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הרכבת

A Quarterly Journal on the Railways of the Middle East  
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Any philosopher can tell you that one needs light at BOTH ends of the tunnel for the tunnel to be effective. Here we see work under way on one of the tunnels on the new A1 fast link to Jerusalem in August 2011. (Photo by Boaz Levy, courtesy of Aharon Gazit.)

**Tunnel Portals, sealing within the tunnel, and a Forming Machine.**



## EDITORIAL

As we write, the Middle East remains in turmoil - but what's new about that? At press date (1st. September) the Libyan leader remains in hiding though the civil war apparently draws to a close; The Syrian Government is still shooting at its own citizens and it will be a while, one suspects, before railway enthusiasts will take part in innocent tourist activities once again at Dera'a station. The result of some of this turmoil is a relatively reduced amount of current railway news from other countries.

The big news from Israel is also varied - repercussions from the Netanya accident, progress in realignments and track doubling, another new General Manager for IR, and AT LAST the tram in Jerusalem has opened - a messianic event for some. („*Adon Olam, asher malach, BeTram kol yetzir nivrah!*“ - an in-joke for those comfortable with Jewish liturgy.) Although one could fill the issue with photos of this event, we will sternly fight this temptation. Instead we have space for quite a lot of historical material under 'Notes and News', plus a little more on the vexed question -linked more to Jewish history than to Middle East History - of the events of the 1940's and how to deal with them.

So let us see what the next three months will bring.....

Enjoy!

The Editor.

ditions during a journey. Just recently, a class action suit against the railway for delays was dismissed on the grounds that the railway is a not-for-profit, public entity, and therefore it cannot be sued in this fashion. However, the small claims court in Beersheva decided otherwise and concluded that such a ruling was too lenient towards the railway: „There is a contractual relationship between the plaintiff and the defendant. It is fair and reasonable for a passenger to expect to have a place to sit, that the lavatories should be in order, and that the air conditioning and loudspeaker systems should function properly,“ ruled retired Judge Ruthi Bahat.

The suit was filed by a passenger who claims that his trip on the train during the Succot holiday was extremely crowded. He claims that passengers sat in the aisles, on the tables, and on the floor; a few peo-



94:04. \_

### NEWS FROM THE LINE.

**94:03 A tram traverses the Calatrava Bridge in Jerusalem. Photo A Gazit.**

#### (a). I.R. PASSENGER AWARDED COMPENSATION FOR OVERCROWDING.

(FromGlobesOnline'01.06.2011, by Tzameret Pernat.) „A small claims court in Beersheva ruled this week that Israel Railway will pay NIS 500 compensation to a passenger for mental anguish arising from overcrowding and unreasonable con-

ditions during a journey. Just recently, a class action suit against the railway for delays was dismissed on the grounds that the railway is a not-for-profit, public entity, and therefore it cannot be sued in this fashion. However, the small claims court in Beersheva decided otherwise and concluded that such a ruling was too lenient towards the railway: „There is a contractual relationship between the plaintiff and the defendant. It is fair and reasonable for a passenger to expect to have a place to sit, that the lavatories should be in order, and that the air conditioning and loudspeaker systems should function properly,“ ruled retired Judge Ruthi Bahat.

The railway claimed in its defence that it is a government entity, fully owned by the State of Israel, but the court overruled this argument, saying that this was no bar to a suit being brought against it. The rail-

way claimed that it was operating under a special schedule in order to ease the holiday crowding: „The railway is not a private carrier, but a public one and the public's well-being, efficiency considerations, the public's dependence, level of service and infrastructure limitations, and distributive justice necessitate allowing passengers to board trains even if they are crowded,“ the railway claimed.

„It is reasonable for a passenger to expect to have a place to sit and that more tickets than there are seats available won't be sold“ the judge ruled, and added: „The plaintiff claims that, despite the fact that the journey took place during the Succot holiday, when it could be known ahead of time that there would be crowding, the train only had six cars. The defendant's representative's claim, that the railway prepared ahead of time for the overcrowding, has not been substantiated,“ she wrote. The court ordered the passenger to be compensated in the amount of NIS 500, in addition to legal costs of the same amount.“

There were several Comments to this on the ‚Pasim‘ network, which I will anonymise:-

„Idiot judge. The railway can't refuse to sell more tickets than there are seats on a train because a ticket does not restrict the passenger to travelling on any particular train - they can be purchased in advance. The train had only 6 (double-deck) cars because IR doesn't have enough carriages - anyway the locomotives can't keep to the timetable if you add another 45-ton carriage to the 270 tons it's already pulling.

IR can't possibly run a service if it has to pay 500 NIS to every passenger who doesn't get to sit. This would mean, on average, ten seated passengers subsidising one standing passenger. An overcrowded train would run without generating any revenue at all.

The passenger was offered free tickets as compensation; In effect this means one free ticket plus he travelled on his overcrowded train basically for free, so that he can't complain about a service he did not, in effect, pay for. Obviously one of those obnoxious individuals who try to make a living by suing people for their own negligence, and seeing if they strike lucky with a judge who can't see sense (there are plenty of them).“

And in response to a comment that much overcrowding is caused by soldiers who ‚travel for free‘: -

„Soldiers do NOT travel for free. The MoD pays for each ticket. Soldiers „purchase“ a ticket by swiping their military ID credit card style in the automatic ticket machines, and the ministry of defence is billed per ticket. A soldier can't buy more than one ticket in a 4-hour period, and they are limited to a certain maximum

number of tickets per month.“

[It is in fact legally so in several countries that purchase of a ticket entitles one to the journey but not to a place - which is why railways can then raise extra revenue from seat reservations made in advance. Ed.]

#### **(b). SERVICE REINSTATEMENTS.**

From 30.05.2011 Train 640 dep. Tel -Aviv Savidor 07.14 for Hod-HaSharon Sokolov was to be reinstated; this had been temporarily suspended due to shortage of rolling stock.

From Saturday night 04.06.2011 traffic between Beer-Sheva and Dimona returned to normal due to the return from repairs in Germany of more damaged carriages, thus relieving to some extent the severe shortage.

#### **(c). SHAVUOT TIMETABLE.**

For the Shavuot festival the following timetable changes came into effect:-

Monday 06.06.2011: The Thursday timetable applied.

Tuesday 07.06: The Friday timetable applied (since the festival commences in the evening) but with some extra relief services.

Wednesday 08.06. Trains operated as on a Saturday, i.e. commencing in the evening, with some extra relief services.

Thursday 09.06: In the morning according to the Sunday timetable (i.e. with extras for soldiers returning to base) and in the afternoon and evening to the Thursday timetable.

#### **(d). JERUSALEM LINE PROGRESS.**

Works on the A1 route are being pushed ahead by the railways; three TBM's (Tunnel Boring Machines) are expected to arrive soon at a cost of \$20M each, with a capability of boring 450m per month in addition to walling the tunnels with concrete hand-in-hand with boring progress.

The machines will initially be operated on Tunnel No. 1 between Latrun and Sha'ar HaGai (a twin-bored tunnel of 3.6km.), and on Tunnel No. 3 between Nahal Yitla and Nahal Luz (near Mevasseret, west of Jerusalem - a twin-bored tunnel of 11.5km.) 75% of the tunnels' length will be carried out by the TBM, and 25% through regular excavation.

Assembly of the first TBM was almost complete in early June; the machine is expected to arrive in Israel in 2012 and start boring Tunnel 3; a special large logistics area had been built to supply the machine with 2,000 segments of the concrete arches, at an overall weight of more than 20,000 tons monthly, and to permit earth removal of 50,000 tons. ).

#### **(e). INDUSTRIAL RELATIONS PROBLEMS CONTINUE.**

From several reports:-

On Monday 06.06.2012 representatives of IR and the workers appeared at the Labour Tribunal to discuss the rail workers' application to commence sanctions, claiming that the IR management is refusing to discuss safety issues with them. The Chairman of the Drivers' Union - himself a veteran driver - informed the court that several unexplained failures had occurred in recent days, and added that it appeared some were deliberately initiated as an expression of sanctions; since the public could be at risk the Management has to be aware of the true causes. The Court rejected the workers' request and instructed them to return to work immediately and to commence negotiations with the Management over issues still unresolved.

Meanwhile several of the workers are already opposing their own union, especially the Chairman Mrs. Gila Edrei who, it is claimed, has managed to climb into a high tree but does not now know when and how to climb down, and has already lost the battle with the Government!

Encouraged by the Court's decision, Transport & Roads Safety Minister Yisrael Katz and his ministry's General Manager, Mr. Dan Harel, held on Sunday 12.06.2011 a press conference in which they presented their programme for improving safety on the railways. Main points are:-

New procedures for Recruitment and Training of new employees which will include for the first time compulsory examinations for loco drivers and other job; creating a National Authority for railways which will inspect and check all activities; installing GPS and video cameras in driving cabs as well as at the Masua control centre (at Haifa); and creating an independent body to investigate accidents.

Minister Katz repeated his warning that if, by mid-August 2011, the implementation of this new programme had not started, he would close the railways down; he informed the press that his Ministry had prepared an alternative transport programme using buses which, while definitely not providing a full answer, would be better for the public who would have to suffer for a while but eventually would have much safer rail services, if necessary he added, all the ‚problematic‘ rail workers would have to be replaced by new ones.

It is clear the two sides are on confrontation course.

„Last week, the basic elements of Katz's safety programme were leaked, including increased monitoring and enforcement of railroad activity, toughening the criteria for recruiting new employees (for example, by forcing train conductors to undergo extensive training and professional testing), regular testing of train cars,

among other elements. „We're not going to fire workers," Katz clarified, but „we cannot be run like a market."

Katz threatened that if the new safety plan is not implemented, „the train[s] will be shut down on August 17 until it is organized from scratch." He added, „If we reach a situation in which the trains are interrupted - we'll require further decisions. I am adopting the programme's principles and the train management, beginning tomorrow, will sit with representatives of the workers and hear their comments."

In the following weeks there were various rumours; one report stated: „The smell of forthcoming elections - which may occur earlier than two years from now due to the protests against price increase and privatizations - is noticeable from the fact that Mr. Amir Peretz, who has been the Union Chairman and later a very ineffective Minister of Defence, has decided to join the railway workers' struggle against the Transport Ministry; The question many ask is: „where has he been until now?"

On 04.08.2011 a press conference was held with the participation of Minister Katz, the Transport Ministry's General Manager Dan Harel, Isra-Rail Co. Deputy Manager Yaron Ravid, Avi Nissenkorn as representative of the General Workers' Union, and the Railway Workers' Union representative Mrs. Gila Edrei. It was announced that agreement has been reached on implementation of the safety programme. This includes adoption of ISO standards on the Railways, more intensive training for workers, a requirement for the drivers to gain international driving licences (and not just the internal one as at present), the recruitment of new, young and talented employees, maintaining the rights of current employees despite any changes, installation of CCTV in drivers' cabs, and control centres, etc.

There were still disagreements regarding the outsourcing of maintenance work on new rolling stock as well as construction of new lines. These disagreements continue despite the attempts of some participants to announce that there was peace and „business as usual".

#### **(f). EARLY FOR ONCE!**

Passengers waiting at Herzliyya station for the 07.17 to Binyamina on 06.06.2011 - already used to delays - were surprised to discover that the train had arrived and departed on this day fifteen minutes before schedule! The passengers, surprised and angry, went to the Station Master who, instead of offering explanations, declared „I am not your friend!" and threatened to call the Police! The IR response was also dismal, claiming that the train had in fact left Tel-Aviv fifteen minutes late, and providing no explanation for

the behaviour of the train crew or the Station Master.

#### **(g). LEVEL CROSSING SAFETY DAY.**

This international day of awareness for safe use of level crossings is also held in Israel - however, due to the large number of violations IR has decided to spread the event over a week from 02.06-10.06.2011. Activities include films, posters, stickers and in addition IR has provided a full-size level crossing with barriers at a traffic-school at Netanya - a place where children are trained in road useage. Several other local authorities have expressed interest in installing such a level crossing in their own traffic schools.

#### **(h). RAMLA REBUILDING.**

As already noted, as a part of the doubling of the Lod - Na'an section Ramla station has been closed for rebuilding from 07.01.2011 - probably until the end of the year. See under Tenders for details.

#### **(i). SAFETY ISSUES.**

From an IR Press release of 16.06.2011: Following a lengthy meeting, the principles of the Safety Programme of the Transport Ministry were today approved and were presented by the Deputy General Manager for Safety. The Directorate has now instructed the Safety Committee to initiate detailed discussions on the principles, procedures, the influence on manpower, and the budget for the programme. „Safety is the Railways' most important issue and so everything must be done to achieve a maximum level of safety according to international standards; it must be emphasized that the safety programme is a significant milestone in the procedures the railways have been requested to pass in order to play their role in the 'Israel Ways' programme.

On 16.06 Minister Yisrael Katz met with Ofer Eini, Chairman of the Labour Union, at his office in Tel-Aviv to discuss the new Safety Programme. It was decided to raise the level of participants in the negotiations; the Ministry's team will be headed by its General Manager Dan Harel, while the Union's team will be headed by Avi Nissenkorn, its Chairman of the Professional Union. Both will be in close contact with Minister Katz and Mr.Eini.

Katz said that 'the Railways are facing a huge development momentum and this cannot be achieved without a safety programme. The chairman plays an important role in representing the workers while taking care for the needs of the public and the entire economy'; Mr. Eini said: 'The General Union and the Railway Workers Union both support the safety programme, but the requested changes can only be implemented with the cooperation of the workers.'

#### **(j). BOB DYLAN CONCERT.**

The times they were a changin' on 20.06.2011 when special services were provided after the show by Bob Dylan and his band at the Ramat Gan stadium, located within walking distance of B'nei Berak station.

#### **(k). SAPIR STATION CONTROVERSY.**

A new conflict appears to be building between the Sharon Regional Council and the Transport & Roads Safety Ministry concerning the planned construction of a new railway station (to be called Sapir) adjacent to the Poleg Industrial and Business Centre at Netanya - to replace the successful Beit Yehoshua station just one kilometre to the south. The Council claims that the planned \$29M station would be a waste of money, and that efficient shuttle bus or minibus services can easily be provided between the Poleg area and Beit Yehoshua station. This station is easily accessible and construction would lead only to yet more congestion in the Poleg area and hence further use of private cars. [This seems rather contradictory logic. Ed.] The accusation is made that Minister Katz may be doing this to aid the political ambitions of the ambitious mayor of Netanya., Mrs. Miriam Feierberg, who belongs to the same party....

The Railways' response - and that of the Ministry - has been merely that instructions have indeed been given to investigate the possibility but the whole matter is still in very early stages and the final decision to build has not yet been taken. In the meantime the Netanya Municipality has claimed that 'the planned Sapir station is essential to the city and it is the Mayor's duty to take care of the city's needs.'

Should it ever be built, the planned station would occupy 52,300 sq. m. of which 1,750sq. m. would be buildings and it would have a parking area for 650 cars.

#### **(l). ELECTRIFICATION VICTORY.**

The railways won a significant victory in the Supreme Court on 14.06.2011, when Judge Mrs. Edna Arbel rejected the appeal by the Haifa Municipality and the Haifa Local Council for Design and Construction which had opposed the electrification of the railways in the Haifa area should IR not prepare and present a plan for rebuilding the entire line from Hof HaCarmel to the Krayot in a sunken alignment. Instead the judge accepted the railways' plea to continue the electrification as originally planned. IR's Chief General Manager, Yaron Ravid, said 'The Railways' intention is to commence electric train operation in 2015. This is in accord with world-wide accepted methods of electrification. The sunken alignment being demanded would have required an entirely new design with all the statutory complexities as well as unknwn delays.'

### (m). MORE INFRASTRUCTURE WORKS.

Due to infrastructure works to be carried out, the lines between Lod and Jerusalem and Lod and Beer-Sheva/Dimona were closed for traffic between Monday 11.07.2011 and Wednesday 27.07 inclusive. There was consequently no service to Beit Shemesh, Jerusalem Biblical Zoo, Jerusalem Malkha, Kiryat Gat, Lehavim/Rahat, Beer-Sheva North/Universita, Beer-Sheva Central and Dimona. Trains northwards would start from Tel-Aviv Haganah. Traffic resumed Thursday 28.07. According to the instructions of the Transport & Road Safety ministry, the railways would provide dozens of hired buses, whilst bus operators had been instructed to strengthen their services. The works include: Demolishing and/or upgrading of level crossings between Ramla station and Na'an, rerouting the traffic to a new 800m long alignment, the approach to Lehavim/Rahat will change, a pedestrian tunnel will be built at Beer-Sheva North/Universita, and Road No. 4, at the level crossing with the Lod - Rehovot line (the western entrance to Ramla) will be widened from two to four lanes to relieve the daily road congestion.

And: Due to works the line between Kiryat-Motzkin and Acre was to be closed for traffic between Saturday night 27.08.2011 and Sunday morning 04.09.2011 at 04:00. Consequently there were no trains arriving at Acre and Nahariyya stations, and all services had to start/terminate at Kiryat-Motzkin. The railways provided alternative bus shuttle services.

On Friday, 29.07.2011, there were changes in train traffic at the four Tel-Aviv stations and they departed from different platforms than usual.

### (n). NEW DEPOT AT BEER-SHEVA.

Included here rather than under 'Tenders' - Tender HN/KB/05/11 was issued in June for the construction of a service depot to be known as 'Building 100' at Beer-Sheva North/University. This is to comprise a four-road Rolling Stock Maintenance and Servicing shed, to be built of concrete and steel and with a steel roof. The whole will occupy 25,000 sq. m. The main hall will be 400m long, 50m. wide, and 9m. high, the four tracks will have inspection pits for treatment of various train types, to be located in the central hall; an adjacent linked building with one track (no pit) is intended mainly for non-scheduled servicing and repair, for lifting locos, various types of passenger coaches and diesel multiple units, wheelset and bogie replacements and other works. There will be auxiliary buildings and Stores, and a greasing/oiling layout adjacent to the depot. There will be four tunnels beneath the building linking the tracks and leading also

to an emergency exit and safe area and shelter for emergency situations. Works to be carried out include preparatory and dismantling, earthworks and filling ground, foundations, concrete works for building an operational basement, sealing roofs, external walls, electricity and lighting, sanitation and air-conditioning, fire-extinguishing, monorail lifting systems, lifting systems, drainage, fences, signalling and communications cable channels, embedded check points, public announcement systems, computer systems, compressed air, and a system for collecting used grease from the power cars. Implementation time is 18 months and bids are to be submitted by 28.07.2011. This indicates that the railways are indeed making serious preparations for the arrival of a large amount of new rolling stock.

### (o). THE OLD JERUSALEM STATION.

Also a Tender - No.10/11/RFQ of the Isra-Rail Co. and the Authority for the Development of Jerusalem - is to transform the old Jerusalem Railway Station into a cultural, recreation and leisure site. The intention is to plan, build and operate the site for a ten-year period from the time of completion, and bids are called for by 04.09.11. Many would of course prefer the line to this station to be re-opened - the station is much more convenient than that at the outskirts at Malkha - but since the Government decided to close it in 1998 the building has deteriorated substantially and this may be the best way to save it at all. [Ed. adds: So we will have the interesting situation of the original Jaffa - Jerusalem line snipped short at each end but each historic terminus restored for leisure purposes! It would of course also be an idea eventually to run a modern tramway down the old alignment to Malkha, parallel to the road but one block away, thus serving the Emek Refaim area and linking to the station and stadium without blocking up that busy thoroughfare....]

### (p). NEW GENERAL MANAGER FOR I.R.

At a meeting on Tuesday 28.06.2011 the IR Directorate adopted Mr. Boaz Zafirir as the candidate for their new General Manager. This followed the recommendations of the Search Committee. Mr. Zafirir is 54, married, with three daughters, and was until recently Chairman and General Manager of Pertotec AG (part of HaChevra leYisrael) dealing with the manufacture and trading of energy with an annual turnover of €200M and registered on the Frankfurt Stock Exchange. Previously he was General Manager of Zoglobeck (a meat and vegetarian products factory) and Deputy General Manager for Finances of Shemen Industries (vegetable oils products). He has extensive experience of management of large and complex labour

systems with employee and management relations; He has actively changed organisational structures, transforming companies with advanced management systems, building new factories and entering into new areas of activity. He has a BA in Economics and Political Science from Tel Aviv University.

The process of seeking a new General Manager took three months and the Search Committee interviewed thirty candidates; in addition the committee itself contacted a similar number of senior managers in the free economic sector, which resulted in ten candidates with rich managerial experience also reaching the final stages of the selection process. The committee worked closely with the Government's Companies Authority and the 'EMDA' compnmay which specialises in the recruitment of senior managers.

Mr. Ori Yogev, Chairman of the Railways' Directorate and its Search Committee said: "I would like to congratulate Mr. Boaz Zafirir on his selection to the post as General Manager of Isra-Rail Co. I am sure that his talents and vast experience and in particular his proven ability to manage complex systems will make a major contribution to withstanding the many challenges the railways are facing. The continuation of the work initiated by his predecessor Mr. Yitzhak Harel are essential in order to transform the railways into a safe, efficient and popular company, as to be expected from a growing company which is expected to become the dominant hauler of both passengers and freight in Israel. I would also like to thank personally all the members of the Search Committee for their professional and discreet efforts."

Technically Zafirir's appointment still needs the approval of both the Finance and Transport & Roads Safety Ministries.

[Ed. notes: So, a Manager and not a Railwayman, reflecting the perceived needs of the post's holder as one who can handle unions and encrusted structures and changing economic pressures.]

### (q). ALL-NIGHT SERVICES.

Thursday night 30.06.2011 was declared a 'White Night of Tel-Aviv' during which all cultural and art institutions, businesses and clubs would be open through the night, and all shows would be either free or at very reduced prices. For the first time in its history, IR would provide passenger services from Tel-Aviv Savidor/Central station all through the night, at hourly intervals. Stations to be served would be Universita, Herzliyya; Netanya, Hadera West, Binyamina, Haifa Hof-haCarmel, Haifa Central-The 6, Hutzot Hamifratz, Kityat Motzkin, Akko and Nahariyya. In addition a northbound train will depart HaHaganah at 05.17 heading north and making the same stops in addition to all Tel-Aviv stations.

#### **(r). PAUL SIMON.**

On Thursday 21.07.2011 additional services were run to B'nei Berak for visitors to Paul Simon's concert at the Ramat Gan Stadium.

#### **(t). NO SEAT RESERVATIONS.**

Once more the service of providing seat reservations will be suspended in August due to the increased holiday-period traffic. [i.e. at exactly the time one would most like to ensure a reserved seat! Ed.]

#### **(u). TEL-AVIV ROVER / SEASON TICKETS.**

There are three types of Combined (Rail & Bus) Season Tickets for the Greater Tel-Aviv area:-

- one Monthly for Central areas, one direction only;
- one Monthly for Greater Tel-Aviv area.
- one Daily for Central areas, all directions.

#### **(v). CARMIEL LINE TENDER WINNER.**

On 14.07.2011 the Israel National Roads Co. announced it has chosen Terre Armee Ltd. to construct the western section of the double-track railway line between Akko and Carmiel. The 23km long line includes two passenger stations at Achihud and Carmiel. This is the first tender by the National Roads Co. for the Galilee railway project, published three and a half months ago and ending this week, with the announcement of the winning company. The tender was published for Design & Build, and four companies were competing for the tender. The project includes the line that will run parallel to Road 85 from Akko to Carmiel. Total cost is estimated at NIS 2.8 Billion. The first tender, completed this week, included preparing 6.5km. of the route for laying tracks between Na'aman in the west and Yassif Junction in the east.

The tender also includes two bridges over the Na'aman stream and the Hilazon stream, diverting the watercourse over 900 m. and raising Road 4 over the planned line for a length of 1.2km.

The company is known for expertise in complex construction projects and short tunnels.

#### **(w). MORE FOR MOZART.**

The railways operated on Thursday, 14.07.2011 additional train services for the public who came to Yehoshua Park (also known as Hayarkon Park) which is adjacent to Tel-Aviv University station to see the opera „The Magic Flute“ by Mozart. It was announced: „The last regular southbound train will depart Tel-Aviv University station at 22:56 (train No. 295), calling at all Tel-Aviv stations, Kfar-Habad, Lod, Beer-Ya'akov, Rehovot, Yavne-East, Ashdod-Ad-Halom, finally arriving at Ashkelon at 00:01.

Last regular northbound trains will depart Tel-Aviv University at 22:45 (train No. 196) calling at all intermediate stations and terminating at Kiryat-Motzkim at 00:22, and at 23:45 (train No. 198) calling at the same stations (except Atlit) and terminating at Nahariyya at 01:14. There will be additional special trains southbound, northbound, and to Petakh-Tikva Sgula, Rosh-Ha-Ayin North, Kfar-Sava, and Hod-Ha-Sharon.

(x). CARS TO GO: CAR RENTAL AT STATIONS.

The railways have recently introduced a new service called ‚CAR2GO... Anytime, Anywhere‘, which consists of car renting at selected railway station, to make passengers non-dependent on public transport at the cities. The Car2go company owns a fleet of cars located all over Greater Tel-Aviv Area including railway stations, and members of the service can take a car at any moment by passing a smart card on the front windshield and then driving it; the opposite activities are needed at car return. The car can be rented for an hour, day, two days and even longer and is paid for paid by credit cards. Currently the service is provided at Tel-Aviv Savidor-Central, Tel-Aviv Hashalom, Hertzliyya, Binyamina, Haifa-Hof-HaCarmel, and Acre; more stations to be added soon.

#### **(y). INCIDENTS.**

Often incidents which are not caused by the railways nevertheless disrupt traffic.

(i). On 18.05.2011 a fire broke out near the track of HaHotrim station (loops only between Haifa and Hof-Ha-Carmel) on the Tel-Aviv - Haifa line; In order to keep the passengers safe, services were temporarily suspended, and consequently northbound trains terminated at Haifa-Hof-Ha-Carmel, while southbound trains terminated at Binyamina. This lasted for several hours, traffic returning to normal once the fire had been extinguished.

#### **(z). NEW WORKS.**

Sybil wrote: „Today, Thursday July 28, first day of new track, I took the train from Beit Shemesh to Lod. There is a new alignment between Lod and Ramle. The old track is still in place between Na'an and where it meets the new alignment about 4 km (old route - a bit less by the new route) further north, but has been disconnected at both ends. At Ramle, immediately after the bridge the old track has been removed. The concrete shell of the 1950s Ramle station is still there. The new alignment is to the east of it, and re-joins the old alignment just before the level crossing before the new Ramle station. Ramle station is of course currently closed for rebuilding. Signalling at Na'an isn't finished yet, so there will still be some delays waiting for trains to cross, but at least there will be no more closures.“

הרכבת

There was Good News at the press conference on 08.08: The new General Manager, Boaz Zafirir will take up his post on 01.09.2011; on 24.09.2011 the new section of line between Tel-Aviv and Rishon-LeTzion West will be opened, to be followed at the beginning of 2012 by the extension on to Yavne West, then later on to Ashdod Ad-Halom, and completion of the upgrading works between Tel-Aviv and Beer-Sheva, thus cutting travel time to just 50 minutes. Double-tracking works to Kfar Sava are also expected to be completed next year.

Six of the thirty-one new single-deck push/pull coaches from Siemens arrived in the first week of August at Haifa Port; they are intended for strengthening existing services as well as for use on the new lines to be opened.

#### **a2). CHARTER TRAINS.**

IR has recently started a new initiative, which offers the hire of complete trains to the public; there is an option to hire such a train for up to 800 passengers, whilst the minimum payment is for 500 and is intended for school children. The date has to be fixed at least one month in advance and the train can only run within the regular restrictions which exist. Cynics wonder from where the railways will find the extra rolling stock required!

#### **b2). STUDENT BEACH.**

IR is providing supplementary strengthening services to the events held on 15.08.2011 at the Students' Beach adjacent to Hof HaCarmel station - this is open 24 hours a day. The station can be reached by the night train services, but additional Train No. 130 departs Hof HaCarmel at 23.02 to arrive Nahariyya 23.53, and No. 196 leaves 23.50, arriving 00.46 - all trains stop at all intermediate stations.

#### **c2). MUSEUM ACQUIRES AN ESSLINGEN RAILCAR COACH!**

ChenMelling wrote: „On Thursday night (4-5 August 2011), another small but important step was made in establishing a national collection of historic railway rolling-stock in Israel. The new addition to the Israel Railway Museum collection is former „Esslingen“ railcar driving trailer no. Nun 3, which was transported from storage at the Qishon Workshops to the Museum by road, on a low-loader. The operation took almost 12 hours to complete, despite the actual driving distance being less than 20 minutes at the 40km/h allowed!

Driving trailer Nun 3 (or VS3 in German parlance) was built in 1955 by Linke-Hofmann-Busch (LHB) in Braunschweig as part of the original order made by Israel Railways for 11 diesel train-sets from Esslingen. Technically they were a failure, leading to their engines being re-

moved after less than 5 years in service. Nevertheless, the railcars left their impression on both IR and the general public, and their streamlined fronts adorned IR brochures and timetables for years after they were converted as loco-hauled sets. The last of them were withdrawn in 1979, after closure of the Beersheba line to passenger traffic, but most were kept in reserve for many years, before being sold for further use or scrap. Driving trailer Nun 5 went to Eretz Israel Musum in Tel Aviv as part of the deal which got steam engine HR 10 back in IR possession, while Nun 3 was kept in Tel Aviv Darom (South) station for some years, before being hauled in the 1995 to Haifa Mizrah (East) for the Museum (see picture on cover of Harakevet magazine Issue 35).

Unfortunately, changes at the Museum meant it had no place there any more and was hauled again for storage, this time at Qishon Workshops, where the local employees apparently found tremendous pleasure in vandalizing its interior in a multitude of ways.

Early last year I was approached by the Stores Department manager, in whose land the car stood, and asked if the Museum is interested in it. "Why sure, we'd appreciate you delivering it to Haifa Mizrah, please." In the event, the stores department was not able to come up with the resources, but the issue has been brought to the fore, and about a year later we secured the budget needed to move Nun 3 to the Museum. As mentioned, the operation itself was rather lengthy and complicated, and required some preparations beforehand, but in the end all went well, and around midnight the locomotive on duty at the Haifa Marshalling Yard was summoned to push the car through the Museum's gate. When it arrived some time later, it turned out to be the T44 (loco no. 131), the size and power of which certainly left an impression on all present.

At the moment there are no firm plans as to the car's restoration, inside or out, nor for any work on passenger coach no. Bet 113, a former railcar trailer also in the Museum's care.

Unfortunately, it is also not clear yet how can a suitable engine car be acquired to complete a full set, but I haven't given up hope, so watch this space!"

**HaRakevet is digitally  
printed in England by  
CPS-Airedale from copy  
provided by the editor  
in Berlin.**

94:05.

## TENDERS.

**(i). Tender No. BN/KB/03/11: UPGRADING RAMLA STATION.** Works include: Extending the existing platform to 300m and building a new additional platform on the other (northern) side, of the same length; an overhead pedestrian footbridge linking the platforms, including elevators and escalators at each end; awnings over the platforms; track infrastructures, electrical, lighting, communications, water and sanitary drainage works, etc. Implementation time: 6 months. Latest date for submissions: 21.06.2011.

**(ii). Tender No. HN/KB/07/11: Construction of the Railway Management Building** and car parking area at Lod station. To include a management building of 2 underground floors, ground floor and 8 office floors (and option for a 9th. floor). Implementation time: 26 months. Submissions by 28.07.2011.

**(iii). Tender No. MS/CA/SR/02/11: Framework agreement to provide rented equipment for Ceremonies and Events for the Railways.** To include : Transportation, supply, installation, connection, operating and dismantling the equipment. The contract is for 12 months with optional extensions of up to additional 24 months.

**(iv). Tender No. HN/KB/07/11: Replacing existing Beer-Sheva and Hebron railway bridges on the Beer-Sheva - Dimona line.** To include: Preparatory works, foundations and piles and supports, masts, beams, concrete reinforced plating piles, dismantling the existing bridges and building new roadbeds, infrastructures and connections to security, transportation and erection of security buildings, electricity etc. The two bridges are treated as two separate structures. Implementation time: 12 months, bids by 25.07.2011.

**(v). Tender No. MH/MT/01/11: Providing Consulting on Information & Data systems,** computerization infrastructures, engagement of consultants for Information Systems, General Management technology and infrastructures, and engagement of consultants for SAP ERP. The railways may select up to three winning bidders. The contract is for 24 months with optional extensions for up to 72 months. Proposals to be submitted by 28.07.2011.

**(vi). Tender No. MC/RC/01/10: Manufacture and Supply of an Ultrasonic Inspection System for Rolling-Stock Wheelsets** - this tender was issued, with a deadline for 14.06.2011, but then cancelled!

**(vii). Tender No. MC/SR/10/11: Providing Lab Test services to check the quality of the Diesel fuel used by the railways and its conformity to Israeli Standard No. 107.** The contract is for 36 months with optional extensions of up to additional 36 months. Latest date for submission of proposals: 08.08.2011.

**(viii). Tender No. MC/SR/11/11: Providing Calibration services for Fuel Gauges and thermometers at the railways refuelling points.** The contract is for 12 months with optional extensions of up to additional 60 months. Latest date for submission of proposals: 08.08.2011.

**(ix). Tender No. TH/SR/13/11: Frame agreement for providing Locksmith and Welding services on track machinery.** The railways intend to select 2 winning bidders; one for the northern area and the other for the southern area. The contract is for 12 months with optional extensions of up to additional 48 months. Latest date for submission of proposals: 24.08.2011.

**(x). Tender No. HF/SR/02/09. For Provision of Railway Timetable Planning and Simulation Systems.** To include planning of timetables for heavy trains under various operational conditions, provide simulations of scheduled trains at various conditions. Bidders should already have experience with another railway company. Bids by 20.09.2011.

**(xi). Tender No. HN/RC/05/11. For the Manufacture and Supply of Hollow Steel Sleepers for secure signalling and communications cables.** Bidders must demonstrate they have already produced at least 2,000 such in each of the calendar years 2008, 2009, 2010. Bids by 12.09.2011.

**(xii). Tender No. LO/RC/06/11: A frame agreement for supply and maintenance of First Aid kits all over the railway system.** Contract for 24 months with optional extensions for up to additional 48 months. Proposals by 31.08.2011.

**(xiii). Tender No. MS/RC/2011/13. Operating a Taxi service at Ashdod Ad-Halom railway station.** Contract is for 36 months. Proposal submissions by 25.08.2011.

**(xiv). International Tender No. MC/RC/08/11. For Manufacture and Supply of various types of Monobloc Wheels.** by 20.09.2011.

## LIGHT RAPID TRANSIT.

### A. JERUSALEM.

[From the Editor: After some thought I have decided to retain various items in this section which later became redundant and to keep to the original sequence of news items as they flowed in - clearly the Big event is the Opening, even though this comes further down. This maintains the tension and is good for the historical record.]

#### (i). AN EARLY START?

From a press release by Jerusalem Municipality of 06.07.2011: The Mayor of Jerusalem, Mr. Nir Barkat supports the idea of commencing operations on the LRV line as soon as possible, making any further improvements later on once services are under way. The Municipality will therefore commence operations on 19.08.2011 along the whole alignment, even though not all traffic lights have been adjusted by then to allow the LRV priority at junctions. Initially the end-to-end journey will require some 60 minutes, much faster than by bus in most cases; this will be reduced to 45 minutes once all the traffic lights have been adjusted to allow LRV priority.

From a press release of 10.08 2011 by CityPass:

„In recent weeks CityPass has been installing the traffic light smart software to provide the LRV with priority at junctions. So far 15 smart traffic lights have been installed and by the start of operations on 19.08.2011 the number will reach 60. Installations so far have been at Herzl Boulevard, Shuafat and Pisgat Ze'ev. Installation commenced immediately on receiving State approval on 24.07.2011 and the average rate is five per week. CityPass will continue with the installation after LRV operation has started. The result will be reduced journey times and improved service with increased frequencies already during the first months of operation:“

#### (ii). SQUARING THE CIRCLE.

The Municipality together with Eden (the company responsible for development of the city centre), have recently started building a new site called Valero Square near Makhane-Yehuda market and adjacent to the LRV line, in order to create a pleasant area for resting, entertainment, and a changing market. The project will cost almost \$1.5 Million and will take 8 months to complete. (A computer generated picture is attached.)

#### (iii). SAFETY ARGUMENTS.

A discussion in the Knesset's Economics Committee regarding CityPass's commitment to report on every safety event has put the concessionaire under pressure and may delay the date of opening the Red Line.

#### (iv). FIRST ACCIDENT.

For the sake of the record: The first collision between a car and the Jerusalem LRV took place on 27th. July 2011!

#### (v). TRAINING FOR THE DISABLED.

From a press release of 08.08.2011 by the Transport & Roads' Safety Ministry: Minister Katz has told the press that his ministry is providing special journeys on the LRV for 200 disabled people including blind, in order to help them to cope with the new mode of public transport, including automatic doors, electronic boards, safe crossing of the road between the platforms, etc. towards the start of partial operation on 19.08.2011.

#### (vi). TICKET PROBLEMS FOR WOMEN.

In 'Ynet' on 10.08.2011 appeared the following remarkable story, written by Omri Efraim - one would like to say 'Only in Jerusalem', but see the news item from Saudi Arabia!

"Jerusalem's light rail is expected to reach its final destination this month, after endless delays and wide public criticism. But judging from what happened to L., an ultra-Orthodox woman, it may not serve everyone. Last month, the 26-year-old woman took a stroll with her husband on Yaakov Meir Street in the haredi neighbourhood of Geula. They spotted two stands selling light rail tickets and decided to stand in line.

L's husband had no problem purchasing a ticket, she says, but "when I asked them to issue a ticket for me, the representative replied, 'We don't serve women, You can receive service in a different stand two-three blocks away.'" A man waiting in line told L. that the women's stand was located on Reshit Hokhma Street. "In spite of my anger, I turned to Reshit Hokhma Street, where there was only one stand. After waiting in line for a long time, I finally received the ticket. I felt humiliated and was flooded with feelings of anger and offense. It's not the beach or a swimming pool, it's a public transportation

ticket."

L. adds, "I'm willing to respect other people's religious customs, as long as they respect me. I'm haredi, but I won't be refused public service just because I'm a woman. There's a handful of haredi extremists who have turned modesty into the most important thing in Judaism and are forcing it on a large group. Many haredi women and men are against this."

Following the incident, L. arrived at the offices of the Kolech association [Hebrew for 'Your Voice' in 2nd. person feminine singular. Ed.], which helps religious and haredi women, and filed a lawsuit with the Small Claims Court against CityPass - the light rail franchisee in Jerusalem. She says she approached the person in charge of public transportation at the Jerusalem Municipality about a month ago but received no response. She also appealed to the Transportation Ministry and was told that 'the matter is being looked into.'

L's story illustrates how private companies give in to haredi pressure and make it possible to keep women away from the public space, although in January the High Court of Justice ruled against segregation on buses and ordered public transportation companies to let women get on the bus from the front door. According to an arrangement approved by the court, any segregation will be performed with the women's consent and without coercion or acts of violence against female passengers.

Attorney Rock Shapira-Rosenbegr, of the Israel Religious Action Center who helped L. file the claim, told Ynet: "L.'s courage and her decision to complain and file a statement of claim for being humiliated is admirable." [he added that] according to the High Court ruling, which clearly declared sex segregation illegal in the State of Israel There is no doubt that the law has been violated. But the letter of the law is not the only thing we're concerned about, as keeping women away is morally wrong too."

According to Attorney Shapira, "L.'s decision to turn to Kolech shows that the haredi public is not made of one piece as the transportation companies think. Large groups within the haredi public are unsatisfied with the segregation and believe it violates women's right to dignity and equality."

A CityPass official confirmed to Ynet on Monday that the company operates segregated stands in ultra-Orthodox neighbourhoods, but claimed that women received exactly the same service. "CityPass issues tickets to all residents of Jerusalem in stands stationed across the city with the aim of meeting the needs of the city's different populations, including the haredi sector. Issuing a ticket requires taking a photograph. In the haredi sector, a man is-



suing the tickets cannot take a picture of a woman buying a ticket. Due to this sensitive issue, CityPass has accepted the request of haredi leaders that on the stand located on Yaakov Meir Street, on the center of Geula neighbourhood, tickets would be issued to men only. We are talking about one stand out of forty stationed across the city. Another stand serving women is located two minutes away."The Transportation Ministry said in response: First of all, the operator is responsible for issuing tickets, and in this case it's CityPass. However, after receiving the complaint, the Transportation Ministry ordered CityPass to end this arrangement immediately, if it indeed exists."

[Ed. adds: It is unclear from this report what is actually being sold - it seems to be a form of Photocard identity card for purchase of season tickets, one can hardly assume that each and every ticket in this highly-automated society requires such a bother!]

**(vi).** Confirmation of the above came in the 'From Jerusalem' newsletter of Walter Zanger, Vol. 14 No. 6, p.2:

„I drove past the Bridge of Strings this afternoon and saw a demonstration of guys waving posters at the side of the road. I couldn't make out what was written there; they were handwritten, and traffic was heavy, so I couldn't catch a good look. But one fellow was handing out fliers, so I got the message. The company, it says, has invested in the trains and the tracks, the switches and the computers and all the other necessary infrastructure, but the drivers are being neglected, they say. They are not being paid enough, and their protest is backed by the Histadrut labour union. I heard that they were being paid only 4000 shekels a month whereas they had been promised three times that amount.

Can't have a train without a driver. I wonder how - and, most importantly, WHEN - this will finally work out and the damn train will get functioning. Traffic in the city gets worse and worse.

We did see some progress, though. Paula heard from a friend about getting a card from a booth in town in order to ride on the train when the great day comes. And I heard from somewhere that it was meant to start any day now. So Paula went to town and got a plastic card, with her picture on it. We have no idea what this has to do with riding on the train, when and where we pay for tickets, how much it will cost., etc. Nor did the girls manning the booths have much information to provide, because they didn't know either. So I phoned the Municipality Customer Service line, but they didn't know when the rail would open or what the card was for. But the service rep did give me the number of City Pass, the company that built and will operate the system. I phoned them but there was no answer from the Customer

Service extension. Why am I not surprised?

Determined to get some clear explanation, we actually went back down to Zion Square, right in the centre of town. That excursion had two side benefits: the street itself - Jaffa Road - was clean and 25 metres wide, well paved, no sidewalks, tidy and new with nothing on it but empty tracks. No traffic, no noise. Nothing but people walking and sitting and drinking in the cafés along the way No train (of course). And it was beautiful. Looked like some elegant boulevard in central Europe. This will all change when the train starts to work but for now it was a historical moment in time: Jaffa Road is absolutely empty of vehicles for the first time since it was built 150 years ago.

The second side benefit is that I got a plastic card too. Seems that the card is what you have to use if you want a multiple-ride ticket, or a free monthly pass (what we used to call 'Cartissiya'), or a seniors' reduced price ticket, student, soldier etc. Otherwise you just pay the driver. So we still don't have a train, and still don't really understand how the whole thing will work, but at least I have a thick plastic train card with my picture on it. Whatever, we can always use it to prop up a shaky table leg."

#### **(vii): COORDINATION.**

And then later: „There was a meeting last night at a local community centre (in Ein Karem) Someone from the Light Rail company gave an interesting and optimistic picture of what is about to happen. In brief:

a). The rail starts running in August 19th. That's a Friday, which is a day of little traffic, so it's a good idea.

b). Nothing will change with the bus routes at first. Not until AFTER THE HOLIDAYS. That is not good news for Jerusalem traffic.

c). After the holidays - that means November sometime - most busses will disappear from Jerusalem altogether. Several lines (all marked with number in the 70s) will stay as long-distance express lines; similar to the light rail but on the south-eastern side of the city (Gilo, Har Homah, etc.) for the most part, where the rail doesn't go.

d). All other busses will be neighbourhood shuttles, running in and around the neighbourhoods to the closest train or express bus stop and turning back around from there. The shuttles are to run like the rail, every 5-6 minutes at peak hours, 7-8 minutes otherwise.

e). Using our plastic smart cards, we pay once at the first vehicle we get on. All changes and transfers from there on are free for 75 minutes. One fee therefore covers the entire rail and the 5-6 bus lines that service the city and all of its suburbs from Modi'in to Ma'aleh Adummim. And it all sounds very impressive. They say they are

integrating all kinds of things (eg. parking lots) into the master transportation plan. I will be on the train ...on the 19th., come hell or high water. And we will wait to see if this thing is as good as they say it will be. After the holidays."

#### **(viii). THE OPENING!!!**

Well, the Messiah has not come yet (so far as I know) but the Jerusalem Tram officially opened to business on Friday 19th. August 2011, a day that should go down in History. Here are some personal reports.

**(a).** From Sybil Ehrlich, August 19, 2011 3:59 PM:

„Finally, after more delays than anyone can count, the Jerusalem Light Rail opened to the general public this morning, Friday August 19, 2011. Your intrepid reporter was naturally there on the first day, although not for the first train at 5:30 a.m.! Not surprisingly, considering (a) it's free for the first two weeks, and (b) parents are trying desperately to think of ways to keep their children amused at the end of the school holidays, the trains were packed to the roof. It's definitely the greatest show in town, especially as most Jerusalemites think of trains - of any kind - as some kind of fairground attraction rather than a normal means of transport.

There are still some problems that need to be ironed out, particularly with the traffic lights. For now, the trains don't get priority at road crossings, so it's a painfully slow journey. I got on opposite the central bus station and rode all the way to the last stop in Pisgat Ze'ev and back. It took about an hour in each direction, although the target time is 42 minutes. The ride is very smooth.

Most stations have two side platforms, but some - I noticed particularly in east (Arab) Jerusalem, around Shuafat, and also the last stop at Heyl Ha'avir („Air Force Street" in Pisgat Ze'ev) have one central platform. There's a crossover immediately to the south of Heyl Ha'avir station.

I got out at Heyl Ha'avir, and along with everybody else took the next train back. By this time, around midday, the trains were unpleasantly crowded. Not only were they swarming with kids, but some people apparently don't see anything wrong in boarding a train with those enormous tractor-sized pushchairs (baby carriages) that have suddenly come into fashion. I'd advise you to wait a couple of weeks before trying it out. When things have calmed down a bit, I'll go back and make a full report on the stations, etc."

**(b).** From Jeremy Topaz: „I refused to forgo the first day and took the train from Har Herzl at 10:30. I had intended to start earlier, but I was held up

in the traffic jam on Road 1 caused by an accident and even going around through the Jerusalem Forest, I was an hour late. I met Aharon Gazit and his wife on the platform and we travelled in the same coach. It was... very crowded but nevertheless I think it is a great ride. Only when we set off back from „Kheil Avir“ as they display it, at 12:00, we got stuck two stations along by some technical trouble. I gave up waiting and as I was late, cheated and took a cab back to Herzl. By the way, for those who come by car, the new underground parking garage at the Har Herzl station „For train riders only!“ is very nice, and free.“

**(c). From Aharon Gazit:**

„At last, after many delays, the operation of the Jerusalem LRV Red Line became a reality on Friday, 19.08.2011! 14 Alstom Citadis trains (out of 46) worked between 05:30 a.m. to 15:30 p.m. (due to the coming Shabbat during which public transport services are not operated), and – according to CityPass – carried 40,000 passengers.

My wife and I also rode on the trains along the whole alignment, and our impression is that significant improvements are still needed: The air-conditioning system is insufficient on hot days (and the present summer is relatively normal!) particularly with overcrowded trains as was the case on Friday. Since there is no priority as yet at traffic lights, the journey is at least twice as long as by car or bus; at many junctions the car traffic just blocked the track and we waited more than 10 minutes at some of them; the fact that there are 23 stations along the line does not make life easier! On the way back from Pisgat-Ze'ev (the end of the line at Northern Jerusalem) the air-conditioning suddenly lost power and we had to be evacuated by opening the doors manually!

For 2 weeks from 19.08.2011, the service is free of charge due to problems with ticketing systems, and taking into consideration that until 01.09.2011 it is summer holidays, the overcrowded trains give the operator a golden opportunity to learn how to cope with real operational conditions; CityPass are confident of solving all the problems by then.

CityPass Chairman Mr. Abraham Beiga Shokhat and its General Manager Mr. Yehuda Shoshani were on the trains and said that the citizens of Jerusalem as well as those of Israel have a reason to celebrate.“

**(d). In Haaretz on 19.08.2011 appeared:** By Oz Rosenberg:  
„After eight months of trial runs and years of delays the Jerusalem light rail service is set to start running Friday morning, with travel on the trains to be free for the first two weeks.

**94: 07**

## **OTHER MIDDLE EAST RAILWAYS.**

### **A. SAUDI ARABIA.**

#### **(i). MECCA METRO.**

In 'Railway Magazine' June 2011 p. 85 is a note on plans to build an elevated Monorail in Cardiff, Wales - by „Monometro, a London-based company that has developed a state of the art system with the help of Saudi investors.... Monometro also plans to build another monorail in the Saudi Arabian holy city of Mecca.“

#### **(ii). WOMEN ONLY:**

In 'Railway Magazine' August 2001 p. 99 is:-

“Women-Only Metro Opens. When King Abdullah of Saudi Arabia opened the Princess Nora Bint Abdul Rahman University campus in Riyadh on May 15, he rode on the driverless 11.5km light metro that runs within the campus. A fleet of 22 two-car EMUs from Ansaldo Breda operate on the line, which has 14 stations with a main loop plus two branches.

As this is a women-only university, and because Saudi Arabia does not allow women to work as drivers or permit female students to contact male train staff, the metro has been built as a women-only system with full automatic operation. Travel is free, but tickets will be used to count ridership.“

### **B. PALESTINE.**

In Gaza, Plan For Rafah-Beit Hanoun Subway.

Muhammad Mustafa, Palestinian Investment Fund director and economic advisor to Palestinian Authority President Mahmoud ,Abbas, announced during a visit to Gaza that a \$1 billion fund was being established with the aim of rebuilding Gaza and building its economy, as part of the economy of the future Palestinian state. Mustafa was heading a group of businessmen from the West Bank.

Palestinian Contractors Association in Gaza president Osama Kahil said that he and Mustafa had agreed to **build a subway in the Gaza Strip between Rafah and Beit Hanoun.**

Sources: Paltoday.ps, Alresalah.ps, May 26, 2011

### **C. AFGHANISTAN.**

(i). From Paul Waters: „Further to the piece on Afghanistan in Harakevet for June 2010, the line to Mazar-i-Sharif is Russian 5 ft gauge (1520 mm). Construction of this line was started by the Russians in the late 1970's and the first section including the „Friendship Bridge“ across the Oxus at Hairatan was opened on 12 May 1982. There is a large transshipment yard in Afghanistan at the end of the bridge. The initial purpose of the line was to avoid the river crossing by small ferry boats and the delay and damage to goods in transit by that route. The line is said to have been continued to Kheyraabad and was planned to serve the main Russian supply base at Pul-i-Kumri, 200 to 250 km by rail, but I do not know how much of this was built. The then Afghan Government wanted it to go via Mazar-i-Sharif. The line was closed by Uzbekistan in 1996 because of the rise of the Taliban in Afghanistan. It was reopened on 9 December 2001 for aid trains. Since then it has carried a significant traffic. The start of construction of the new section was marked by a ceremony on 22 Jan 2010 (RG). It should be finished by now, but I have not seen an announcement of its opening.

Over the last 150 or so years, there have been many proposals for railways in Afghanistan, mainly to link the Russian and Indian systems (see my book „Afghanistan: A Railway History“). Russia particularly wanted this as part of the „Great Game“ and they would have made lots of money if they could have got the Indian traffic by rail. The first railway actually to be built was the short (about 6 km) 2 ft 6 in gauge line from Darulaman to Kabul, which was a public railway, not a private one for King Amanullah, and which ran intermittently from 1923 into the 1930's. It was still shown on the 1940 revision of the Indian Survey map of the Kabul area.“

### **D. AFGHANISTAN LINK.**

In 'C.R.J.' No. 166, p.332 is an article by David Brice on Railway plans in Afghanistan. (Apparently it also appeared in 'Railway Gazette International' in Oct. 2010.) The plans are ambitious as the country has a very poor and inadequate road system yet there are large mineral deposits awaiting exploitation and the country could form part of a strategically-significant new route from Central Asian republics through Pakistan to the Indian Ocean, avoiding territories which are under Russian influence.

## NOTES AND COMMENTS.

Relevant to 'Harakevet' is the intended construction of a line from Khaf in Eastern Iran (end of a line from Torbat-e-Heydariyeh via Chamanabad) across the border and through Ghurian to Herat. Further, although any new lines will effectively link also the Central Asian networks which are of 1520mm gauge [5 ft.] and Pakistan which has 1676mm gauge, [5ft. 6in.] the networks in Iran and China are of 1435mm (standard) gauge and this has been chosen for most future construction.

### E. TURKEY.

From C.R.J. No. 166 p. 359. "Alsancak Gar [in Izmir] was in the news in December 2010, when the Lebanese film director Yehya Saade wanted to use it as a location. He originally wanted to film in Haidarpasa, but changed his plans after the fire there. He arrived in Izmir on 12th. December with a party of ten and went to Alsancak Gar where they started looking for camera locations and good angles. It was thought that on top of 0-8-0 44062, displayed on track 3, would be good. After discussion with the railway staff it was agreed that power could be switched off from the overhead line equipment prior to crew and camera being placed on top of the loco. Some time after this conversation he climbed onto the loco's roof, and whilst looking to see what view he would have his head touched the 25kV AC overhead wire. An ambulance was called and rushed him to the nearby Alsancak National Hospital where sadly he later died."

### F. IRAN. MINE LOCOS.

In 'C.R.J.' No. 166 (Summer 2011) p. 341 is a note on a Czech firm 'Ferrit sro' of Baska, which produces 60cm and 90cm-gauge locos for mines. These included some sold to Iran. No more details are supplied

### G. EGYPT.

In 'Steam Railway' No. 390 (24th. June 2011) p. 48 are two photos by Kevin Hoggett of ESR 0-6-0 No. 986, built by Robert Stephenson in 1865 and part of the Egyptian Railway Museum collection, which has been plinthed in front of the main Ramses station in Cairo. However - the rear of the tender has been placed in front of the smoke-box of the locomotive, making a rather remarkable sight! It is not known whether this is temporary and whether the loco and tender will be correctly positioned in the future.

### H. SYRIA. DERAILEMENT.

A passenger train derailed and caught fire early on Saturday 23.07.2011 - the driver was apparently killed outright and 14 passengers were reported to be injured. The train was carrying some 485 passengers when it derailed around 5km. from the city of Homs - which is also one of the centres of the current bloody uprisings against the government's authority which have been ongoing now for some five months. Homs is ca. 160km. north of Damascus. The authorities immediately tried to place the blame for the derailment on 'Saboteurs'. Ghassan Mustafa Abdul-Aal, the governor of Homs, called this a 'terrorist and criminal act' and declared it a 'clear message to everyone who says the protest movement is peaceful.' But the opposition dismissed the accusation and claimed the regime was trying to use the crash to blunt support for the peaceful uprisings. Syrian journalists were allowed to visit the site and found several red-and-white coaches derailed and one charred, and the rails badly damaged.

The incident took place near al-Souda, at around dawn. A freight train in the opposite direction had passed without incident about an hour earlier. The Aleppo - Damascus express then hit an area of damaged track.

'Al-Arabiya' reported: „The saboteurs who endangered 480 lives have tried to cut off several rails to frighten civilians. The saboteurs learned the schedule of the train which passed Aleppo at 1:00 a.m. They dismantled the rails during the two hours before the train was due to arrive at Damascus at 3:00 am," said Ghassan Abdul-Aal, governor of Homs. The group destroyed tracks at Al-Souda about three miles from Homs, causing eight carriages to derail and the front carriage, containing 5,000 liter diesel, to catch fire in the crash. Investigators thought the driver might have been shot as they found bullet holes in the front carriage. „This is not the first time the saboteurs tried to destroy the railways. They tried to damage the railways in Jisr al-Shughour, Talkalakh and Homs, but their plots were foiled. Evidently, this accident was well organized," said George Al-Qaabari, head of the Syrian railway.

Homs, about 100 miles from Damascus, has been under siege following reports of a wave of sectarian killings that left 30 people dead. It has been a focal point of demonstrations.“ 'Al-Arabiya News' on 03.08 even has a short video news clip. It would appear that, in typical uneducated journalese, the 'first carriage' refers to the actual locomotive!

### (a). THE BAGHDAD RAILWAY IN 1918.

The following item appeared in 'The New York Times' for 16th. December 1918 - the datelines indicate already how difficult news transmission was at this time!

'Bagdad Railway Badly Run Down. German Allowed Most of the Locomotives to become Unfit for Use. Danger in Taurus Tunnels. Line Might Be Completed to Persian Gulf in Two Years, Director Says.' by Ward Price. Special Cable to the New York Times, Constantinople Nov. 21, (via Saloniki, Dec. 7.) -

'One of the greatest German schemes which the war has overthrown was the ambition for a German-controlled railway line from Hamburg to Bagdad. With the armistice the Bagdad Railway has entered another phase. Its eventual history rests with the peace conference to decide.

As to the actual condition of the line, I had today a conversation with M. Edouard Haguénin, Director General of Railways. The tunnels through the Taurus Mountains were opened for broad-gauge traffic last month, and trains can now run as far as Neisibin, 100 miles west of Mosul. The track throughout is in good condition, but the rolling stock has been much deteriorated by overwork during the war.

Although there are still plenty of freight cars available, two-thirds of the engines are unfit for work through lack of spare parts, which Germany has not supplied. Nevertheless, a limited daily traffic from Constantinople to Neisibin would be possible, together with a larger service of trains in Western Asia, from which the food supplies of Constantinople are drawn, if it were not for a lack of coal, which has brought the working line to extremely reduced and irregular proportions. As regards the continuance of the service, the question of the existing German staff is a vital one.

'Most of our German engineers,' said M. Haguénin, 'are civilians who have been in this country thirty years, they have the required special knowledge of the Bagdad Railway, without which the line could not be worked. Even should the Allies insist on replacing them by engineers of their own, it would be necessary for the latter to pass a couple of months in collaboration with the present German staff before they would be able to accept the responsibility.

The system of the Taurus tunnels alone is one of the most difficult in the world. Daily inspection is necessary for the safety of the line.'

As to the probable time required to complete the Bagdad Railway to the Persian Gulf, M. Haguenin said that a great deal depended on what the British had done in Mesopotamia. Several hundred miles of tracks laid by the Turks beyond Neisibin would need to be reconstructed, as they were hastily done with poor materials. Working from both ends with adequate supplies of material and labour and with the use of the British military railways in Mesopotamia as lines of supply, he thought that trains might be running through to the Persian Gulf in two years."

#### **(b). R.O.D. LOCOS.**

The Railway Operating Division of the British Army was established in January 1915. A new book 'R.O.D.' subtitled 'The Royal Engineers in France and Belgium 1915-1919' by William A.T. Aves (pub. Shaun Tyas, Donington, Lincs. 2009, ISBN 1-900289-99-7) presents the (unfortunately fragmentary) surviving information on the units, operations, lines, locos and stock with large illustrations, tables and maps. As clearly stated, the operations in Salonika and Egypt and Palestine are not covered, except peripherally when locos were shipped to these theatres. Nevertheless the following information relevant to 'Harakevet' can be extracted.

When Germany invaded Belgium on 4th. August 1914 it was clear that railways would play a major role in the conflict, but it was not initially clear that a relatively static war would then last for five years, requiring new military railway lines and depots for the BEF (British Expeditionary Force). In March 1915 the first ROD units were formed and by November 1918 was operating from around 30 depots spread along the British sector of the Front, some one hundred miles from Dunkirk in the north to Chaulnes (south of Amiens) in the south, with over 1,250 standard-gauge (referred to as 'BG' or Broad Gauge) locos and 18,400 men in 67 Operating Companies of the Royal Engineers, plus six Broad Gauge Workshop Companies. Starting with borrowed and hired Belgian locos, then requisitioned Dutch and British locos (including 0-6-0's from GNR, Midland, LNWR, GWR, 0-8-0's from NER and LNWR), eventually many new engines were specifically ordered for war purposes, and some of these served - either during or after World War 1 - also in the Middle East. (The book does not cover the enormous narrow-gauge military networks of the War Department Light Railways (WDLR) though it does cover some of the metre-gauge civilian tramways that worked in the area.)

#### **p.43. Ambulance Trains.**

British AT's which worked abroad were numbered 12 - 43 and were formed of stock from British companies. AT 40

came from the Midland Railway and was sent 1918 to Egypt; a note adds "post-war to Palestine Rly., and converted to passenger use." A footnote adds 'AT's 44 to 51 were used in the Middle East' but gives no further details; Presumably these were formed from local rolling stock, as were AT's 1 - 11 in France. No. 41 (of LNWR stock) was probably originally intended for Salonika but the lack of suitable cranes at the destination meant it was diverted instead to Italy.

On p. 41: "The AT's employed overseas were much larger than the Home Service trains, comprising no less than 16 vehicles, the standard formation being:

Brake Van (and stores).  
Kitchen Car  
4 Ward Cars (cot patients).  
Pharmacy car  
Staff Car (For 8 Officers/Nurses.)  
4 Ward Cars (for cot and/or sitting patients.)  
Ward Car (for infectious patients)  
Kitchen Car  
Personnel Car (for 32 Other Ranks.)  
Brake Van (with two compartments for isolation/infectious cases.)

AT capacities were not uniform, but typically comprised 306 lying down and 64 sitting cases. The trains were equipped with Westinghouse brakes and continental couplings were fitted, at least to the end vehicles of each train, or part of a train intended for independent working."

p.123. Here is a Table of ROD standard-gauge engines used in the war. It indicates:

#### **Mediterranean Theatre -**

##### Locomotives sent to Egypt and Palestine:

##### (i). Shipped direct from England:

15, L&NWR 0-6-0 17" 'Coal Engine'.  
36, L&SWR 0-6-0 '0395 Class'. (7 later transferred to Mesopotamia.)

3, 4-wheel Manning Wardle petrol 'Tractors'. (new).

##### (ii). Shipped from France after ROD service:

27, L&NWR 'Coal Engines'.

##### (iii). Shipped direct from USA:

50, Baldwin 4-6-0's.

##### Shipped to Mesopotamia.

16, L&SWR 0-6-0 '0395 Class' - 9 direct, 7 after service in Palestine).

##### Shipped to Salonika:

22, 0-6-0 GWR 'Armstrong Standard Goods' (of which 8 lost en route).

5, 0-6-0 L&SWR '0395 Class'.

16, 0-6-0 GWR '2301 Class' 'Dean Goods', after ROD service.

A total of 183 locos, of which 8 were lost *en route* - but intriguingly here the lost engines are referred to as GWR and not L&SWR locos, as is often reported.

#### **p. 139. Great Western Railway '2301 Class' 0-6-0s, 'Dean Goods'.**

260 of these locos were built with successive improvements from 1883 to 1899, 20 of them rebuilt as '3900 Class' 2-6-2's in 1907-10. Weight in working order 36 tons 16 cwt. 62 locos were passed to the ROD in April/May 1917.

"By the Great War they were used mainly on both goods and passenger branch line services, where their very light axle loading and virtually complete Route Availability were most useful. The fitting of superheated boilers to the class had begun in 1911, and 20 of the 62 engines sent to France had already been so equipped. ... At first the GWR 0-6-0's seems to have been distributed throughout the BEF Front, and employed on a wide range of duties..... However, the delivery of large numbers of new 2-8-0's from across the Channel, and of American 2-8-0's and 4-6-0's from Baldwins, and the shortening of the BEF Lines of Communication after the German advances of March and April 1918 created a surplus of motive power. This permitted the ROD to ship 16 'Dean Goods', all unsuperheated engines, to Salonika direct from France (and 27 L&NWR 'Coal Engines' to Egypt), the first two reaching Greece in June. Meanwhile the 46 remaining with the ROD in France kept up their much-valued work on the Western Front, finally returning to England in April - August 1919, where they were joined in 1921 by 9 of the engines from Salonika. However, seven never came back from the Mediterranean theatre....

#### **Further Notes on Greece and Turkey,**

##### p.140:

Engines 2308/18/22/27/29/34/36/87, 2420/53/54/88, 2533/42/57/63 were shipped from France to the British Expeditionary Force in Salonika. As far as is known, the first two were Nos. 2308 and 2488, which arrived on 6. June 1918 on-board S.S. 'Hunslet'. Another two, unidentified, and five tenders reached Salonika on S.S. 'Polycastria' on 17th. June. .... 14 of the 'Deans' were given Nos. 71 to 84 in the local ROD series, and it is thus likely that only 14 were actually taken into use at Salonika. Of the five still at Dunkirk in June 1918, Nos. 2453 and 2563 were the only two not to be shipped home from Salonika in April-May 1921, and are therefore the best candidates for not having been used by the ROD in Greece, and may have been diverted direct to Istanbul in November 1918. According to the 'Railway Gazette' of 21 September 1920, 15 ex-GWR 0-6-0's became Junction-Salonique-Constantinople Rly. Nos. 25 to 39 (Nos. 20 to 24 were ex-L&SWR Adams '0395 Class' 0-6-0's), working on the lines east to the frontier with Turkey in Europe, 15 engines were shipped back to England from Salonika in 1921 - six of the much older 'Standard

Goods', which were immediately scrapped, and nine 'Deans', i.e. presumably those which had been used on the JSC.

The Armistice with the Turks was signed on 30 October 1918, and the Chemin de Fer Ottoman d'Anatolie (CFOA) on the Asiatic side of the Bosphorus, from Istanbul to Ankara and Konya, came under British military control until February 1920. A number of ex-GWR 0-6-0's were ferried across to the Asian side terminus at Haydar Pasha, perhaps as early as November 1918, and it is assumed that these comprised the 8 'Standard Goods' and 7 'Deans', which were not returned to England in 1921. Over the next 18 months the Turks were engaged in a fierce and destructive war with Greece, which left the CFOA in a parlous state. Most of its locomotives were damaged, and 13 had been written off by being driven into a ravine. By the end of 1922, the company had only two ex-GWR engines, Nos. 38A and No. 83A, in service; the latter was armoured. These can be identified, but only by class, assuming the numbers are those carried in ROD service in Salonika, as a 'Standard Goods' and a 'Dean Goods' respectively. Meanwhile, the Ottoman Railway Company, based on Smyrna (Izmir) had 4 'Standard Goods' and 2 'Dean Goods' (Nos. 110-111, ex-ROD Nos. 73 and 84, GWR Nos. 2308 and 2542) in the mid-1920's. When the Turkish State Railways (TCDD) absorbed the Ottoman Railway Company in 1935, the old No. 2308 became TCDD No. 33041, and was still in existence in a derelict condition in about 1955. The fate of No. 2542 remains a mystery; it was withdrawn as ORC No. 111 in October 1929, but the tender from a 'Dean' with the TCDD No. 33042 remained in use as a water-carrier for many years.

As to the other six or seven untraced 'Dean Goods' in Turkey, it seems certain that they were damaged beyond repair during the Turco-Greek War and the civil conflict of the same period."

p.143. **London and North Western Railway 0-6-0 'Coal Engines'**.

LMS Power Class 2F. 500 engines built at Crewe from 1873 to 1892, designed by F.W. Webb. 2 inside cylinders 17" x 24". Driving wheels 4ft. 3 in. Weight in working order 32 tons. Maximum axle load 11 tons. 70 locomotives to France (and 15 to Egypt).

"The 70 Coal Engines were the first British main line locomotives sent across the Channel to serve with the ROD. The first three left Avonmouth on 14 November 1916, and all were in France by the end of January 1917..... Another 15 of the class were sent direct from England to Egypt in September-October 1917, and 27 of those serving with the ROD in France were also shipped [from Liverpool] to Egypt during 1918. .... The engines selected to

work with the ROD were given larger Webb 2,500 or 2,000 gallon wooden-framed tenders to replace their usual 1,800 gallon variety. ... The L&NW engines were old, but no older than many other ROD 0-6-0's, although withdrawal of the class had begun as long ago as 1901. When new they had been 'The Premier Line's' main mineral freight class, but by 1916 they had long been relegated to trip working and the branch lines. However, they were both uncomplicated and the lightest of all the ROD tender engines. As the first to arrive, they were much in demand until more powerful and reliable engines became available. Without doubt some were not in very good shape when taken over, and they all became rapidly rundown. Nevertheless, they were particularly suited to working on the lightly laid military lines in the forward areas where their light weight, and expendability, were of equal advantage. ....

As noted.... the ROD motive power situation on the Western Front had changed by May 1918 and 27 of the 'Coal Engines' were sent to Egypt. Although these engines had been given minor repairs, many at St. Étienne-du-Rouvray, prior to shipment, they were regarded as greatly inferior to the L&SWR Adams 0-6-0's serving with them in Egypt and Palestine, and they and the 15 similar engines received direct from England were sold for scrap locally in 1922..."

On pp. 154f. is a table of these locos that had served in France. The numbering is complex as the LNWR had issued several numbers and duplicate numbers - those given here are the numbers they ran under as ROD engines:-

No.	Built	Crew
17	10/79	- to ME 1918
3415	10/79	- to ME 1918
3119	11/79	- to ME 1918
3053	05/92	- to Egypt 8/10/1917
153	02/79	- to Egypt 24/9/1917
3151	05/92	- to Egypt 19/10/1917
354	08/80	- to Egypt 8/10/1917
3231	08/80	- to ME 1918
3353	03/79	- to ME 1918
3271	01/75	- to ME 1918
778	03/74	- to ME 1918
3387	10/89	- to Egypt 24/9/1917
1099	11/89	- to ME 1918
1127	01/75	- to ME 1918
1179	11/76	- to ME 1918
3418	04/73	- to ME 1918
1316	12/90	- to ME 1918
3419	02/91	- to ME 1918
1339	09/91	- to ME 1918
1349	10/91	- to ME 1918
2045	10/91	- to Egypt 8/10/1917
2050	10/91	- to ME 1918
3420	10/92	- to ME 1918
3448	04/74	- to Egypt 8/10/1917
2171	05/75	- to ME 1918
3339	11/75	- to Egypt 8/10/1917
2255	11/76	- to ME 1918
3320	01/78	- to Egypt 19/10/1917. In

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Kantara Works.

3421	01/78	- to ME 1918
3105	01/79	- to Egypt 8/10/1917
3209	01/79	- to ME 1918
3422	02/79	- to ME 1918
3423	04/79	- to ME 1918
2371	06/80	- to Egypt 24/9/1917
3325	07/80	- to ME 1918
3109	07/80	- to Egypt 8/10/1917
2381	07/80	- to Egypt 8/10/1917
2383	08/80	- ME 1918
3414	06/81	- ME 1918
2436	07/82	- to Egypt 19/10/1917
2448	07/82	- to Egypt 8/10/1917.

p.163. **The Manning, Wardle Standard Gauge Petrol Tractors.**

"Manning, Wardle of Leeds built 20 large four-wheeled petrol tractors in two batches. The first 10 were ordered by the War Office in November 1914, specifically for hauling rail-mounted artillery, and were completed between October 1915 and May 1916 (Works Nos. 1867 - 76), numbered 1 to 10. They were an early experiment to provide for the needs of the forward areas, where petrol engines should have been less visible than steam locomotives, but, although less than successful in use, a second order for ten for Depot shunting duties was placed in February 1917..... A post-War Ministry of Munitions Disposals Board catalogue describes the petrol tractors as having 180hp Thornycroft marine-type reversible engines with six 8 1/2" x 12" stroke cylinders, a 3-speed gearbox, four-coupled wheels and a 6-foot wheelbase; they were also provided with an armoured superstructure. They weighed about 27 tons and were, thus, very large for their type..... In appearance the Manning, Wardle machines appeared a much enlarged version of the 40hp protected 'Simplex' petrol tractors used, later, in large numbers by the WD Light Railways.

Of the first order Manning, Wardle sent No.1 to Longmoor (presumably for evaluation and training purposes), Nos. 2 to 4 to Egypt, and Nos. 5 to 10 to France. .... The second order of ten for shunting work was not completed until February-June 1918. These carried Works Nos. 1945-54, and running numbers 1691 to 1700. .... They were unreliable, suffering frequent breakdowns and were generally regarded with disfavour. Quite apart from their mechanical problems, their very short wheelbase and heavy weight must have made them unsteady, even on good track. 'Loco', writing in the 'Railway Magazine' for July 1934, had been employed on their repair in 1918... and his comments are worth quoting at some length:-

'The chief use of these locomotives was the movement of rail-mounted guns in forward areas, together with their ammunition supplies, but their liability to failure did not enhance their value.. Their 180hp engines... gave little trouble, but

a compressor worked off the main shaft, to supply two independent reservoirs with compressed air at 200lb/sq. in for starting purposes, and operating the Westinghouse brake and tubular whistle, frequently smashed. ... The air pressure was too low to turn the engine if any ignition trouble had not been located and remedied after a few admissions of air, and it was necessary to obtain the assistance of a steam engine in order to start... The three-speed gear drive through a large plate clutch also contributed to occasional trouble, while the short radius of gun spur lines sometimes broke the bevel case supports on the driving axle.... Petrol consumption was about 10 gallons per hour..."

These large petrol locomotives were well ahead of their time, but had been built by a long-established firm of steam locomotive manufacturers with no experience of internal combustion engines. In more favourable circumstances, there ought to have been opportunities to refine and modify their design in the light of experience, but clearly there were other priorities in the Great War."

p. 166. **The Railway Operating Division 2-8-0's.**

Driving wheels 4ft. 8in. 2 outside cylinders 21" x 26". Weight in working order 73 tons 17 cwt. Maximum axle load 17 tons 1 cwt.

"When, towards the end of 1916, it became necessary to requisition locomotives from the British main line companies for service with the ROD in France, it was clear that the additional wartime traffic commitments at home would place severe limits on the number which they could provide. Heavy standard-gauge engines were needed in large numbers on the Continent, in addition to the 2-8-0's ordered from Canada and from Baldwins in the USA. The Ministry of Munitions therefore decided to place orders for such locomotives with a number of British manufacturers. The design selected was the Great Central Railway's 'Class 8K' 2-8-0. The first of these engines had been built in 1911, and 126 were already in service on the GCR. They had been designed by J.G. Robinson, and were a development of his outside-cylindrical 0-8-0's of 'Class 8A' (of which 15 also served with the ROD in France) - but with superheater boilers, piston valves and a leading pony truck,

There has been speculation that Sir Sam Fay, the General Manager of the GCR, who had been co-opted as Director General of War Transport, and Lt.-Col. G. S. Lynde, an ex-Gorton man who was in charge of the main ROD Workshops at Audruicq, exercised undue influence in the choice of design. Nevertheless, the field was not as wide as the protagonists for some other types have claimed. The GCR design was modern, but uncomplicated,

and well-tryed. It was more versatile than the available 0-8-0's, which were of older designs and generally built for heavy mineral haulage. Outside cylinders made for easier maintenance 'in the field', and engines with a leading bogie were less susceptible to derailment on track not in the best state of repair.... With the benefit of hindsight, few would dispute the wisdom of the choice made.

The first orders were placed in February 1917 with North British Loco. and Kitsons, both of whom had built engines of this type for the Great Central, and with Robert Stephenson and Nasmyth Wilson, for an initial total of 85 2-8-0's. A number of detail differences were embodied to enable to engines to work ambulance trains, and passenger and other braked stock, and to meet Continental requirements. These included Westinghouse brakes, steam-heating with connections at both ends, safety chains, and ribbed buffer shanks. On the other hand, there was no requirement for a tender water pick-up scoop, which was dispensed with.

Further orders were placed, the last as late as 25th. October 1918, and eventually totalled 521, including 6 built by the Great Central at Gorton."

Totals were: 369 built by North British, 82 by Robert Stephenson, 32 by Nasmyth Wilson, 32 by Kitson, 6 by Gorton; 59 in 1917, 224 in 1918, 236 in 1919 and the last 2 in 1920. Number blocks allocated were 1601 - 1749 and 1787 - 2167. (These excluded three built at Gorton in 1919 and absorbed straight into GCR stock.)

"Only 305 of the ROD 2-8-0's were completed in time for service on the Continent; even so, a number did not cross to France until after the Armistice..... The ROD 2-8-0's also worked civilian passenger trains from Calais to St. Omer, and once the War was over hauled the daily Cologne - Boulogne British military leave trains, which loaded to as many as 17 coaches. Whilst all the engines requisitioned from the main line companies were returned to their owners by the late Autumn of 1919, a number of 2-8-0's were retained for these workings. It is believed that ROD Nos. 1704, 1841 and 1936, which were repatriated in September 1920, and 1859 & 1587 in January 1921 were the last five engines to remain on the Continent in ROD service to work these trains.

After the War, many of the ROD 2-8-0's were loaned to the British main line companies. There followed largely abortive attempts to find overseas buyers, and long periods of storage for many. Whilst substantial numbers were eventually purchased by the LNER, and these and fifty bought by the Great Western were gainfully employed for many years, those on the LMS had very short lives. It was, in many ways, a tragic story of lost oppor-

tunities, with a number of these excellent engines being cut up in the late 1920's and early 1930's without ever being put back into traffic." (The LNER gradually bought 273; the GWR 100 but only rebuilt 50 for long-term use; the LMS inherited 30 from LNWR in 1923 and bought another 75 but mainly for their tenders, scrapping the engines by 1933; Some went to China and some to Australia. As a contrasting example - the last unrebuilt ex-ROD loco running in Britain was 1857, built NBL April 1918, sent straight to France, Nov. 1919 loaned to L&YR, May 1920 loaned to LNWR, Aug. 1921 - Feb. 1927 stored, bought by LNER, not withdrawn as BR 63764 until February 1966.)

On p. 162 is a photo of No. 1718 in January 1919 - built by Nasmyth Wilson in August 1918, arriving in France just as the war ended. After return to England 1718 was loaned in November 1919 to the GWR as their 3050, but was returned to the Government in April 1922, and placed in store at Beachley-on-Severn until December 1923 when it was purchased by the LNER; "In September 1941 it was one of 92 of the class selected for military service in the Middle East, becoming WD 762 (later 9762); it was shipped from Swansea and worked in Egypt, probably surviving until the early 1950's."

On p. 171 is a photo of 1922, "which served in France from June 1918. After returning to England it was loaned to the Lancashire and Yorkshire Railway, from November 1919 until May 1920, when it was transferred to the London and North Western.... and became LNWR 2954. It was returned to HM Government and stored at Queensferry on the Dee Estuary until purchased by the LNER in February 1925, running as No. 6520 until 'called up' again in 1941 for military service in the Middle East as WD No. (9)723, working on the Egyptian State Railways until about 1950."

p.177. **The Baldwin 0-4-0 Saddle tanks.**

„The first order was placed with Baldwins by the War Office in London early in 1915, at a time when the British had taken over the working of the main Bassin Loubert docks at Boulogne. Initially this task was undertaken by the South Eastern and Chatham Railway, but in June of that year the newly-constituted Railway Operating Division assumed responsibility for the railways of the dock areas, and the marshalling of supply trains at the port, Whilst the SE&CR had provided a few small 0-6-0T's [classes P and T], more shunters were needed at Boulogne and other ports, and it was becoming clear that others would be needed to work the growing numbers of internal 'military lines' at the many BEF supply depots being established in North-

ern France.

A total of 70 0-4-0STs were ordered in two batches. Baldwin completed the first, comprising 28 engines in April 1916, and they began to arrive, most at Boulogne, shipped across the Atlantic in waterproofed crates, two months later. The second order of 42, with works plates dated February 1917, arrived that summer. As noted, the first engines were ordered as ROD Nos. 1 to 45, but the numbers 1 to 12, 14 and 15 had already been taken by the Dutch 4-6-4T's [which had been requisitioned from Beyer Peacock before delivery], and the American saddletanks eventually ran as Nos. 20 to 89. They were typical small 'switchers', with two outside cylinders 14" x 22", 3' 6" wheels and a 7' wheelbase.

They immediately made themselves useful. In January 1917, Nos. 22 and 36 were working with RE Railway Construction Troops at Seigneville (Abbeville), and this became a typical task. Five (Nos. 21, 40, 60, 63 and 64) were used by the 4th. Australian BG Op. Co. at Dunkirk in 1918, and a pair (nos. 26 and 88) were at Rouxmesnil (Dieppe), whilst several shunted at the Caffiers-Guines quarries, close to the main complex at Marquise, and Nos. 24 and 39 worked at Audruicq. The 6th. Australian BG Op. Co. had Nos. 61 and 89 on their strength at Bergues, where they were used as shed pilots, and on yard shunting, whilst No. 34 was similarly employed at St. Omer.

After the war, 30 were transferred to the Belgian État Railway, where they took Nos. 4766-95. However, most of these were soon sold on for commercial use, and by 1931 only five remained to become SNCB Nos. 5000-04, later renumbered 50.001-005. The last three survived until 1966, although several others, working at collieries and other industrial sites in Belgium, lasted even longer. At least six, Nos. 32, 33, 78, 81, 84 and one other, worked in England, whilst Nos. 29 and 86 ended up in Egypt, where they saw further War service in WW2 with the Eighth Army as WD Nos. 70244-45. The former was shipped back to the Melbourne Military Railway in Derbyshire in 1947, and was scrapped two years later."

[No. 70245 remained in store at Haifa East until scrapping in the 1950's. Ed.]

#### p.181. The Baldwin 4-6-0 Tender Engines.

"The final Baldwin design for the ROD was a superheated, mixed-traffic 4-6-0 with 5ft. 2in. driving wheels, 2 outside cylinders 19" x 26" and Walschaerts valve gear, and Westinghouse brakes. It is believed that their bogie tenders were of the same type as those coupled to the [Baldwin] 2-8-0's.[150 of these were delivered in 1917/8.]

The 70 engines, ROD Nos. 801-70, shipped to France, entered service in the middle of 1918, when as a consequence of the advances made by the Germans during the 'Kaiser's Offensive' of March-April the BEF Lines of Communications had been considerably shortened. Whilst some of the 4-6-0's were put into use at St. Omer and elsewhere, others were surplus to requirements, at least for a time. At the end of July, the 58th. Canadian BG Op. Co., then based at Conchil-le-Temple, received 30 of the new engines from Audruicq for storage in the station yard at Ligescourt, on the newly-constructed military line to Doullens.

Nevertheless, although unflatteringly known as the 'Spiders', the 4-6-0's soon established a good reputation, being regarded as both powerful, and with efficient brakes, and were used on both troop and ambulance trains, and freight haulage. All 70 were taken over by the État Belge in 1920-22, becoming Type 40, nos. 4909-78. In contrast to the Baldwin 2-8-0's, [considered sluggish and heavy on coal - the Belgians took over 32 but sold them in 1925 to Romania] they were an instant success - Belgian railway historians describe them as robust, economical and greatly appreciated by the footplate crews. (Under the SNCB they became 4000 - 4069 in 1931, and Nos. 40.001 - 069 in 1946 - No. 4029 had been damaged beyond repair during WW2, and No. 40.046 was never repatriated to Belgium, being scrapped in the Soviet Zone of Germany.

The Belgian Type 40's were given larger side window cabs and ACFI feed water heaters; many ran with capuchon chimneys, and latterly two were fitted with Giesl ejectors. Although normally used on secondary services, in their early years with the État they often worked Brussels-Antwerp passenger trains. The class did not become extinct until 1964. [Fifty more of these Baldwin 4-6-0's were sent to the Mediterranean theatre, although they did not arrive until hostilities were over. These were ROD Nos. 871 to 920, numbers they retained when they were transferred to the Palestine Railways on its formation in October 1920. Six were rebuilt as 4-6-2Ts by Armstrong Whitworth in Newcastle in 1926, and another five as 4-6-4Ts at the PR Qishon (Haifa) Works in 1938. 45 of the engines were still running when the British Mandate ended, and the State of Israel came into existence in May 1948. The last of these Baldwin engines in use, indeed the last working steam locomotive on Israel Railways, was No. 901, taken out of service at the end of the 1950's.]

[N.B. The very last IR steam loco was actually a USATC 0-6-0T. Ed.]

On p. 183 is a table of dimensions - the 4-6-0's had an engine wheelbase of 24ft. 9in, bogie wheels of 2ft. 9in., weight in working order 64t 15 cwt, and

tender water capacity was 5,000 galls., coal 9 tons - a note adds that those sent to Egypt were oil burners instead and had water capacity of 4,800 galls.

#### (c). MORE ON CONFLICT WITH SNCF DUE TO HOLOCAUST ACTIVITIES.

As already mentioned, 'Harakevet' sometimes occupies itself with other topics which, while not related directly to the Middle East, are related to the general theme 'Railways and Jews'.

From 'www.ejpress.org', orig. AFP. 'On 19.05.2011 the Governor of Maryland signed a landmark legislation requiring France's state-owned SNCF railway company to disclose its role in World War II deportations to Nazi death camps before it bids on US rail contracts. The law is the first of its kind in the United States and Maryland Governor Martin O'Malley said he hoped it 'will become a national model sooner rather than later.' The law, he said, 'lets Holocaust survivors who are still with us... know that the atrocities inflicted on their families and their people will never be forgotten and will never be repeated.' The Maryland law requires the French rail group to be transparent about its involvement in hauling tens of thousands of Jews to their deaths in World War II, while a federal law that is working its way through Congress would allow lawsuits against the SNCF over its role in the Holocaust.

90-year old survivor Leo Bretholz, who in 1942 escaped from an SNCF transport bound for the Nazi death camp of Auschwitz by prying apart the windows of a cattle car he was crammed into with 50 deportees, hailed the Maryland legislation as 'a good beginning.' But 66 years after the end of World War II, Bretholz said he mainly 'wants a declaration of contrition from the SNCF - 'Yes, we've done it, we are guilty' ..

Bretholz wrote a book about his escape and survival in World War II, telling a story of 1,000 Jews packed 50 to a rail car who were with him on that November morning in 1942 when he and 1000 others were shipped out of Drancy, near Paris. Many died *en route* to Auschwitz and 773 were gassed on arrival at the Nazi death camp in southern Poland. Only Bretholz and a friend of his escaped. 'Nothing can bring back dead people. What I want mainly is for justice to be done. At least a contrite statement - 'We've done something very wrong, we have done something that is entirely inhumane', Bretholz told AFP.

SNCF boss Guillaume Pepy last year expressed his regret over the deportations during a visit to Florida, where the French rail company was hoping to bid on a contract to develop high-speed rail services. But the SNCF has also insisted it was forced by France's German occupiers to help deport 76,000 French Jews to Nazi death camps.

They've argued they were coerced by the Nazis, that they had a gun to their head, but that's simply not the case' said attorney Raphael Prober, who worked *pro bono* for Holocaust survivors seeking reparations from the SNCF for its wartime actions. 'For the company to say they had no hand in this and that they were coerced is belied by history and the facts and the personal accounts we've heard from the people on the trains. They collaborated willingly with the Nazis', said Prober, handing AFP a copy of an invoice, 'for transportation: internment camp, monitored living centre, interned, expelled persons, etc.' that was sent by the SNCF to a French regional official, just before the liberation of Paris in 1944. The French Interior Ministry paid the bill months after the battle of France was over.

'The French were paid to transport thousands of people to their deaths, and now they want to build trains in the US and they'll make more money', said Bretholz. 'I don't think we, as survivors, I don't think our tax dollars should go to that', he told AFP. 'It's adding insult to injury.'

The SNCF's US affiliate was awarded a contract to run commuter rail services in Maryland's neighbouring state of Virginia and wanted to bid for a similar contract to run Maryland's MARC commuter trains. Last year, the French rail company bid on a \$2.6 Billion rail project linking the Florida cities of Orlando and Tampa that is part of President Barack Obama's multi-billion-dollar initiative to improve rail service across the United States, and a rail project in California."

#### **(d). MORE CONTROVERSY OVER MEMORIAL WAGONS.**

As we have already noted, the four-wheel continental box van (of which there were several types) has become for many THE symbolic icon of the Holocaust, the symbol for the mass transportation of people from their homes to holding, labour or extermination camps. For example, the Washington D.C. Holocaust Museum holds such a vehicle, donated by the PKP and restored as 'DR, Karlsruhe, 31599, G' - though it is unclear whether this is the original or even 100% correct numbering. (Thanks to Reinhard Dietrich for a photo of this - and the query; According to Wikipedia the 'Gattungsbezirk' Karlsruhe referred to open wagons for cattle or minerals, the covered vans being variously of type Kassel, Oppeln, Bremen, Leipzig etc.).

But in Florida another controversy is brewing; a web-site link to Broward Palm Beach paper of 27.05.2011 includes the following from an article by Stefan Kamph:- Governor Rock Scott (who has vetoed several projects involving expenditure) 'did approve \$150,000 for the Holocaust Museum in St. Petersburg, but the rail car restoration project, which would

have revealed the car's original serial numbers and provided educational materials, will have to get its money elsewhere. Eleanor Sobel, a Democrat State senator from Hollywood, decried the move: 'A small funding source would help restore the car to reveal the original serial numbers.... The Governor's veto seems to show a lack of respect and understanding for history' she wrote in a press release."

It seems Governor Scott also turned down \$2.4 Billion in Federal stimulus money for the high-speed train between Tampa and Orlando, the project mentioned above.

[Anyone checking out the story on-line will find a range of rather disgusting and disturbing comments from readers.... Ed.]

'Trains' Magazine for June 2011 has an OpEd piece by Don Phillips (p.11) expressing his disgust at such tactics. From this:-

"Many of you know that the rail operator Keolis won a nasty battle with Amtrak to take over the operating contract for the Virginia Railway Express commuter service. Keep in mind that a majority of Keolis stock is owned by the French national railway, SNCF, which is 100% owned by the French government. This has made Keolis the target of a narrow interest group that wants to ban it from any further rail operations in the U.S.

For years a group of now-elderly victims of the Holocaust has been trying to extract money from SNCF as a form of reparations for the railroad's role in transporting European Jews to Nazi concentration camps. The group's efforts have failed in almost every U.S. court. The courts have consistently ruled that SNCF is a part of the French government and therefore any demands for reparations must be filed in France. Now, lawyers for the Holocaust victims are attempting to force SNCF to pay in the United States anyway by denying commuter contracts to Keolis. The attorneys have begun a campaign to persuade local and state governments to shun both Keolis and SNCF. That campaign is active in Maryland for a MARC commuter contract. It was active in California for future high speed contracts until the governor vetoed a law requiring SNCF to acknowledge its complicity. In their filings, these lawyers are attempting to persuade governmental bodies that Keolis somehow represents the horror of the Holocaust. That sounds almost comical on its face. Keolis didn't even exist in World War II. SNCF, of course, did exist in World War II, but was under the control of the German Nazis.

France, at least the Vichy section of France, collaborated with the Nazis in World War II and France has been paying the price ever since.... Yet France also had many heroes in the resistance,

among them hundreds of French railway workers. A total of 819 railway workers were executed by the Nazis, and more than 1,200 railway employees were deported (on French trains) to concentration camps and killed in the first years of the war. The Nazis made it clear that any railway worker who refused to work would immediately be shot. .... SNCF has even commissioned independent French academics to write a complete history of the SNCF and World War II, opening all files to the writers. The 914-page report, completed in 1996, is now being translated into English. [He adds here a web link to the Bachelier Report that does not work for me, but one can check also under [sncfhighspeedrail.com/heritage/myths-and-facts](http://sncfhighspeedrail.com/heritage/myths-and-facts) . Ed.] The introduction notes that while many SNCF officials were Nazi collaborators, from September 1943 on, any pretense of cooperation between the Germans and the French railroaders was over. Acts of sabotage became more frequent. However, there were human tinges. The French railroaders who joined the resistance wanted to confine attacks to shops and facilities rather than trains. They had no stomach for killing their old colleagues on a rolling locomotive...."

He continues by describing some of the bizarre manoeuvrings of the American lawyers and politicians, including the insulting of Jacques Fredji, the (Jewish) Director of the Shoah Memorial in Paris!

#### **(e). GERMAN MILITARY RAILWAYMEN ON HEDJAZ LINE.**

In Alfred Gottwaldt's 'Heeresfeldbahnen' (Motorbuch Verlag 1986) on the German military railways of both world wars, p. 125 is a very tiny item on the 'Palestine Front' - which at least adds some bits of information from the German archive perspective, though the information is also a little dated and incorrect!

"The well-known Hedschasbahn of 1050mm gauge from Damascus to Medina, 1305 km. long, was opened on 1st. September 1908 together with the 161 km long branch Dera - Haifa. In the world war it became a transport line to the Turkish Front in Palestine, which was supported by the German 'Asien-Korps'. To support the Front (against England) the Turkish Army, supported by German railway troops, built a 1050mm gauge line in 1914 from Sileh (Nazareth) - Nablus (- Jerusalem) 120 km. long with stations 30km. apart and 250m long. The continuation to Jerusalem was built by four contractors. In later war years, starting in Winter 1917/18, two German Special Companies Nos. 11 and 44/48 were sent to the Orient Front to take over operations on the main lines; these comprised mainly professional railwaymen. The last military train on the main line was an armoured draisine that left Amman on 24th. September 1918 at 10.30pm."



[Notes: The line to Nablus was from Afule through Sileh and was not near Nazareth, the line to Jerusalem was never in the end completed (it is unclear how much was even done in terms of earth-works - instead the line from Massoudiyeh on the Sileh - Nablus line went down to the coastal plain at Tulkarm and Jerusalem was eventually reached via Lydda. WLR.]

#### **(f). NOTE ON MBB, THE PRODUCER OF EGYPTIAN LUXURY TRAINS:**

'Eisenbahn Geschichte' No. 46 /Juni/Juli 2011) has an article (pp. 20-27) by Armin Franzke on Donauwörth station on the Nürnberg - Augsburg line in southern Germany. It includes a note on the firm which built stock for Egypt:

A machinery factory - later a Munitions factory - was established at the station in 1920. On the ruins of this (the station and town had been subjected to air raids on 11th. and 19th. April 1945 which destroyed the station and 75% of the town - the US Army then entered on 25th. April) on 16th. September 1946 a newly-formed 'Waggon- und Maschinenbau GmbH Donauwörth' (WMD) was founded. As well as manufacture of post-war technical products the WMD also ventured into repair work on war-damaged DR diesel and electric multiple units, and later also turned to production of railway carriages. In 1953, for example, the centre cars of the VT08 diesel multiple units were built by WMD.

The range of products in subsequent years included passenger carriages and special vehicles for national and foreign railways - the light construction methods pioneered by WMD dominated production. Examples of vehicles built here included the single-axle VB41 luggage trailers (to be coupled to the Uerdingen VT95 railbuses), the battery railcars of ETA 176 (later class 517) and the catenary inspection railcars of VT55, (later BR 701 and 702). The rail bogies for the Road-Rail Omnibus were also prepared at Donauwörth. In 1964 a small series of welded aluminium electric railcars were built for the Köln-Bonner Eisenbahn, the so-called 'Silberpfeilen' (Silver Arrows').

In 1965 WMD was taken over by the Bölkow GmbH but retained its independent identity. Through a further series of takeovers and mergers in 1968-69 there emerged eventually the Messerschmidt-Bölkow-Blohm GmbH (MBB), and at the end of 1971 WMD was finally dissolved and absorbed.

In Donauwörth MBB expanded the aeroplane and helicopter construction which had commenced here in the 1950's. Development and construction of rail vehicles gradually lost importance and was no longer part of the core business. MBB was involved still in the development and production of the U-Bahn units of Types A and B for München, the S-Bahn 3-car emu's of Class 420, the express multiple

units of classes 403/404, the Class 704 Tower catenary maintenance railcars, the ICE1 trainsets and the Transrapid (magnet monorail vehicle). In the 1980's rail vehicle production dwindled further; one last large order was for the construction of 42 Passenger, Club and Generator coaches for the Egyptian State Railways in 1979/80.

In 1992 MBB became a part of Eurocopter Deutschland GmbH, a German-French helicopter manufacturer with its German headquarters in Donauwörth. In 2000 Eurocopter became a part of EADS."

*[One is left wondering how this firm, not a leader in the field., got the contract to build several luxury train sets for Egypt. Could there have been links through the sale of helicopters etc? Ed.]*

#### **(g). U-BOAT LOSSES - THE 'HAR ZION':**

It is known that the 'Behala' conveying several steam locomotives was sunk en route by the Kriegsmarine U-Boot U-38; Thanks to Michael and the website uboat.net we have information on another ship sunk by this same submarine - and it was the 'Har Zion' of 2,508 tons, originally built 1907 in Copenhagen, owned from 1935 by Palestine Maritime Lloyd Ltd. of Tel Aviv, Palestine, its home port given as Famagusta. At 06.15 on 31st. August 1940 it was sunk while straggling from Convoy OB-205 heading from Liverpool to Savannah, Georgia with a cargo of fertiliser and spirits. Master was John N. Beighton. It was hit amidships by one of two torpedoes and sank by the stern. 34 of the crew died and one survived.

#### **(h). PETER BAWCUTT PHOTOGRAPHIC COLLECTION:**

Ray Ellis has sent on a reponse from the National Railway Museum at York relating to the Peter Bawcutt collection of photographs. Access is through:

Search Engine, National Railway Museum, Leeman Road, YORK YO26 4XJ.

Tel: 01904 686 235. Email: [search.engine@nrm.org.uk](mailto:search.engine@nrm.org.uk) .

Web: [www.nrm.org.uk/ResearchAndArchive](http://www.nrm.org.uk/ResearchAndArchive)

SEARCH ENGINE - the National Railway Museum's library and archive

10.00-5.30, 7 days a week.

Peter wrote in his introduction: "In June 1942 I disembarked from a troopship at Suez. For the next four years I was to become familiar with parts of the vast area where the military effort came under GHQ in Cairo. I also acquired knowledge of Arabic, which was to become of great benefit in later years. In May 1946 I returned to UK and was demobilised. Despite a scarcity of good quality film and materials, over 200 photographs taken in this period feature in the Collection. Early in 1948 I joined the Iraq Petroleum Company (IPC) and its associated Companies with whom I was to stay for the next 26 years - a period of great activity and interest. Soon after my arrival I purchased in Tripoli (Lebanon) an improved model 3¼ x 2¼ Zeiss Super Ikonta with f 3.5 Tessar Lens, 1/500 Compur Rapid Shutter, Coupled Rangefinder and Albada Viewfinder. Almost all the photographs in the Collection were taken with the two Super Ikonta cameras. In the 26-year period I was with IPC I took relatively few photographs of local railway interest, due to a number of reasons, e.g. an aggregate of 14 years was spent working in the Gulf Sheikdoms, which saw no trains. However, home and local leave opportunities enabled me to tie in short visits to the Indian Subcontinent in which I became increasingly interested. In 1974 I retired from IPC and took up residence in the UK in 1977." His name is well known in Continental Railway Circle publications and the list looks impressive, including Sudan, Eritrea what is now Libya, Turkey, Lebanon, Palestine Rlys., Hedjaz, Iraq etc.

*Sample photo off the web site appears below*



*We still have a few short items from the late Paul Cotterell on file - here are a couple. The first dates from 10th. Dec. 2004:*

## THE H.R. MONUMENT AT HAIFA EAST.

By Paul Cotterell.

In 38:12 I mentioned a meeting I'd had with Klaus Kreiser who was visiting Israel for research into surviving Ottoman period monuments, including the famous HR one at Haifa East station. A recent browse through the internet showed that his work has now been published and can be viewed under the title "Klaus Kreiser. Public Monuments in Turkey and Egypt, 1840-1916". (It is probably best to search for this title rather than give the inordinately long web address). I quote a couple of extracts from this which give pause for thought.

Kreiser noted that the inscription on the monument reads: "Inscribed in 1319/20 April 1901-9 April 1902" [sic]. He also noted that it was "constructed immediately after the transfer of the Haifa-Damascus railway from a private company to Ottoman hands (March 1902)". He noted his sources for this information in a footnote: "David Kushner, 'The Haifa Damascus Railway: The British Phase, 1890-1902', in Decision Making and Change in the Ottoman Empire, ed. Caesar E. Farah (Kirkville, Mo., 1993): pp.193-213; Ufuk Gulsoy, Hicaz Demiryolu (Istanbul, 1994), p.130".

From the above it would seem that the monument was erected as early as April 1902. If so, it could well mean that we need to revise our estimates of certain not unimportant dates (e.g. the caption to Plate 12 in my book). It has been generally agreed that the official opening ceremony of Haifa (East) station, and presumably the line itself, was in 1905 - almost certainly on 1st. September which was the accession anniversary of Sultan Abdul Hamid 2. But has anyone actually seen documentary confirmation for 1905? It would be nice to see some real evidence of this in what is believed (or merely supposed perhaps) to be the centenary year of Haifa East station and The Valley Railway.

I have not heard of David Kushner before. The 'Haifa-Damascus Railway' would be the British owned Syrian-Ottoman Railway Company.

94:10.

## ONCE BITTEN.

By Paul Cotterell.

Not everything to be found in musty old archives is of a serious nature, witness these extracts from a standard Accident Telegram form in the IRM Archives. I have the distinct feeling that Control was determined to milk this little incident for all it was worth.

### ACCIDENT TELEGRAM.

To: General Manager.

Chief Mechanical Engineer.

Superintendent Lod Loco Shed.

Lod Station Master.

Workers' Department.

Safety Officer.

Traffic Superintendent.

From Control Office date: 25.12.1956.

Content of message: Worker bitten.

Place: By the road at North Signal Cabin Lod.

People killed or injured and damage to stock and property: Pointsman Berkovitch Oscar (Tav/865) bitten.

Cause of accident: Dog.

Delays to Traffic: None.

Aid given: Sent to Medical Centre for treatment.

## WAR ACTIVITIES by Paul Cotterell.

This is the title of file 162/10 in the IRM Archives, there being two associated files (162/8 and 162/9), which give progress reports on work carried out by PR for the British War Department in WW2. Taking the three files together it is possible to follow in comprehensive outline this wartime work undertaken by the Engineering Dept of PR. However, there is so much detail (much of it in triplicate, and worse) that ploughing through the files is tedious in the extreme, so I have restricted these brief notes to certain matters in file 162/10 which have cropped up previously in Harakevet or that particularly interest me.

1942-43: Dismantling and despatch to Rayak and Qena of the citrus shed at Yibna station. [Strange this, considering that Rayak is in Syria and Qena in Egypt!].

7/1941: Emergency shops at Jaffa noted 99% complete. [These would be the workshops of 199 Railway Workshops Company, Royal Engineers. They were later recorded as being extended].

12/1940-3/1941: Provision of subway under part of Lydda marshalling yard "with 37 metres covered and 95 metres approach ramps to provide an entrance to the Passenger Station at Lydda in place of a dangerous level crossing. Work requested by the army".

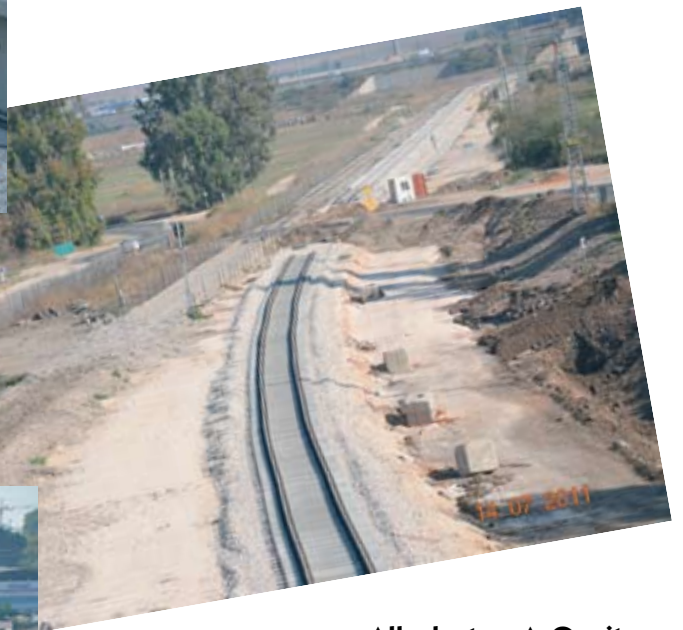
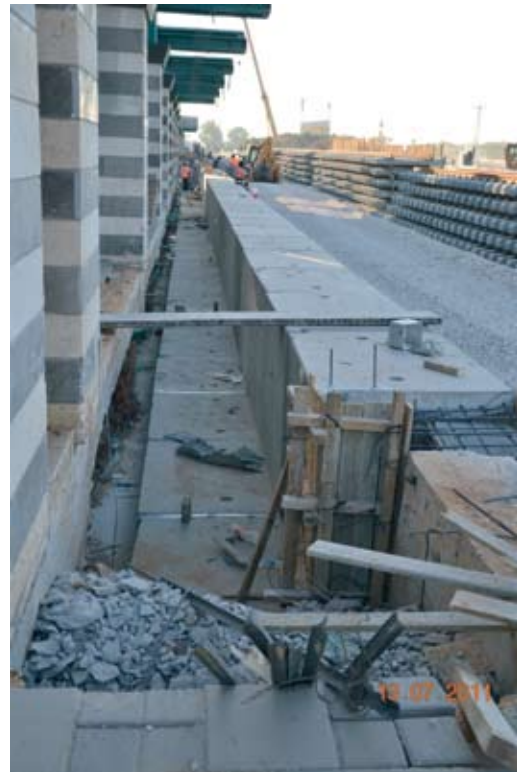
7/1942: Conversion of Jaffa loco shed for use as goods shed 89% complete. [This work dragged on though, and it was only noted as completed in the quarter ending 12/1943].

6/1945: Recovery of track at A.A.D. Acre 75% complete. [See 61:12].



A boring picture: The Tunnel Boring Machine for the A1 Line Tunnels - Photo courtesy of Shafir Engineering.





All photos A.Gazit

Doubling the track at Ramle