

The Hejaz Railway And The Ottoman Empire Modernity Industrialisation And Ottoman Decline Library Of Ottoman Studies

Introduction -- Construction -- Financing -- Operations -- Impact upon society

An authoritative account of the 1916 revolt in Arabia and T. E. Lawrence's lesser-known role in key events draws on previously unavailable archival material to offer insight into the uprising's complexities and contributions to modern Middle East conflicts. Reprint.

This book, first published in 1971, details the Muhammad 'arif manuscript which propagates the project of the Hejaz railway connecting Damascus with Medina and Mecca. The project has been seen as a specific, dramatic example of the phenomenon of growing Arab nationalism during the early years of the twentieth century. Included here is an annotated edition of the Arabic manuscript, an English translation, and an extensive introduction with notes and historical setting. The 'arif manuscript gives a clear view of the struggle for reform in Turkey at the time when burgeoning Arab nationalism became an important factor in the railway project. Many aspects of Middle Eastern politics can be traced to basic factors described in the manuscript by 'arif.

Railway expansion was symbolic of modernization in the late 19th century, and Britain, Germany and France built railways at enormous speed and reaped great commercial benefits. In the Middle East, railways were no less important and the Ottoman Empire's Hejaz Railway was the first great industrial project of the 20th century. A route running from Damascus to Mecca, it was longer than the line from Berlin to Baghdad and was designed to function as the artery of the Arab world - linking Constantinople to Arabia. Built by German engineers, and instituted by Sultan Abdul Hamid II, the railway was financially crippling for the Ottoman state and the its eventual stoppage 250 miles short of Mecca (the railway ended in Medina) was symbolic of the Ottoman Empire's crumbling economic and diplomatic fortunes. This is the first book in English on the subject, and is essential reading for those interested in Industrial History, Ottoman Studies and the geopolitics of the Middle East before World War I.

CONTENTS: INTRODUCTION, PART I CHAPTER I LONDON TO BEYBOTT CHAPTER II DAMASCUS, CHAPTER III: THE HBDJAZ RAILWAY. CHAPTER IV: MEDINA. CHAPTER V: MEDINA TO YEMBTT. CHAPTER VI: JIDDAH. CHAPTER VII: JIDDAH TO MECCA. CHAPTER VIII: MECCA. CHAPTER IX: THE PILGKIMAGE. PART II: CHAPTER X: YOUNG TURKEY AND THE YEMEN. CHAPTER XI: HODE IDAH. CHAPTER XII: HODEIDAH TO SANAA. CHAPTER XIII: THE SIEGE OE SANAA. CHAPTER XIV: THE RELIEF. CHAPTER XV: WE ESCAPE. CHAPTER XVI: RECAPTURE AND RETURN FINISH. APPENDIX. INDEX. LIST OF ILLUSTRATIONS. THE AUTHOR. DAMASCUS, 1908 MEDINA MECCA THE HARAM. MANZONI'S MAP OF SANAAA. VIEW IN SAN. VAAHMAD MAP OF ARABIA. Many of the earliest books, particularly those dating back to the 1900s and before, are now extremely scarce and increasingly expensive. Hesperides Press are republishing these classic works in affordable, high quality, modern editions, using the original text and artwork.

A wealth of new research and thinking on Lawrence, the Arab Revolt, and World War One in the Middle East, providing essential background to today's violent conflicts Rarely is a book published that revises our understanding of an entire world region and the history that has defined it. This groundbreaking volume makes just such a contribution. Neil Faulkner draws on ten years of field research to offer the first truly multidisciplinary history of the conflicts that raged in Sinai, Arabia, Palestine, and Syria during the First World War. In Lawrence of Arabia's War, the author rewrites the history of T. E. Lawrence's legendary military campaigns in the context of the Arab Revolt. He explores the intersections among the declining Ottoman Empire, the Bedouin tribes, nascent Arab nationalism, and Western imperial ambition. The book provides a new analysis of Ottoman resilience in the face of modern industrialized warfare, and it assesses the relative weight of conventional operations in Palestine and irregular warfare in Syria. Faulkner thus reassesses the historic roots of today's divided, fractious, war-torn Middle East.

In the desert sands of southern Jordan lies a once-hidden conflict landscape along the Hejaz Railway. Built at the beginning of the twentieth-century, this narrow-gauge 1,320 km track stretched from Damascus to Medina and served to facilitate participation in the annual Muslim Hajj to Mecca. The discovery and archaeological investigation of an unknown landscape of insurgency and counter-insurgency along this route tells a different story of the origins of modern guerrilla warfare, the exploits of T. E. Lawrence, Emir Feisal, and Bedouin warriors, and the dramatic events of the Arab Revolt of 1916-18. Ten years of research in this prehistoric terrain has revealed sites lost for almost 100 years: vast campsites occupied by railway builders; Ottoman Turkish machine-gun redoubts; Rolls Royce Armoured Car raiding camps; an ephemeral Royal Air Force desert aerodrome; as well as the actual site of the Hallat Ammar railway ambush. This unique and richly illustrated account from Nicholas Saunders tells, in intimate detail, the story of a seminal episode of the First World War and the reshaping of the Middle East that followed.

The surprising similarities in the rise and fall of the Sunni Islamic and Roman Catholic empires in the face of the modern state Coping with Defeat presents a historical panorama of the Islamic and Catholic political-religious empires and exposes striking parallels in their relationship with the modern state. Drawing on interviews, site visits, and archival research in Turkey, North Africa, and Western Europe, Jonathan Laurence demonstrates how, over hundreds of years, both Sunni and Catholic authorities experienced three major shocks and displacements—religious reformation, the rise of the nation-state, and mass migration. As a result, Catholic institutions eventually accepted the state's political jurisdiction and embraced transnational spiritual leadership as their central mission. Laurence reveals an analogous process unfolding across the Sunni Muslim world in the twenty-first century. Identifying institutional patterns before and after political collapse, Laurence shows how centralized religious communities relinquish power at different rates and times. Whereas early Christianity and Islam were characterized by missionary expansion, religious institutions forged in the modern era are primarily defensive in nature. They respond to the simple but overlooked imperative to adapt to political defeat while fighting off ideological challenges to their spiritual authority. Among Laurence's findings is that the disestablishment of Islam—the doing away with Islamic affairs ministries in the Muslim world—would harm, not help with, reconciliation to the rule of law. Examining upheavals in geography, politics, and demography, Coping with Defeat considers how centralized religions make peace with the loss of prestige.

T. E. Lawrence became world-famous as "Lawrence of Arabia," after helping Sherif Hussein of Mecca gain independence from Turkey during the Arab Revolt of 1916-18. His achievements, however, would have been impossible without the unsung efforts of a forgotten band of fellow officers and spies. This groundbreaking account by Philip Walker interweaves the compelling stories of Colonel Cyril Wilson and a colourful supporting cast with the narrative of Lawrence and the desert campaign. These men's lost tales provide a remarkable and fresh perspective on Lawrence and the Arab Revolt. While Lawrence and others blew up trains in the desert, Wilson and his men carried out their shadowy intelligence and diplomatic work. His deputies rooted out anti-British soldiers who were trying to sabotage the revolt. Meanwhile, Lieutenant Lionel Gray, a cipher officer, provided a gateway into unknown aspects of the revolt through his previously unpublished photographs and eyewitness writings. Wilson's crucial influence underpinned all these missions and steadied the revolt on a number of occasions when it could have collapsed. Without Wilson and his circle there would have been no "Lawrence of Arabia." Wilson's band mostly fell through the cracks of history into obscurity. "Behind the Lawrence Legend" reveals their vital impact and puts Lawrence's efforts into context, and helping to set the record straight for one of the most beguiling and iconic characters of the twentieth century.

With the advent of the steamship, repeated outbreaks of cholera marked oceanic pilgrimages to Mecca as a dangerous form of travel and a vehicle for the globalization of epidemic diseases. European, especially British Indian, officials also feared that lengthy sojourns in Arabia

might expose their Muslim subjects to radicalizing influences from anticolonial dissidents and pan-Islamic activists. European colonial empires' newfound ability to set the terms of hajj travel not only affected the lives of millions of pilgrims but also dramatically challenged the Ottoman Empire, the world's only remaining Muslim imperial power. Michael Christopher Low analyzes the late Ottoman hajj and Hijaz region as transimperial spaces, reshaped by the competing forces of Istanbul's project of frontier modernization and the extraterritorial reach of British India's steamship empire in the Indian Ocean and Red Sea. Imperial Mecca recasts Ottoman Arabia as a distant, unstable semiautonomous frontier that Istanbul struggled to modernize and defend against the onslaught of colonial steamship mobility. As it turned out, steamships carried not just pilgrims, passports, and microbes, but the specter of legal imperialism and colonial intervention. Over the course of roughly a half century from the 1850s through World War I, British India's fear of the hajj as a vector of anticolonial subversion gradually gave way to an increasingly sophisticated administrative, legal, and medical protectorate over the steamship hajj, threatening to eclipse the Ottoman state and Caliphate's prized legitimizing claim as protector of Islam's most holy places. Drawing on a wide range of Ottoman and British archival sources, this book sheds new light on the transimperial and global histories traversed along the pilgrimage to Mecca.

From the great cathedral-like railway stations of the steam age to obscure lines built through spectacular landscapes to open up countries before the advent of motorised road transport, this book is a celebration of our lost railway heritage and the lines that can no longer be travelled. Through stunning images, *Lost Railway Journeys from Around the World* evokes the romance and drama of these journeys, taking the reader as close as they can possibly get to this lost world of dining cars, sleeping cars, station porters and international rail travel. Organised by continent, all of these routes have stories to tell and the lost journeys are captured in the old postcards and posters that accompany photographs drawn from collections and archives across the world.

Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online. Pages: 60.

Chapters: Baghdad Railway, Chemins de Fer Syriens, Chemin de Fer de Hedjaz Syrie, Hedjaz Jordan Railway, Hejaz Railway, Hejaz Train Station, International Train, Palestine Railways, Taurus Express.

Seven Pillars of Wisdom is a memoir of the soldier known as 'Lawrence of Arabia.' Lawrence is a fascinating and controversial figure and his talent as a vivid and imaginative writer shines through on every page of his masterpiece.

'Seven Pillars of Wisdom' written between 1919 and 1926, is an extraordinary tale of action, politics and adventure. The story describes heroism through instances of war by a man who not only shaped events but was molded by them. The genre of the book can be related to many broad subjects like political history, military strategy, pathology or travel story. Lawrence, known as the defender of the empire, had found war in the Arab world and a long-lasting sideline to the War to End All Wars. This war produced more war during the time, in which, along with many other eminent writers, Lawrence was also involved. *Seven Pillars of Wisdom* provides a unique portrait of this extraordinary man and an insight into the birth of the Arab nation.

Winding its way from Damascus through the vast desert wastes of Jordan and into the spectacular barren mountains of north-west Saudi Arabia, the Hejaz Railway was a testament to the fading, but still potent power of the Ottomans in Arabia.

Ursula Schulz-Dornburg's *The Land in Between* presents the complex bond between landscape and human civilization, exploring the construction of power through the built environment and its inevitable impermanence. By looking back at areas of past historical or political importance her images highlight how conflict, destruction, time and decay transforms the landscape. Many of Schulz-Dornburg's projects derive from a relatively confined geographic location, encompassing ancient civilizations alongside areas of modern strategic importance. Historically referred to as both a gateway and a cross roads, or the "land in-between", the area was often defined not by its content but by what lies on either side, between Europe and Asia, east and west, old and new. Over a thirty-year period, Schulz-Dornburg travelled to this region, visiting Armenia, Georgia, Iran, Iraq, Saudi Arabia and Yemen. Documenting ruins of the now abandoned Ottoman railway project in Saudi Arabia, decaying Soviet era bus stops in Armenia, and temporary marsh dwellings in Mesopotamia. Most recently, in 2010, she travelled to Syria to photograph the ancient city of Palmyra. Her images now form some of the last visual documentation of the area prior to its recent destruction.

This atlas aims to provide the reader with key pointers for a spatial analysis of the social, economic and political dynamics at work in Jordan, an exemplary country of the Middle East complexities. Being a product of seven years of scientific cooperation between Ifpo, the Royal Jordanian Geographic Center and the University of Jordan, it includes the contributions of 48 European, Jordanian and International researchers. A long historical part followed by sections on demography, economy, social disparities, urban challenges and major town and country planning, sheds light on the formation of Jordanian territories over time. Jordan has always been looked on as an exception in the Middle East due to the political stability that has prevailed since the country's Independence in 1946, despite the challenge of integrating several waves of Palestinian, Iraqi and - more recently - Syrian refugees. Thanks to this stability and the peace accord signed with Israel in 1994, Jordan is one of the first countries in the world for development aid per capita.

Built in the turn of the twentieth century, the Hejaz Railway was initially mocked in Europe as a wildly improbable scheme. Still used partially in Syria and Israel, the railway was constructed at colossal cost and despite countless obstacles, it received great enthusiasm across the Muslim world. This book provides many details about the construction of this project based on British documents from a technical and cultural point of view.

Even a casual observer can spy traces of Islamic architecture and design on buildings all over the world, a reminder that artistic traditions and visual culture have never been limited to their region or country of origin, but rather are highly diffusible. This book brings together scholars from architectural studies, design, art history, and other fields to challenge and expand concepts of Islamic architecture. Ranging from eighteenth-century Ottoman tents to manifestations of Islamic motifs in 1960s Hawaii, this richly illustrated volume raises key questions about Islamic architecture, and, more broadly, about how we can rethink our understanding of material, artistic, and cultural mobility in the modern world.

The writings presented in this volume shed tremendous light, both on the character of T. E. Lawrence and the current situation in the Middle East. Despite being written more than seventy years ago, the thoughts of Lawrence of Arabia remain remarkably pertinent. This collection includes Lawrence's wartime reports from the desert, along with later writings in which Lawrence attempts to cope with the consequences of

war in the circumstances of peace. Many of the pieces have previously only been issued in limited editions.

The modern Middle East was forged in the crucible of the First World War, but few know the full story of how war actually came to the region. As Sean McMeekin reveals in this startling reinterpretation of the war, it was neither the British nor the French but rather a small clique of Germans and Turks who thrust the Islamic world into the conflict for their own political, economic, and military ends.

The modern Middle East emerged out of the collapse of the Ottoman Empire, when Britain and France partitioned the Ottoman Arab lands into several new colonial states. The following period was a charged and transformative time of unrest. Insurgent leaders, trained in Ottoman military tactics and with everything to lose from the fall of the Empire, challenged the mandatory powers in a number of armed revolts. This is a study of this crucial period in Middle Eastern history, tracing the period through popular political movements and the experience of colonial rule. In doing so, Provence emphasises the continuity between the late Ottoman and Colonial era, explaining how national identities emerged, and how the seeds were sown for many of the conflicts which have defined the Middle East in the late twentieth and early twenty-first centuries. This is a valuable read for students of Middle Eastern history and politics.

A fascinating journey through the history of the railroad, packed with first-hand accounts of innovation, triumph, and tragedy. From the earliest steam engine to the high-speed bullet trains of today, *A Short History of the Railroad* reveals the hidden stories of railroad history across the world - the inspired engineering; the blood, sweat, and tears that went into the construction of the tracks; the ground-breaking innovations behind the trains that travelled along them; and the triumphs and tragedies of the people who made the railway what it is. Chart the history of the Trans-Siberian railway, the Orient Express, and Maglev trains and the impact of world events on the development of trains and the railway. Explore the pioneering railway lines that crossed continents, the key trains of each era, and the locomotives that changed the world. A riveting narrative packed with photographs, diagrams, and maps to illustrate and illuminate, this is the biography of the machines that carried us into the modern era.

The Ottoman Scramble for Africa is the first book to tell the story of the Ottoman Empire's expansionist efforts during the age of high imperialism. Following key representatives of the sultan on their travels across Europe, Africa, and Arabia at the close of the nineteenth century, it takes the reader from Istanbul to Berlin, from Benghazi to Lake Chad Basin to the Hijaz, and then back to Istanbul. It turns the spotlight on the Ottoman Empire's expansionist strategies in Africa and its increasingly vulnerable African and Arabian frontiers. Drawing on previously untapped Ottoman archival evidence, Mostafa Minawi examines how the Ottoman participation in the Conference of Berlin and involvement in an aggressive competition for colonial possessions in Africa were part of a self-reimagining of this once powerful global empire. In so doing, Minawi redefines the parameters of agency in late-nineteenth-century colonialism to include the Ottoman Empire and turns the typical framework of a European colonizer and a non-European colonized on its head. Most importantly, Minawi offers a radical revision of nineteenth-century Middle East history by providing a counternarrative to the "Sick Man of Europe" trope, challenging the idea that the Ottomans were passive observers of the great European powers' negotiations over solutions to the so-called Eastern Question.

Although there has been a massive increase in the volume of pilgrimage research and publications, traditional Anglophone scholarship has been dominated by research in Western Europe and North America. In their previous edited volume, *International Perspectives on Pilgrimage Studies* (Routledge, 2015), Albera and Eade sought to expand the theoretical, disciplinary and geographical perspectives of Anglophone pilgrimage studies. This new collection of essays builds on this earlier work by moving away from Eurasia and focusing on areas of the world where non-Christian pilgrimages abound. Individual chapters examine the practice of ziyarat in the Maghreb and South Asia, Hindu pilgrimage in India and different pilgrimage traditions across Malaysia and China before turning towards the Pacific islands, Australia, South Africa and Latin America, where Christian pilgrimages co-exist and sometimes interweave with indigenous traditions. This book also demonstrates the impact of political and economic processes on religious pilgrimages and discusses the important development of secular pilgrimage and tourism where relevant. Highly interdisciplinary, international, and innovative in its approach, *New Pathways in Pilgrimage Studies: Global Perspectives* will be of interest to those working in religious studies, pilgrimage studies, anthropology, cultural geography and folklore studies.

"Written with great accuracy, detail, enthusiasm, and insight . . . a new perspective on the well-trodden story of the Arab Revolt" (*Military History Matters* on its Book of the Year, Silver Award-winner). Striking where the enemy is weakest and melting away into the darkness before he can react. Never confronting a stronger force directly, but using audacity and surprise to confound and demoralize an opponent. Operations driven by good intelligence, area knowledge, mobility, speed, firepower, and detailed planning, and executed by a few specialists with indigenous warriors—this is unconventional warfare. T. E. Lawrence was one of the earliest practitioners of modern unconventional warfare. His tactics and strategies were used by men like Mao and Giap in their wars of liberation. Both kept Lawrence's *Seven Pillars of Wisdom* close at hand. This book examines the creation of the "Hedgehog" force, looks at the formation of armored car sections and other units, and focuses on the Hejaz Operations Staff, the Allied officers and men who took Lawrence's idea and prosecuted it against the Ottoman Turkish army, assisting Field Marshal Allenby to achieve victory in 1918. Stejskal concludes with an examination of how Hedgehog influenced special operations and unconventional warfare, including Field Marshal Wavell, the Long Range Desert Group, and David Stirling's SAS. "Makes a convincing case that the roots of modern special operations, particularly effective guerrilla warfare, are to be found in British participation in the Arab Revolt against Ottoman Turkish rule during WWI." —Publishers Weekly

A fascinating journey through the history of railways From the early steam trains to the high-speed bullet trains of today, *The Iron Road* tells the hidden stories of railway history- the inspired engineering, blood, sweat and tears that went into the construction of the railways. Uncover the compelling tales of bold vision, invention and error, and social change behind the history of trains and railways, with famous railways such as the Transsiberian fully explored. Learn how the great railway pioneers such as George Stephenson produced the ideas and feats of engineering that created the railways and changed the world. Each exciting moment of railway history is captured, contextualised and enhanced by superb illustrations. Trains and railways of the past like the romantic Orient Express are brought to life through amazing eyewitness accounts, allowing you to see the railways through the eyes of people who were there at the time. Written by Christian Wolmar, an award-winning writer and broadcaster, *The Iron Road* is an exciting trip through the history of trains for any railway enthusiast.

The complex political and cultural relationship between the German state and the Ottoman Empire is explored through the lens of the Ottoman Railway network, its architecture, and material culture With lines extending from Bosnia to Baghdad to Medina, the Ottoman Railway Network (1868–1919) was the pride of the empire and its ultimate emblem of modernization—yet it was largely designed and bankrolled by German corporations. This exemplifies a uniquely ambiguous colonial condition in which the interests of Germany and the Ottoman Empire were in constant flux. German capitalists and cultural figures sought influence in the Near East, including access to archaeological sites such as Tell Halaf and Mshatta. At the same time, Ottoman leaders and laborers urgently pursued imperial consolidation. *Germany and the Ottoman Railways* explores the impact of these political agendas as well as the railways' impact on the built environment. Relying on a trove of previously unpublished archival materials, including maps, plans, watercolors, and photographs, author Peter H. Christensen also reveals the significance of this major infrastructure

project for the budding disciplines of geography, topography, art history, and archaeology.
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