



جماعة هواة الطوابع العربية ملاحظات عابرة

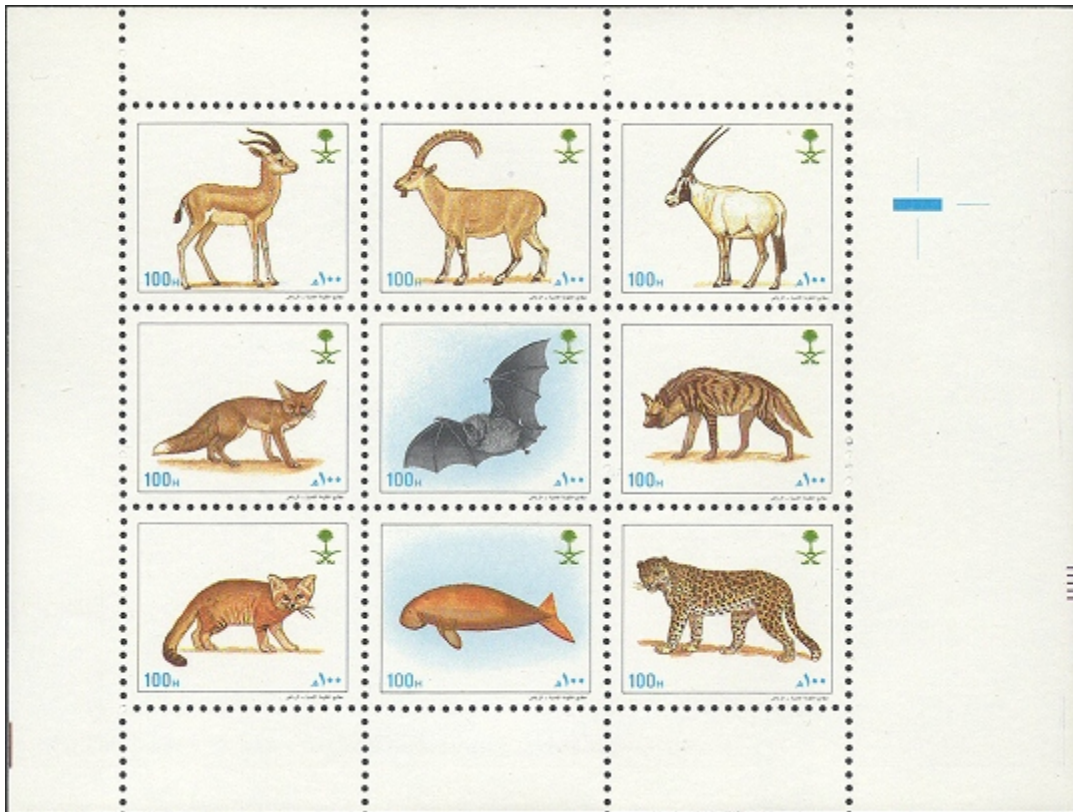
Arabian Philatelic Association Random Notes

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Endangered Animals of Saudi Arabia (see [page 26](#))

THE ARABIAN PHILATELIC ASSOCIATION

The Association was established in 1968 in Dhahran, Saudi Arabia by a group of Aramco employees particularly interested in Saudi Arabian philately. Membership is open to all interested Saudi Aramco employees and dependents eligible to use Saudi Aramco facilities. Annual dues are SR 25. Others may subscribe to A.P.A. publications and participate in the A.P.A. new issue service and auctions. Annual subscription fee is SR 25 for Saudi Arabia and other Arab countries, and U.S. \$11 for all other countries. A discount of SR10 or U.S. \$3 is allowed for renewals paid before March 1, and for new members/subscribers. The one-time initiation fee for new members and subscribers is SR 25 or U.S. \$7. Annual fees include all publications for the year via airmail.

Applications for membership or subscriptions, together with dues or fees, should be sent to the membership secretary. Checks should be made payable to The Arabian Philatelic Association. All changes of address should also be sent to the membership secretary.

All of the following A.P.A. officers may be addressed c/o Arabian Philatelic Association, ARAMCO Box 1929, Dhahran 31311, Saudi Arabia.

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R.R. Barracano, Vice president	W.A. King, Membership Secretary
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A.P.A. meetings are held the second Saturday of each Gregorian month at 7 P.M. in Aramco facilities in Dhahran, Saudi Arabia.

The A.P.A. provides a new issue service for Saudi stamps to its members and subscribers. This is handled by:

R.J. Thoden - for members/subscribers attending meetings in Dhahran.
W.A. King - for subscribers anywhere who want new issues by mail.

RANDOM NOTES

The A.P.A.'s publication, RANDOM NOTES, is issued four times a year, provided sufficient contributions have been received. The editor is Mr. R. J. Thoden, ARAMCO Box 1802, Dhahran 31311, Saudi Arabia.

Articles on all aspects of Saudi Arabian philately are urgently needed for publication in the RANDOM NOTES, and should be submitted to the editor. The right to edit or reject all submissions is reserved.

Opinions expressed in articles appearing in this publication are those of the authors and should not be considered to be those of the A.P.A. or the editor.

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References are sometimes made in this publication to the following books by their authors' names:

Haworth, W.B. & Sargent, H.L - THE POSTAGE STAMPS OF THE HEJAZ (1922)
Warin, D.F. - THE POSTAL ISSUES OF HEJAZ, JEDDAH AND NEJD (1927)
Mayo, M.M. - BARID AL SA'UDIYYAH WA AL HEJAZ WA NAJD (1973)
Wilson, J.M. - THE HEJAZ - A HISTORY IN STAMPS (1982)
Coles, J.H. & Walker, H.E.- POSTAL CANCELLATIONS OF THE OTTOMAN EMPIRE,
Part Two (1987)

RANDOM NOTES FROM DHAHRAN

By: R. J. Thoden

1. Shown below are "FREE KUWAIT" labels reported by LINN'S STAMP NEWS to have been issued by the Gulf Cooperation Council (consisting of Saudi Arabia, Kuwait, Bahrain, Qatar, the United Arab Emirates and Oman). I first became aware of these in early February when I went to Bahrain for a weekend to escape the Scuds then flying over Dhahran. They were available there at post offices free. In Saudi Arabia, they were not issued in Riyadh until May 19, and were available in the Eastern Province post offices (and presumably elsewhere) shortly thereafter. I have heard unconfirmed reports that they were available at the Kuwait embassy in Riyadh as early as October 1990.



They have no franking value, but can be affixed to letters and they do receive cancellations along with the postage stamps. Some letters with only Free Kuwait labels on them, and no postage, are known to have "slipped through", while others were returned to sender with an "UNPAID" cachet.

2. Unfortunately, the problem of auction houses selling what in the opinion of the APA are Hijaz and Najd forgeries is still with us. Some recent examples:
 - An APA subscriber purchased a collection of Hijaz and Najd which he stated came from an auction house in the U.K. He sent me about 30 of the most expensive items for examination. With only one or two exceptions, they were all forgeries. At his request, I provided a letter attesting to this. He is trying to get his money back, but I doubt whether he will be successful, as collection lots are usually sold "as is".
 - Another APA subscriber purchased a set of the gold large three-line Jeddah overprints (Scott L108-115, SG 123-130), which he stated came from a different U.K. auction. They were all forgeries. Again, I provided a letter attesting to this. He may be more successful in getting a refund since only one set is involved.
 - During my vacation, I inspected lot #1923 offered in the Harmer's of New York sale of May 16. It covered Hijaz and Najd from 1916 to 1926 and had an estimated cash value of \$4000-6000. Almost all of the better overprinted/surcharged items were fake, and I would venture to say that the actual cash value of the lot was about one-tenth the auctioneer's estimate. Fortunately, the prices-realized list shows the lot was not sold.

- The David Feldman sale of November 24-30 1991 included several lots which are forgeries per APA standards. Lots 11009-11011 were blocks of 4 of inverted Caliphate overprints. The first two had Holcombe certificates. However, no genuine inverted Caliphate overprints on the 1-1/2 and 3 qirsh values are known. The last had no certificate and was on the 5 qirsh (which is known genuine), but the overprints were APA forgery type 1 (see the APA Forgeries Manual). Lots 11029-11033 of this same sale were "Al Saudia" Madinah hand overprints on the 1, 1-1/2, 2, 3 and 10 qirsh values and were described as having "ELA" backstamps and accompanied by Holcombe certificates. However, these handstamps matched the characteristics of APA Type 5 forgery (see RANDOM NOTES #43).

Obviously, at least some of the auction houses, including the top names, do not know (and perhaps do not care) what they are selling. If you are going to collect the early material, you need to become familiar enough with the forgeries so you can detect them yourself. or you need to have them looked at by a competent authority. Unfortunately, for various reasons, the A. P. A. has never been able to set up a formal expertizing service. I provide a limited informal service here in Saudi Arabia. John Wilson in the USA and David Graham in the UK are recognized by the A. P. A. as competent expertizers. There are other expertizers sometimes used by auction houses, but they are not recognized by the A. P. A. If you are bidding on forgery-prone material, you should make your bids conditional on having the stamps checked by one of the above persons. Whenever I bid. I make my bids conditional on doing my own expertizing. This has been refused by the auctioneer on only one occasion. When I do get forgeries. I have always been able to get a refund. CAVEAT EMPTOR!

- 4 There is no installment of Mr. K.D. Knight's series on cancellations in this issue of RANDOM NOTES. Mr. Knight advises that remaining are sections on "Al Barid Al Mumtaz" (Express Mail) and "Al Barid Al Tawaf" (Circuit or Travelling Post), as well as an update reporting on early/ late usages and thus far unreported cancellation types and offices. We hope to have something for RANDOM NOTES #51.
- 5 We hope to provide you with an index covering RANDOM NOTES numbers 1 through 50 soon. The previous index covered numbers 1-39.
- 6 Mr. A. A. Sa'id reports the existence of the Dammam-Riyadh railway set (Scott 187-191, SG 372-376) with SPECIMEN overprints. They measure about 2.5 x 16 mm and apparently are printed rather than handstamped, as they occur in a constant position at the center of the stamp (I've only seen photostats). These have now started appearing in several recent auctions and on price lists at widely varying prices from about \$110 to \$1000 per set!!

Mr. Sa'id also reports the 20 qirsh of the same set with inverted perforated initials which may be either "Q232" or "0.232". Does anyone know the significance of this?

7. The stamps listed by the catalogs as issues of "Najd" (Scott 1-68; SG 190-253) are really occupation stamps for the Hijaz. Although the overprints read "Sultanate of Najd Post", this means they were issued by the Najdi authorities, and not that they were used in Najd. They are known only with cancels of Makkah, Jeddah, and other places in the Hijaz. To the best of our knowledge there was no postal service in central or eastern Saudi Arabia until the early 1930s. I don't recall ever seeing a Riyadh postmark earlier than 1931, or one from the Eastern province before 1932. Has anyone seen earlier dates?
8. Mr. Abdul Aziz Sa'id reports that the Philatelic Bureau of the Makkah Postal Region has prepared cacheted first day covers for most issues since 1990. I have no information on how these might be obtained.
9. Messrs. Ramy Yaghmour and A. A. Sa'id report that outgoing mail from Dammam in the second week of August 1991 received a circular cachet reading "Your support to the Patients-Friends Committee in the Region is a support to every patient".



10. Mr. Fred Benedict has agreed to make a study of the 1925 Second Najd Handstamp provisional surcharges of 1q, 1-1/2q and 2q (Scott 46-48, SG 239-243). These were printed from more than one genuine setting each and exist with inverted letters, transposed words, and almost innumerable other errors, most of which are listed by Gibbons. Many of the varieties are believed to exist as forgeries.

The following partial data is available at this time:

- (a) The 1 qirsh seems to exist from at least two genuine settings with different surcharge lengths: 16mm and 17-1/2mm. Stamps with surcharge lengths of about 19mm are believed to be forgeries.
- (b) SG 239c, with "qirsh" inverted exists in the entire third row (positions 13-18) from the 16mm setting.
- (c) SG 239d, with "wahid" inverted, exists from positions 7, 10 and 11 from a 16mm setting.
- (d) SG 239e, with the words "wahid" and "qirsh" transposed exists as position 8 from a 17-1/2mm setting.
- (e) Mr. Benedict has identified the "qalmsh wahid" variety (SG 240e) as position 26 of a 17-1/2mm setting.

We look forward to this study, but Mr. Benedict makes no commitment as when it will be ready for publication. Readers who can help are invited to contact Mr. Benedict at P.O. Box 905, Turlock, CA 95381 USA.

11. In RN #47, I mentioned seeing a copy of Hijaz Scott #L18b with gold over black overprint. The gold was rather dull. At that time I asked if anyone knew anything about this item, but there was no response.

Now I have seen copies of Scott LI6, L17, L18b and LJ6 with gold over black overprints. These have lots of gold. All the overprints are plateable. The items were offered as lots 8-11 in the APA auction #21. They were offered "as is", being of unknown status. They did not attract any bids. Similar stamps were offered as lots 10993-10995 and 10999 in the Feldman sale of November 24-30.

12. Starting in this issue of RANDOM NOTES, I am going to spell "Hejaz" as "Hijaz" and "Nejd" as "Najd". These are the spellings normally used in Saudi Arabian English language publications.

13. Our annual exhibition, APEX-19, was held on November 14 in Dhahran. The show cover commemorated the 75th anniversary of the first Hijaz stamps and depicted an essay for the 1916 issue. There are some leftovers of these covers. Anyone interested should contact Willie King.

The following exhibitors received awards:

GOLD: Willie King for The Postal History of Grantown (1843-1980).

SILVER: Yusuf Aidroos for Saudi Arabian Definitives 1982-1989.
Ralph Barracano for Postal History of Paris - 1870-71
Balloon Post.

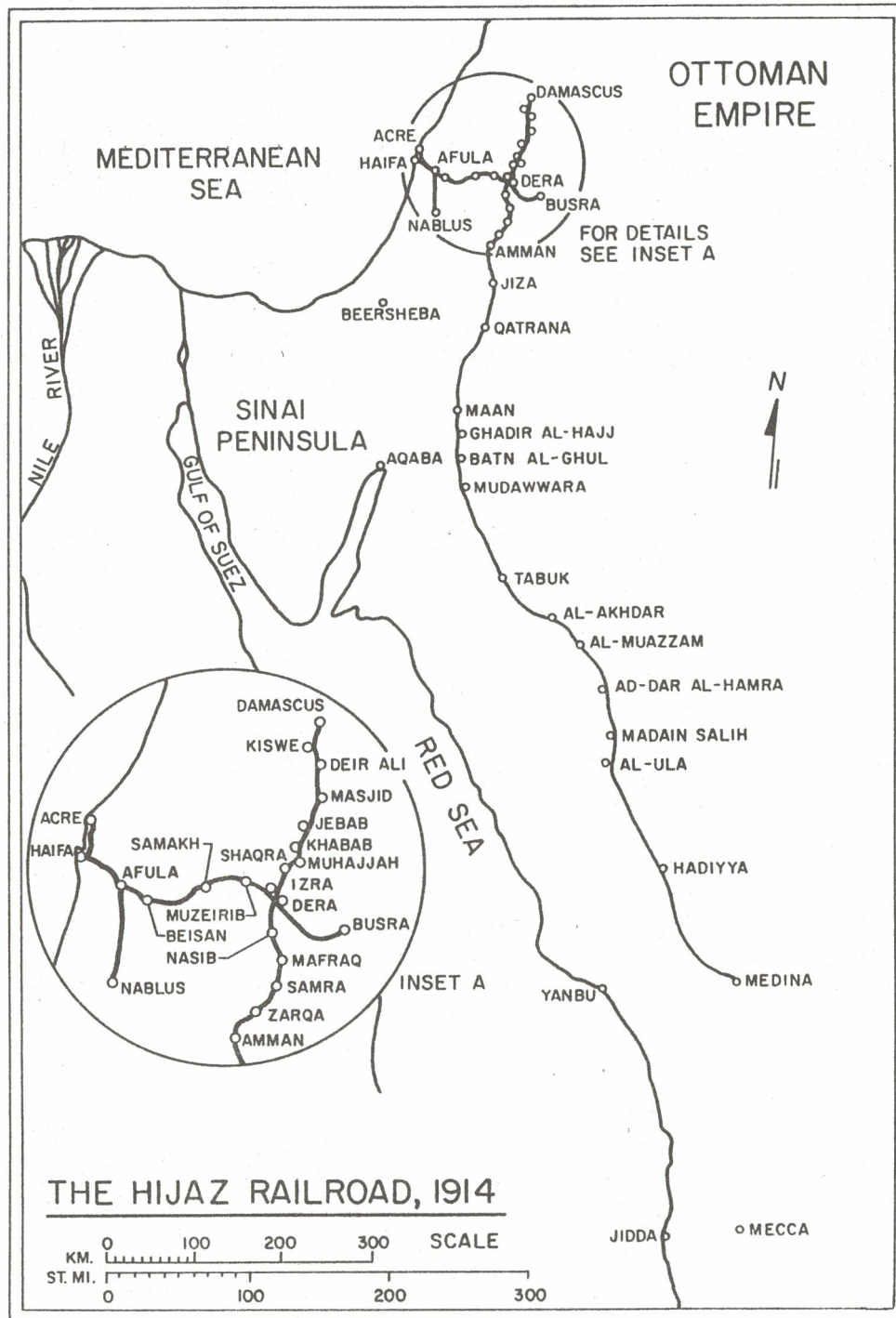
BRONZE: Zahid Islam for Pakistan - The First 25 Years (1947-1972).
Zahid Islam for The Postal History of Hyderabad (1869-1948).

There were also "not-for-competition" exhibits by Willie King, Jim Kearney, Rudy Thoden and Samir Amr.

14. Our annual auction (#21) was held on November 15 in Dhahran. A report and prices realized may be found on pages 29-30.
15. The long delay in the appearance of this RANDOM NOTES is due to lack of contributions. RANDOM NOTES can only appear if there is something to print. Surely, some of the 300+ of you out there can write on something. Or, if you have questions about a particular item or a subject, write in. Maybe we can generate an article out of it.

THE HIJAZ RAILWAY AND ITS STAMPS

By: R. J. Thoden



A map of the Hijaz Railway in 1914.

Editor's Notes: Much of the historical data included in this article was summarized by Gavin Fredric from William Ochsenwald's book, THE HIJAZ RAILWAY. The photos are also courtesy of Gavin Fredric.

BACKGROUND

The Hijaz Railway was a major public works project, carried out by the Ottoman Empire in its weakness and disintegration in the period prior to World War I. The Empire hoped to further the political aim of extending military and administrative control into the Arabian Peninsula as well as providing a service to pilgrims travelling to Makkah and Madinah. The project was hoped to show the Empire's independence of European control and assistance, as it was planned to be financed, built and run by the Ottomans. This despite the Empire's tottering condition, near bankruptcy and the fact that all other major projects, especially railways, were built and run by European companies.

Sultan Abdulhamid II hoped to curb the increasing European control in the region. He also hoped, by invoking the Pan-Islamic cause of a pilgrim railway, to gather the support of non-Ottoman Muslims, and to increase the loyalty of the Empire's own Muslims. The railway would also be able to transport troops to help maintain Ottoman administration in Palestine and the Hijaz. where two million Arabs were largely outside the Sultan's control, evaded taxes, and plundered trade and pilgrim caravans.

The idea of a railway was not new, suggestions having come forth in 1854, 1864 and 1874. A vigorous campaign in the late 1890s for the railway led to discussions at the Council of Ministers in 1898, and an Ottoman-built telegraph to the Hijaz was constructed as a test for railway construction. The telegraph, as the railway to follow, was forced to stop at Madinah due to the opposition of the local tribes who did not want either to continue as far as Makkah.

In 1900 the Sultan announced that the railway would be built, and work started on September 1 1900. the 25th anniversary of the Sultan's reign.

FINANCE

The Ottoman state was bankrupt so new sources of revenue were required to finance the estimated cost of the Railway of T.L. 4,000,000. Starting in 1900, voluntary contributions were encouraged throughout the empire, and by Muslims throughout the world. There was a lump sum gift from the Sultan's treasury amounting to one month of his income, which was of course matched by the court, high officials and government employees, caught up in the enthusiasm that undoubtedly existed for the project. Other donations were a combination of voluntary contributions and those extracted by official pressure by the Ottoman police from recalcitrant areas. Private donations were encouraged by certificates for small donors, and 3 kinds of medals for donations of T.L. 5-50, T.L 50-100, and T.L. 100+. Religious foundations also contributed, and some firms contributed in kind, such as coal or wooden crossties. The largest contributions from outside the Empire came from India and Egypt.

Then a decree was issued that required "donations" by all civil servants of the government, which applied even to Christians. One month's salary was to be deducted, spread over the year on a monthly basis. This caused many protests, and the "donation" by Christians was ended in 1902, and the "donation" by civil servants were limited to those making over T.L 5 per year, and was reduced to 10% of one month's salary.

Note: T.L. = Turkish pounds.

Great publicity was given to the opening of each section of the line to rekindle enthusiasm for repeat contributions.

However, it became clear very early that contributions alone would be inadequate and that other sources of revenue would be needed. The new measures included:

- (a) a poll tax of 5 qirsh on every male Muslim head of household which yielded about T.L. 100,000 per year.
- (b) a stamp tax on documents (in addition to the other already existing taxes on documents).
- (c) a tax on pilgrims to the Holy places.
- (d) various concessions granted to the railroad.

By 1909, donations amounted to only T.L. 1.1 million out of total income of almost T.L. 4 million. Contributions dropped off sharply after the completion of the line in 1908.

OTTOMAN RAILWAY TAX STAMPS

The first Hijaz Railway tax stamp was issued in 1904 (Ochsenwald says 1903). This quite large stamp depicted the Ottoman coat of arms and the tughra of Sultan Abdul Hamid II. The denomination is 1 qirsh and it is inscribed "Contribution receipt for the Hamidic Hijaz Railway". See Figure 1.



Figure 1



Figure 2



Figure 3

The second issue, of smaller size, followed in 1905. In addition to the arms and tughra, this stamp also shows a map of both coasts of the Red Sea, the route of the Railway, an Arabian landscape with palm trees, and a train on a bridge. These features however are easily overlooked, as they are crowded into a very complex design. See Figure 2.

The next issue appeared in brown in 1909 and in gray in 1911. It is similar to the previous one except that it now has the tughra of Sultan and Caliph Mehmed V Reshad. See Figure 3.

Another rather plain design followed in 1911 with only the inscription to connect it to the Railway. In 1913, it was handstamped with the word "examined", supposedly in connection with an audit of the stamp stock. See Figure 4.



Figure 4



Figure 5

An elongated design showing a train appeared about 1912. The value, in contrast to all previous issues, is 2 qirsh. It is considerably scarcer than the others, and I am not sure whether it is of the same category. See figure 5. It also exists without the "examined" handstamp.

Another ordinary looking design followed in 1913-1916, again with a value of 1 qirsh. It appeared first in violet-brown, and later in yellow brown and orange brown. The inscription was changed to "receipt for the benefit of the Hijaz Railway". See figure 6.



Figure 6



Figure 7

The next design came into use in 1917. The design is again too complex for the size of the stamp, showing a camel rider, a train, the Prophet's Tomb in Madinah and rays from the sun. See Figure 7. It exists with overprints and surcharges converting it to other purposes. See Figure 10 on the next page for a document showing use of this Hijaz Railway stamp.

The final Ottoman types seem to have been used in 1919-1921, although Ottoman control of the Railway had ended after World War I. The basic stamp is again 1 qirsh, but it does not seem to have been put into use without surcharges. The surcharges of 20 para, 1, 2 and 5 qirsh were first applied in words only (1919), and later (1921) in figures. I have seen as much as 30 qirsh worth of these stamps on a single document, and it is possible that they were really converted to general documentary stamps in order to use them up. I would be glad to hear from any reader who has information about this. See Figures 8 and 9.



Figure 8



Figure 9

۵۰

عقد کرده روحانه جاده سنده بنجم امندره صلوع البیه رقیه نیک نظرف الیهی کراسته دیوسنه اعیانه ملی اذنه
 طرضه واقع اولاده دعوت اونیته بولیده بالنامه کعدک زرده سعوانه عمر الیهی ده اذنه قتلک الحسی
 کراسته لک برورد بولیفه سبوره افره اینه بانه ابرام شیم کرا

نوع	مقدار	قیمت	مجموعه
حکمه نذر	۹۶	۵۰	۴۸۰۰
نقوش	۹۶	۴۵	۴۳۲۰
افلاکوره قاسمور	۶۰	۶۵	۳۹۰۰
قاریقه ساج نذر	۸۰	۶۰	۴۸۰۰
سپت قلمه نذر	۴۵	۷۵	۳۳۷۵
برای بالینه خطیر	۴۰	۵۰	۲۰۰۰
مالک التوز قبه بده روز یکصد	۶۷۷		۴۵۹۴۵

بایز اذره بیه طرضه پزازه اولاده ۴۵۹۴۵
 بالاده کسنه بونه مقدار قرض الیهی کرا قیضه حق الیوم بیاس ده جاده اولیهی ده اذنه وضع ایلسته

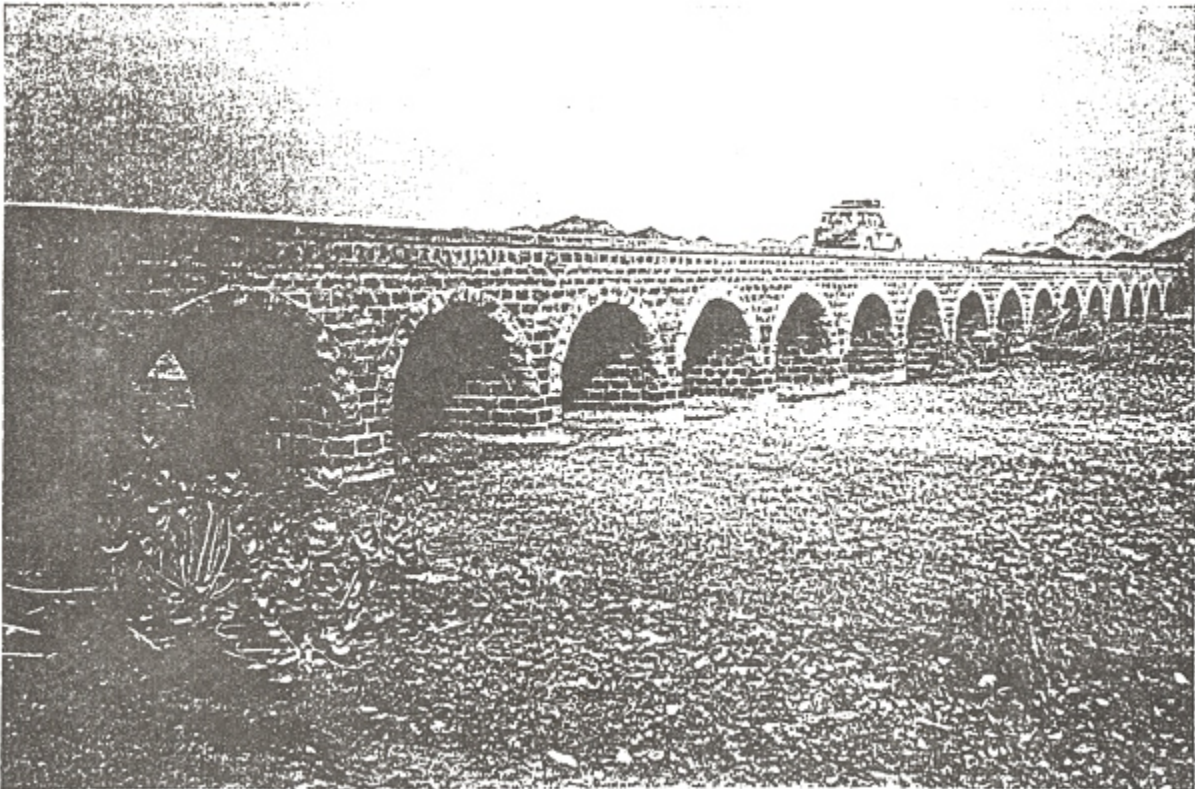
Figure 10. An Ottoman document showing use of Hijaz Railway Tax stamps.

CONSTRUCTION

Construction of the railway immediately encountered the fundamental contradiction of the need to complete the railway rapidly and cheaply with the desire to have it remain an Ottoman undertaking. Inevitably, a balance had to be achieved between the desire for independence and the need for European expertise and materials.

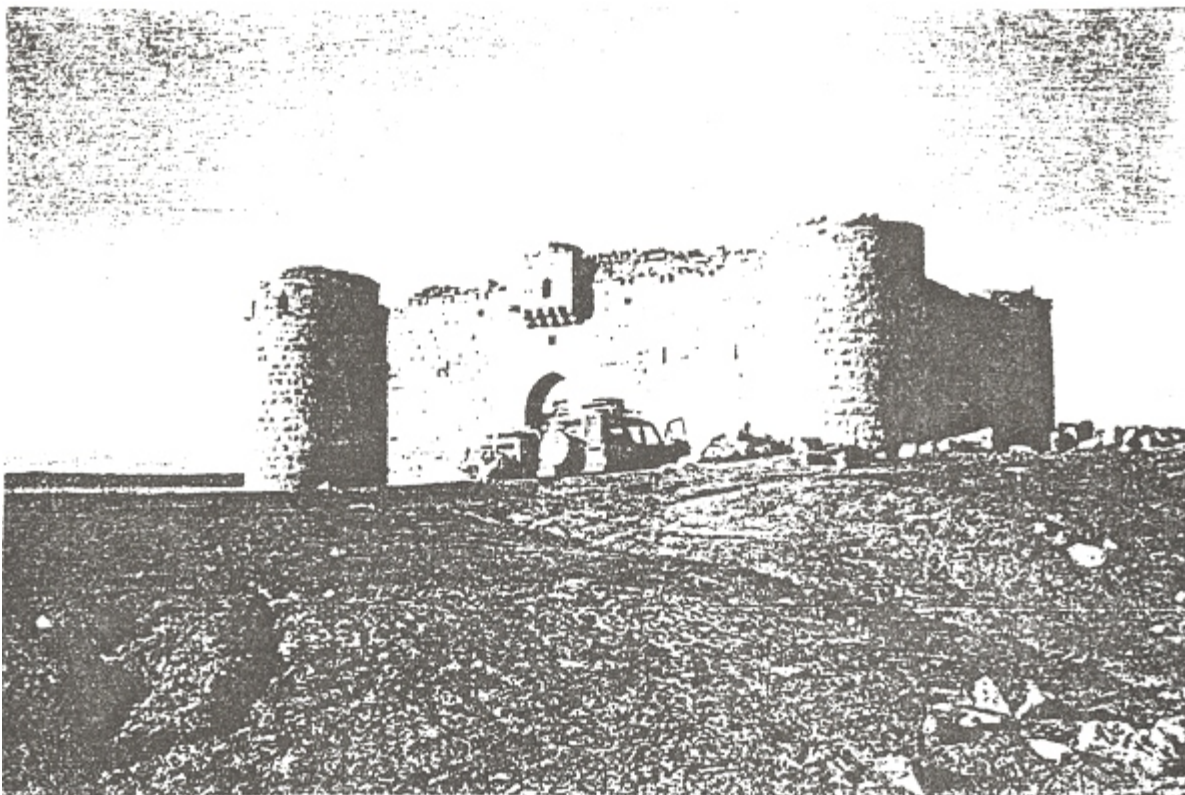
After one year, La Bella, the Italian technical head, was dismissed and the German, Heinrich Meissner, took over. Meissner was made Honorary Pasha, and with his great technical ability, linguistic skills and ability to work well with the Ottoman officials, was the ideal man to complete a job fraught with technical and political problems. His success was a testimony to his ability, a great engineer, his accomplishments now in obscurity.

The original intention had been to purchase the existing French line from Damascus to Muzeirib, and continue from there. This set the gauge of the new line at 1.05m to match the existing one. However, the relationship with the French company (the Damas, Hama et Prolongements Railroad), worsened due to the high price they asked for the existing line, and the high freight charges for Hijaz Railway material that had to come on the DHP line from Beirut on the coast to Damascus. Therefore, a new line was constructed from Damascus to Dera, and a branch from Dera to Haifa and Acre allowed supplies to come direct from these ports bypassing Beirut and the DHP line.



Stone Bridge near Hadiya.

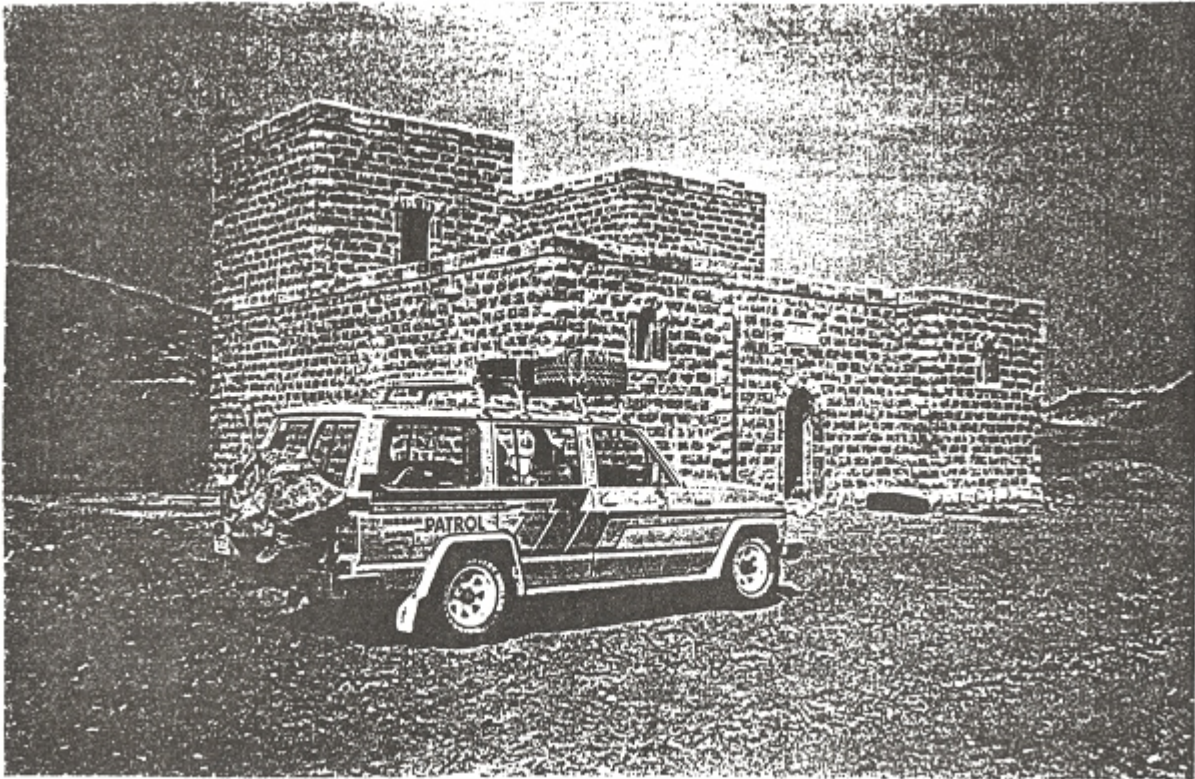
Due to the lack of a good survey of the route, Meissner had no choice but to follow the camel caravan route. For much of its length in Arabia, the tracks ran on an embankment 1-1.5m above the desert, with 1,960 culverts and bridges piercing the embankment to allow the passage of the huge amounts of water that flowed across the landscape during the periodic, but infrequent, raging downpours that occur in the area. The line had exaggerated curves and loops to keep the gradient to an acceptable level, as the gradients on the camel route were not always possible for trains. Meissner decided to construct the bridges and culverts using local stone. rather than iron or concrete. This was to allow easy construction and repair by Ottoman crews familiar only with stonework.



Old Fort at Qalat Al Muazzam

Fortified stations were built at an average spacing of 19 km. to enable Turkish garrisons to try to protect the Railway from raiding bedouins. A total of 48 station/forts was built.

The work force consisted mainly of Turkish soldiers, with a peak number of 7,500 in 1907 on the main line, and 1,800 of the Madinah garrison who had begun construction work from that end and advanced to meet the main force. About 600 European workers were brought in, mainly stone workers, to build bridges and stations and to train the Ottoman crews. Living conditions were predictably atrocious and health care minimal until 1907 when army hospitals were set up. There were attacks of scurvy, typhoid, dysentery, and in 1902-3, cholera. Soldiers who worked on the Railway for three years had four years credited to their service records, and officers received special promotions after two years.



Hadiya Station Building

As the desire to use only Ottoman materials for the Railway proved impractical due to insufficient production, European sources were used extensively. In 1900, the official order was for rails to be made at the Imperial Shipyards and the Naval Arsenal, with the Arsenal supplying the rolling stock. Only six locomotives were to be purchased in Europe. The Arsenal proved only able to produce 250 m of rail per day rather than the 5 km promised by the War Department. Almost all the manufactured material came from Europe and the USA, with the bulk from Germany and Belgium.

Prior to World War I, the Railway had five 20-ton shunting locomotives, sixteen 30-ton passenger tanks, fifteen 45-ton and seven 30-ton tender goods locomotives and four 51-ton Mallet compound articulated locomotives. Main manufacturers were Henschel, Krauss and Jung of Germany, and Societe de la Meuse and Societe de St. Leonard of Belgium.

Rolling stock at the opening of the line consisted of a mosque car, a sleeper saloon for officials, first, second and third class coaches, covered wagons of 15-ton capacity, low-sided wagons of 15-ton capacity, ballast trucks and two 10-ton water wagons.

OPERATION

The trunk line was opened from Damascus to Dera on September 1, 1903. Subsequently, it reached Ma'an on September 1, 1904, and Al Ula on September 1, 1907. (September 1 was the anniversary of the Sultan's accession to the throne). A great celebration was held at Al Ula to commemorate the completion of 1,000 kilometers of track on August 17. Turkish 20 para postcards received a special cancellation to mark the event (Figure 11). They are quite scarce today, an example bringing \$900 (plus 10%) in the Mayo auction in 1980.



Figure 11. Al Ula Commemorative Postcard

The final section to Madinah was completed on September 1, 1908. The railroad largely achieved its objectives. An uprising in the Makkah-Madinah area in late 1908 was quickly put down by troops rushed in via the railway.

In 1912 the Railway carried 30,000 pilgrims, taking four days from Damascus to Madinah at a cost of 3.50 pounds, as compared to the two months and 40 pounds by camel caravan. The majority of pilgrims still made the sea voyage to Jeddah and then the short overland trip to Makkah. A railway was never built over this route for the same reason the Hijaz Railway never continued to Makkah. but stopped at Madinah. This was due to the objection of the religious authorities and the opposition of the beduin tribes, who made an excellent living from either arranging the necessary caravans, or robbing them.

The Railway carried a peak of 300,000 pilgrims in one year. excluding soldiers and railway staff. The standard carriage was designed for 40 passengers, while having only 32 wooden bench seat spaces. All were loaded to capacity or beyond. A soldier operated the handbrake, signalled by whistle from the locomotive. Derailments were frequent! Trains often averaged only 25 kph, but that was still at least ten times faster than camel caravan.

Maintenance and repairs to locomotives and rolling stock remained a constant problem, due to harsh climatic conditions, poor coal and careless driving. This meant that many of the Railway's rolling stock and locomotives were out of service at any one time. Once in the workshop, lack of skilled staff and poor workmanship often kept them there. In 1906, the Railway had 38 locomotives with seven written off and 10 under repair. In 1911, only 55 of a total of 86 locomotives were operable.

POSTAL AFFAIRS

The railroad was also used to transport mail and postoffices were built at some of the stations such as Tabouk, Al-Ula and Hadiya (Hedye). See figures 12, 13 and 14.



Figure 12



Figure 13



Figure 14

Cancellations reading "DEMAS-MEDINE" (DAMASCUS-MADINAH) were used (see Figure 15), but it is not known to the author whether they were applied aboard the trains or at one or both terminals. They are rare today, two covers in the Mayo sale (1980) going for \$2600 and \$2200, and a piece for \$800, (all plus 10%).

In an exhibit at the AMERIPEX show in Chicago in 1986, I first became aware of cancellations for stations on the northern part of the line (see Figure 16). They are known to exist for Haifa, Qatranah and Ma'an.



Figure 15



Figure 16

WORLD WAR I

The Ottoman Empire joined the war on the side of Germany in November 1914. Already, significant trouble had been caused by the attacks of tribesmen, especially in Palestine and Transjordan. In 1911, it was reported that 16 or 17 stations had been destroyed, carriages burnt, and two locomotives "badly injured". In 1916, Amir Hussein Ibn Ali of the Hijaz region revolted against the Central Ottoman government with the help of the British. He announced the independence of the Hijaz, and in fact, of the Arab people in general. The Ottomans lost Makkah, Jeddah and Taif to the rebellion, but the Madinah garrison held out, supplied

by the railway. Hussein's son, Feisal, was operating in southern Syria with the Arab army.

Although the Madinah garrison remained undefeated, they were unable to venture far beyond the confines of the city. The Arab army and its British advisors (including Lawrence) took the policy of attacking the Railway itself, mainly in the Hijaz and Transjordan regions where it was most vulnerable. Attacks were successfully carried out, with the number of trains on the line quickly reduced from two per day in 1916 to two per week. In 1917, the first major interruption in service was caused, and reinforcements were sent to strengthen the Railway garrisons and establish regular patrols. The defenses of the southern stations were strengthened and examples of these mud brick battlements, walls and enclosures can be seen at many of the stations today, notably Badayi, Al Ula, Qalat Al Muazzam and Tabouk.

The Arab army faced 25,000 Ottoman troops south of Amman, and soon adopted the tactic of bypassing the strongpoints to sabotage culverts, track and trains. Passenger traffic was suspended in January 1917.

The damage caused was repaired by the garrisons. Track could be rebuilt at the rate of one km. per day. Tracks were repaired at Madain Saleh, and there were stockpiles at Madinah. Spare parts, however, became scarce and rolling stock deteriorated. By October 1917 whole trains were captured or destroyed. By February 1918, traffic from Damascus to Madinah had almost been halted, and the last train through was in April. In October 1918 the Arab army took Tabouk, but Madinah defied an order from Istanbul to surrender after the Armistice, and yielded only on January 10, 1919.

There is no doubt that Lawrence and his colleagues, working with the Arab army, seriously curtailed the Ottomans' use of the Hijaz Railway from 1917 on. Lawrence's own efforts in the Hijaz sector of the line are described in his book. His main operations were further north in the south Jordan region, however, his first sight of the Railway, and his first sabotage operation, was near Aba an Na'am on March 29, 1917 (see SEVEN PILLARS OF WISDOM, chapter 34). Here, he damaged a locomotive with his first-ever mine, and a few days later, destroyed a locomotive at km. 1121, which is between Hadiya and Muddaraj. The wrecked train between Mudarraaj and Tuwayrah is possibly one destroyed by Lawrence's colleague Garland - who taught him the art of demolition, and who blew up the first train and the first bridge in the campaign against the Hijaz Railway. In chapter 32 of his book, Lawrence writes of some tribesman who "had been with Garland on that great occasion when his first automatic mine had succeeded under a troop train near Toweira station".

Lawrence and his colleagues continued to seriously damage the Railway, their aim being locomotive destruction and instilling fear and confusion to the Turks. By this, they hoped to discourage the Madinah garrison from moving north to augment the Turkish forces facing the Allies there.

THE SITUATION AFTER WORLD WAR I

After the end of World War I the Hijaz Railway was situated in four countries: Syria, Palestine, Transjordan and Hijaz. The section in Syria was taken over by the French in 1924. In Transjordan, trains were running between Haifa and Amman, and then from Amman to Ma'an by 1922.

South of Ma'an trains ran very spasmodically, using temporary diversions around sabotaged bridges. In 1924, a few trains ran, "but the pilgrims endured great hardships, and in some cases it has taken 12 days for the train to travel between Madinah and Ma'an", according to a report by the General Manager of Palestine Railways. The Railway was finally closed for good over this section later in 1924, victim of its wartime damage, heavy rains and the Najd-Hijaz conflict as the Saudis extended their control into the Hijaz.

The Hijaz, financed by British subsidies during World War I, saw these subsidies reduced and finally withdrawn after the war. It was thus in no position to finance reconstruction of the line on its own and demanded a joint Arab effort. However, Britain and France who assumed League of Nations mandates in Syria and Transjordan, found it not in their interest to re-establish fast and easy communication between Damascus and Madinah, as this would tend to unite what they had just split apart.

HIJAZ RAILWAY TAX STAMPS

Hijaz, under the Ottoman Empire, enjoyed exemption from taxation. After independence, taxes were not imposed until the financial situation became desperate after withdrawal of the British subsidies. Several kinds of stamp taxes were imposed about 1921. There was also a Hijaz railway tax on documents, although according to Randall Baker, this was not imposed until January 1924. Eleven denominations ranging from 1 qirsh to 5000 qirsh are known (Figure 17). They are inscribed "special for the benefit of the (Hijaz) Railway". During the Saudi siege of Jeddah in 1924-25, they received two kinds of handstamped overprints (Figures 18 and 19). The 1 qirsh stamps were exhausted, and provisional 1 qirsh values were also prepared at this time by handstamping postage and postage due stamps of the King Ali issue, the 5000q of the original issue and unvalued prints of the original issue (Figures 20-22).



Figure 17



Figure 18



Figure 19



Figure 20



Figure 21



Figure 22

NAJD/SAUDI ARABIA HIJAZ RAILWAY TAX STAMPS

When the Saudis captured Makkah, where the Stamp Printing Press was located, they found quantities of the Hijaz Railway stamps. These were put to use in 1925 with various postage, commemorative and postage due overprints. The 1 qirsh was also handstamped at Madinah after the the surrender of that city. These are not shown here as the standard postage stamp catalogs describe them fully.

After the final defeat of the Hijaz, a decree issued on March 5, 1926 by the new Kingdom of Hijaz and Najd continued the Hijaz railway tax. New stamps inscribed "The Arabian Government" were issued (Figure 23). Nine values from 1 qirsh to 100 qirsh are known. With the proclamation of the Kingdom of Saudi Arabia in 1932, the inscription on the railway tax stamps was changed accordingly (Figure 24). Apparently, there was still an adequate supply of the higher values, as I have seen only the 1 and 2 qirsh values with the new inscription. This tax continued until December 26, 1943, when by a decision of the Financial Council, it was dropped and replaced with a road tax (Figure 25), perhaps reflecting the lack of progress on reconstruction of the railway.



Figure 23



Figure 24



Figure 25

An example of a document using Hijaz Railway stamps with a full explanation thereof is shown elsewhere in this issue of RANDOM NOTES.

PALESTINE HIJAZ RAILWAY TAX STAMPS

Britain's Egyptian Expeditionary Force (E.E.F.) under General Allenby entered Palestine on January 9, 1917. The entire country, which included what is today Syria, Lebanon and Jordan, was occupied by the time an armistice with Turkey was signed on October 30, 1918. Palestine at first came under a military administration, followed by a civil administration in 1920. The military administration's urgent need for revenue led to the reimposition of the former Ottoman taxes. The Hijaz railway tax was reactivated on November 15, 1918. The first set of 6 provisionals were surcharges from 5 mils to PT50 on E.E.F. postage stamps (Figure 26). Very crude typeset stamps with a 3-line inscription "H. J. Z. / value / E. E. F." followed shortly. Initially they were imperforate, but later were perforated 11. There were also differences in the length of the top line, whether the "J" of "H.J.Z." was level with or below the other letters, and in the watermark. According to Saul Sugar, six distinct series can be made from these issues, although the simplified listing in the Barefoot catalogue shows only three. See Figures 27-28. Figure 29 shows a document illustrating use of an "H.J.Z." stamp in combination with other Palestinian revenues.



Figure 26



Figure 27



Figure 28

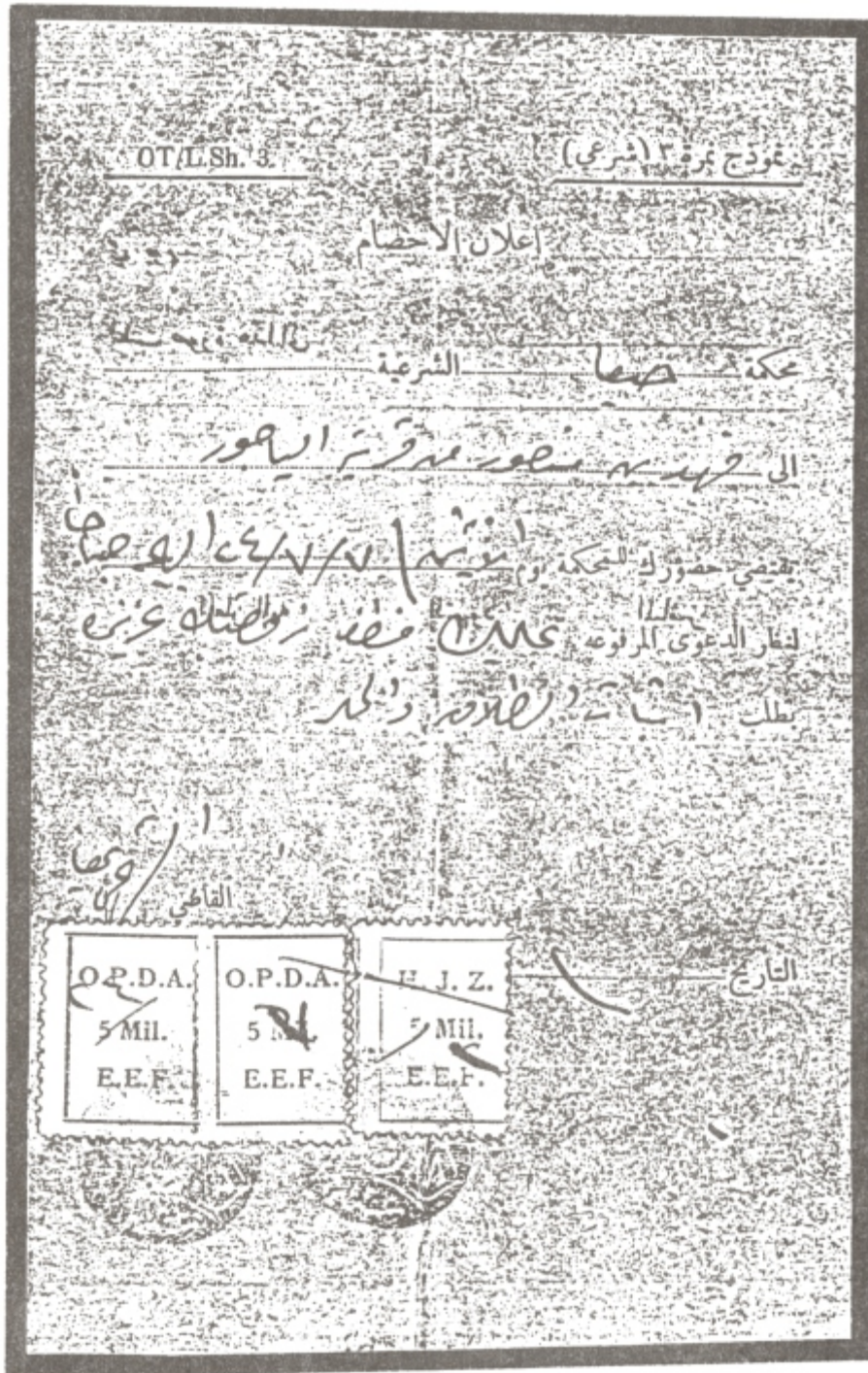


Figure 29. A court document showing use of a Palestinian "H.J.Z." fiscal in conjunction with O.P.D.A. fiscals.

SYRIA HIJAZ RAILWAY TAX STAMPS

Damascus was occupied by the EEF on October 1, 1918. Syria was divided into a French zone of occupation comprising a coastal strip with Beirut as the chief town, with the interior being administered by the Arabs. I have found no literature at all describing Hijaz Railway or other fiscal stamps issued by the French, but the stamp shown as Figure 30 may be from this period. It is a 10c French Quittances (Receipt) fiscal surcharged "Z.O./ HEDJAZ/ 2 P.T."

The Emir Faisal of the Hijaz, who with Col. T.E. Lawrence, had led the Arab Forces against the Turks organized the Arab state. Fighting between the Arabs and the French began in December 1919. On March 8, 1920, a Syrian National Congress declared for complete independence and on March 11 Emir Faisal was proclaimed King of Syria. On July 25, French troops took Damascus and King Faisal was dethroned. Syria was then administered by the French under a League of Nations mandate.

A set of at least three Hijaz Railway Tax stamps (1, 2 and 5 qirsh) was issued during the Arab Kingdom period. The inscriptions read "Aid to the Hijaz Railway, The Arab Government, Syria", the year 1338 (Sept. 1919 to Sept. 1920) and the denomination, all in Arabic. See Figure 31.

I am not aware of any further general issues of Hijaz Railway stamps issued under the French, but Damascus municipal Hijaz Railway stamps in at least 4, 10 and 20 qirsh denominations are known (see Figure 32).



Figure 30

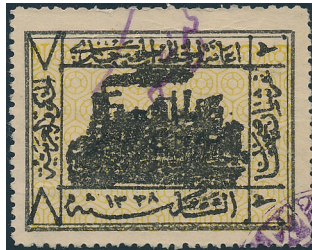


Figure 31



Figure 32

LEBANON HIJAZ RAILWAY TAX STAMPS

After the Turkish defeat in 1918, Lebanon came under a French military administration. France obtained a League of Nations mandate to administer Syria, including Lebanon. To the original Lebanon as defined by the Organic Law of 1861, were added Beirut and other coastal towns and the Beka'a valley. The whole was named "Grand Liban" (Greater Lebanon) and a separate League of Nations mandate came into effect in September 1923.

Various French blank fiscal stamp designs received a surcharge reading "G.L. / HEDJAZ/ 2 P.T.". I have seen about six different of these (see Figures 33-35). Surcharges of 1 P.T. and 2 P.T. were also applied to French 25c stamps of the Sower design. (See Figure 36).



Figure 33



Figure 34



Figure 35



Figure 36

TRANSJORDAN HIJAZ RAILWAY TAX STAMPS

According to Norman J. Collins. the 5 mils, 1, 2, 5, 10 and 20 piastres values of the 1925 Palestine issue were overprinted with "Hijazi/East of Jordan" for use in Transjordan, based on the Crown Agents' Requisition Book for 1925. I have never seen any of these.

RECONSTRUCTION EFFORTS

When Syria and Jordan became fully independent after World War II serious efforts to rebuild the railway began. An Executive Committee for Recommissioning the Hijaz Railroad was established. In 1955, it awarded a contract to an American firm to make a survey. It was declared that reconstruction was feasible. A contract for the job was awarded to a consortium of British engineering firms on December 6, 1963. Despite this, the project was not carried out, probably due to realization that improved roads and booming air travel had made the railroad superfluous.

In 1954, Syria, Jordan and Saudi Arabia agreed to reopen the entire length of the Hijaz Railway. A contract was signed by Japanese, Spanish and Arabian companies. This was cancelled "by mutual consent" in 1962, and a British consortium signed a new contract in late 1963.

Work started in 1965, mainly in Saudi Arabia. A workforce of 200, with modern machinery, began to take up and examine all the existing rails, sending them away to be refurbished. Bridges and culverts were repaired and rebuilt, and embankments washouts were made good.

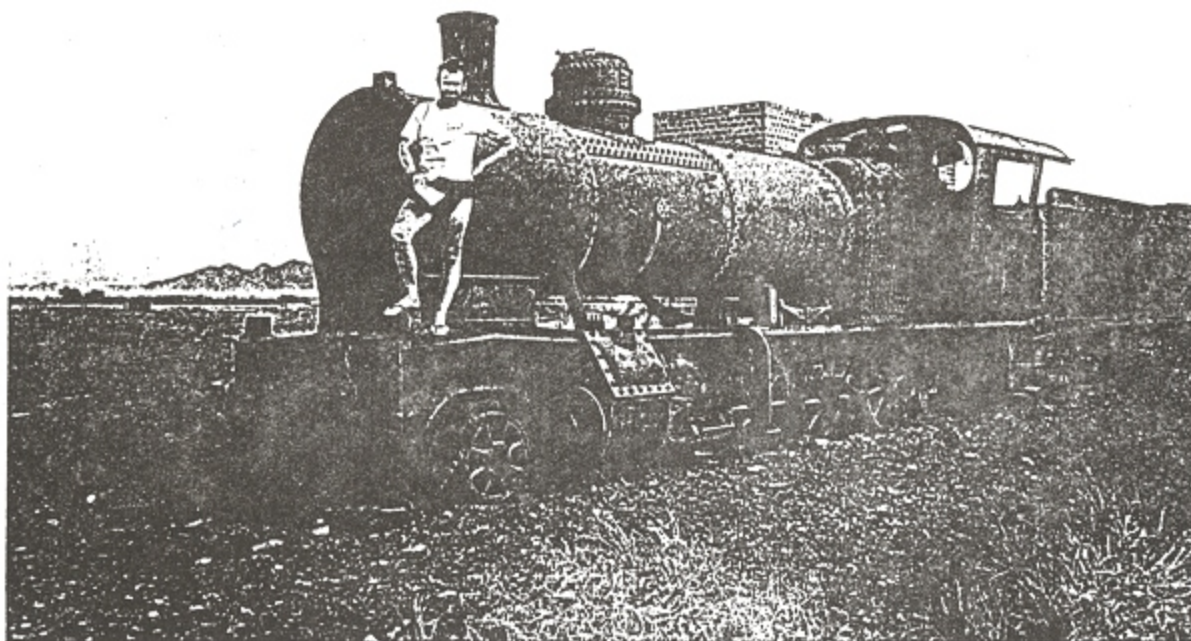
A great amount of work was carried out, but in 1971 all work was suspended due to increasing financial and political difficulties. By 1970, there was an increasing percentage of pilgrims arriving in Saudi Arabia by air, and a new airport was being constructed at Jeddah for this traffic. There was no longer a need for a railway to serve the pilgrim route.

Today, the only signs of the reconstruction are the reinforced concrete culverts along the line, an unfinished building one km. north of Hadiya, an abandoned motor scraper near Abu Taqah, and a graded track beside the embankment in places.

Articles in the ARAB NEWS in October 1991 mention that the Ministry of Education is taking steps to clean, maintain and preserve the old Hijaz Railway station in Madinah as a museum.

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Hijaz Railway Locomotive near Madinah Station

AN INTERESTING FISCAL DOCUMENT III

By: R. J. Thoden

Abdul Aziz, King of the Hijaz and Sultan of Najd, approved a decision imposing a tax for the benefit of the Hijaz Railway on March 5, 1926. The rate was 1 qirsh on all petitions to the government (in effect, all official documents), and 2% on government salaries above 500 qirsh per month. The tax was stated to apply in the Hijaz, but it was evidently gradually enforced throughout the Kingdom. The rate structure was apparently the same as that applied in the Hijaz before its takeover. The concept of taxing government salaries for the railway dates from Ottoman times.

The document shown on page 25 illustrates the use of the higher values of the Hijaz and Najd (inscribed "The Arabian Government") Hijaz Railway fiscals.

The document itself is a voucher of the Finance Department of the Saudi Arabian Government covering the salary of the clerk Sari' ibn Sari' in Al-Hasa (in the Eastern Province) for the months of Sha'ban and Ramadan 1354 (late 1935).

It is interesting to note that the salary is 220 (Indian) rupees, which seems to indicate that Saudi currency was not yet in general use in the Eastern Province in 1935.

The total value of the four Railway Tax stamps affixed to the document is 37 qirsh, which includes 1 qirsh as the tax on the document itself. The remaining 36 qirsh represents the tax at 2%, which means the salary for the two-month period was 1800 qirsh. This indicates a conversion rate of about 8.2 qirsh per rupee.

Since this is a financial document, it was also subject to the proportional tax on such documents. This is covered by the 1/2 qirsh and 1 qirsh "nisby" stamps at the left. The 1/2 qirsh stamp appears to be an overpayment since the 1 qirsh stamp covered a range of 1001 to 2000 qirsh.

The document was written on 26 Shawwal 1354 and entered in the log book of salaries, volume 1C, page 100. The transaction was entered on the daily wage sheet number 252 on 17 Dhu Al-Qa'dah 1354.

Thanks to Dr. S. S. Amr for the translation of the document.

عظمي
٢٧

مندات الرتب والشهيرة والسوية
مالية الحكومة العربية السعودية

٢٧

الامر للتند عليه		
التاريخ	العدد	المية

آته رويته

فقط

قد امتلت بطريق البرطيم من خزينة المالية الجلية لا يوجد للبلغ المرقوم اعلاه وقدره
 مائة وعشرون ريالاً وذلك المرفوع لطب الطب والدار
 المحرمات مريم بن مريم لسنه الف واربعمائة واربعمائة
 بالوفاء والتام وحرر هذا سنداً بالاستلام في ٢٨ جمادى الاولى ١٣٥٤ م



ووافق لاصله وجرى قيده بدفتر المدشات بصحيفة
 المذكرات
 كاتب العاشات وامران

الرقم	القيمة



فقط مائة وعشرون ريالاً
 مدير الحاشية
 المعاون

جرى قيده بالومية نمرة ٢٦٥
 في ١٥ / ١١ / ١٣٥٤ م
 كاتب بومية الحاشية

فيدة
 كاتب بومية الصندوق
 مدير
 رئيس الاوالم

بمضاة
 بومية

NEW ISSUES OF SAUDI ARABIA

By: Abdul Aziz A. Sa'id

April 3, 1991: Two stamps, 75 and 150h, were issued to commemorate the first battle in Islam, the Great Battle of Badr, which took place on 17 Ramadan 2H (March 15, 624). The battle was between 314 Muslims under the leadership of the Prophet Mohammad, and 950 polytheists under the leadership of Abu Jahl. The Muslims defeated the polytheists, of whom 70 were killed and 70 were captured. The design shows the name of the battle in Arabic within a circular Islamic decoration. Designed by Abdul Qader Al-Husseini. Printed in sheets of 50 stamps and 4 postal code labels (9 x 6). Perforated 12. Quantity: 400,000 sets.



April 9, 1991: A set of two stamps. 75 and 150h, was issued to mark World Health Day under the theme "On disaster, be ready". The design was prepared by WHO and adapted by Mohammad Ghareeb Barwar. Printed in sheets of 50 (10 x 5). Perforated 12. Quantity: 400,000 sets.

May 1, 1991: Four definitives, 25, 50, 75 and 100h, depicting endangered animals of Saudi Arabia were issued. They are printed in blocks of 9 different designs (3 x 3). The sheet contains 8 blocks (72 stamps) with gutters between the blocks both horizontally and vertically. Designed by Abdul Qader Al-Husseini, Ashfaq Ghani and M. G. Barwar. Perforated 12. Quantity: 110,000 sets.

There will be a fifth denomination of 150h in this set. but it has not yet been issued. The designs of all values of the set are the same and are shown on the front cover of this RANDOM NOTES.

May 11, 1991: A set of two stamps, 75 and 150h, was issued for "Kuwait is a Free State". The design shows a map of Kuwait, the Kuwaiti flag and a broken chain. Designed by Abdul Qader Al-Husseini. Printed in sheets of 50 (10 x 5). Perforated 12. Quantity: 400,000 sets.



June 3, 1991: A set of two stamps, 75 and 150h, was issued to mark World Telecommunications Day under the theme "telecommunications and human life safety". The design was received from the ITU and adapted by Abdul Qader Al-Husseini. Printed in sheets of 50 (5 x 10). Perforated 12. Quantity: 400,000 sets.



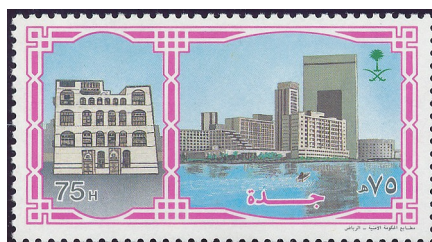
June 20, 1991: A set of two stamps, 75 and 150h, was issued to mark Hajj 1411. The design shows the Meeqat Thee Al-Halifa in Madina. Designed by Ashfaq Ghani. Printed in sheets of 50 stamps and 4 postal code labels (4 x 13). Perforated 13-3/4. Quantity: 400,000 sets.

The first day covers are dated June 21 (9th Dhu Al-Hijjah), the first day of the 'Id Al-Adha. This was a Friday, and post offices were closed.



July 27, 1991: The 75h stamp in the Saudi Cities series depicting the Shobra Palace in Taif was reprinted. The sky is in a slightly deeper shade of blue. Printed in sheets of 50 stamps plus 2 postal code labels (4 x 13). The first printing was in sheets of 52 stamps. Perforated 12.

August 17, 1991: A 75h definitive stamp in the Saudi Cities series was issued. It depicts old and new views of Jeddah. Printed in sheets of 50 stamps and 2 postal code labels (4 x 13). Perforated 12.



August 24, 1991: The 150h stamp depicting the emblem of King Fahd University of Petroleum & Minerals in the Saudi Universities series was reprinted in a Venetian red shade (per the SG COLOUR KEY), otherwise it is identical to the original printing. Sheets of 105 (7 x 15). Perf. 12.

September 5, 1991: Two stamps, 75h and 150h, were issued to commemorate World Literacy Day. The design shows the Arabic letters "alif" and "baa" and the calculation "1 + 3 = 4" on a blackboard, plus the ILO emblem. Designed by Abdul Qader Al-Husseini. Printed in sheets of 50 (10 x 5). Perforated 12. Quantity: 400,000 sets.



September 25, 1991: The 150h stamp depicting the emblem of Umm Al-Qura University in the Saudi Universities series was reprinted in a Venetian red shade (per the SG COLOUR KEY), otherwise it is identical to the original printing. Sheets of 105 (7 x 15). Perf. 12.

A new printing of the Imam Mohammad Ibn Sa'ud Islamic University 150h definitive was released on the same day. However, it does not show any differences from the original printing.

October 15, 1991: The 50h stamp in the Saudi Cities series depicting the Shobra Palace in Taif was reprinted. The sky is in a slightly deeper shade of blue. Printed in sheets of 50 stamps plus 2 postal code labels (4 x 13). The first printing was in sheets of 52 stamps. Perforated 12.

October 16, 1991: Two stamps, 75h and 150h, were issued to commemorate World Food Day with the theme "Trees for Life". The design shows an olive branch and the FAO emblem. Designed by Abdul Qader al-Husseini. Printed in sheets of 50 (10 x 5). Perforated 12. Quantity: 400,000 sets.



All the above commemoratives and the animals set were offset printed by the Government Security Printing Press, Riyadh on medium-thick white paper with grayish slightly shiny gum. The definitives were printed on a thin white paper with invisible gum.

APA AUCTION No. 21

By: *W. A. King*

The APA auction was held on November 15th, a delay of some eight months caused by the Gulf Crisis. This year, for the first time, it was held in conjunction with the annual show - this year's APEX - 19. i.e. we have held two more auctions than shows! By holding both events in one week-end it was hoped that this would be more attractive for the in-kingdom stamp collectors. In fact the presence from members in Dhahran itself was distinctly disappointing. On the other hand response by overseas and non-eastern province bidders - despite the late mailing of the catalogue - was excellent. The number who took the trouble to telephone and send in faxed bids was gratifying. The overseas mail bidders have generally been rewarded by winning lots at below their maximum bids. In fact, only one mail bidder failed to secure any lots, excluding one mail bidder who only posted the form the day before the sale!!

HIJAZ : There were a number of quite exceptional lots offered - with published reserves beyond most of our collectors budget. A further similar group of the unframed gold overprints, which we saw for the first time, are also on sale at Feldman's. We are instructed to hold these pending results from Feldman's so if any interest please contact the auctioneer.

The block of the unframed on perf 10 sold as singles on agreement with the vendor. The remaining Hijaz with lower estimates all sold well and we badly need a larger section next year. We can specifically use Jeddah printings of the King All's as we have a lot of latent interest. Najd : The Najd also sold well with one remarkable exception - the capture commemoratives. These were in great demand in previous years and people have been looking for single to complete sets.

Kingdom : Early Commems : The Heir Apparent sets sold - but at less than previous years but there was brisk bidding on the individual items.

Kingdom Definitives : Early. Tughras and officials were in demand although little for postal tax issues.

Dam, GOSP & Air sets : The collectors of this material all appear to be collecting piece by piece. The more expensive complete sets were generally passed over but the individual values were taken up to a surprising extent. The imperfs were very quiet and everyone who wants these appears to have what they want. A number did sell but this appeared to be odd collectors filling a special want list rather than general bidding.

Tourist Issues : These continue to show demand - which would be helped if Scott's corrected their listing - we have not yet seen the 1992 catalogue. The Falcon air mails did not make their previous highs but all other sets were in demand with the oil derrick set almost double estimate.

Quba, Ka'aba & AI-Khafji : There was spirited room bidding for the gutter pairs and most sets went for well over estimate, in some cases over double.

Commemoratives : King Khalid errors - holders of these are going to have to decide who sells first - there are just too many around. Our estimates are way below catalogue and still are too high. I suggest we are beginning to talk SR 30 per set or less (\$10).

Varieties: These still give lots of interest and sold well with the occasional item causing intense competition - Taif missing road was eventually sold for nearly double estimate at SR 1150. However it is noted several of the scarcer varieties did not reach the reserve. e.g. Khafji colour error and an inverted pane on a small Ka'aba booklet. However there is steady demand for the normal booklet panes.

PRICES REALIZED

APA AUCTION No. 21 - November 15th 1991

LOT	SR	LOT	SR	LOT	SR	LOT	SR	LOT	SR	LOT	SR
HEJAZ		81	80	191	400	310	30	412	44	510	125
		82	1450	192	30	311	650	413	75	512	60
1	115	83	210	196	150	312	300	416	400	513	60
2	220	86	350	197	500	313	300	417	80	514	60
4	75	88	200	204	210	317	90	418	1500	515	200
5	54	89	54	210	400	320	36	419	1500	516	70
6a	4750	90	60	212	2500	321	210	420	180	517	58
b	4750	91	46	213	300	322	30	421	100	519	40
c	4250	92	60	214	32	324	500	422	80	520	60
d	4250	94	42	217	1150	325	50	423	58	522	100
7	375	96	85	218	1150	326	60	424	120	524	100
12	525	97	50	220	70	327	38	425	220	527	95
14	1450	98	56	222	95	328	32	428	110	530	30
16	325	99	110	223	100	329	52	429	100	531	54
17	400	100	60	226	300	330	32	430	90	533	450
18	30	109	150	229	54	331	105	433	700	534	350
18	350	117	40	230	70	332	50	434	625	536	36
20	350	118	575	232	56	333	50	435	50	538	30
21	325	119	200	233	30	334	44	436	58	540	32
22	200	120	70	Officials		335	36	438	40	542	125
23	95	122	38	236	66	336	30	439	42	543	125
24	110			237	200	337	30	440	42	545	46
25	75	KINGDOM		239	100	338	40	441	90	546	75
26	68			240	62	339	40	442	58	548	120
27	58	124	5000	241	6500	DG-Faisal		444	58	549	120
28	750	125	4500	242	260	342	400	445	75	551	48
29	110	126	100	243	62	343	40	446	130	552	52
30	52	127	160	245	30	344	160	447	40	553	30
32	58	128	600	248	30	345	36	448	48	555	210
33	54	129	120	249	100	346	100	449	32	559	34
34	160	130	130	250	200	347	105	450	56	560	40
35	135	131	160	252	1200	348	105	451	46	561	48
36	135	132	300	253	90	350	50	452	52	562	85
37	60	133	400	254	48	352	550	454	50	Varieties	
39	36	137	400	255	200	353	100	455	30	563	1150
40	80	138	130	256	85	354	525	456	325	564	90
41	40	139	150	257	375	355	1100	457	250	565	100
43	100	140	30	DGA SAUD		359	30	459	70	566	50
44	64	141	30	258	200	360	75	460	50	568	150
45	95	142	80	263	500	361	75	461	48	573	60
46	95	143	100	264	105	362	80	462	40	575	52
47	300	144	525	265	50	364	60	464	425	576	160
48	120	145	250	266	500	365	60	465	200	577	160
49	62	147	42	268	105	366	60	467	275	578	160
50	75	151	50	269	200	367	50	468	125	580	85
51	115	153	125	270	90	368	40	469	52	581	200
52	110	154	550	272	30	369	425	470	46	582	200
53	100	155	40	276	75	374	300	471	75	583	200
54	32	158	90	278	150	375	105	472	32	585	105
55	50	159	300	279	80	377	125	473	200	586	40
56	210	160	100	280	40	378	100	474	120	587	70
57	100	161	100	281	1250	379	120	479	120	588	50
58	100	162	62	282	56	381	115	480	66	589	62
59	125	163	62	283	105	382	52	481	70	590	62
60	60	166	325	284	260	384	700	482	70	591	70
61	75	167	270	285	120	385	56	KA'ABA +		592	80
62	60	168	170	286	110	386	52	484	56	593	40
		169	56	287	110	387	625	485	56	594	36
NEJD		170	52	288	675	388	250	486	68	595	80
63	190	171	38	292	50	392	150	487	220	596	125
64	50	172	270	293	75	393	210	488	180	599	85
65	34	173	80	294	200	394	160	489	240	600	44
66	85	175	44	296	100	395	95	490	325	601	80
67	280	176	30	298	85	396	1000	491	125	602	44
68	80	177	700	299	425	398	500	492	125	603	44
70	30	178	650	300	120	400	70	493	140	605	60
71	80	179	50	301	40	404	70	494	500	607	40
72	42	180	64	302	56	405	70	496	120	608	38
73	150	182	50	303	100	406	135	497	150	610	68
74	85	183	50	304	40	407	85	499	60	612	30
75	210	184	50	306	1200	408	68	500	170	614	75
76	210	185	40	307	800	409	58	COM 1977		616	50
77	145	DGA Cairo		308	350	410	52	502	80	618	140
78	90	187	750	309	150	411	50	503	300	619	135