railway of 1835 to recent multi-billionaire Warren Buffett's purchase of the giant American BNSF railway for US\$34 billion. Also on display is a sample of some 600 model railway locomotives and wagons from a huge collection, numbering more than 10,000, which has been donated to the DB Museum.

Of the ten 'themes' of the exhibition, a special place of honour is reserved for the display telling the story of the Deutsche Reichsbahn's active involvement in the Second World War and in the Holocaust, with images of the railway tracks to Auschwitz and the transportation of Jews and other victims of the Nazi regime. This same theme also received a dedicated new exhibition in Nurnberg's Dokumentationszentrum Reichsparteitagsgelände, in which all the horrific details of the use of the railway in the war and Holocaust are displayed in one of the most important museums dealing with the subject of Nazi Germany. Back in the DB Museum, we were invited to ride on the operational 'Adler' locomotive, built in 1935 as an exact replica of the first successful locomotive in Germany, from 1835. This replica was destroyed in the 2006 fire in the Museum, but has been rebuilt in the meantime and was operated for the event's guests as a prelude to the "Adler, Rocket & Co." exhibition planned later this year at the Museum, which will also include a replica 'Rocket' locomotive on loan from the British National Railway Museum in York. The 'Rocket', built by the Stephenson in 1829, was the world's first successful and modern steam locomotive. Our visit in Nurnberg also included a lengthy stroll around the amazing Germanisches Nationalmuseum and the lovely old town, but that is a story for another article.

Cont'd from page 21

SOME ADJUSTMENTS WILL BE NEEDED TO MAKE THE UNIT FULLY OPERATIONAL. PLANS ARE STILL UNDER WAY TO RESTORE PASSENGER AND FREIGHT TRAFFIC BETWEEN MASSAWA AND ASMARA, WITH SALT AND CEMENT TO ASMARA AND ORE CONCENTRATE TO MASSAWA FOR EXPORT. EVENTUALLY IT IS PLANNED TO REOPEN THE LINE TO KEREN AND BEYOND FOR THE GOLD MINE BEING BUILT NEAR BISCIA. IN NOVEMBER 2009 A THREE-MAN MISSION FROM ER WENT TO ITALY TO VISIT VARIOUS COMPANIES SPECIALISING IN ROLLING STOCK REFURBISHMENT, AS WELL AS RAIL AND CONCRETE SLEEPER MANUFACTURERS. SOME ROLLING STOCK IS SAID TO HAVE BEEN FOUND IN ITALY AND NEGOTIATIONS BY THE ERITREAN EMBASSY IN ROME ARE UNDER WAY TO ACQUIRE IT."

MIDDLE EAST FORCES -RAILWAYS TIMETABLES 1946.

From Mike Christensen I received on loan a copy of a duplicated, typescript, yellowing, rather brittle booklet, 'Passenger Time Tables Egypt - Palestine - Levant' (Summarised for the MEF) Pamphlet No. 3', 'Effective from 1st. May 1946 until Further Notice - except where otherwise stated all trains run daily (Sundays included) and are I, II & III Class'. Issued by Q(M)3, GHQ, MEF.

We will not reproduce all of it here but substantial excerpts, which reflect especially on the period.

On p. 3 it is noted:

Dining Cars - Are available to I and II class passengers only.

Pullman Cars - Are available to I class passengers only.

Reservations must be made through the offices or agencies of the Wagons-Lits Co. Sleeping Cars - On the Palestine Railways, are available to I class passengers only.

- On the Upper Egypt trains, are available to I and II class passengers only. All reservations must be made through the offices or agencies of the Wagons Lits Co. Long notice is usually advisable.

Pages 4-5 cover Cairo - Alexandria & reverse, trains depart Cairo at 07.00, 09.30 (P), 11.45, 12.30 (D,P I&II), 15.05, 16.30 (P I & II), 18.45, 20.30 (D,P, I & I), 22.50. Halts at Benha, Tanta and Sidi Gaber are listed before arrival at Alexandria at 11.00, 13.15, 16.35, 15.55 [sic], 22.10, 20.15, 23.05, 23.55, 05.15.

D & P refer to Dining and Pullman cars being conveyed; the I & II means these classes only and clearly they are faster, overtaking slower trains en route. Trains depart Alexandria at 06.00, 08.45, 11.10, 12.00 (D,P I & II), 13.15, 15.30 (P I & II), 18.30, 20.00 (D,P I & II), 22.30. Arrival at Cairo: 10.12, 12.30, 15.55, 15.25, 20.35, 19.15, 22.50, 23.25, 05.00.

Pages 6-7 cover Cairo - Port Said via Benha, Zagazig, Tel el Kebir, Qassassin, Abu Sueir, Is-mailia, El Ballah, Kantara West. Through trains

depart Cairo 07.30, 11.30. 14.45 (Express Diesel Railcar, I&II Only, omitting the halts at Tel el Kebir, Qassassin, Abu Sueir, El Ballah and Kantara W.) and 18.15 (D); other services cover only a part of the route. Arrival at Port Said 12.30, 16.20, 18.35 and 23.10. From Port Said the first train is the Express Railcar at 07.00, then 07.45, 11.05, 12.45 (D) and 18.45, arriving Cairo 10.50, 12.50, 17.30 and 23.40.

Page 8 covers Ismailia - Fayid Area - Suez (Port Tewfik) - trains depart 11.10 and 22.05, arr. Suez 14.15, 01.15; the direct route via the Desert Line involving departures from Cairo Port Limoun at 07.20 and 18.10, arriving 10.04 and 21.30. Northbound services are essentially similar, departing Suez 06.00 and 16.15, or via Desert Line 06.25 and 16.00.

p.9 covers the Nile Valley route - trains depart Cairo for Giza, Luxor, Aswan and Shellal at 08.00, 16.10, 20.00 and 22.00, the first of these ending at Luxor and the fourth at Aswan. The 08.00 conveys I & II and Sleeping Car Daily, a Dining Car Daily in May, then from June to October incl. Sun., Tues., Thurs. & Friday. On Tuesdays and Fridays from Cairo this train gives a direct service to the Sudan, connecting with the mail steamer at Shellal.

From Shellal the through trains are, remarkably, at 16.30 and 17.00, the former being the 'fast' service with the dining car daily in May and thence Sat., Mon., Wed. and Fri. 'On Mondays and Fridays the mail steamer from Sudan connects with this train.'

p.10 covers Alexandria - Sidi Bisher - Abukir, a frequent service, journeys lasting around an hour, departing 05.10, 05.45, 07.05, 07.40, 08.05, 09.10, 11.00, 12.15, 13.30, 14.10, 15.40, 16.25, 17.15, 18.15, 19.15, 20.25, 21.50, 23.10.

p.11 covers the Western Desert and here things get complicated. The printed timetable shows Train 182 runs Sundays Only from Alexandria 12.25 via Sidi Gaber to Amriya arr. 13.25, 'Con-veys one third class coach to go forward by train 703/264 to Tobruk Road.' Train 703/264 also worked SuO and dep. Cairo 08.50, via Benha, reaching Amriya 13.05 (Meal Halt.) The combined train then departed Amriya 14.05, made halts at Burg el Arab, El Hammam, El Dabaa, Fuka, Similla at 20.30 - for a Meal Halt - and on Mondays then reached Mesheifa 01.41, Capuz- zo 04.44, Gambut 06.34, Belhamed 07.23, Tobruk Road arr. 08.20. Presumably it was at least much cooler to travel at night.

However, at some point (undated) a handwritten note shows alterations - mainly of only a few minutes - to most of the stopping

times, so that the train arrived Tobruk Road 07.55; then 'Amendment 3' meant that both these trains, from Alexandria and Cairo, are 'Cancelled'.

Instead, handwritten 'Amendment 2' indicates that Train 266 now ran Daily rather than Mon./Wed./Fri.O. This ran Alexandria 11.45, with only a five-minute pause at Amriya and after halts at Burg el Arab 14.01, El Ham-mam 14.25, El Dabaa 16.50, Fuka 18.13 and Similla 19.56, terminating at Mersa Matruh 20.20.

Another Daily Train 184 departs Alexandria 16.10 and terminates El Hammam 18.40.

In the reverse direction the original timetable shows Train 267/704 Mondays Only departing Tobruk Road 19.10, arriving Misheifa 01.00 on Tuesdays, the meal stops are at Similla 05.16 - 06.15 and Amriya 12.05 - 13.12, arrival at Cairo 17.55 Tue.O. (in the form of 'At Amriya, on Tues., attaches one third class coach from Tobruk Road ex Train 267/704').

Train 183 departed El Hammam daily 06.20 and reached Alexandria 08.50. Train 265 was Tues./Thurs./Sat.O (later amended to Daily) from Mersa Matruh 06.30, reaching Amriya 13.28 and continuing to Alexandria arr. 15.00.

Again, a handwritten note 'Cancelled' is added. So one sees that the weekly coach onto the Western Desert Extension Railway was withdrawn during this period, and the service remained thereafter daily to Mersa Matruh.

p. 13 covers Cairo - Beirut. Here the service comprised Troop Train 753/6, Daily Except Sundays, and Train 751/2, Daily, with Dining and Sleeping Cars Cairo - Haifa, but 'Does not convey 3rd. class Military passengers.'

In Egypt, troop trains departed Cairo at 16.00 (from 17/6/46 at 15.50) via Benha, Alexandria 11.10, the combined service leaving Benha 17.00 (16.50) via Ismailia (connect with 16.15 from Port Tewfik and 18.45 from Port Said) to Kantara West 19.27.

The main daily train departed Cairo 17.50 (Alexandria 15.30), combined from Benha 18.45, Ismailia 20.55 and Kantara East 22.05 (Meal Halt.)

What is interesting is that the Troop Train departs Kantara East at 21.55, whereas the 'civilian train' 751/2 arrives following its departure and departs only at 23.50, possibly to allow for arrival in Palestine at a more relaxed hour. The two trains can be shown thus:

	<u>Troop Train 753/6</u>	<u>Train 751/2.</u>
Kantara East	21.55 23.50	Rafa 02.35-02.40
	04.55-05.09	
Gaza	03.27-03.49	06.12-06.55
Majdal	04.15-05.20	07.25-07.29

Rehovot	04.57-05.04	08.14-08.21
Lydda	05.23-06.05	
Meal Halt	08.40-09.20	
Ras el Ain	09.47-09.50	
Tulkarm	06.55-07.00	10.21-10.24
Hadera	07.22-07.25	10.46-10.49
Haifa East	08.30 Meal Halt.	12.07

From here Train 407/191 departed Haifa East 13.15, Adloun 15.32-15.35, Saida 15.59-16.05, arr. Beirut 17.16. Southbound (p.14) the Train 192/408 departs Beirut 07.35, Saida 08.45-08.56, Adloun 09.2209.23, Haifa East 11.44, Meal Halt.

Thence Troop Train 7/752 and Passenger Train 192/408, this latter with the sleeping and Dining Cars Haifa - Cairo and unavailable for 3rd.class military personnel.

	<u>Troop Train 7/752</u>	<u>Train 192/408.</u>
Haifa East	14.00 15.20	
Hadera	15.01-15.06	16.35-16.38
Tulkarm	15.29-15.38	17.00-17.04
Ras el Ain	17.32-17.37	
Lydda	16.25-16.55	18.02-18.45
Rehovot	17.14-17.20	19.04-19.09
Majdal	17.56-18.01	19.53-19.58
Gaza	18.26-19.05	Meal Halt
	20.30-21.15	Meal Halt
Rafa	19.51-20.10	22.17-22-29
Kantara East	00.45-01.50	Meal Halt
	03.25-05.15	Meal Halt Cairo
	06.40 09.30.	

These trains connected at Lydda of course with services from and to Jaffa and Jerusalem - northbound service had connections Lydda 09.35, Jerusalem 11.45; and Lydda 07.25, Jaffa 08.10, and 09.30, Jaffa 10.05.

Southbound, departures from Jaffa at 15.08 and 17.15 respectively, Jerusalem dep. 15.55 for Train 192/408. If necessary, by Road 'under arrangements Mov. Levant to connect with train 7 at Lydda.'

p.15, 'Haifa - Beirut - Tripoli (S) - Aleppo' also shows signs of political and hence timetabling alterations. From Beirut HBT northwards there was an 07.00 bus to Tripoli arr. 09.45, thence 'Limited' rail car dep. 09.56, Homs 12.00, Aleppo 15.26. The 14.00 bus from Beirut (arr. Tripoli 17.25) was later amended in handwriting to Sat. & Tues. Only. The train dep. 21.01, Homs 01.03, Aleppo 08.05.

To be continued...

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The road to peace will be neither straight nor easy, and building bridges in such circumstances will not be a simple matter. These two photos by Wolfgang Buckentin reveal the current situation between Israel and Syria, along Road 98 near Hammat Gader in the Yarmuk Gorge.

